



London Borough of Merton Draft Estates Local Plan

Stage 2 Consultation 1st February 2016 - 18th March 2016

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Draft Estates Local Plan – Stage 2 consultation

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- Bengali** এই তথ্যের কোনো অংশ আপনার নিজ ভাষায় বুঝতে চাইলে, দয়া করে বাস্তবতে (বক্স) টিক চিহ্ন দিন এবং চিঠি লিখে বা ফোন করে আমাদের সাথে যোগাযোগ করুন। নিচে যোগাযোগের বিবরণ দেওয়া হয়েছে।
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- Korean** 만일 본 서류의 어떤 부분이라도 귀하의 모국어로 설명된 것이 필요하다면, 상자속에 표시를 하고 우리에게 전화나 서신으로 연락하십시오.
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- Urdu** اگر آپ اس دستاویز کے کسی حصے کا ترجمہ اپنی زبان میں حاصل کرنا چاہتے ہیں تو دیئے گئے باکس میں صحیح کا نشان لگائیے اور ہمارے درج ذیل رابطے پر یا تو ٹیلیفون کے ذریعے یا پھر تحریری طور پر رابطہ کریں۔

- Large print Braille Audiotape

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Part 01 Introduction



“ a great place to live and call home, where citizens are also neighbours and take responsibility for improving their own lives and neighbourhoods ”

Merton's Sustainable Community Strategy (2009-2019)



Draft Estates Local Plan - second consultation

What is this consultation about?

1.1 This is an opportunity for you to send your views directly to the council about the future of the estate where you live.

Please visit Merton's website to find out more and have your say: www.merton.gov.uk/estatesplan

1.2 Merton Council wants to hear your views on the Draft Estates Local Plan for the estates of Eastfields, High Path and Ravensbury.

Using background research, responses from the council's public consultation in September - November 2014 and other key considerations (e.g. national and regional planning policies) the council has drafted the Draft Estates Local Plan to guide any regeneration proposals that may come forward for the three estates.

How is the council's consultation different from Circle Housing Merton Priory's consultation?

1.3 The council's consultation is completely separate and independent from the consultations which has been conducted by Circle Housing Merton Priory. We know you may have heard from Circle Housing Merton Priory already, and there have been a number of Circle Housing Merton Priory workshops on how the estates could look in the future including details on how the buildings and landscaping could look.

1.4 The council's consultation gives you the opportunity to tell us directly your ideas about regeneration and the the planning policies that will need to be adhered to by any development proposal that may come forward in the future. The council's consultation sets out planning policies to guide any regeneration proposals that may come forward rather than detailed matters concerning internal layouts, size and type of new homes. It is also another opportunity for people who will be affected by the proposed regeneration, if it goes ahead to make their views known to the council independently of Circle Housing Merton Priory.

1.5 Even if you have participated in Circle Housing Merton Priory's consultation, we would strongly recommend you take this opportunity to complete the council's consultation too. Your response will be considered and will provide invaluable input into the council's Draft Estates Local Plan as well as guidance on the next steps.

What has happened so far?

1.6 The council asked for your views between September – November 2014 to find out what options you thought the Draft Estates Local Plan should cover. The feedback from this consultation is available on Merton Council's website here: www.merton.gov.uk/estatesplan

1.7 People told us they were unsure about regeneration or felt that they needed more information, such as the Residents offer, before they could make a decision. The council has taken account of the feedback provided and has produced the Draft Estates Local Plan that provides more detail, including a visual idea of what the area could look like.

What does the council's Draft Estates Local Plan cover?

1.8 The council's Draft Estates Local Plan consists of the following sections:

- Part 2 provides a **background** setting out the key drivers, the case for regeneration, the design principles and the **council's vision** for each of the new neighbourhoods.
- Part 3 looks at each estate neighbourhood in turn. It proposes a set of **detailed policies** to guide development. This is informed by a study of the historic context and site analysis of the current estates.
- Part 4 sets out requirements for **design codes** to guide development and ensure design consistency on each estate and every phase of development.
- Part 5 sets out how the Plan will be expected to be **delivered and implemented**.

Tell us what you think

1.9 The Draft Estates Local Plan, is a legal document which will guide any redevelopment proposals for the three estates. Alongside the Draft Estates Local Plan you can also find supporting information (e.g. Merton's Sustainability Report and background research). Please visit Merton's website to find out more:

www.merton.gov.uk/estatesplan

We would like to hear your views about your estate.

How to respond

1.10 Please tell us what you think about the draft Estates Local Plan and the supporting information by sending your feedback by **18 March 2016** to us:

by on-line questionnaire located here:

www.merton.gov.uk/estatesplan

or by e-mail to:

estatesplan@merton.gov.uk

or in writing to:

**Future Merton,
London Borough of Merton,
12th Floor Civic Centre,
London Road, Morden,
SM4 5DX**

1.11 In circumstances where groups or organisations share a similar view as to the future development or use of a site, it would be helpful if one submission could be made on behalf of that group / organisation. It would also be useful if the group / organisation state how many people the submission is representing and how the representation was authorised.

1.12 In line with the normal planning process and to ensure your comments can be considered by councillors, we cannot accept anonymous or confidential submissions.

1.13 If you have any queries regarding the council's consultation or the consultation form, please contact the Future Merton Team at the address below or telephone 0208 545 3693

Next steps

1.14 Your feedback will be considered by your democratically elected councillors, who will decide whether or not to move to the next stage of the Local Plan. Everybody's feedback will be published on the council's website, with all confidential details removed.

1.15 If the Local Plan moves to the next stage, there will be another opportunity to have your say in Summer 2016.

Part 02 Background



Merton Abbey Mills

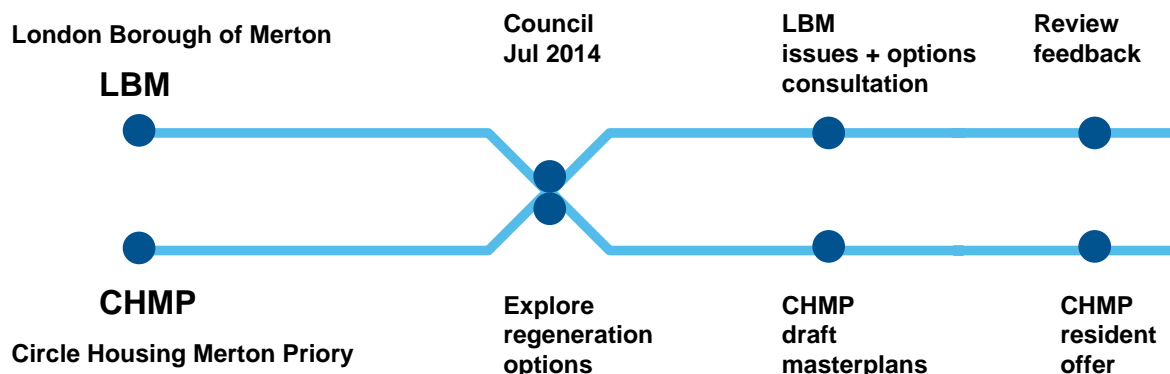
Background

2.1 The Draft Estates Local Plan area is made up of three existing housing estates within Merton: Eastfields, High Path and Ravensbury. The council transferred its housing stock to Merton Priory Homes (now Circle Housing Merton Priory - CHMP), including the three estates in March 2010. The Transfer Agreement included a legal obligation for CHMP to undertake a programme of property improvements known as Decent by December 2015.

2.2 The Decent Homes works are underway across the transferred housing stock. However in preparing the plans to undertake these works on the three estates, CHMP have come to doubt the case for investing in what CHMP regard, in some instances as homes and neighbourhoods of a poor standard. As a result CHMP have been exploring regeneration based alternatives for the three estates via preparation of masterplans in consultation with their residents since summer 2013.

2.3 Should regeneration go ahead, this Draft Estates Local Plan will be an essential part in shaping the redevelopment process of Eastfields, High Path and Ravensbury Estates, to create new well designed high quality neighbourhoods aimed at fundamentally improving the quality of life for existing and future generations living in the area.

2.4 The Plan's purpose is to guide any redevelopment proposals, for the three estates that may come forward over the next 10 to 15 years. This Plan is wholly design led and pitched at a high level, with detailed scheme proposals being determined by the council at the planning application stage, should regeneration go ahead.



The diagram above illustrates the preparation stages undertaken by the council for the Estates Local Plan alongside those stages undertaken by Circle Housing Merton Priory in developing their masterplans for the three estates.



Ravensbury Estate



Eastfields Estate



High Path Estate

**LBM
first draft
consultation**

**Review
feedback**

**LBM
second draft
consultation**

**LBM decide
on regeneration
option**

**Publication of
final plan for
Inspector**

**Submission
to Planning
Inspector**

**to agree
pending
CHMP/Circle
Boards
sign off**

**CHMP Planning
Application**

Key drivers

2.5 In preparing the Draft Estates Local Plan we have had regard to a number of relevant considerations including responses received from the Council's initial consultation during September 2014 and November 2014 and the following key drivers.

The Community Plan

2.6 Merton has a Sustainable Community Strategy, which is also known as Merton's Community Plan (2009-2019). This is the overarching strategic plan of the Merton Partnership. It was published in 2009 and refreshed in 2013. This sets out the Partnership's long term vision and priorities for the borough up until 2019, which is:

“a great place to live and call home, where citizens are also neighbours and take responsibility for improving their own lives and neighbourhoods.”

2.7 The Community Plan has four strategic themes, each of which has a vision. These themes are:

- Sustainable Communities and Transport
- Safer and Stronger Communities
- Healthier Communities
- Children and Young People

2.8 In addition, the Community Plan recognises a number of cross-cutting themes including working to bridge the gap between the east and west of Merton and helping to promote Merton's economy.



Merton's Core Planning Strategy

strategic objectives

2.9 The Draft Estates Local Plan embodies and accords with Merton's strategic objectives as set out in Merton's Core Planning Strategy 2011 which are as follows:

- To make Merton a municipal leader in improving the environment, taking the lead in tackling climate change, reducing pollution, developing a low carbon economy, consuming fewer resources and using them more effectively.
- To promote social cohesion and tackle deprivation by reducing inequalities.
- To provide new homes and infrastructure within Merton's town centres and residential areas, through physical regeneration and effective use of space.
- To make Merton more prosperous with strong and diverse long-term economic growth.
- To make Merton a healthier and better place for people to live, work in or visit.
- To make Merton an exemplary borough in mitigating and adapting to climate change and to make it a more attractive and green place.
- To make Merton a well connected place where walking, cycling and public transport are the modes of choice when planning all journeys.
- To promote a high quality urban and suburban environment in Merton where development is well designed and contributes to the function and character of the borough.

A review of the Draft Estates Local Plan policies against Merton's Core Planning Strategy Objectives is located at Appendix 1.

Sustainability Appraisal

2.10 A Sustainability Appraisal (SA) which incorporates a Strategic Environmental Assessment (SEA) has been undertaken in the preparation of the Draft Estates Local Plan and has assisted in the shaping of the document. The purpose of SA/SEA is to promote sustainable development by integrating social, economic and environmental considerations into the preparation of the new Local Plan.

2.11 The SA/SEA is also an important tool for developing sound planning policies which are consistent with the government's sustainable development agenda and achieving the aspirations of local communities. The findings of the appraisal ensure that the policies will facilitate sustainable development throughout Merton.

Health Impact Assessment

2.12 The purpose of the Health Impact Assessment (HIA) is to promote sustainable development by integrating health (including mental health) and wellbeing considerations into the preparation of plans or strategies; by identifying the key health and wellbeing issues and the groups that are likely to be affected by the implementation of the Plan. The HIA, like the SA/SEA is an important tool in developing sound planning policies and assesses each stage of the Estates plan making process.

Key drivers

Equality Impact Assessment

2.13 An Equalities Impact Assessment of the Draft Estates Local Plan has been undertaken as required by the Equality Act 2010. This examines the impact of policies on certain groups, to identify and combat discrimination and serve the needs of disadvantaged groups in the community.

2.14 In accordance with the Equality Act 2010 Merton Council has carried out an Equality Impact Assessment (EqIA) report to identify the likely impact of the Plan on Merton's diverse communities and to recommend any changes to mitigate against any identified impacts or to recommend other changes to the Plan, where appropriate.

Habitat Regulation Assessments

2.15 In accordance with the Habitats Directive (92/43/EEC) Habitats Regulations Assessment (HRA) screening exercises have been undertaken for the Plan. The HRA assesses the potential effects of land use plans to ensure that the protection and integrity of European Sites namely Wimbledon Common and Richmond Park is considered by the planning process at a local level.

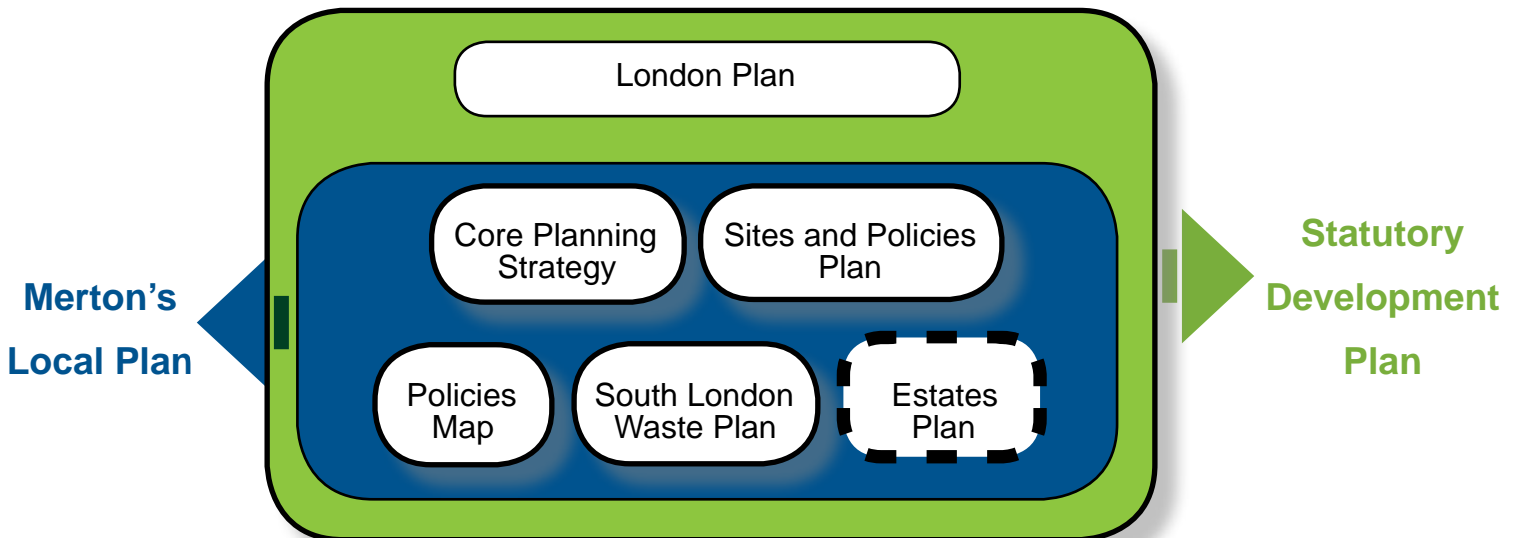
Policy context

2.16 In the wider planning policy context, there are a number of documents that make up what is known as the 'Development Plan' for the borough. These are as follows:

- The Mayor's London Plan 2015
- Merton's Core Planning Strategy 2011
- The South London Waste Plan 2012
- Sites and Policies Plan 2014
- Policies Map 2014

2.17 The above five documents - Merton's Local Plan and the Mayor's London Plan – make up the Statutory Development Plan for the borough. These contain the planning policies that guide development in Merton. The Draft Estates Local Plan, once adopted, will sit alongside these documents and form part of Merton's Local Plan.

2.18 The National Planning Policy Framework 2012 (NPPF) sets out the Government's policy on planning matters in England and Wales. All local plans should be in conformity with this national policy.



2.19 The Mayor's London Plan March 2015 contains planning policies that guide all London boroughs on issues for the benefit of the whole of London, such as the number of new homes to be built, the size of town centres, and transport issues. All other planning documents have to be in general conformity with the Mayor's London Plan.

2.20 The Sites and Policies Plan and Policies Map contains

- the detailed planning policies which guide planning applications for development in Merton, implementing the more strategic principles set out in Merton's Core Planning Strategy 2011 and the London Plan 2015
- sites for allocation for new uses
- maps which illustrate where certain planning policies apply in Merton, for example town centre boundaries, nature reserves, neighbourhood shopping parades. This is known as the Policies Map.



Key drivers

Presumption in favour of sustainable development

2.21 When considering development proposals the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

2.22 Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

2.23 Government legislation requires development plan documents to be appraised for sustainability to ensure that planning policies are developed to achieve the optimal balance of positive social, environmental and economic outcomes for residents. This is known as a Sustainability appraisal.

2.24 In accordance with an EU Directive, councils are required to undertake Strategic Environmental Assessments of new plans. Government guidance allows both assessments to be combined. An assessment of Merton's Sites and Policies DPD has been conducted, which integrates both a Sustainability Appraisal and a Strategic Environmental Assessment and is referred to by the single term 'Sustainability Appraisal'. A summary of the appraisal results of each of the draft detailed policies is provided in this report. Merton's Sustainability Appraisal Report 2013 contains the full assessment of the draft detailed policies and the potential sites.



Case for regeneration

2.25 As part of the commitment to improving the quality of accommodation to Decent Homes Standards, since 2010 CHMP have undertaken technical surveys and financial planning work towards achieving this commitment. This work in CHMP's view indicated that significant refurbishment, maintenance work and financial investment would be required to the housing stock to achieve the required standard.

2.26 CHMP advise that residents of Eastfields, High Path and Ravensbury have told them about the problems with their homes and outside spaces, which include homes that are expensive to heat, suffer from leaking roofs, poor noise insulation, condensation and damp and issues with refuse collection and unsafe pathways. Some of these issues were also raised by residents during the council's consultation in the autumn of 2014, particularly concerns around unsafe pathways, damp and poor internal conditions. Having undertaken an exploration of reasonable options CHMP have decided that regeneration is the most cost effective way of delivering longer term sustainable Decent Homes through the provision of new, well-designed, energy-efficient homes that will meet the needs of residents now and in the future.

2.27 For Eastfields and High Path CHMP propose regeneration of the whole estates and for Ravensbury a mixture of partial regeneration refurbishment and retention. The council has asked CHMP for evidence to support CHMP's view that regeneration is the best way forward including:

- Case for regeneration
- Housing needs studies
- Socio-economic analysis
- Stock condition surveys
- Urban design studies

2.28 It is the council's view, supported by CHMPs evidence that whilst incremental refurbishment and Decent Homes works would improve the internal housing quality in the short to medium term, regeneration provides an opportunity to deliver comparatively more significant positive changes to the three neighbourhoods and a once in a generation opportunity to improve the quality of life for current and future residents.

2.29 Regeneration will be expected to provide a range of choices and benefits including high quality well designed neighbourhoods, wider housing mix, more private space for residents, better quality green spaces and community facilities and job creation opportunities. It will also be an opportunity to provide much needed new homes by making more efficient use of brownfield land, improving the quantity, quality and mix of new homes on each of the three estates.

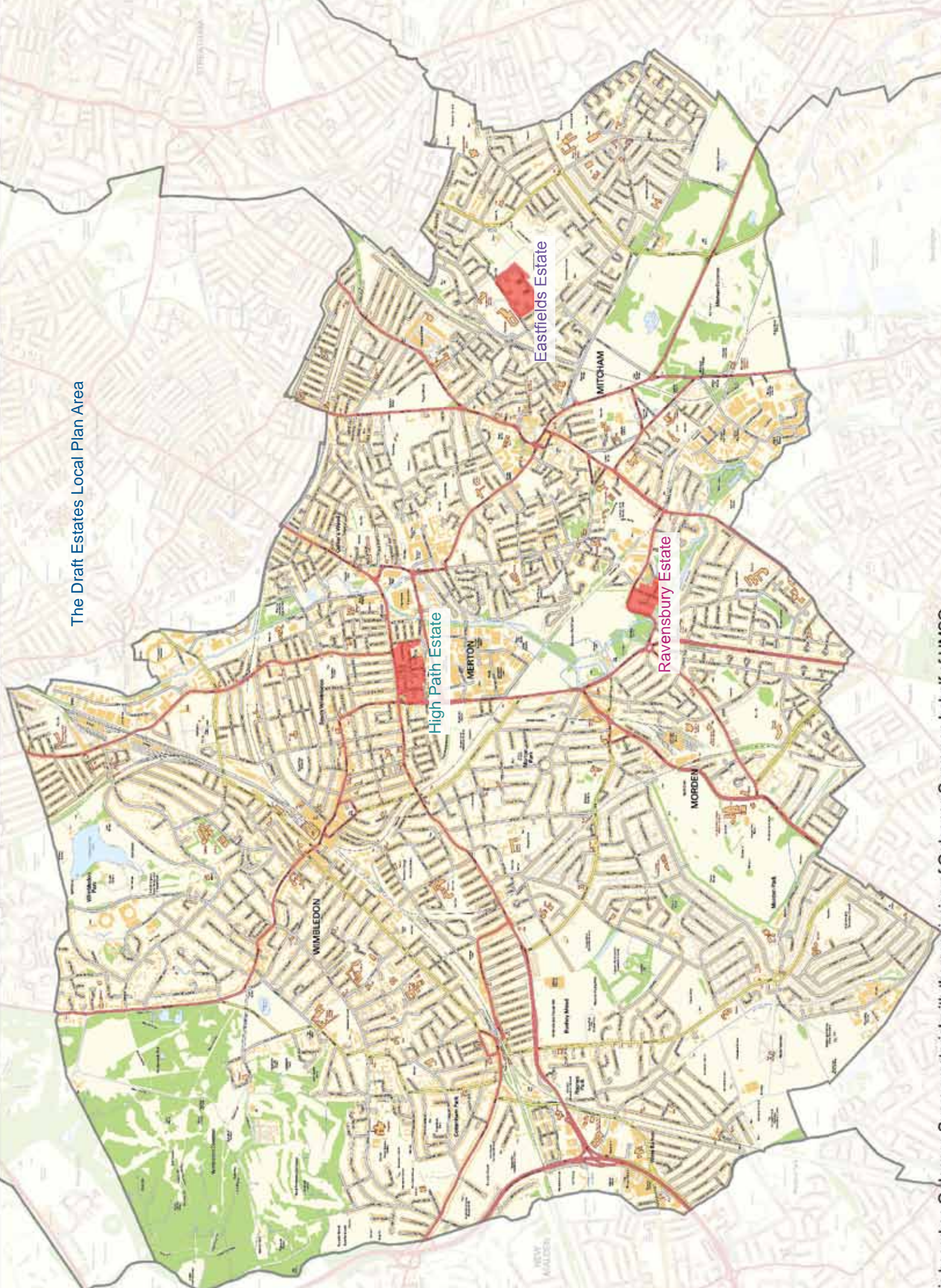
2.30 A key expectation of any regeneration proposals that comes forward will be a commitment to keeping the existing community together in each neighbourhood, and for existing residents to have a guaranteed right to return to a new home in their regenerated neighbourhood.

The Draft Estates Local Plan Area

2.31 The Draft Estates Local Plan area covers three existing neighbourhoods of Eastfields, High Path and Ravensbury estates as indicated in the respective maps overleaf. Upon adoption of the Draft Estates Local Plan, Merton's statutory Policies Map will be updated to include the Draft Estates Local Plan regeneration area as set out in the adjacent map.

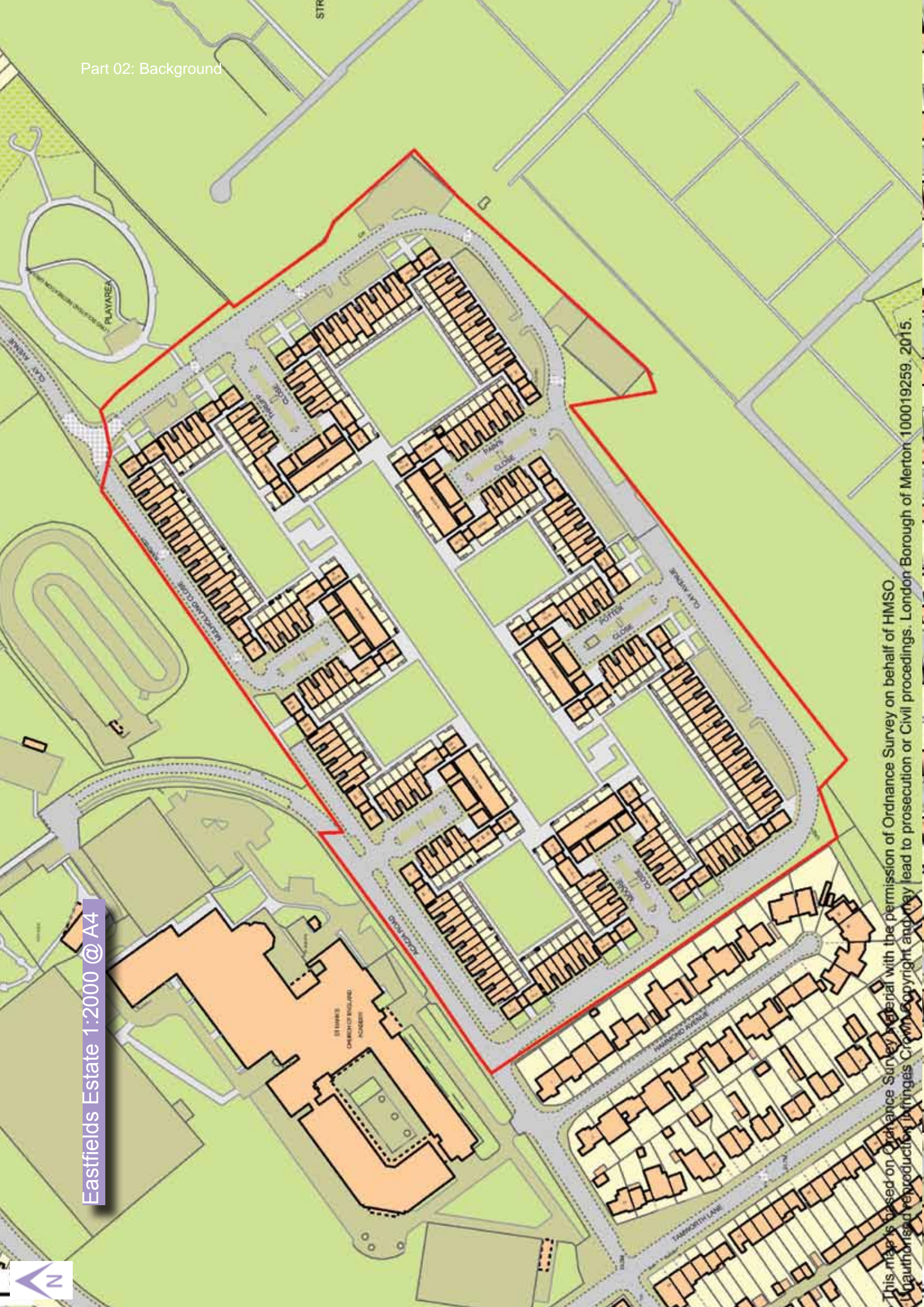


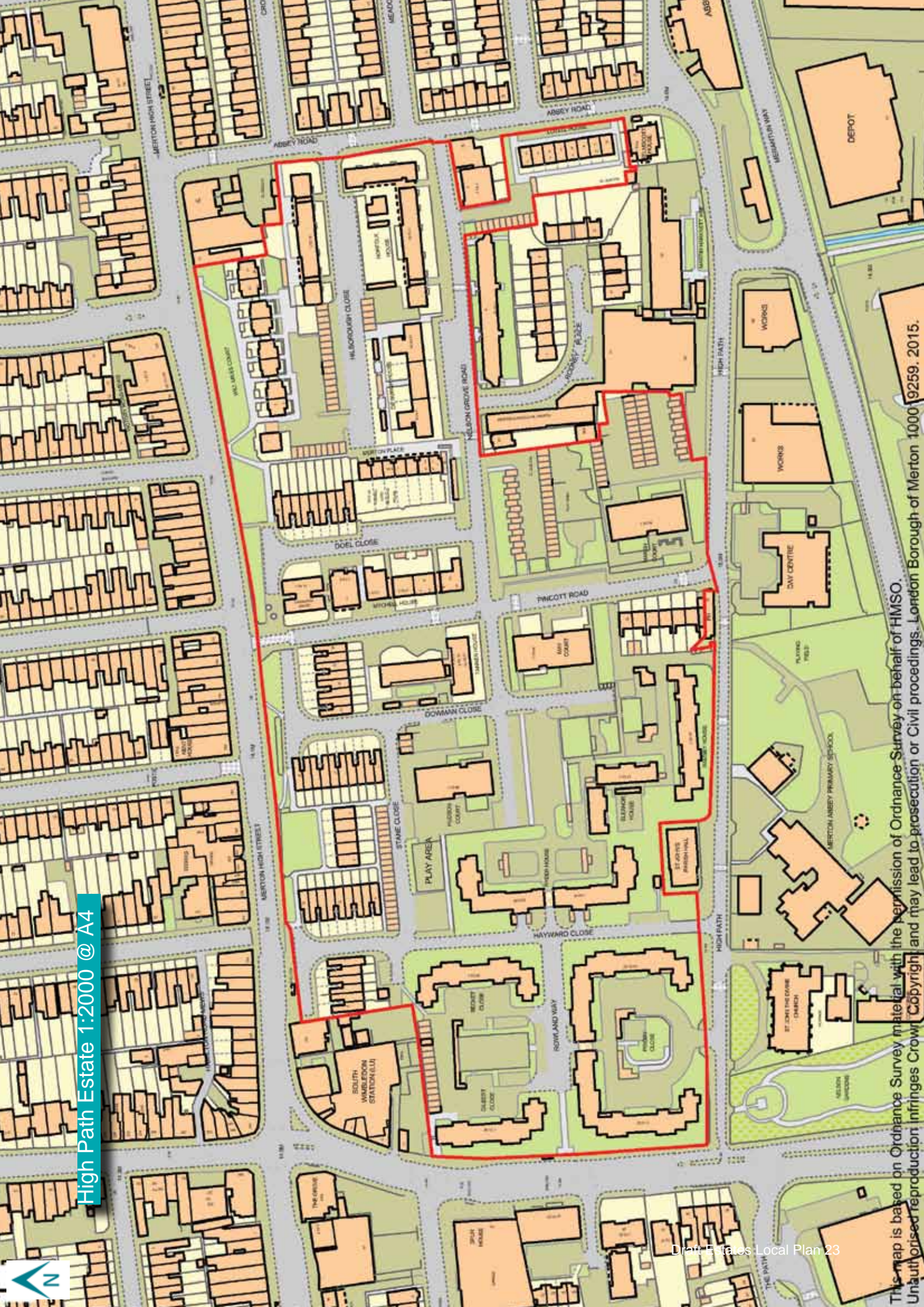
The Draft Estates Local Plan Area



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Eastfields Estate 1:2000 © A4





High Path Estate 1:2000 @ A4



Digit: Estates Local Plan 23

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The vision

2.32 This section sets out the vision for the regeneration of the estates. This provides the framework for the Local Plan. This vision is informed by a number of other documents and requirements that are detailed in the following sections.

Overarching vision

2.33 The overarching vision underpins the whole Local plan and is applied to all of the estates. It is:

“The creation of sustainable, well designed safe neighbourhoods with good quality new homes, that maintain and enhance a healthy local community, improve living standards and create good environments.”

The visions for each estate

2.34 The positive characteristics within and surrounding the estates have informed the individual vision for each estate. These are as follows:

Eastfields: Contemporary Compact Neighbourhood

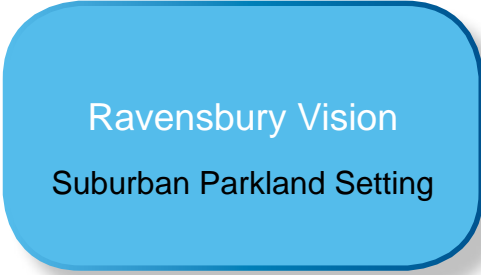
A new neighbourhood which recognises the existing estate’s experimental design and maintains a distinctive character through the creation of a contemporary architectural style encompassing a variety of types, sizes and heights for new homes overlooking traditional streets and the improvement of links to the surrounding area.

High Path: New London Vernacular

The creation of a new neighbourhood with traditional streets and improved links to its surroundings, that supports the existing local economy. Buildings will be of a consistent design, form and character, using land efficiently to make the most of good transport services and create a distinctly urban character based on the “New London Vernacular” of traditional terraced streets, front doors to streets, use of brick and good internal design and access to quality amenity space.

Ravensbury: Suburban Parkland Setting

The creation of a new neighbourhood that is part of the wider parkland and which protects and enhances landscape quality and biodiversity. Characterised by buildings arranged as traditional streets and spaces that improve links to the surrounding area, allow for the landscape to penetrate the site whilst simultaneously improving flood mitigation and increasing the number of homes whilst retaining the character of its suburban parkland setting.



Design principles

2.35 This section outlines a set of broad design principles. All development proposals will be expected to adhere to these principles in order to achieve the highest standards of design, accessibility and inclusive design. Proposals must be accompanied by Design and Access Statements (DAS). Full definitions of the terms used for the principles can be found in the Glossary.

Perimeter blocks: Buildings arranged so that the fronts face outwards towards the street.

2.36 New development will be expected to be built using the principle of perimeter blocks. This is where the public entrances to buildings face the streets and the more private elements are less visible and accessible to the rear. Perimeter blocks are a flexible approach to development and need not create a uniform layout. This approach creates a strong and easy to understand layout. Importantly, it also creates a clear arrangement of public and private space that builds in natural surveillance and security.

Active frontages: Buildings with many entrances and windows onto the street.

2.37 New development must be designed to have buildings with entrances and windows facing the street (active frontages) and no blank walls or gable ends. This provides long-term flexibility of buildings, creating activity and vibrancy in commercial areas and supporting a level of activity on quieter streets to create a good level of natural surveillance to deter criminal activity. This is particularly relevant to ground floor frontages, where maximising windows and doors is particularly important. In commercial frontages, views into shops and businesses, whether open or closed is also important.

Clear building lines: Clear boundaries defining where the fronts of buildings should be.

2.38 New development must connect easily with the surrounding area, not present barriers and be easy to get around. Traditional streets with buildings lining each side of the street, will contribute to defining space and the creation of clearly defined routes. Irregular building lines and building heights undermine this and should therefore be avoided.

Open space: The provision of public and communal amenity space.

2.39 All private, communal and public amenity space must be of a high quality of design, attractive, useable, fit for purpose and meet all policy requirements, including addressing issues of appropriate facilities, replacement space or identified shortfall. High quality designed amenity space will have good levels of privacy or public surveillance depending on their purpose and generally have an open aspect, good sun/daylighting, be of a single regular shape and have easy and convenient access for all potential users.

Defensible space: The space between the back of the footway and the front of the adjacent building.

2.40 Defensible space is the area or feature created to separate the public street and the buildings accessed from it. This space functions to provide adequate privacy for the private areas from the public ones. It is important in creating successful perimeter blocks and buildings with entrances and windows facing the street (active frontages) and no blank walls or gable ends. New development will be required to ensure all buildings fronting onto streets have successfully designed defensible space that are appropriate to the uses in the buildings.

Promoting biodiversity: Promoting the variety of plants, animals and other living things found in an area.

2.41 Development proposals should incorporate and promote biodiversity, through open space, street trees, green chains, SuDs and a variety of other means, including those more directly related to mitigating the effects of climate change. Biodiversity also adds visual attractiveness and local distinctiveness, which can also provide recreational facilities.

Promoting active design: Promoting design that enables healthy lifestyle choices.

2.42 The design of new development and streets must promote Active Design. This approach incorporates local facilities that are easily accessible on foot or cycle and create good quality, well maintained and safe places with convenient and direct routes throughout the development. The public realm should be designed to facilitate low vehicle speeds and reduced vehicle dominance. Active Design provides opportunities for people to be naturally active as part of their daily life, and so improves health and wellbeing.

Promoting sustainable development: Promoting the efficient use of resources that does not prejudice future generations from meeting their own needs.

2.43 New development should be designed to minimise emissions arising throughout their lifetime by making efficient use of land, resources, materials and energy. Such principles can include use of energy efficient building materials, appropriate design and construction methods and use of low-carbon technologies and renewable energy generation. New development should be sustainable in terms of supporting local social and economic development to support community development, making use of sustainable travel modes the first choice, encouraging community based car sharing schemes and facilitating improved health and well-being such as enabling local food growing and are encouraged to implement aims set out by the Merton Food Charter.

Permeable, legible and accessible layouts: Arrangements of streets and buildings that offer a convenient choice of routes that are easy to understand.

2.44 New development should connect easily with surrounding neighbourhoods and not be seen as a separate place or result in restricted access. New neighbourhoods must be easy and convenient to get around, and be accessible for all users. Streets must be safe and look like they lead somewhere, be clearly and visibly connected to other streets. Well connected street layouts should encourage walking and cycling as well as allowing for convenient and clear vehicular access.

Density: The amount of development that is provided on any given site.

2.45 The London Plan density matrix should be applied in determining an appropriate density for each estate. Development that is too dense may result in cramped internal layouts, overlooking or daylight issues, or a high number of single (or nearly single) aspect dwellings. Development that is not dense enough will not use land efficiently and effectively or provide sufficient good quality homes.

Design principles

Parking provision: The amount of development that is provided on any given site.

2.46 On-street parking should be the initial choice for the way parking is provided. It is essential that on-street parking is well managed and integrated into the rest of the street. On-street parking creates activity, vitality and ensures a good level of natural surveillance. Only when on-street provision cannot accommodate all parking needs should other methods of parking be used. All methods of parking provision should be of a high quality design that is attractive, convenient and safe for both people and vehicles. The council follows the parking standards set out in the London Plan and residential standards reference should also be made to the London Housing SPG and subsequent updates.

Local context (buildings, materials interpretation, art): Using local good quality design to to inform the design and appearance of new development.

2.47 The design, layout and appearance of new development must take inspiration and ideas from the positive elements of the local built, natural and historic context. This must include an analysis of what local characteristics are relevant and why, and which are less so. Opportunity must be taken to strengthen local character by drawing on its positive characteristics.





Part 03 Analysis and planning policies



“ The creation of sustainable well designed safe neighbourhoods with good quality new homes, that maintain and enhance a healthy local community, improve living standards and create good environments. ”

Introduction

3.1 Part 3 looks in detail at each estate in turn namely Eastfields, High Path and Ravensbury. It is arranged in four parts:

- Historical context
- Site analysis
- Issues and opportunities
- Site specific design policies

3.2 Part 3 begins by undertaking a detailed historical analysis. This identifies aspects of the historic character that can form the basis for inspiration for new development. It then goes on to undertake a comprehensive design based, site analysis. This is done at the wider area level and at the estate neighbourhood level.

3.3 At the wider level, the site analysis covers three areas:

Character areas: This gives an idea of the general character of the wider area and how the neighbourhood fits into this.

Current land use: This illustrates the location of and range of land uses close to the neighbourhood.

Transport connectivity: This shows how well the neighbourhood is connected to its surroundings by foot, bus and train.

3.4 At the estate neighbourhood level the site analysis covers five areas:

Building heights: The range of building heights on the estate and its surrounding area.

Public realm and open space: The way all the space between the buildings is used, such as for roads, gardens and open space.

Streets and frontages: The way the buildings are arranged and relate to the streets and spaces around them.

Townscape analysis: The urban landscape, or general character of the area.

Landscape analysis: Key positive and negative characteristics of the landscape of the area.

3.5 The analysis is followed by a summary of key issues each estate faces and the opportunities the regeneration of the estates present to address these issues.

3.6 This is followed by site-specific policies for any development proposals in the three estate neighbourhoods. These are expressed in the form of design led policies.

3.7 The site-specific policies are grouped under eight different headings. These are as follows:

Townscape: How buildings and spaces should be arranged and their general character.

Street network: The arrangement and layout of streets and what they should look and feel like.

Movement and access: How streets should work in terms of how people get around, by foot, cycle and vehicles.

Land use: Suitable land uses for each neighbourhood.

Open space: The location and type of spaces that should be provided for each neighbourhood.

Environmental protection: How to maximise opportunities for biodiversity and prevent flooding.

Landscape: How each neighbourhood can use and building upon existing landscape assets to create high quality places.

Building heights: Appropriate height of buildings in different parts of the neighbourhood based on the analysis of the area.



Vanity
Hair & Beauty

Analysis and planning policies - Eastfields

Eastfields

Network Rail



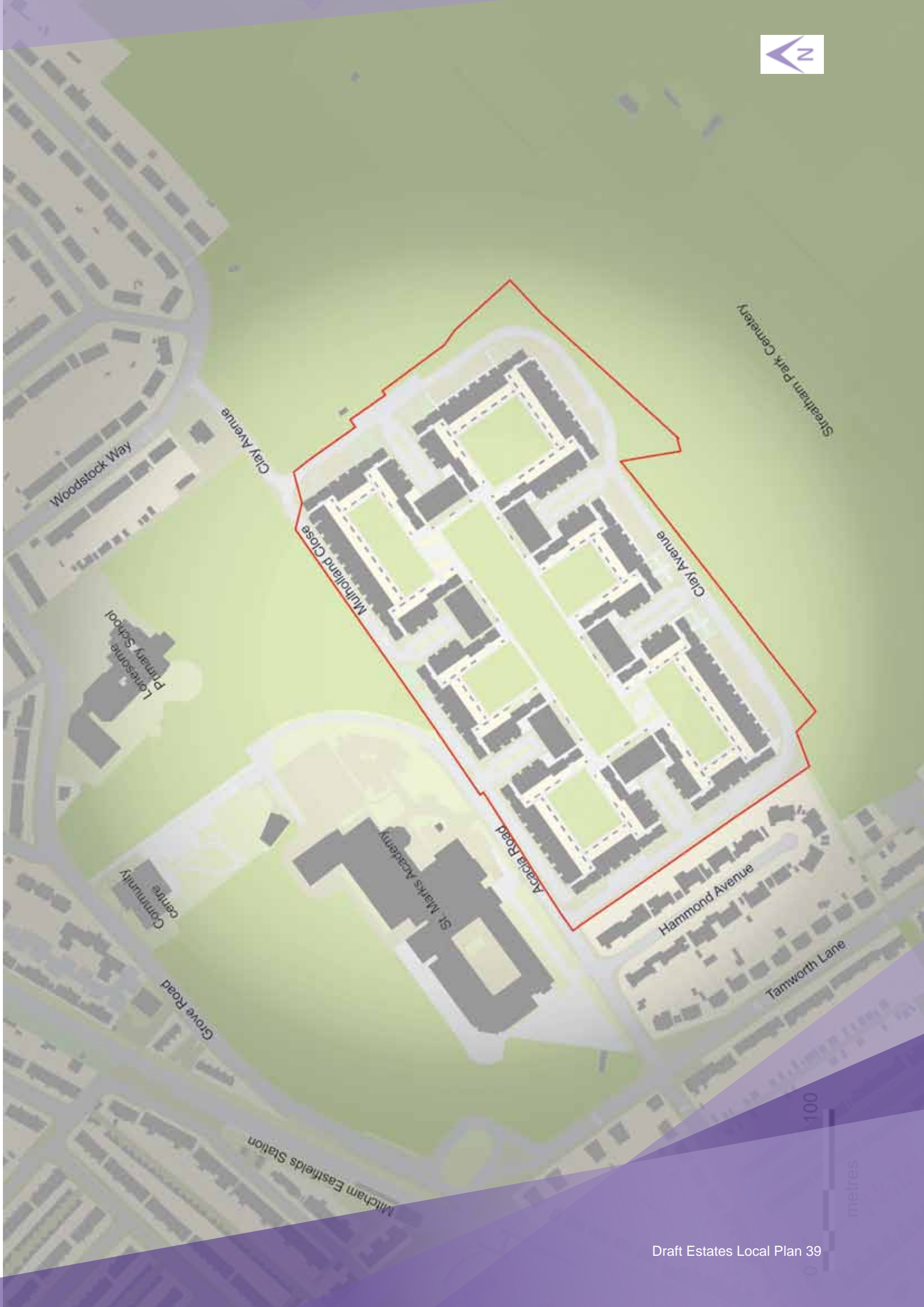
Mitcham Eastfields

Location

Eastfields Estate

3.8 Situated in the Figge's Marsh ward, Eastfields is located to the east of Mitcham Town Centre and covers an area of approximately six hectares. The site is bound by Acacia Road and Mulholland Close to the North, Clay Avenue to the east and south and Hammond Avenue to the west. The site is surrounded to the north by two schools (St Mark's Church of England Academy and Lonesome Primary School) and by the South London Crematorium, Streatham Park and the Jewish Cemeteries and Long Bolstead Recreation Ground to the west. The nearby Mitcham Eastfields railway station acts as a key local hub.

3.9 The estate was designed by Richard MacCormac and was built in the 1970s and consists of 465 homes. The Eastfields homes are a combination of three storey houses with integral garages and flats in three storey 'walk up' blocks each having one or two bedrooms. The homes are all of 'Wimpey no-fines' construction, clad with enamel panels. The Eastfields Estate has an inward looking layout distinct from the surrounding neighbourhood. The surroundings have a suburban residential character dating predominantly from the inter-war era, with some earlier late 19th Century development in Grove Road.



Historical context

3.10 The Eastfields area played a significant part in the early history of Mitcham. It was the site of a number of local and world renowned businesses that brought employment to the area. Up until the 1880's however, Eastfields retained a medieval open field system. The neighbourhood takes its name from the East or Common fields which were cultivated in strips with different crops. Much of the area was used for the cultivation of herbs, roses and lavender. Adjacent to the estate, Mitcham Little Wood once occupied the site of the Streatham Park Cemetery and a few isolated oaks from the hedgerows still remain today.

3.11 In 1868 the Mizen family established a flourishing horticultural business in the Eastfields area. As was the tradition in Mitcham, the Mizen family for a time grew lavender, as well as culinary herbs such as chervil and tarragon. By the late 1880's, Eastfields Farm was thriving with extensive glasshouses covering much of the area

between Grove Road and Acacia Road which is now occupied by Lonesome Primary School and St. Marks Academy.

3.12 As industry expanded in the area, the crops were affected by the coal smoke and the family business was moved. Pain's fireworks factory stood from the 1870's on a site known as Oak Stubbs comprising three different parts. One of these was on the site of the Eastfields Estate off Clay Avenue. Pains fireworks mounted displays for Queen Victoria and at their height traded across the world. Firework production stopped in 1965 and shortly after this the housing estate was developed.

3.13 To the east of Pains Fireworks was Mitcham Little Wood. This remained as woodland until 1907 when it was gradually cleared for use as Streatham Park Cemetery. The cemetery is formally laid out towards the crematorium and



Mizen Brothers nursery, Eastfields, Mitcham

Source: Merton Memories Photographic Archive

chapel at its northern end and more informal towards the southern end where it joins the recreation ground. The mortuary chapel was built in the 1930's in a formal art deco/classical style. The impressive crematorium was built later in a well detailed Art Deco style with raised brickwork details around the windows and moulded plasterwork decoration. Adjacent to the cemetery, and developed a little later, is a separate Jewish cemetery. The appearance of this is significantly different to the Streatham Park Cemetery. Its plots are rigidly aligned, compact and consist of more substantial memorials above ground, giving it a far more urban character compared to the 'parkland' feel of its neighbour.

3.14 To the north of the Eastfields estate there was once a rural area known as Lonesome. This area was one of the most isolated parts of Mitcham and was reached by rural lanes from the surrounding areas, such as Mitcham and Streatham, but which did not quite establish themselves as a through route between places. The arrival of the railway in 1868 created a physical barrier between its east and west sides, particularly north of the level crossing at Locks Lane, ensuring the area of Lonesome became even more isolated. As recently as the 1930s much of this area consisted of little more than dirt tracks, which quickly turned into quagmires during wet weather. Even today, this area retains something of an 'in between' area on the way from Mitcham to Streatham.



Map of Eastfields area 1896-1899

Source: Ordnance Survey

Historical context

3.15 The Lonesome Chemical Works operated in the second half of the nineteenth Century, established here due to the sparse population. The presence of industry continued into the 1960s when Beck and Company manufactured petrol pumps on the site. At the end of the 19th Century Lillian Road and Marian Road were laid out and developed. In the second half of the twentieth century a further phase of residential development occurred with the redevelopment of the remaining industrial land into Veronica Gardens and Ebenezer Walk.

3.16 Tamworth Park, an area between Tamworth Lane and Commonsides East was partially laid out as building plots by 1868, but by the turn of the century only a few medium-sized houses in large grounds had been completed. There were aspirations to transform the area into an affluent Victorian suburb as had happened in nearby Streatham however development was stagnated by economic depression and the area's attractiveness for residential development was adversely affected by fumes emitted from local industries. Maps from 1896 also show a street of detached villas south of the chemical works known as Blake's Folly. However these were never completed and subsequently demolished in 1927.

3.17 The housing development which followed was smaller modest housing and in the 1930s the area steadily became suburbanised and housing estates began to appear along Tamworth Lane, Oakleigh Way and Woodstock Way. The rapid suburbanisation of the area resulted in an increase in traffic particularly at the level crossing; work began in the 1960s to ease this by widening the crossing and the creation of a new roundabout. Public transport provision in Eastfields was poor right up until 2008, when Mitcham Eastfields station opened at the level crossing providing an regular train service into Central London.

3.18 Up until the late 1960s the appearance of the Eastfields site was much the same as at the turn of the century. The site was approached from 'Firework Lane' now Acacia Road. The area retained a rural appearance due to the proximity of the site of Mizen Brothers market gardens and the landscaping around the adjacent cemetery. The

fireworks factory site comprised a range of brick built offices and small wooden weather-boarded manufacture huts loosely dispersed around the site. Due to the marshy nature of the soil wooden walkways connected the individual huts.

3.19 Transformation of the Eastfields site began in the early 1960s with the demolition of Mizens' greenhouses. This site was developed as Eastfields School and sports ground – now St. Mark's Church of England Academy. The Pains fireworks factory changed ownership and eventually ceased production in 1965. Part of the site passed into municipal ownership and was redeveloped into the Eastfields Estate. The estate comprises 466 houses and flats and was completed in 1972 by the same design team that developed the Pollards Hill Estate.

3.20 The estate consists of three-storey terraces throughout, in a mix of houses and flats in a uniform architectural style. The terraces enclose a large, long rectangular open space with smaller squares leading off it. It was designed as an alternative to the high rise schemes of the previous decade and was in a tight pattern of buildings in a "castellated" pattern. The layout and design concept of the estate is an example of high density low rise social housing of the 1970's and forms part of a group of estates in the borough which include Pollards Hill, Watermeads and the Cherry Tree Estate which were designed along similar principles.

3.21 Upon its completion the estate was considered iconic. However, over time the appearance of the estate has weathered poorly, cladding panels have deteriorated and replacement glazing has diluted the initial design intent of the scheme. The generous spaces in front of the houses and flats have also fared less well, becoming ill-defined spaces of tarmac and concrete.



Industrial building Lonesome area



Lonesome Lane circa 1895



Pains fireworks factory 1965



Eastfields level crossing 1961



Eastfields Estate 1975



Mitcham Eastfields station 2008

Source: Merton Memories Photographic Archive



Site analysis

1. Character areas

3.22 The Eastfields Estate is located to the east of Mitcham town centre and north of Mitcham Common. The wider area is defined by the railway line to the west, with Eastfields Station acting as a major gateway.

3.23 The map above illustrates the main character areas in the surrounding neighbourhood including the Eastfields Estate. The estate itself is distinctive enough from its surroundings to form its own character area. This is also the case for the area occupied by St. Mark's Academy and Lonesome Primary School. To the east is the large open space comprised of Long Bolstead Recreation Ground, Streatham Park Cemetery, Rowan Road Jewish Cemetery and Westminster City School Sports Ground.

3.24 The surrounding residential areas are predominantly low rise inter-war suburban housing of semi-detached or short terraced houses.

However, there are some pockets of earlier late Victorian cottages and a number of late 20th century infill developments, usually replacing former industrial uses, as was the case with the Eastfields Estate. The significant amount of open space within the area.

3.25 In the wider area a large proportion of the properties date from the 1930s and represent good quality examples of suburban design of the era. The 1970s Eastfields Estate has a very distinctive layout and architectural style that sets it apart from the surrounding street pattern and building forms. There are also two large new housing developments nearby at Brenley Park and Rowan Park, which offer good examples of how new development can fit into the area without replicating it.



Distinctive layout of the Eastfields estate



Eastfields Estate - Clay Avenue



St. Marks Academy



Streatham Cemetery



Level crossing at Mitcham Eastfields station



Long Bolstead Recreation Ground



Tamworth Lane



Woodstock Way



Site analysis

2. Current land use

3.26 The wider area is predominantly residential. Although there are some flats on the Eastfields Estate and in the area to the west of Tamworth Lane, the majority of the residential properties are two storey terraced and semi-detached houses. Lonesome Primary School and St.Marks Academy occupy a large site off Acacia Road. There is a BMX track adjacent to the estate and also the small attractive play area of Long Bolstead Recreation Ground. Within the grounds of St. Marks Academy is the recently built Acacia intergenerational centre with adventure playground. There are two small retail areas in the neighbourhood on Tamworth Lane and the northern end of Grove Road which is designated as a neighbourhood parade. There are a number of recreation grounds and playing fields as well as the Streatham Park Cemetery which occupies a large area on the eastern boundary of the neighbourhood.

Key	
	Residential
	Education - schools
	Cemeteries
	Open space - recreation ground
	Industrial - warehousing
	Local shops
	Mitcham Town Centre
	Railway



Residential - Woodstock Way



BMX track Mulholland Close



Acacia intergenerational centre



Streatham Cemetery



Eastfields Estate



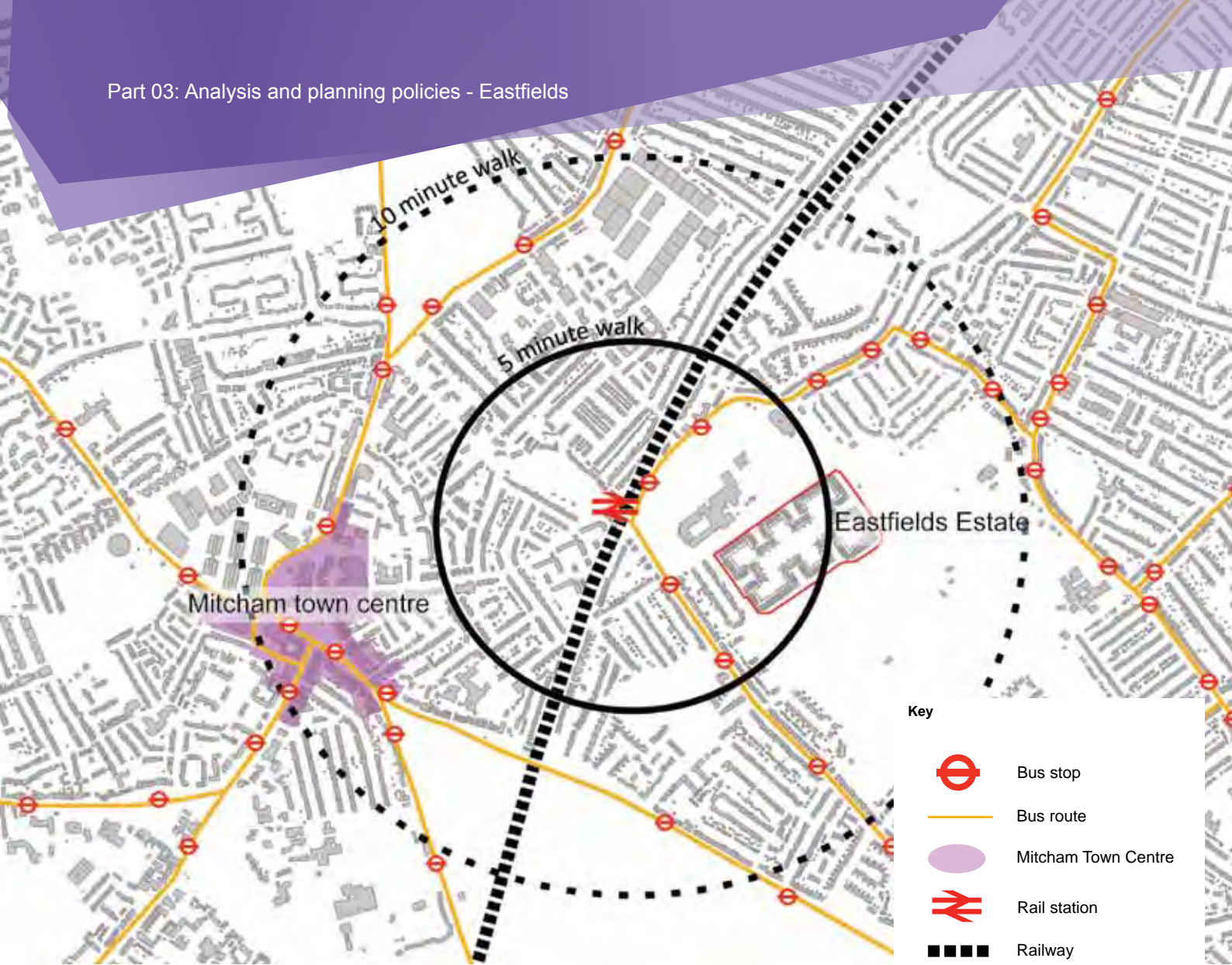
Oakleigh Way Recreation Ground



Meopham Road



Tamworth Lane



Site analysis

3. Transport connectivity

3.27 Eastfields sits within a wider area which has a predominantly residential street network, to the east of Mitcham Town Centre. The railway line, school grounds and cemetery land create physical barriers in the wider area which restricts accessibility by any means into the estate.

3.28 Eastfields is approximately 400m or 3-4 minutes walking distance, to the east of Mitcham Eastfields station, this opened in 2008 providing direct rail services to central London and into Surrey. It is also served by buses along Tamworth Lane, Grove Road and Woodstock Way. Bus services are limited, with only two routes (463 and 152) serving the railway station. Although accessibility has been significantly improved with the opening of the station, the isolated location of the Eastfields area, the limited number of trains stopping and the limited number of bus routes mean that the Public Transport Accessibility Level (PTAL) score is low at only 2 which is defined as poor by the London Plan.



3 storey apartment blocks Eastfields



2 storey houses at Rowan Park

Site analysis

4. Existing building heights

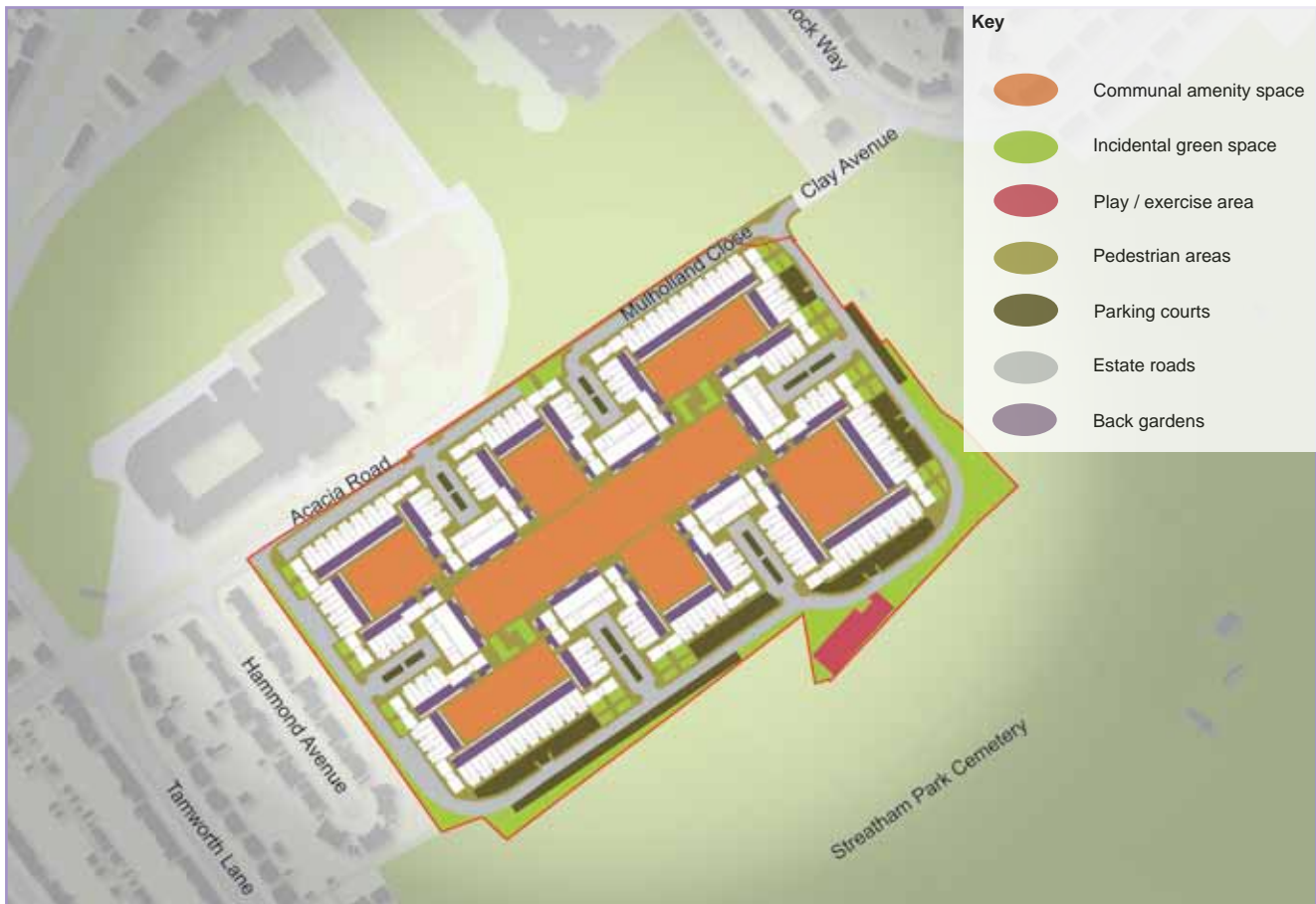
3.29 Building heights across the estate do not vary and are consistently 3 storeys. Surrounding housing is consistently 2 storeys with pitched roofs, so there is little contrast in building heights, the character being uniform in this respect. St. Mark's Academy buildings are only 2 storey. The nearest taller buildings are by the railway station, at 6 storeys.

3.30 In the wider area Rowan Park, located off Rowan Road and completed in 2012, consists of a variety of housing types. The heights range from 2-4 stories. Brenley Park is a development completed in 2013, located to the south-west of Eastfields off Cedars Avenue. The development is predominantly 3-4 stories. There are very limited views of taller buildings in the distance in Croydon.



Site analysis

5. Public realm and open space



3.31 The map above shows how the land around the buildings is used. It shows a distinct contrast between the spaces around the perimeter of the buildings compared to the spaces within. The outer perimeter of the estate is dominated by garage doors to houses at the ground floor, with recessed front doors between. These are dark and unwelcoming spaces, and there is no natural surveillance at street level. The space in front of the perimeter consists of a parking access road, street parking and a general access road bounding this. This creates a large area of hard-standing that is ill-defined and unattractive. The fronts or 'public face' of the estate is very stark, forbidding and unattractive. The small cul-de-sacs leading off the perimeter are little better, and include bistros and parking in the centre.

3.32 This poor quality exterior is in complete contrast to the calm, attractive, landscaped appearance of the interior. The open spaces are defined by the building which comprises six large areas of communal space leading off a larger central space. There is no vehicular access to this series of spaces, which are dominated by a number of impressive mature trees and enclosed by the regular form of the buildings. The houses back gardens facing onto the open space setting up an uneasy relationship between public and private space. Despite there being 28 gated pedestrian entrances into this interior space, it is completely invisible from the exterior. These entrances are so narrow and unobtrusive that they are easily missed, seeming like private back alleys, rather than entrances to parkland.



ill defined space around perimeter of the estate



Garage doors dominate public space



Parking dominates public space



Landscaped interior open space



Narrow alleyways leading into open space



Established trees



Cul-de-sacs

Site analysis

6. Streets and frontages



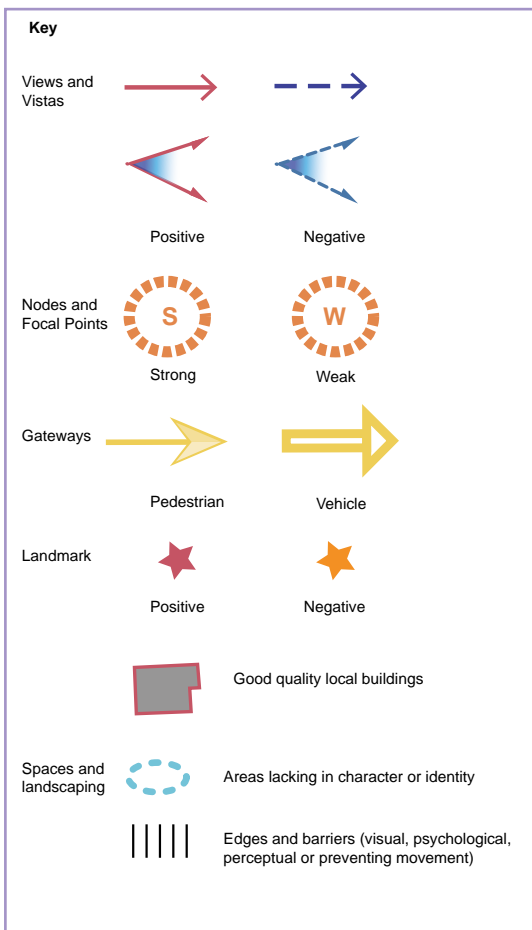
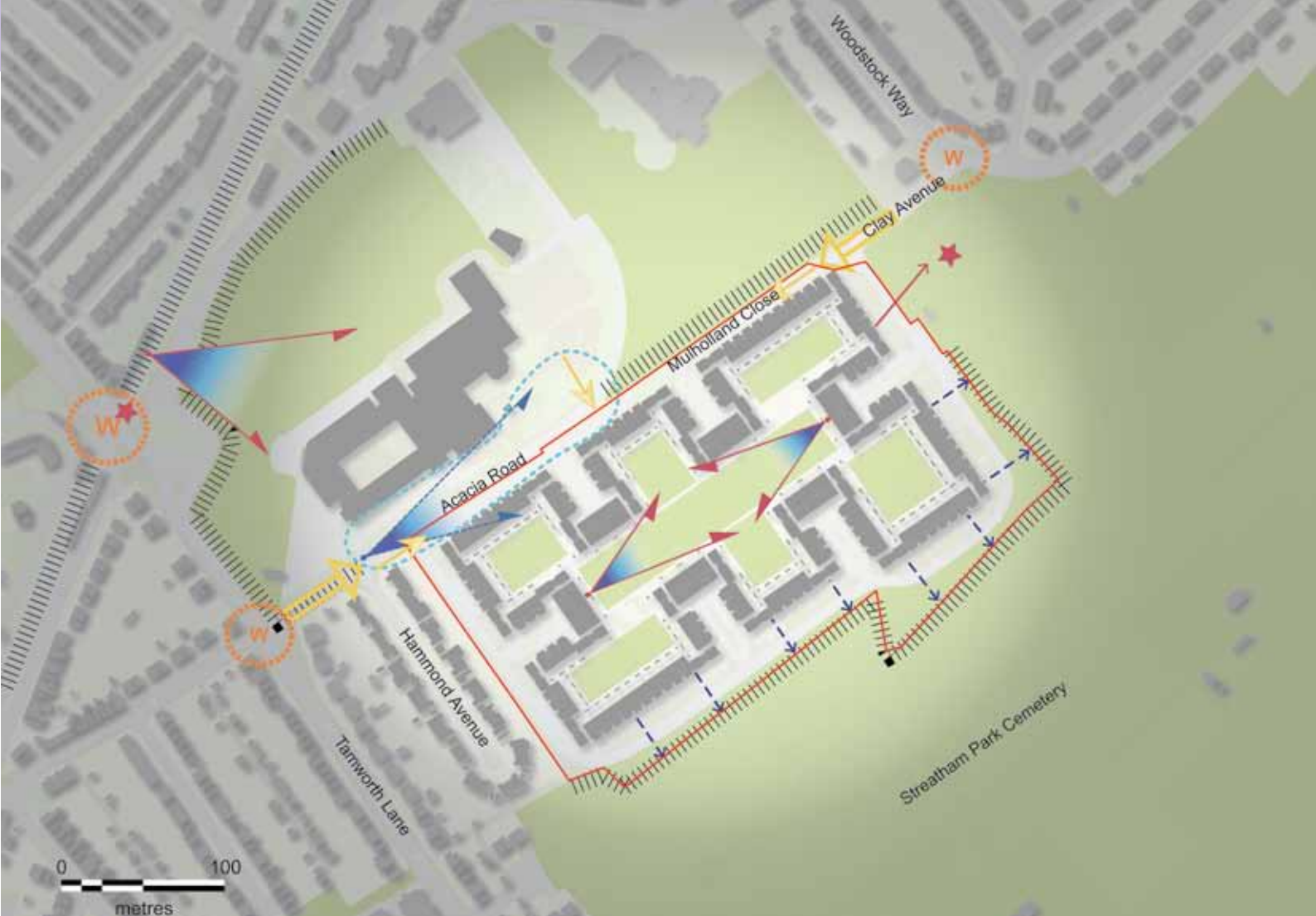
3.33 The wider context is characterised by low density housing fronting onto traditional streets. The Eastfields Estate sits in stark contrast to this, as it has a very rigid form of streets and spaces, with the spaces being internal to the estate and not visible or noticeably accessible from outside it.

3.34 The map above shows that although there are spaces that are physically well defined by buildings, they fail to work as traditional streets because they do not accommodate cars efficiently and unobtrusively and because the buildings offer no visual interaction or surveillance with the outside world at ground floor level.

3.35 The shape of the estate layout, garage door dominated frontages and means of access to the interior make this estate a fortress. The

access roads to and around the estate reinforce its isolation and difference from surrounding development. Access for vehicles is confusing as the estate is part accessed from Acacia Road and part from Woodstock Way. There is a natural through link between these two streets however vehicular movement is not possible due road closure.

3.36 Inside the estate around the edge of the pleasant green spaces, back gardens with a variety of boundary treatments detract from the otherwise neat and pleasant communal open spaces. There is an uneasy relationship between the private back gardens and the communal areas, making the small back gardens feel less private and secure.



7. Townscape analysis

3.37 The map above shows an analysis of the 'components' or parts of the local area that shape people's perception of it and encourage or limit movement around it. It gives a sense of how the estate is connected to and relates to its immediate surroundings. This includes things like views, vehicle and pedestrian access, local landmarks and focal points for activity or orientation. These are identified as being strong or weak, positive or negative, and give ideas as to what new development could do to improve connections with the wider area.

Site analysis

8. Landscape analysis



3.38 The Eastfields estate has a large, pleasant green space at its centre, that is cut-off from its surroundings, both for people and biodiversity. It contains pleasant grassed areas and key mature tree groups. By contrast, there is limited green space around the perimeter of the estate. It is only at the edge that patches of unmaintained scrub and unchecked boundary vegetation exist. These are generally negative and there appears to have been no planned landscape around the edge of the estate beyond roads and hardstanding for vehicles. The unchecked boundary vegetation also increases the sense of isolation, minimising the landscape effect of a number attractive individual trees and limiting views to the surroundings.

Spaces and landscaping		Areas of high landscape value
		Areas of poor landscape value
		ill-defined space (hard or soft landscaped)
		Established trees



Poor public realm arrangement



Road closure between Acacia Road and Mulholland Close

Issues and opportunities

Issues summary

Integration

3.39 The estate has an inward looking layout whereby the position of buildings creates one uniform edge of development distinct from the surrounding area. The main access road passes the estate, but is incomplete due to road closure and lacking in visual and vehicular connectivity. This road and the estate street network are a series of cul-de-sacs, the inefficient layout restricts accessibility for vehicles and pedestrians and cyclists.

Estate architecture

3.40 The estate has uniform architectural style, the finish on buildings is rigid and unvarying, in stark contrast to its surroundings. It projects its difference through its appearance and this adds to its visual isolation from the surrounding area. The buildings have weathered poorly in places and positive elements of the consistent architectural style have been eroded by a variety of alterations.

Estate layout

3.41 The estate design has imposed a rigid road layout which prevents movement through the estate and restricts movement around the estate. The street network comprises a sole perimeter road with buildings on one side only, and a series of short cul-de-sacs. Fronts and backs are poorly arranged, with fronts dominated by garage doors and backs facing the open spaces. The public realm is poor because of this, and the wide expanses of tarmac.

Quantity v quality of landscaping

3.42 The publicly accessible designated open space around the perimeter is isolated by the access road, poorly surveyed, in poor condition and essentially un-useable. The large central semi-private non-designated open space in the interior is of high quality and useable, but the smaller spaces leading off this are less successful, as they are in close proximity to the back gardens of the surrounding houses.

Visual connectivity

3.43 There is a lack of visual connectivity to the generally attractive surroundings of the playground and cemetery, and generally to longer views that would visually link the estate to its surroundings. This exacerbates the estate's isolation and breaking down these barriers, such as the unchecked perimeter vegetation and opening up views across neighbouring land, could engender a wider community feel and make residents feel they are part a wider community.



Create clear east -west street between Tamworth Lane and Woodstock Way

Issues and opportunities

Opportunities summary

Legible residential streets

3.44 Create a legible hierarchy of streets and blocks which allow for movement of pedestrians and where appropriate vehicles throughout site. This is to make the area feel connected to its surroundings and allow for easier access across it between the surrounding areas. Streets should be designed as traditional residential streets where fronts of buildings face each other to enclose the street and buildings overlook the public realm.

Street network

3.45 Creating an east-west link will help to integrate the estate into the wider area. This could be achieved by creating a clearly visible east-west through street between Tamworth Lane and Woodstock Way by fully connecting up Acacia Road, Mulholland Close and Clay Avenue. The creation of a clearly visible north-south street from Grove Road, through the estate to the southern boundary will also help to integrate the estate into wider area. This connectivity will enable the site to overcome its isolated feel by linking it to the area beyond.

Create a focal point for the area that links the estate to the surrounding area

3.46 The focal point could be at the intersection of the north-south and east-west streets. This will link the estate to its context and allow local people from the wider area to interact with the estate.

Reconfiguration of open space to create functional open spaces

3.47 Develop undesignated open spaces to allow for better distribution of functional open space throughout the estate. Retain existing established mature trees in the central green space. Make this, or a similar replacement(s) publicly accessible and a basis for the creation of new open space and potential local focal points, squares, communal gardens, food growing etc.

Visual links to surroundings

3.48 Create visual connectivity to the generally attractive surroundings of the playground and cemetery and to make the BMX track less visually isolated. This could be achieved by retaining the mature trees surrounding the site, whilst thinning the smaller scrub and vegetation from between them, so opening out longer and wider views.

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Site specific policies

Policy

EP E1 Townscape

- a)** Proposals should demonstrate a well defined building line fronting onto the combined East-West street. Buildings should provide continuity and enclosure along the route ensuring buildings address the street.
- b)** This frontage should not present a fortress-like wall between the street and the estate beyond. Therefore this frontage should be broken at intervals by streets into the estate.
- c)** Proposals should create a focal point in the estate. The most suitable location for this is at the intersection of the north-south and east-west streets.
- d)** The massing and layout of proposals should enable visual connectivity from within the estate to the attractive surroundings of the playground and cemetery.

Further guidance

- 3.49** Landmark buildings should be located around the focal point at the intersection of the north-south and east-west streets.
- 3.50** Landmark buildings could be differentiated by appearance and to a degree by height; however they should be designed to ensure that they are sensitive to the general character of the rest of the development.

Justification

3.51 The existing estate is very uniform and fortress-like in its appearance. It is visually distinct from the surrounding housing but other than this, the uniformity of the buildings makes it difficult to understand and navigate around the estate. The internal open space is completely hidden from the outside. The continuous frontage of the estate and the prominent garage doors present a forbidding and unwelcoming visual prospect. This, and the recessed front doors present a visually hostile frontage to the streets. Combined with the large areas of parking these elements break down any sense of there being streets at all, merely spaces that are used to access houses and park cars in.

3.52 Redevelopment should enable the creation of a neighbourhood that is easier to get around and understand, open, inviting and visually attractive, without necessarily encouraging large numbers of people simply to wander around. A strong active frontage will help the neighbourhood to become more outward looking and better integrated into the wider area. Streets which intersect with the frontage will enable the creation of a well-connected neighbourhood.

3.53 A suitably located focal point will aid the integration of the neighbourhood in its location reducing the insularity of the estate whilst proving a key orientation focus which will help to orientate people getting around the neighbourhood. A focal point at the intersection enables future development potential to the north of the estate to be brought forward in an integrated manner. Landmarks are useful in providing reference points for orientation and emphasize the street hierarchy.

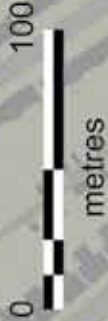
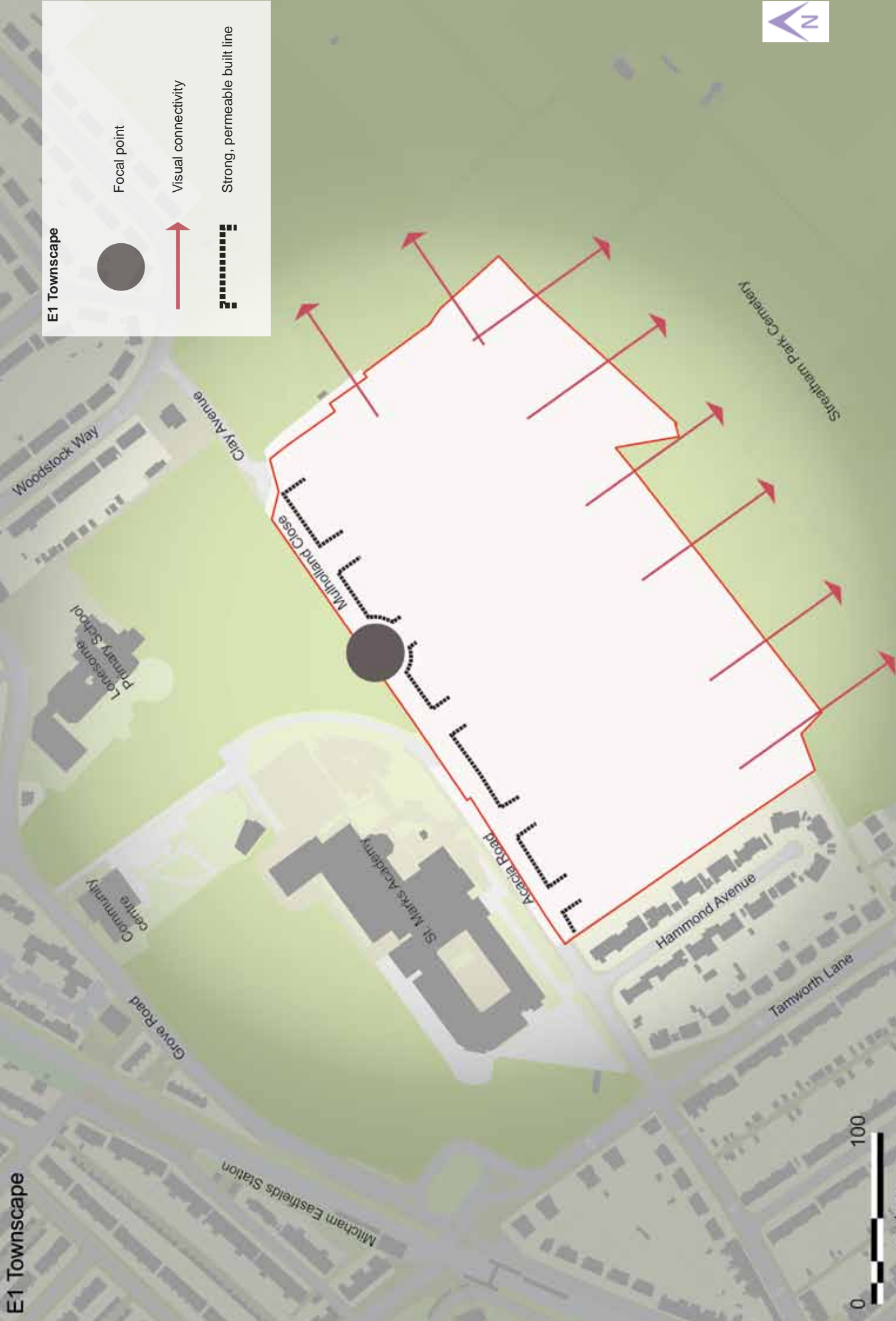
3.54 Views through to landscape areas, such as the playground and cemetery, will better integrate the estate into the wider context.



E1 Townscape

- Focal point
- Visual connectivity
- Strong, permeable built line

E1 Townscape



Site specific policies

Policy

EP E2 Street network

- a)** The three streets of Acacia Road, Mulholland Close and Clay Avenue should be combined into one continuous East-West street on as straight an arrangement as possible.
- b)** The estate layout should accommodate the potential for a new traditional street following the location of the existing footpath running from Grove Road to form a junction with Mulholland Close. This new street should be continued through the estate, creating a new North-South street to the boundary with the cemetery with uninterrupted views.
- c)** A new street should be provided parallel to Hammond Avenue such that the backs of new housing on its west side can face the backs of the existing bungalows on Hammond Avenue.
- d)** On the east side of the estate a new street should be created to face Long Bolstead Recreation Ground and the cemetery, in order to retain the visual and physical link between the estate and the recreation ground.
- e)** To the south of the estate there is a wide expanse of under-utilised road space and parking. Here, the existing perimeter street of Clay Avenue should either:-
 - (i)** be positioned closer to the estate boundary and lined with housing frontages overlooking the cemetery, the street being suitable as mews type street; or
 - (ii)** a new traditional street provided, set further north to enable new housing frontages to face north onto it, with backs facing the cemetery. This second option should also allow for North-South streets to penetrate this frontage and open up public views and potential future access into the cemetery.

Further guidance

3.55 Within the body of the estate, there should be a clear and easy to navigate network of streets to enable free movement around, into and out of the estate. These should be a mix of traditional streets and mews type streets.

3.56 The new East-West street should have the character of a traditional street, with carriageway flanked by footways either side. As it passes to the north of the estate, it should not be designed to feel as part of the estate, rather just as another local street. Consideration should also be given to allowing through traffic on this street and the potential for new or diverted bus services to use it, based on appropriate impact assessment and consultation.

Justification

3.57 The new street network should make the estate feel more open and connected to the surroundings. It will also improve integration of the new street network with the surrounding streets. However it is acknowledged that the surrounding road network and location of open space limits the degree to which this can be done.

3.58 The existing street network is a fragmented mix of streets created at different times. This is a major factor in making the estate feel fortress-like and impenetrable as well as difficult to navigate around the network of streets.

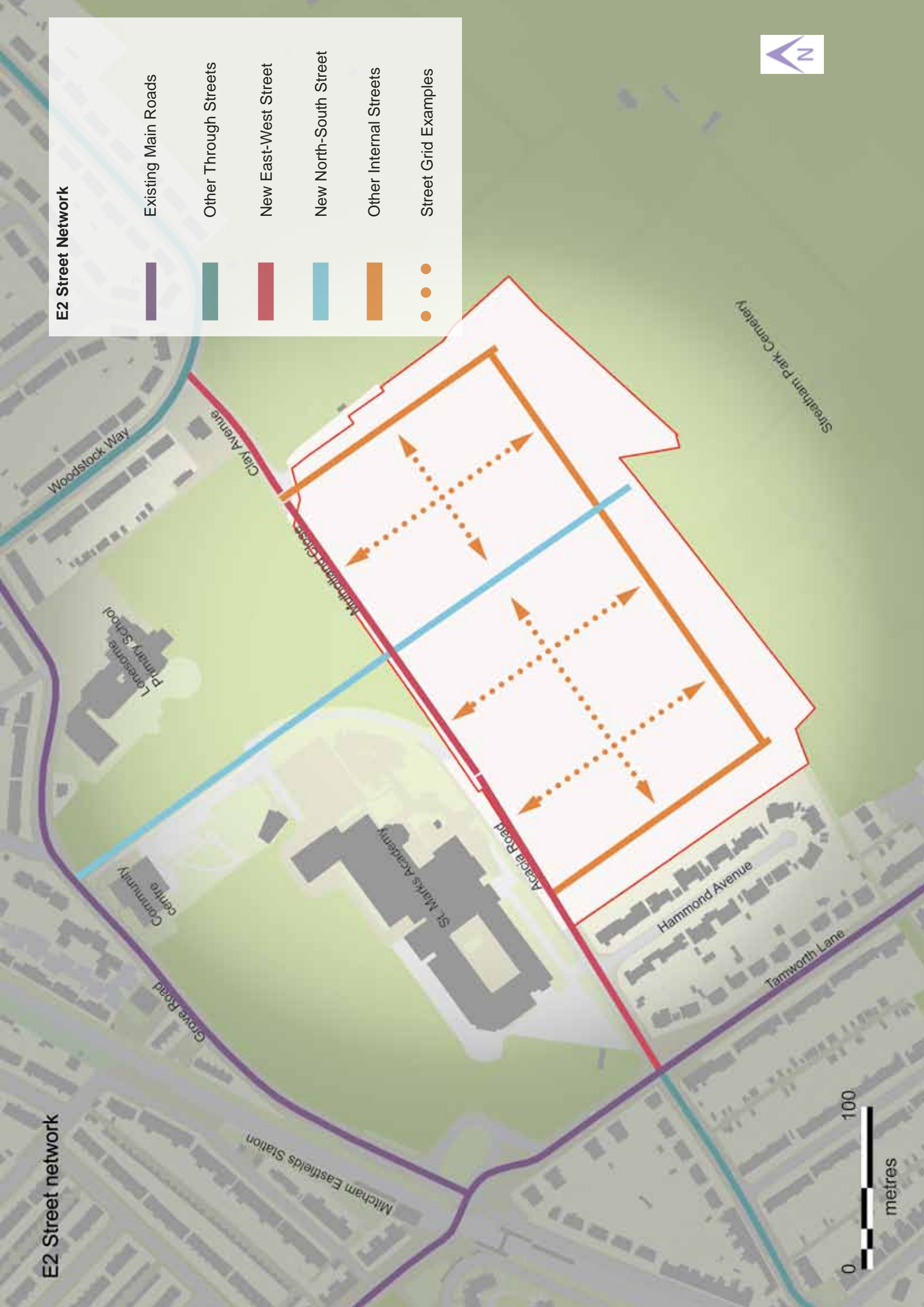
3.59 Combining the three streets of Acacia Road, Mulholland Close and Clay Avenue to form a new street will aid navigation and ensure visibility of the route between the residential areas either side of the estate.

3.60 Converting the existing footpath running south from Grove Road to Acacia Road to a new street will create improved links to the existing street network in this area. It will improve pedestrian and cycle links between the estate and across the existing railway footbridge and to the north and provide clear visual links to the surrounding greenspace.

E2 Street Network

- Existing Main Roads
- Other Through Streets
- New East-West Street
- New North-South Street
- Other Internal Streets
- Street Grid Examples

E2 Street network



Site specific policies

Policy

EP E3 Movement and access

- a)** Vehicular access arrangements should not divide the estate into two. Proposals for the estate must investigate the feasibility of Acacia Road, Mulholland Avenue and Clay Avenue being combined into a single street with full vehicular access at both ends.
- b)** Pedestrian and cycle access from the north should be improved by upgrading the existing footway/access running south from Grove Road towards Mulholland Close. The potential to widen this link into a proper street with carriageway and footways either side should also be explored.
- c)** Internal north-south streets should penetrate to the site boundary with the cemetery in a number of places on the southern boundary.

Further guidance

3.61 In order to improve bus reliability and accessibility for the estate, proposals should investigate the potential implications of routing one or more bus services away from the level crossing and along Acacia Road, Mulholland Avenue and Clay Avenue.

Justification

3.62 The Eastfields Estate sits on the outskirts of Mitcham and is considered to be relatively isolated from the surrounding neighbourhood. Situated away from the main road network the most important traffic routes are Grove Road and Tamworth Lane, which are designated local distributor roads.

3.63 Mitcham Eastfields Railway Station is located about 5 to 10 minutes' walk away and provides links to Central London and East Croydon. Access by bus is provided by the route 152 and 463 services. The nearest sizable retail and service offer is at Mitcham town centre, which is located

about 1km to the west. The Laburnum Road home zone and St Marks Road provides a convenient walking and cycling route to the centre.

3.64 The estate essentially operates as two large cul-de-sacs, accessed from either the east or west. Vehicles on one side of the estate are required to travel via Grove Road in order to get from one side of the estate to the other and the residential areas beyond. This is inconvenient, inefficient and adds to congestion on this already busy road and the level crossing.

3.65 Pedestrian/cycle access exists east-west across the north side of the estate, but the route is far from obvious, being made from three different roads all on slightly different positions and with a visual 'block' of tree planting and scrub vegetation in the middle. Pedestrian/cycle access also exists from the north via a footpath from Grove Road. However, this is narrow and poorly overlooked and curves away from the estate at its south end. The estate layout prevents any access across it, or views to the cemetery to the south, where there are also no links into it.

3.66 Despite the naturally isolated location, there are possibilities for improving movement and access, better linking the area to the surroundings. In particular, combining Acacia Road, Mulholland Avenue and Clay Avenue into a single street with full vehicular access at both ends should help to address the localised congestion at the level crossing, aid navigation and ease of movement around the area and estate generally. It is not intended to propose any through routes through the estate itself.

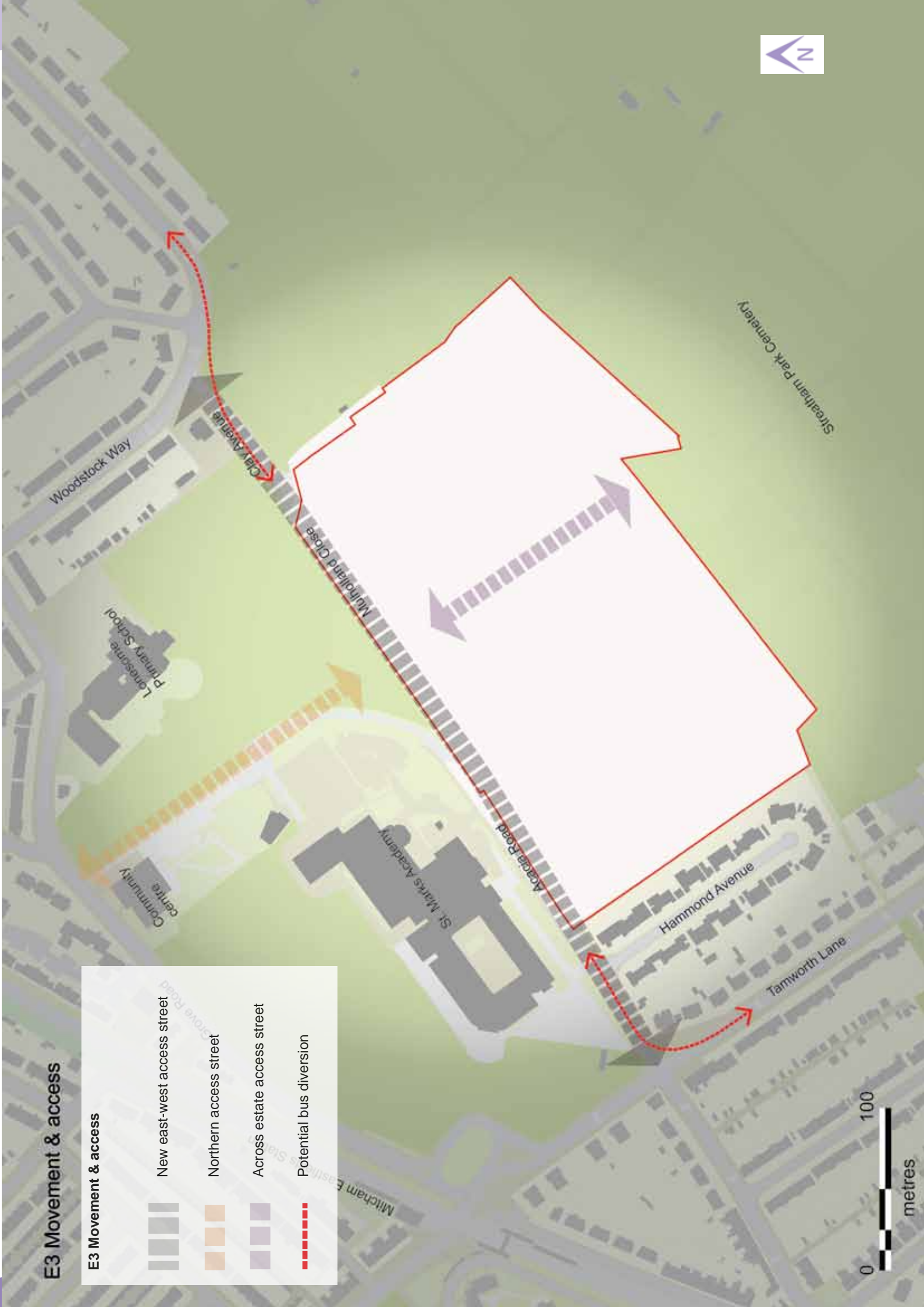
3.67 Improvements to pedestrian and cycle access from the north could create a clear, open and well surveyed street to link up with the railway footbridge to the north and into the estate and cemetery to the south.



E3 Movement & access

E3 Movement & access

- New east-west access street
- Northern access street
- Across estate access street
- Potential bus diversion



Site specific policies

Policy

EP E4 Land use

a) The primary land use for the site will be residential, to accord with the predominant land use of the existing site and surrounding area, The land use for the estate will remain residential with open space provision and with re-provision of existing non-residential uses and designated open space to meet relevant planning policy.

and businesses to apply for employment and other opportunities during the construction of developments and in the resultant end-use. Merton's Local Plan identifies a local deficiency in convenience retail provision to the east side of the estate. Any proposals for retail provision will need to accord with Merton's Local Plan policies including CS7 (Centres) and DM R2 (Development of town centre type uses outside town centres).

Further guidance

3.68 Where there is considered to be demand for, or the desire to, locate non-residential uses on the estate such as business space or local retail facilities, these could be located at the focal point where the North-South and East-West streets intersect (see E2 Street network map page 66). This will make them most easily accessible to all, including those outside the estate, and support local legibility and orientation.

Justification

3.69 Eastfields is located within an area with a low Public Transport Accessibility Level and a suburban character. Taking account of these factors, and the existing number of homes, and application of the London Plan matrix a range of 464 - 644 (gross figure) new homes are anticipated on this site. The council's expectation is for development proposals to be at the higher end of this range.

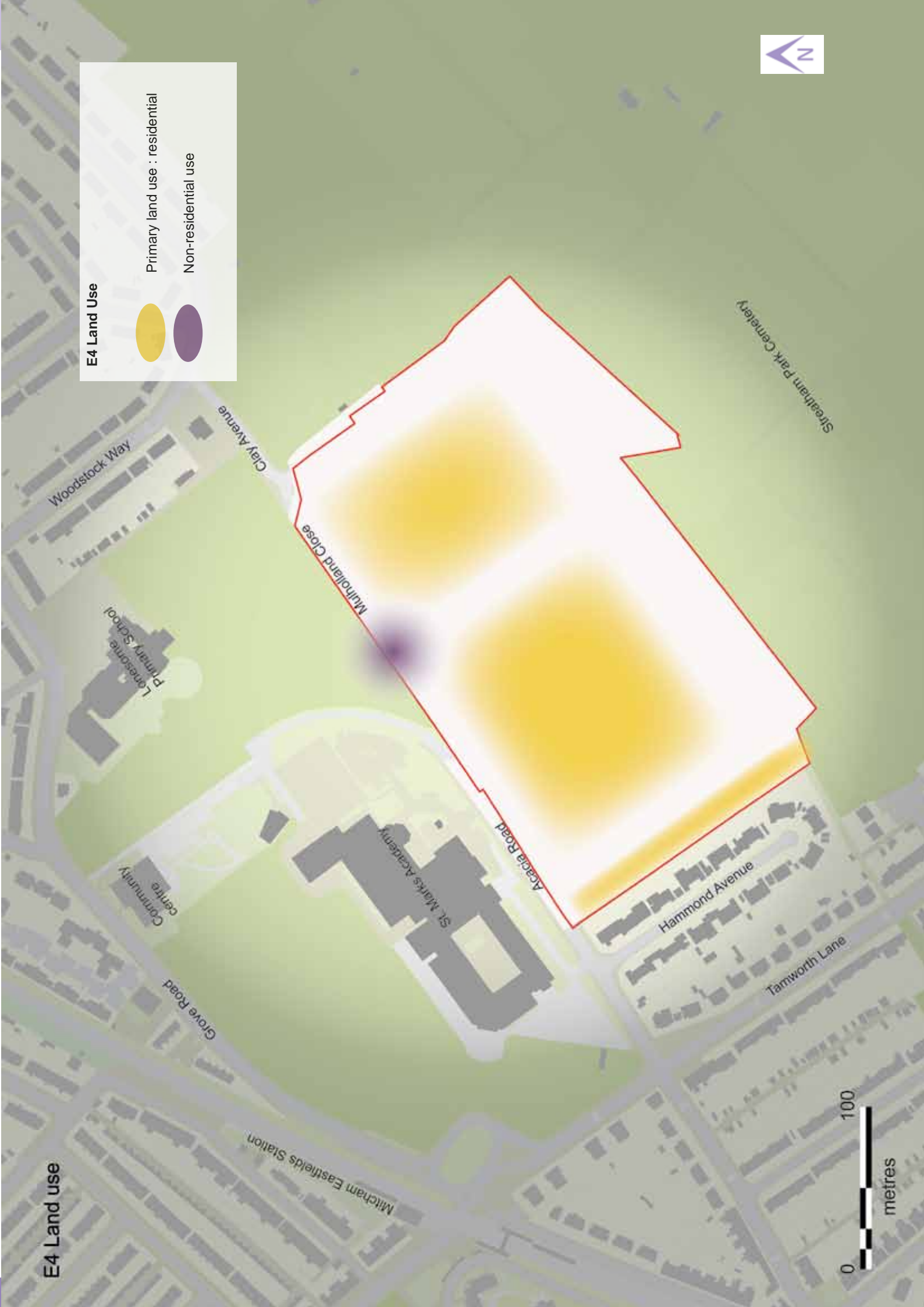
3.70 Development proposals should contribute to the provision of a greater choice and mix of housing types sizes and tenures, including affordable housing provision, in accordance with relevant Local Plan policies (e.g. Core Planning Strategy Policy CS8 and CS9 and Sites and Policies Plan Policies DM H1, H2 and H3). Proposals should seek to provide a mix of housing types, sizes and tenures to meet the needs of all sectors of the community. In accordance with policy DM E4 (Local Employment Opportunities) major developments proposals will be expected to provide opportunities for local residents

E4 Land Use

Primary land use : residential

Non-residential use

E4 Land use



Mitcham Eastfields Station

Grove Road

Community centre

Lanesome Primary School

Woodstock Way

Clay Avenue

Mulholland Close

St Marks Academy

Acacia Road

Hammond Avenue

Tamworth Lane

Streatham Park Cemetery



Site specific policies

Policy

EP E5 Open space

- a)** Equivalent or better re-provision of the area of designated open space at the boundary with the cemetery in terms of quantity and quality to a suitable location within the estate, with high quality landscaping and recreational uses.
- b)** Suitably designed plays space(s) for all age groups need to be provided in accordance with the Mayor of London's 'Play and Informal Recreation' supplementary planning guidance document (2012).
- c)** As there are groups of large mature trees in the existing main open space, any new open space should incorporate these trees into it as key landscape feature.
- d)** All new houses should have gardens that meet or exceed current space standards.

Further guidance

3.71 The number of open spaces and their individual size is not prescribed. Open space can be provided in the form of a single space or a number of smaller spaces. However, one of the key positive characteristics of the existing estate is the large central space, and it is anticipated there should be at least one large public open space in the new development.

3.72 The streets meeting the southern boundary with the cemetery should preferably do so in the form of pocket parks that can be utilised for a range of uses including allotments and food growing.

Justification

3.73 The estate is within easy access to a variety of parks and play facilities including Long Bolstead Recreation Ground, a BMX track and the Acacia Centre with its adventure play area. It is not in an area deficient in access to public open space.

However, following a review in 2015 of the public open spaces surrounding the Draft Estates Local Plan sites updated, Greenspace Information for Greater London (GiGL) calculations show that a relatively small area (0.2ha) at the south western corner of the site is deficient in access to Local Open Spaces (map in appendix 2 of this document). The Street Network (EP E2) and Movement and Access (EP E3) policies will however ensure that the site will be more permeable and will create shorter routes for residents to nearby parks and open spaces and will therefore address this matter.

3.74 Subject to meeting appropriate minimum standards concerning the provision of outdoor amenity space and play space, there is no requirement to provide additional public open space within the development.

3.75 Except for the enclosed games court, the relatively narrow strip of designated open space adjacent to the cemetery is of poor quality. The regeneration of this site provides an opportunity for the on-site re-provision of this open space to a better quality and in a more suitable location.

3.76 Where the provision of a large public open space is justified, the design of the space should be flexible enough in terms of scale, layout and design so that it can play host to a variety of activities such as food growing, running tracks, playgrounds, sports courts, informal and flexible space which can support occasional use for a broad range of community events.

3.77 There are also potential opportunities for off-site play space enhancements that might address the need for certain age groups while there will also be a need for some on-site play space. Any proposal should clearly demonstrate how the play space needs of all the age groups will be provided for with reference to the guidance in the Mayor of London's 'Play and Informal Recreation' supplementary planning guidance document (2012).

3.78 The provision of gardens that meet space standards increases their functionality, potential for tree planting and the promotion of biodiversity. Front gardens or defensible space that allows for some planting, is also encouraged.

E5 Open space



Designated Open Space



Illustrative new open space



Retained tree groups

E5 Open space

Woodstock Way

Clay Avenue

Mulholland Close

Lonsome Primary School

Community Centre

Grove Road

Mitcham Eastfields Station

St Marks Academy

Acacia Road

Hammond Avenue

Tamworth Lane

Sreatham Park Cemetery

0 100 metres

metres

Site specific policies

Policy

EP E6 Environmental protection

a) Developments proposals will need to include appropriate flood mitigation measure in accordance with national, regional and local planning policies to ensure the development is safe and does not increase the risk of flooding from the development and to surrounding area. Sustainable Drainage Systems (SuDS) must be part of any major development proposal and can include a range of measures such as rain gardens, green roofs, balancing ponds, filter strips, green verges and swales; these should be designed to reduce post development runoff rates and to provide water quality, amenity benefits and to enhance biodiversity.

b) The proposed development must aim to reduce post development runoff rates as close to greenfield rates as reasonably possible, as set out in London Plan policy 5.13 and the Mayor of London's sustainable design and construction supplementary planning guidance and the government National Standards for Sustainable Drainage which sets out the requirements for the design, construction operation and maintenance of SuDS. The development must be designed to take into consideration flow routes should flooding occur, i.e. designing for exceedence.

c) Proposals should seek to link existing and proposed open space in a unified landscape layout; this should include minor green corridors that will encourage species to move from the cemetery into or through the development.

Justification

3.80 The estate is highly urban in form and the internal green space and mature trees are isolated from the surrounding green space. A more physically open feel with better linked landscape and vegetation will aid biodiversity and better link surrounding green spaces.

3.81 The land is relatively flat however a culverted ditch passes between the estate and Long Bolstead Recreation Ground. De-culverting could provide opportunities to create distinctive landscaping and improved biodiversity, as well as addressing surface water flooding that occurs here – a legacy from a long silted up pond. The existing drainage plans for the area show the historic watercourse as an adopted Thames Water surface water sewer, so any deculverting of this asset will require Thames Water approval. An 'offline' linear sustainable drainage feature may also provide significant benefits, i.e. if it is not possible to deculvert the sewer.

Further guidance

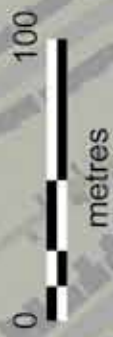
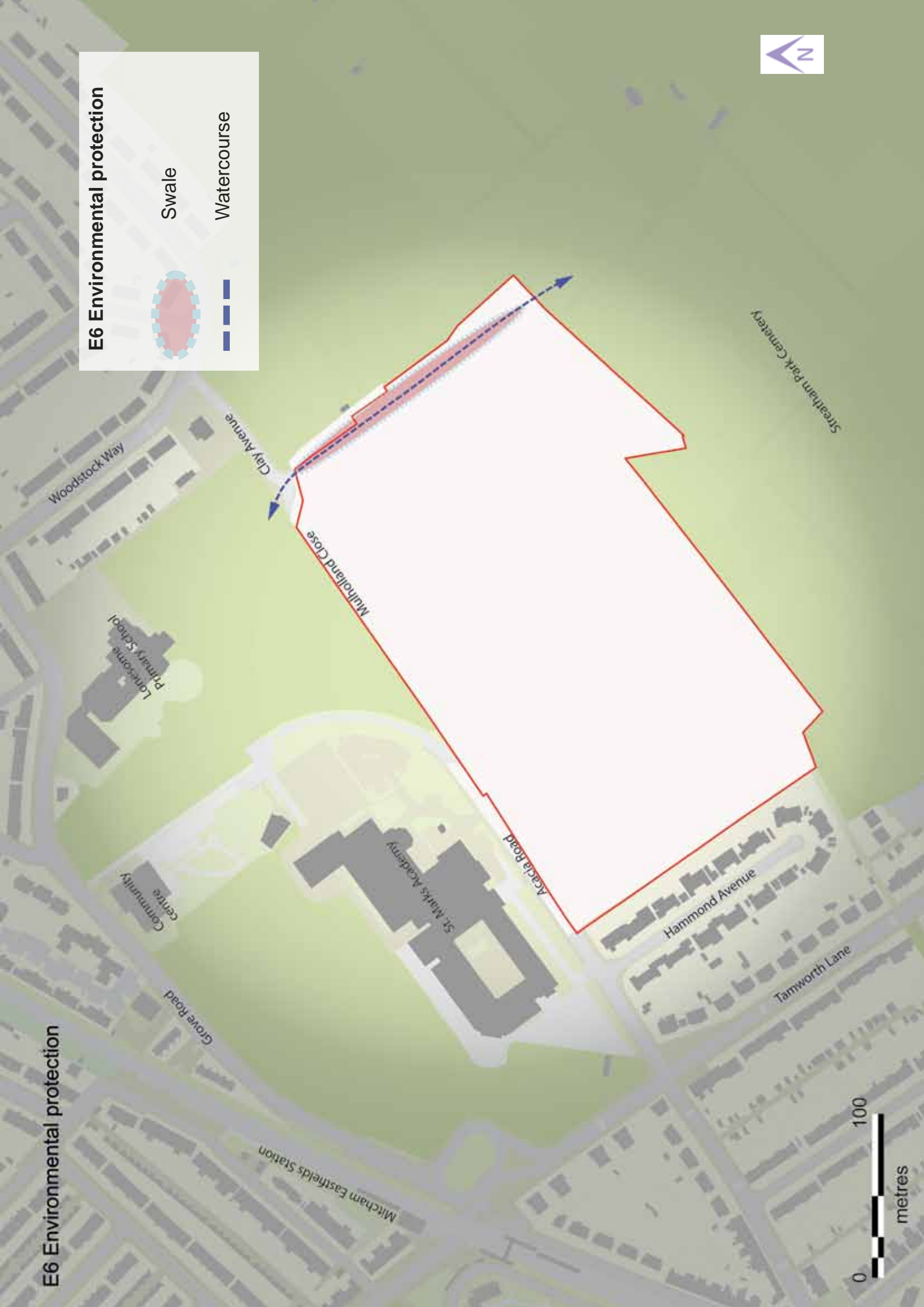
3.79 The proposals should actively consider the creation of a small linear park on the north eastern boundary of the estate, to incorporate a swale or linear water feature to be facilitated by the de-culverting of the existing historic watercourse that flows underground in this vicinity.



E6 Environmental protection

- Swale
- Watercourse

E6 Environmental protection



Site specific policies

Policy

EP E7 Landscape

- a)** Street tree planting should be a key feature of landscape strategy which links into proposed open space with significant trees, the recreation ground and the adjacent cemetery.
- b)** Landscaping layouts should where possible, form green links between open space and the public realm whilst framing visual links from the estate onto the adjacent cemetery and recreation ground.
- c)** There should be street tree planting on the combined East-West street of Acacia Road, Mulholland Close and Clay Avenue, including the retention of established trees as well as the planting of new trees.
- d)** Additions to existing tree planting should where necessary, reinforce the linear nature of the East-West street. In addition tree planting should create a landscape buffer between new development and any traffic flow on the route.
- e)** Tree species should be specified to mitigate against pollution and noise. Planting layout and species need to be considered to ensure an attractive street scene whilst taking care not to restrict light or cause overshadowing to adjacent buildings.
- f)** Landscaping proposals should address the perimeter of the estate in a unified manner. Unattractive scrub particularly on Mulholland Close should be removed to improve the setting of established trees and visual links to the surrounding area. Mature trees around the estate should be retained and the boundary treatment enhanced.
- g)** The estate currently has a group of established mature trees in the central green space. These trees should be retained and be used to inform the design of landscape arrangements for example to provide cues for the location of focal points.

Further guidance

3.82 There is scope to strengthen green links to the cemetery by terminating North-South streets adjacent to the cemetery with pocket parks. Pocket parks will strengthen green corridors and enhance views of the adjacent landscape.

Justification

3.83 The estate is a highly urban form in a low density suburban landscape setting. This setting is defined largely by the surrounding large open spaces of Streatham Park Cemetery, Long Bolstead Recreation Ground and the playing fields and open space associated with St. Marks Academy and Lonesome Primary School to the north. This setting is also responsible for the site's isolation relative to surrounding residential development.

3.84 At the estate level the urban form isolates the inner landscape, open space and trees from the surroundings, as does scrub vegetation around the site boundaries.

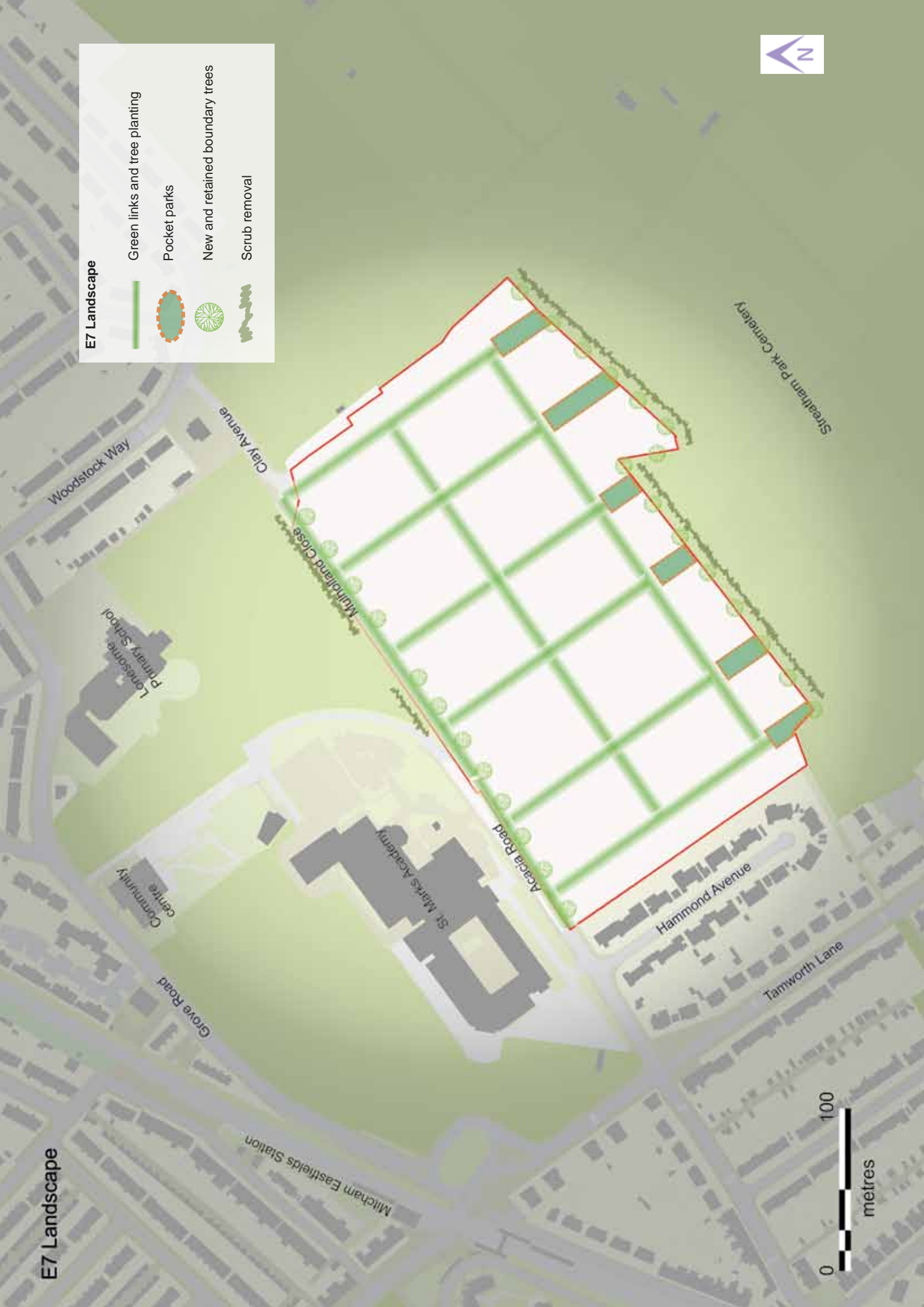
3.85 There is much scope to improve views of and the physical link between the surrounding landscape and the estate, without undermining the calm character it gains from its relative isolation. Linking the landscape to the surrounding area should enable the development to better integrate into the wider suburban area.

3.86 Planting arrangements help strengthen the avigation of the route and enhance views between the residential areas either side of the estate. A balance needs to be made between tree planting defining the space whilst not undermining views of the route past the estate.

E7 Landscape

- Green links and tree planting
- Pocket parks
- New and retained boundary trees
- Scrub removal

E7 Landscape



Streatham Park Cemetery

Woodstock Way

Lonsome Primary School

Community Centre

Grove Road

Mitcham Eastfields Station

St Marks Academy

Acacia Road

Hammond Avenue

Tamworth Lane

Mitchland Close

Clay Avenue

Site specific policies

Policy

EP E8 Building heights

- a)** The majority of buildings across the estate should not extend higher than 2-4 storeys to contribute to achieving consistency with the surrounding character.
- b)** A number of taller buildings are considered appropriate in landscape and townscape terms and to facilitate intensified use of the site. The exact storey heights should be informed by the existing mature trees within and surrounding the estate and should complement, rather than compete with the scale of this vegetation.
- c)** When viewed from outside the estate, taller buildings should not be seen to dominate the landscape or skyline.

3.91 Development proposals will need to demonstrate careful consideration of proposed building heights in relation to internal open space and views into the estate from the wider area, across the cemetery and any other longer vantage points. A clear strategy on building heights will be needed to ensure the suburban character of the area is not unduly compromised.

Further guidance

3.87 Taller buildings may be appropriate in certain places and careful consideration should be given to ensure they are located so as to appear in harmony and complement the mature vegetation and physically define open spaces.

3.88 Taller buildings must be carefully placed so as not to create poor microclimates or large areas of shaded streets or spaces.

3.89 Where taller buildings are proposed, they should also be used to reinforce the sense of space or the character of a street, rather than fragment it with excessively varied building heights.

Justification

3.90 The existing estate has a consistently uniform height of three storey buildings with flat roofs, that gives the estate its distinctive character. This presents something of a fortress feel from the outside, but a strong sense of calm enclosure from the inside. This height and isolated location mean the estate is not a dominant form in the wider townscape.



E8 Building heights

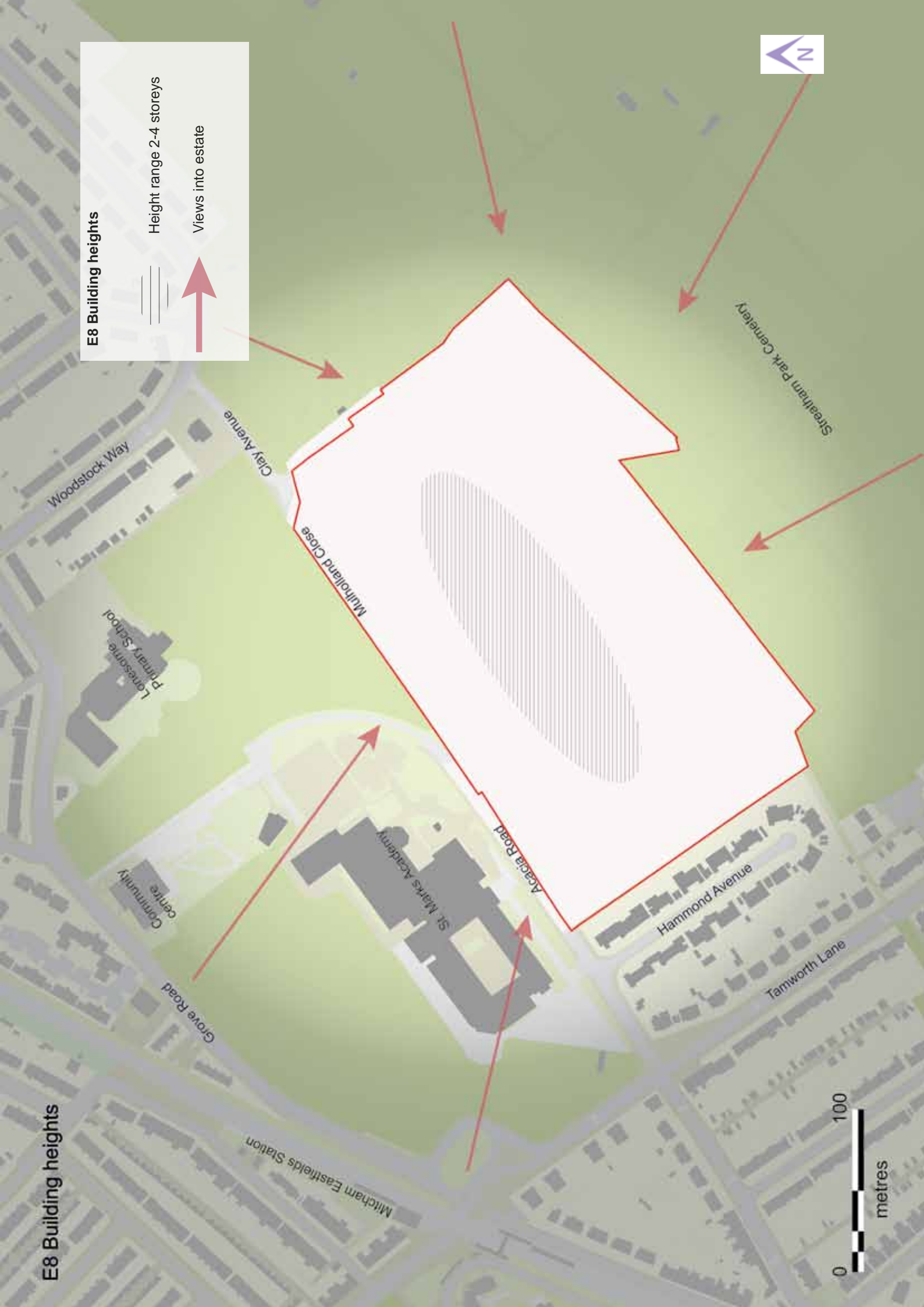


Height range 2-4 storeys



Views into estate

E8 Building heights



Analysis and planning policies - High Path

SOU



SOUTH WIMBLEDON
(MERTON)

Location

High Path Estate

3.92 High Path is situated in Abbey Ward. The estate is located in South Wimbledon covers an area of approximately seven hectares. The area is bound by Merton High Street to the north, Abbey Road to the east, High Path to the south and Morden Road to the west. South Wimbledon Underground station on the north-west and the area on south-east of the estate which is defined by Rooney Place are excluded from the boundaries as shown in the image opposite.

3.93 The estates comprise 608 homes and is characterised by a mixture of architectural types. The estate was built according to a masterplan which was executed between 1950s-1980s, after the clearance of artisan cottages on land formerly part of the Merton Place estate. The earliest part just north of St. John the Devine Church consists of four storey towers arranged around courtyards. At the centre of the area are three high rise towers and adjacent to Merton High Street the scale gradually decreases down to four storey blocks and low terraces. Almost 60% of the provided units are CHMP tenanted properties and the remainder are privately owned.



Merton High Street

Abbey Road

Rodney Place

High Path

South Wimbledon station

Morden Road

Neison Gardens



Historical context

3.94 The High Path Estate is adjacent to Merton High Street which is at the core of the neighbourhood known as South Wimbledon. It was once a thriving high street however now feels placeless, congested and unsure of its identity. The High Path Estate has a central location within the neighbourhood. With frontages on Merton High Street and Morden Road, redevelopment of the estate provides the opportunity to repair the urban fabric and strengthen the identity of a place that is actually quite rich in local history.

3.95 During the Roman period the line of the Roman Road 'Stane Street', the major Roman thoroughfare from London to Chichester, crossed the River Wandle to the south-east of the High Path Estate through what is now Merton Abbey Mills. Stane Close on the High Path estate takes its name from this Roman association. During the Medieval period the area around this river crossing was developed as part of the Merton Priory estate. The main building of Merton Priory Church was located on the alignment of the Roman Road where it crossed the river to the south east of the High Path Estate.

3.96 The remains of the Priory complex are situated under the SavaCentre supermarket and Merantun Way road. The Chapter House is today preserved in a viewing chamber, visible from under Merantun Way. The names of roads such as Priory Close and Abbey Road make reference to this early monastic settlement. From the 17th century the former site of Merton Priory became commonly known as "Merton Abbey" and due to its proximity to the River Wandle and its mills, became a textile manufacturing centre.

3.97 Merton Abbey Mills is a small enclave of former textile factory buildings, which lie to the south west of the High Path Estate and is the site of the former Liberty of London silk printings works. The printworks buildings date from the 18th and 19th century and are the few remaining physical remnants of the area's industrial past. Most of the buildings are either locally or statutorily listed. The textile industry further intensified in the area, which became home to two of the country's major influences in textile design - William Morris and Arthur Liberty - who utilised adjacent factory buildings on the banks of the Wandle at Merton Abbey.



Artists impression of Merton Place

3.98 The wider area remained predominantly rural until the development of Merton Place upon which the High Path Estate stands. Merton Place was the most notable large house in the area. It was built on part of the old Merton Priory estate during the 1750s. It had a number of owners prior to its most famous residents Admiral Lord Nelson and Lady Hamilton. The estate consisted of 52 acres but most of the land was separated from the house by a turnpike road which is now Merton High Street.

3.99 After Nelson's death the house was demolished in 1823. The estate was then sold in lots suitable for detached villas. The first Ordnance Survey maps from 1865 show the area as largely farmland dotted with some cottages or houses along Merton High Street. Central to the area were the remnants of Merton Place then known as Nelson Fields. Following its further subdivision into farmland the area became gradually developed by small scale housing – This was the first concentration of urban housing development in the area as long rows of cottages and other artisan dwellings were built along new roads such as Pincott Road and Nelson Grove Road.

3.100 In 1868, the Tooting Merton and Wimbledon Railway opened a branch line from the Wimbledon and Croydon Railway at Merton Park, cutting through Nelson's former estate and the site of Merton Abbey to the east of Nelson's Fields. Merton Abbey Station was built to the south east of the High Path Estate, directly on top of part of the Abbey complex. It served the then burgeoning industry in proximity to the River Wandle.

3.101 Most of the land surrounding Merton High Street remained undeveloped until the end of the 19th century. Around this time most of the residential streets that remain today were laid out. These remain quiet, desirable residential streets of Victorian and Edwardian terraces with roads names such as Victory, Nelson, Hardy, Hamilton and Trafalgar, all alluding to Lord Nelson. It was during this period that Merton High Street was developed with purpose built commercial buildings



Merton Abbey Mills circa 1913

and began to acquire its character and role as a busy local shopping street and a distinct place. Growth was stimulated and assisted by the arrival of trams in Merton High Street. Today the Nelson Arms built in 1910 and situated on the High Street, marks the site of the lodge and entrance gates to Nelson's Merton Place.

3.102 Another building in memorial to Nelson is the Grade II listed St. John the Divine Church and the adjacent Nelson Gardens. The church and gardens were built in 1913-14 to mark the anniversary of the death of Admiral Lord Nelson. The building and gardens are on the Nelson Trail, a walking route which encompasses a number of sites in the locality associated with the life of Nelson.

3.103 Today, one of the most prominent buildings in the area is the Modernist form of South Wimbledon underground station originally South Wimbledon (Merton) a Grade II listed station designed by Charles Holden and built in 1926.

3.104 Industrial uses in the surrounding area continued to intensify, particularly during the late 1920s. The combination of tram services and the extension of the underground from Tooting to Morden in 1926 reduced demand for passenger services on the Merton Abbey branch line, and these were withdrawn in 1929. Merantun Way, an incomplete attempt to by-pass Merton High Street and Kingston Road, was built along the former railway in the 1980s.

3.105 From the 1950s, the organically developed housing on Nelson Fields was gradually replaced with the current council housing now known as High Path Estate. The development of the estate was incremental over a number of years, from the 1950s to the 1980s. The name 'Merton Place' was given to a block of maisonettes which is thought to cover the site of Nelson's former residence. There is a plaque on an adjoining terrace of houses on Doel Close making reference to the likely position of the house in the vicinity of Merton Place. However, it is clear that, as no plans of the original house have come to light, the exact location of house is unknown. Part of the High Path Estate is within the Merton Place Archaeological zone.

Historical context

3.106 The earliest part of the estate to be built is its western end, fronting Morden Road. It consists of 4-storey red-brick blocks arranged in courtyards by A. J. Thomas. The next stage to be built, at the centre of the area are the three high-rise towers which dominate the skyline. These are by William Ryder and date from 1964, 1968 and 1970. They were built according to a master plan of 1956 by Clifford Culpin & Partners and A. J Thomas. These prefabricated, 12-storeys, rectangular towers are arranged at an angle, in a row, surrounded by adjacent car parking and play area. The towers are built in a mix of red brick and concrete giving a striped appearance. The towers are set back from the street with murals on the ground floor walls depicting the local historical link to Lord Nelson.

3.107 Surrounding these towers, and comprising the central part of the estate, are blocks of flats of varying but similar sizes. These also date from the 1960s and are low-rise, 3-storey flats and maisonettes mostly in a mottled sandy coloured brick.

3.108 The last part of the estate to be developed was that fronting Merton High Street. This area dates from the 1970s and into the early 1980s. As recently as 1982, Will Miles Court – the most recent part of the estate - had not yet been built. This area consists of a number of short terraces of houses or small blocks of flats – the most recent ones designed to look like pairs of semi-detached houses. Buildings are two or three storeys and are finished in a darker red/brown brick. Much of this phase was completed by William Ryder and Partners.

3.109 Although there was an initial estate master-plan, and it could be said to have been conceived using Modernist principles, the piecemeal execution of the concept over three decades has undermined its successful realisation. There is lots of space between buildings, but no actual designed, designated public parks or gardens designed for people to use. There is a lack of distinction between roads and the parking courtyards they often seem to merge into each other with no clear sense of what is public or private. The estate has become a collection of poorly related buildings sitting in ill-defined spaces.

3.110 An array of remnants and buildings in proximity to the High Path Estate provide clues to the once rich local history, such as the Chapter House, St. John the Devine Church, Merton Abbey Mills and the Nelson Arms. These local features and historic associations also provide much inspiration from which to draw upon in the future regeneration of the estate.



Aerial view Merton High Street - High Path Estate near completion in 1982



Interior of house in Pincott Road 1961 (prior to demolition)



Opening of Merantun Way 1989



Merton Abbey Station



Merton High Street 1910



High Path 1913



Merton High Street 1910

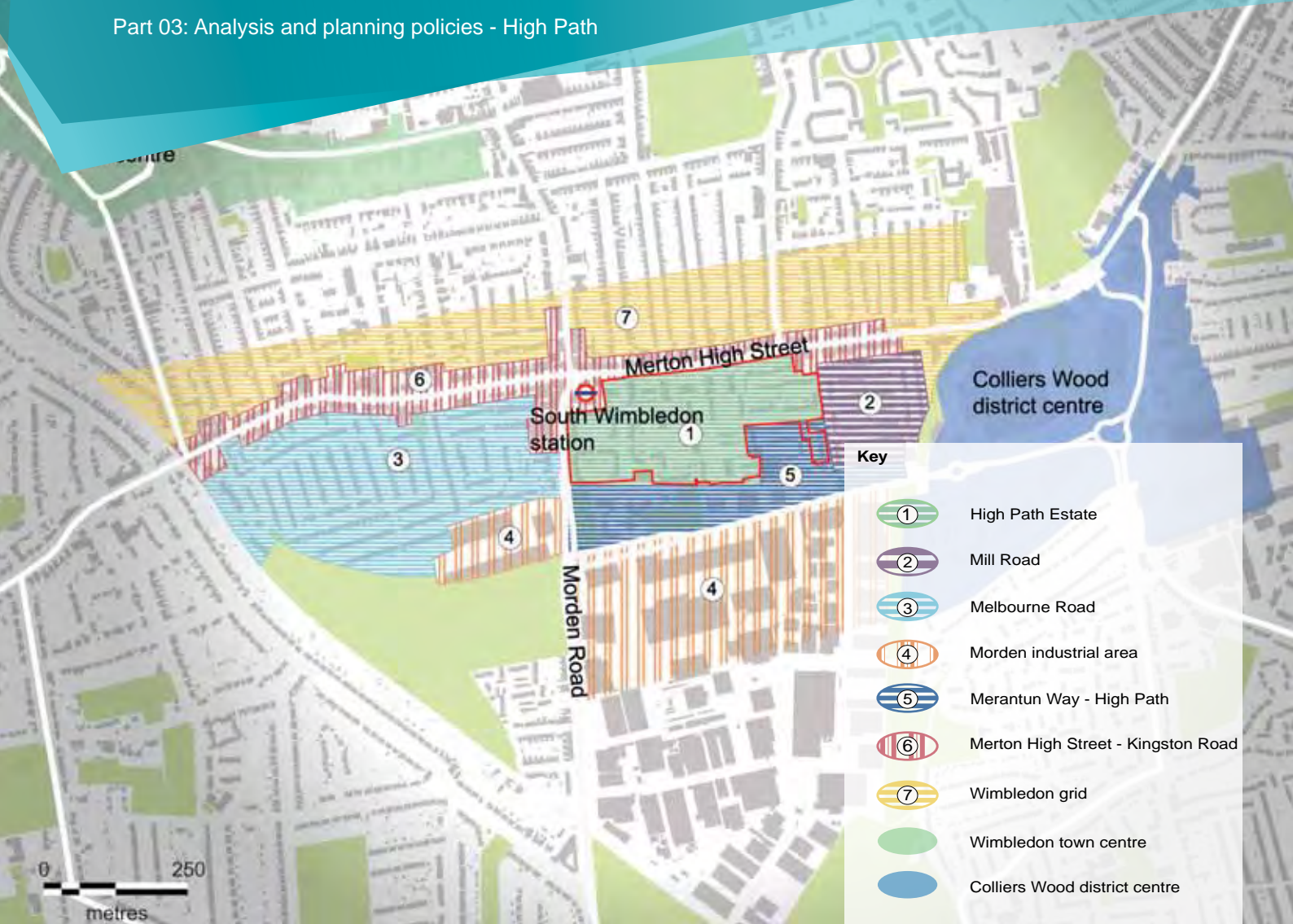


Pincott Road 1953



South Wimbledon station 1926

Source: Merton Memories Photographic Archive



Site analysis

1. Character areas

3.111 The map above shows the general areas of character in the area surrounding and including the High Path Estate. The estate itself is distinctive enough from its surroundings to form its own character area. Despite the varying ages and styles of the buildings it is clearly identifiable as public housing.

3.112 To the east is the Mill Road area, an enclave of modest Edwardian Cottages on a tight knit street pattern with some modest but interesting detailing. These are relatively isolated, hemmed in by the estate, Merton High Street, Merantun Way and the River Wandle. To the West, beyond Morden Road, is another larger area of similarly aged housing. This however, is less isolated and consists of larger houses in a wider mix of styles known locally as the Australians.

3.113 To the south of these residential areas lies the large expanse of Morden Industrial Area. This is physically isolated from the north by Merantun

Way and High Path and the area around these streets is an unclear, fragmented mix of a range of different uses. It is also isolated on other sides by the River Wandle, tram line and Morden Road.

3.114 To the north of the residential areas is the commercial and retail street of Merton High Street and Kingston Road. This is a linear high street that in places has become fragmented and suffered decline in the past, but is seeing new investment and businesses in areas. This street is the community focus of the local area, centred around the tube station, but also suffers from acute congestion from local and through traffic.

3.115 To the north of the high street is a large predominantly residential area of traditional terraced housing, first developed in the late 19th Century. This is known collectively as the Wimbledon Grid and separates South Wimbledon from Wimbledon Town Centre. Today this area contains a variety of house types, sizes and ages, but the grid like street pattern remains the defining characteristic of the area.



Character area 7: Traditional terraced houses typical of the Wimbledon grid



Character area 6: Merton High Street



Character area 2: Mill Road



Character area 1: High Path Estate



Character area 3: Brisbane Road



Character area 5: Merantun Way - High Path



Character area 4: Morden industrial area



Site analysis

2. Current land use

3.116 The High Path estate itself is almost wholly residential, with just one shop on Pincott Road within the estate boundary. On the edge of the estate, is a small pub and community hall. There is a variety of land uses evident in the neighbourhood, to the north, there is predominantly residential and to the southeast, there is a concentration of industrial / commercial units. Along Morden Road, there are a number of big box trade retail units, towards the south of the High Path estate there is a mix of commercial / industrial units such as garages backing onto Merantun Way. To the south and south-east there are a variety of uses, sitting between High Path and Merantun Way, and along Station Road. This is a fragmented area and includes a school, church, industry, various vehicle related services and industries, offices and some earlier housing.

3.117 From Kingston Road to Merton High Street, there is a strip of shops, offices, pubs or commercial premises with active frontage onto the street. To the south-west and south-east are the Abbey Recreation Ground, Nelson Gardens and River Wandle, providing local open space. In addition to St. John the Devine Church on the High Path, there is Elim Pentecostal Church and Merton Evangelical Church on Grove Road. Merton Abbey Primary school is located south of High Path.



Nelson Gardens



Residential use on Croft Road



The Trafalgar Pub High Path



High Path



Merton High Street



St. John the Devine Church



Residential - High Path Estate



Site analysis

3. Transport connectivity

3.118 Public transport links are excellent with the area having a PTAL Level of 5. South Wimbledon underground station is located on Merton High Street, there are two tram link stops approximately 10 minutes' walk to the south and west. There is also a relatively dense network of six bus routes serving Merton High Street, primarily linking Wimbledon and Colliers Wood. Wimbledon is 20 minutes' walk away or a short bus ride, with mainline rail, tram and district line connections.

Key

-  Bus stop
-  Bus route
-  Colliers Wood town centre
-  Wimbledon town centre
-  Rail station
-  Railway
-  Underground station
-  Tramlink stop
-  Tram route



Phase 1: 1950s









Phase 5: 1970s houses and flats with the 1960s tower visible in the background

4. Estate development timeline

3.119 The map below shows how the estate was developed over a relatively long time, from the late 1950s to the early 1980s. The original 19th Century housing and shops fronting Merton High Street were gradually cleared to make way for each new phase of development. The long period of time taken to develop the estate means that it shows different types, styles and layouts of buildings, spaces and streets. It charts the changing philosophies and attitudes applied to how best to house people over a period of approximately 35 years.

Key

-  Phase 1: Late 1950s
-  Phase 2 : Early 1960s transition
-  Phase 3: 1960s tower blocks
-  Phase 4 : 1960s low rise blocks
-  Phase 5: 1970s houses and flats
-  Phase 6 : 1980s sheltered flats



Site analysis

5. Existing building heights



3.120 The plan shows buildings on the estate and its immediate context in terms of the number of storeys or equivalent. This shows that, with the exception of the three 12-storey tower blocks, the building heights over the estate and surroundings are quite uniform, being within 2-4 storeys range. Commercial buildings along Merton High Street may seem a little higher than 3 storeys due to their generous ceiling heights. The only place where higher buildings are evident is fronting the west side of Morden Road. Spur house is under construction at 9 storeys and the adjacent car park has planning permission for a 7-storey equivalent building. Morden Road is wider than most other local streets and is a busy highway. This is probably the most appropriate location for taller buildings in the area.

Key	
	Single storey
	Two storey
	Three storey
	Four storey
	Six-ten storey
	Above ten storey



3 storey block on Nelson Grove Road



2 storey houses fronting Merton High Street



3 storey buildings fronting Merton Road



Merton High Street / Merton Road



12 storey tower block High Path Estate



Morden Road (Spur House under construction)

Site analysis






6. Public realm and open space



3.121 The map above shows what all the space around the buildings is used for. The ‘figure-ground’ image on page opposite shows how little of the land is actually covered by buildings, so the use, layout and design of the spaces between buildings has a strong impact on how the estate feels and works. The map shows that there are large areas of footway, paving and grass that are simply a ‘setting’ to buildings. These areas have no active amenity value and in most cases are poorly defined and their purpose and relationship to buildings and ownership unclear.

3.122 There are also a lot of areas of tarmac dedicated to vehicle parking. There is no designated green public open space anywhere on the estate, and the formal play and exercise areas are fragmented around the estate and not

easy to locate. These different types of space are fragmented and unplanned and prevent buildings from being arranged into recognisable streets similar to the surrounding area.

Key	
	Communal amenity space
	Play / exercise area
	Incidental green space
	Pedestrian areas
	Parking courts
	Estate roads
	Front gardens
	Back gardens



Green spaces with little amenity value



Large areas dedicated to vehicle parking



Unplanned exercise area



Fragmented public realm



Poorly defined pavements and parking arrangement



Large areas of tarmac

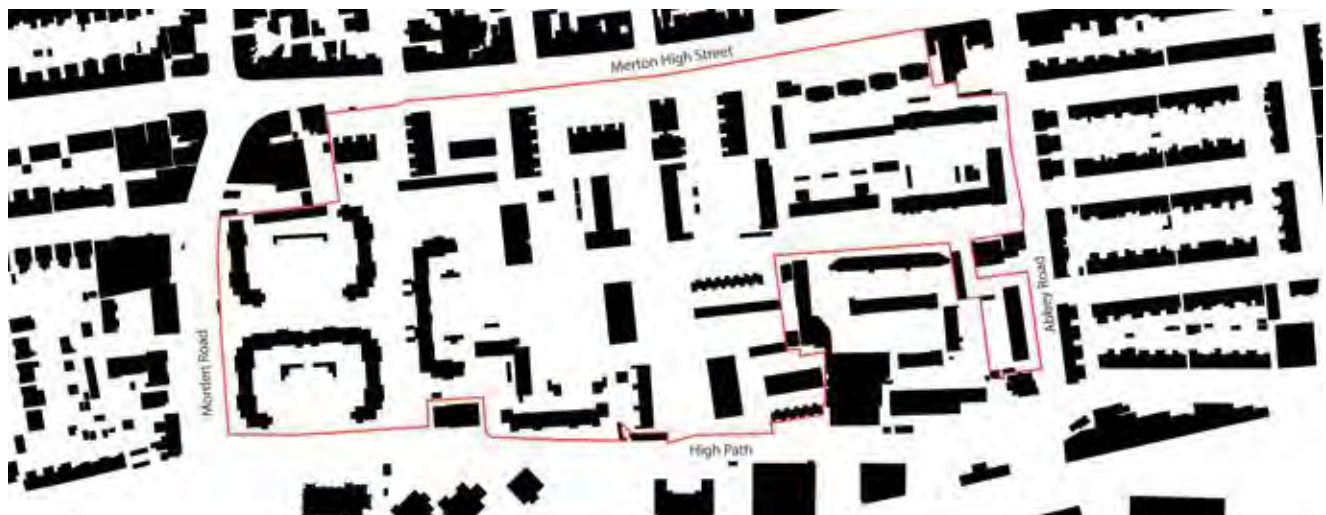


Figure ground

Site analysis

7. Streets and frontages



3.123 The map above shows the contrast between areas of the estate that have a layout that creates spaces that feel like streets – with clearly and logically defined public fronts and private backs, and areas that lack this basic, clear structure. This is the backbone of a clear understanding of how to find ones way around and feel comfortable, safe and secure. It also indicates how efficiently an area is developed.

3.124 The arrangement of the buildings within High Path make it difficult for pedestrians to navigate around the estate. Front entrances facing rear gardens, lack of defensible space to ground floor units, unclear communal entrances to buildings and poor definition of backs and fronts to the buildings contribute to a confusing public realm in High Path.

Enclosure and frontages		Clear, well defined streets
		Poor, ill-defined streets
		Clear building frontages
		Unclear building frontages
		Front / back discord



Lack of defensible space



Ambiguous front and backs



Rear of building block along street frontage



Unclear communal entrance with blank street frontage



Poorly defined public realm
















Unclear communal entrance



Site analysis

8. Townscape analysis

3.125 The map above shows an analysis of the ‘components’ or parts of the local area that shape people’s perception of it and encourage or limit movement around it. It gives a sense of how the estate is connected to and relates to its immediate surroundings. This includes things like views, vehicle and pedestrian access, local landmarks and focal points for activity or orientation. These are identified as being strong or weak, positive or negative, and give ideas as to what new development could do to improve connections with the wider area.

Key	
Views and Vistas	 
	 
	<p>Positive Negative</p>
Nodes and Focal Points	 
	<p>Strong Weak</p>
Gateways	 
	<p>Pedestrian Vehicle</p>
Landmark	 
	<p>Positive Negative</p>
	 <p>Good quality local buildings</p>
Spaces and landscaping	 <p>Areas lacking in character or identity</p>
	 <p>Edges and barriers (visual, psychological, perceptual or preventing movement)</p>



South Wimbledon underground station



Nelson Arms on Merton High Street



The three tower blocks dominate the skyline



Merton Abbey Mills is in close proximity to the estate







St. John the Devine Church

Site analysis

9. Landscape analysis



3.126 The High Path estate has a lot of incidental open green space but lacks significant high quality landscape, particularly trees. This plan shows the few places where there are important tree groups that are positive landscape features that would be worthy of retention in any regeneration proposals. These are primarily fronting Merton High Street and on Hayward Close, with a few other smaller groups within the estate. Also included is a general assessment of the landscape quality of the spaces between buildings and on the edges of the estate.

Spaces & landscaping		Areas of high landscape value
		Areas of poor landscape value
		ill-defined space (hard or soft landscaped)
		Established trees



Some buildings on High Path Road have a negative visual impact



Lack of defined street frontage on Pincott Road

Issues and opportunities

Issues summary

Street frontage to Merton High Street

3.127 This undermines the commercial functionality and potential of the street and puts residential uses in an uncomfortable relationship with the busy commercial street. It also fails to physically define the street as a space, undermining its identity as a place.

Sense of place and active frontage on Morden Road

3.128 The varied arrangement, height, position and function of the buildings fronting this street undermines its ability to develop any distinctive identity. The lack of proper active ground floor uses undermines the commercial potential close to the tube station and creates an unattractive place, lacking in character and sense of identity, that does not function well as main street.

Mix of building styles, forms and orientation

3.129 This creates a lack of coherence in form and character, mixes up fronts and backs and dismantles the traditional street pattern as most buildings fail to address the streets, turning them into functional access roads.

Development density

3.130 The site has high PTAL levels and could sustain a much higher density whilst still providing high quality homes and amenity spaces subject to meeting all other relevant policy considerations. The arrangement of buildings and piecemeal development of the estate results in lots of space between buildings, and unused garages, but hardly any functional, good quality public open space.

Connections to surroundings

3.131 Whilst there are remnants of a historic street pattern, this has been modified into a series of cul-de-sacs that make easy navigation around the estate unclear. This, and the building types and spaces, make the estate an uninviting place to move through. There are perceptual and physical barriers to movement between the estate and its immediate surroundings both for vehicles, cyclists and pedestrians.

Nearby buildings and sites

3.132 Some buildings adjacent to the estate are assets and should inform the design and layout of new development – for example Rodney Place. Others have a negative influence - particularly the varied buildings and sites between High Path, Station road and Merantun Way. These affect perceptions of the area and accessibility to the adjacent area and its uses and facilities.

Issues and opportunities

Opportunities summary

Frontage to Merton High Street

3.133 The street frontage on the south side of Merton High Street is at present fragmented, this could be repaired by the creation of a defined building line with active frontage on ground floor which will contribute to the vitality of the street.

Frontage to Morden Road

3.134 This is a street with a poorly defined frontage and broken character. The redevelopment should take the opportunity to develop Morden Road as a wide, straight, boulevard linking the area with Morden with building frontages of an appropriate scale for a wide busy street.

Create a clear internal network of clearly identifiable streets

3.135 Reintroduce traditional street layouts. Streets are defined by the buildings that face them and the interaction they have with the public realm. These should have proper frontages with entrances facing the street and be laid out to create an easy to navigate and attractive network of routes across the estate. They should be based on the pre-estate historic street pattern that remains in the form of Nelson Grove Road, Pincott Road and High Path.

Use land efficiently and create a consistent urban character

3.136 Use land more efficiently by ensuring there is no leftover space and every space is designed to have a clearly defined use. This means increasing densities and ensuring open space is well located, well designed, functional and attractive. Presently the estate is a disparate mix of building styles and ages, regeneration of the estate presents the opportunity to create a consistent urban character.

Good quality landscaping and vegetation

3.137 There are a few key groups of trees and the impressive trees fronting Merton High Street, groups in courtyards and the avenue of mature trees on Hayward Close. These assets should inform the location and design of new buildings and be maintained unless there are other compelling reasons that provide benefits to outweigh this.

Attractive and functional open space

3.138 Existing recreational facilities could be better located and grouped to provide well defined and attractive spaces for residents. There is also scope to provide specific new public open space for passive as well as active recreation. Although this could be done in a variety of ways it should be based on utilising the existing historical character and landscape assets of the estate.

Improved links into the estate

3.139 Poor pedestrian facilities, dominant and uncoordinated highway infrastructure, and traffic congestion on main roads make it difficult to enter and exit the area and should be improved. The Council's aspiration is to improve the public realm on Morden Road and Merantun Way by creating a better balance between vehicles and pedestrians. The aspiration could be achieved by encouraging the development of boulevards for these roads. This would enable them to become a more integral part of the surrounding area. Specific improvements that could be made are simplifying the junction of High Path, The Path and Morden Road and creating an attractive entrance and enabling views to Merton Abbey Mills. Future links to the south of Merantun Way should be planned for as well as east-west quietways for cyclists and pedestrians.

Adjacent development potential

3.140 Proposals for the estate land should be designed so as to seamlessly knit into the surrounding area and enable integration of adjacent sites if or when they become available for development. This means designing streets, uses, densities and heights that are based on a thinking that goes beyond the current estate boundaries. These can then be used as broad guidelines for development of these sites in the future. Development should also be mindful of the council's aspiration to encourage the development of boulevards for Merantun Way and Morden Road which create a better balance between vehicles and pedestrians.

Site specific policies

Policy

EP H1 Townscape

- a)** Provision of a continuous building line fronting the street, punctuated by side streets into the estate, to the south side of Merton High Street, with buildings with entrances and windows facing the street (active frontages) and no blank walls or gable ends.
- b)** Discussions will be required with TfL to understand how proposals for a tram from Morden Road Tram Stop to South Wimbledon underground station including a new tram terminus, can be incorporated as part of any alterations to Morden Road.
- c)** Streets should be designed to allow for clear unobstructed views along the whole length of the street particularly along Pincott Road and Nelson Grove Road.
- d)** The key entry points into the estate at either end of Pincott Road and Nelson Grove Road, are the most suitable locations for landmark buildings. Other suitable locations could be at the junction of High Path and Morden Road (low-key) and in the vicinity of the junction of Abbey Road and Merantun Way.
- e)** Design of a space as a focal point highlighting the significance of the areas local history particularly its connection to Lord Nelson.
- f)** Design of the estate should be well integrated into the surrounding area.

3.142 The new estate needs to ensure its built form gives clear definition of private and public space and a range of appropriate landmarks, views (vistas) and focal points to aid orientation around and within the estate.

3.143 Creation of clear and unobstructed views through the design of streets are important to find their way around (legibility) the estate and to physically and visually link the estate to the wider area.

3.144 The Tramlink extension proposals are still at a feasibility stage. Therefore early engagement with TfL will be required to inform development proposals for this site.

3.145 This engagement may also open up opportunities to improve the quality of Morden Road by enabling the creation of a consistent street width with parallel building lines, tree planting and appropriate building heights either side of the street.

3.146 Landmark buildings should be designed to be sympathetic to surrounding buildings and spaces.

3.147 Designing of the estate to ensure it seamlessly integrates into the surrounding area. In addition it will also help enable any future development on adjacent sites and the wider area such as the area to the southern side of High Path and northern side of Merantun Way. The creation of streets that meet the edges of the estate and can go beyond them at a later date is therefore a key element.

Justification

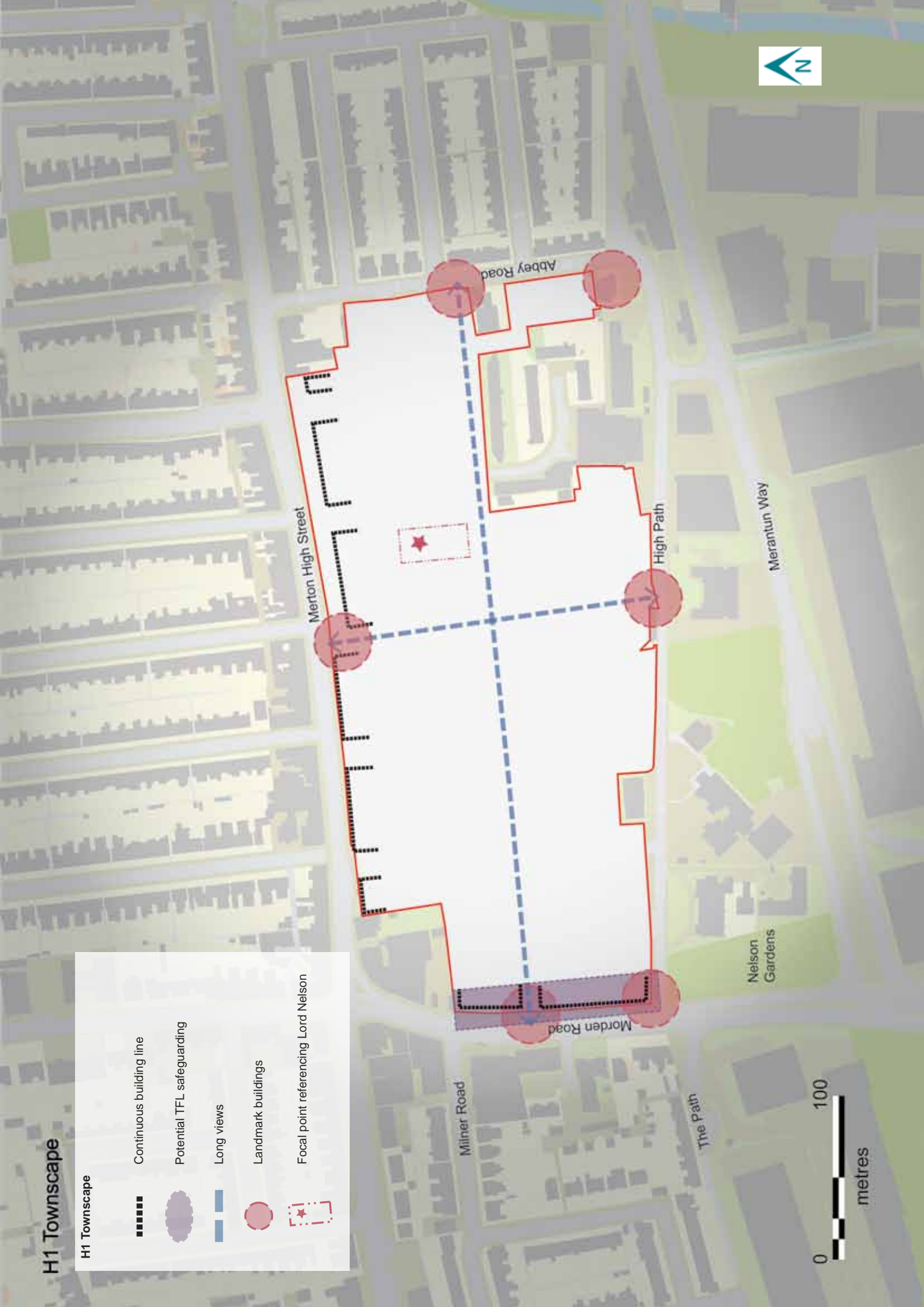
3.141 Orientation and getting around (legibility) within the estate is difficult mainly because of the siting of the current buildings. There is poor definition of streets and spaces and a lack of built or landscape enclosure to aid this making it unclear where the private or public spaces are.



H1 Townscape

H1 Townscape

- Continuous building line
- Potential TFL safeguarding
- Long views
- Landmark buildings
- Focal point referencing Lord Nelson



Site specific policies

Required

EP H2 Street network

- a)** Nelson Grove Road and Pincott Road, provide appropriate basis for the design of the new street network and should form the basis of the main routes into and out of the estate. Extension of Nelson Grove Road from Abbey Road in the east to Morden Road in the west will help provide an east to west link, with clear views along its whole length.
- b)** The position of the historic street of High Path should be retained and the road should allow for improved accessibility from High Path to Nelson Gardens. The road should also respect the setting of St John's the Divine Church.
- c)** Retention of Hayward Close which complements the historic street pattern, with its attractive tree-lined character.
- d)** Design to increase accessibility for pedestrians and cyclists.
- e)** Retention of the existing level of vehicular links along Merton High Street.
- f)** Enable future extensions of the north-south streets ending at High Path to Merantun Way subject to TfL's support.

Further guidance

3.148 A new north-south street between Hayward Close and Pincott Road, linking Merton High Street and High Path to help link the estate with the surrounding road network.

3.149 North-south streets between Pincott Road and Abbey Road, linking Merton High Street and Nelson Grove Road. These new streets would help connect the new neighbourhood effectively with the existing grid pattern layout and also ensure efficient block pattern layout.

3.150 Layouts should be designed to allow for pedestrian access from South Wimbledon tube station into the estate, should TfL support a second tube station entrance/exit in the future. This could be located to the rear of the station building that links Morden Road and Hayward Close. This would increase public transport accessibility and provide additional pedestrian routes into and out of the new neighbourhood.

3.151 Mews Street style development should be reserved for shorter streets such as Rodney Place.

3.152 Whilst Rodney Place, is outside the estate boundary, linking it into the street pattern of the estate would help improve links within the area and make it easier to get around.
















Justification

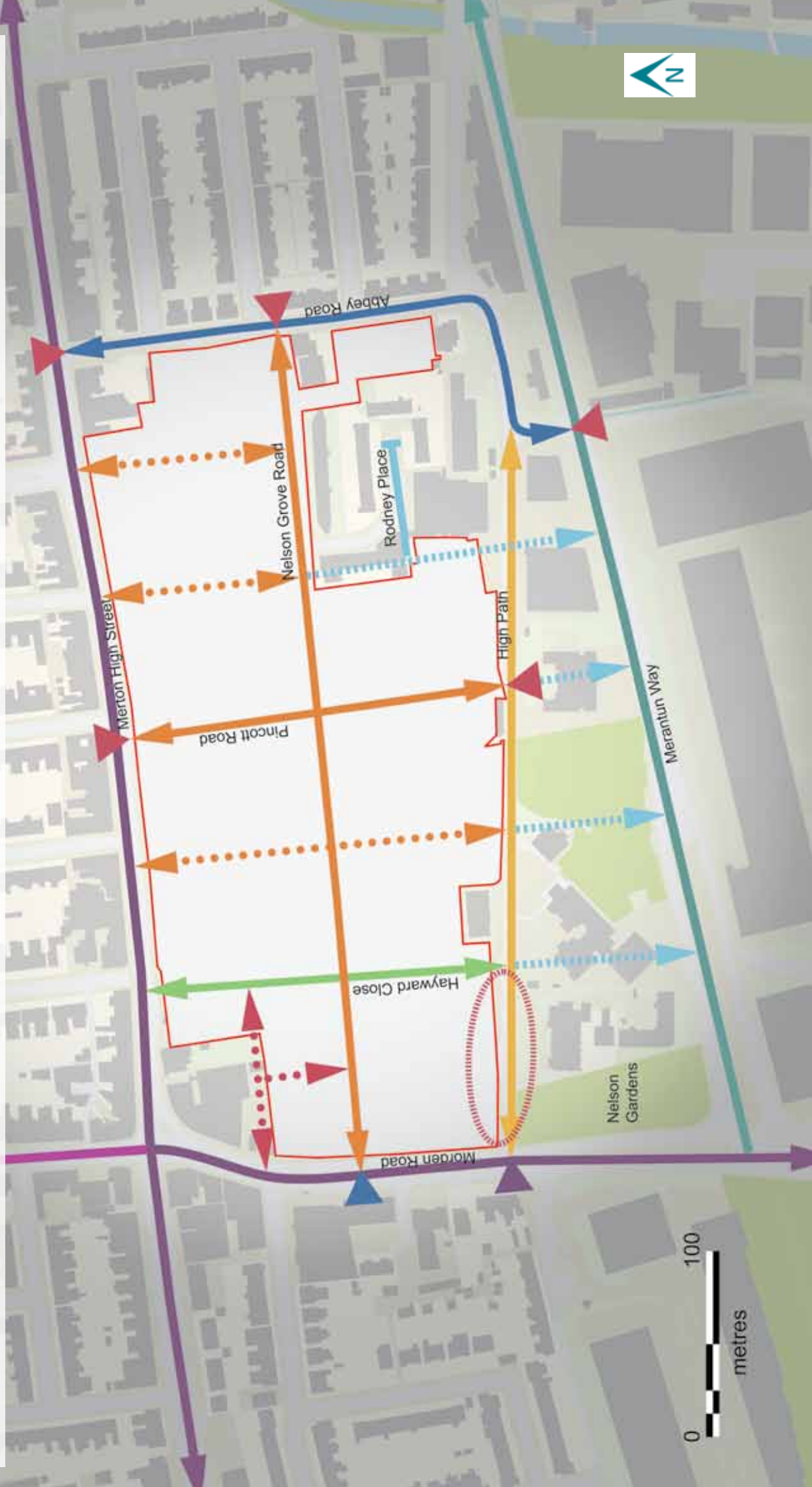
3.153 Development of a new network of streets should ensure that the neighbourhood is easy to get around and understand and accessible for all users. This includes ensuring clear and seamless links between the estate and the surrounding neighbourhoods (which do not currently exist), and brings the grid-iron network of streets to the north of the estate. The new street network supports the 'New London Vernacular' guiding characteristic for High Path Estate which is explained in more detail in Section 3 of the Plan.

3.154 The creation of traditional streets north to south will help integrate and re-connect the estate to its surroundings. The creation of clear east to west link will help bring together all the different new character areas and offer a safe cycle and pedestrian priority link across the estate.

H2 Street network

H2 Street network

-  Merantun Way (TRLN)
-  Merton High Street-Kingston Road-Morden Road (Strategic Road Network)
-  Merton Road (London Distributor Road)
-  Abbey Road
-  Nelson Grove Road - Pincott Road (Required historic street alignments)
-  High Path (Required historic street alignment)
-  Hayward Close
-  Rodney Place (Required retained tree-lined street)
-  North-South future extensions to Merantun Way (illustrative integration into street pattern)
-  Merton High Street to High Path / Station Road (illustrative North-South street alignments)
-  Morden Road to Hayward Close (illustrative link to support secondary tube entrance)
-  Traffic management
-  Main access street
-  Improved cycle & pedestrian access
-  Potential new access street



Site specific policies

Policy

EP H3 Movement and access

- a)** The main vehicle routes within the estate are currently Pincott Road and Nelson Grove Road, which are located centrally within the estate. Their character and layout should resemble a traditional street and serve the needs of all users, without the need to provide separate or segregated facilities for cyclists.
- b)** Streets in the estate should connect in an open and easy to understand way that encourages movement by pedestrians and cycles. All streets should be safe, attractive and sociable places designed so as to manage vehicle speeds. Where streets are closed to vehicles at one end they should not restrict the possibility of vehicular movement in the future.
- c)** Discussions will be required with TfL to understand how any proposals for a tram link extension to South Wimbledon underground station including a new tram terminus can be incorporated as part of any development proposals.
- d)** The inclusion of measures to reduce the physical barrier (severance) caused by Morden Road to east-west pedestrian and cycle movement to better link The Path and Milner Road.
- e)** The pedestrian and cycle access from the south-east corner of the estate towards Abbey Mills and Merantun Way should be improved in quality, including better pedestrian facilities on the roundabout serving Abbey Mills, and reassessment of the siting of the existing pedestrian crossing by the River Wandle Bridge and its approach from Abbey Road.
- f)** Parking should preferably be provided on-street in well designed places.

Further guidance

3.155 Consider the viability of removing vehicle movements from High Path into Morden Road in conjunction with the early plans for the South Wimbledon tram spur.

3.156 Scope exists for Abbey Road to be continued directly southwards to make a new junction with Merantun Way to make a more easy to navigate road layout. This could simplify the layout and the amount of road space taken. This approach could also support the siting of new bus stop facilities in the area.

3.157 Off-street parking should preferably be provided in full undercrofts at basement level, rather than ground level parking with communal garden podiums above.

3.158 Should the land between High Path and Merantun Way become available for redevelopment this could provide the opportunity for a more comprehensive redesign of Merantun Way to form a boulevard style street with footways and segregated cycle lanes either side, whilst still maintaining its important movement function.

3.159 Proposals directly or indirectly affecting Merantun Way or the wider Strategic Road Network need to be discussed at an early stage with Transport for London.

Justification

3.160 Bounded by main roads including the A24 Merantun Way, A219 and A238 and the River Wandle the High Path Estate is well positioned within the road network. Vehicular access is managed to deter through movements by non-residents. Access is limited to a one-way entry point into Pincott Road from Merton High Street and side road accesses from Abbey Road and High Path. From the south the main access point at the junction of Station Road and Merantun Way, where traffic movement is restricted to left in and left out only. The surrounding busy road network creates physical barriers to movement, especially for pedestrians and cyclists. This is particularly acute on Morden Road and Merantun Way and reinforces the need to better connect the estate to neighbouring areas.

3.161 Similarly where the River Wandle crosses Merantun Way this stops the estate from connecting with the wider surrounding area. Reviewing movement and crossing opportunities could help ease some of these connectivity issues.

3.162 Due to high traffic demand and widespread congestion in the local area this road connectivity brings specific problems to the estate. This essentially relates local streets, notably Abbey Road being used as a cut through to avoid the heavily congested South Wimbledon junction on the north-west corner of the estate. Physical measures are widely applied across the area to constrain traffic speeds. Regeneration of the estate provides an opportunity to tackle some of these problems by making features which reduce traffic speed integral to the street design.

3.163 Within the estate many of the pedestrian and cycle routes are poorly defined, which makes it difficult to distinguish between public and private areas. The building layout makes the estate feel unsafe and unwelcoming.

3.164 High Path Road runs along the southern boundary of the estate. The road is traffic calmed and the western section beyond Pincott Road is one-way towards Morden Road where it also passes Merton Abbey Primary School and St John's the Divine Church. The vehicular exit onto Morden Road is restricted to left turn only, this manoeuvre can be particularly acute for large vehicles due the limited amount of turning space available. A cycle facility also operates along the northern footway.

3.165 Although parking is restricted along High Path Road, localised congestion frequently occurs during school peak times. To improve cycle access it may prove necessary to further restrict vehicle movements by closing the western end of High Path to vehicle traffic, although careful consideration of the impacts on the school and alternative traffic routes will need to be fully understood. How any changes interact with outline plans for the South Wimbledon Tram extension will also need to be identified.

3.166 More recently demand forecasting work by TfL has suggested that current annual passenger demand is expected to rise from 31 million to around 56m by 2031 even without Crossrail 2, which would serve the nearby Wimbledon town centre. This growing demand would significantly impact on passenger levels thereby supporting the case for new tram extension and capacity. The proposal extension from Morden Road Tram stop to South Wimbledon offers the potential to help meet this growth. Further engineering feasibility work is being undertaken during 2015 to better understand potential impacts.

3.167 Preparation of development proposals will require the applicant to undertake discussions with TfL to determine the exact limits of land required to enable future delivery of the supporting transport infrastructure. Delivery of the South Wimbledon Tram extension would increase the attractiveness of public transport connectivity in an area identified for intensification in the London Plan and population growth.

3.168 Located beside South Wimbledon underground Station the estate is attractive to commuters to central London. Overspill parking from nearby businesses have also encroached onto public streets serving the estate. This has necessitated the need for widespread parking controls to reserve the limited parking spaces for resident use only.

3.169 Well-designed parking provision helps create activity, vitality and provides overlooking of the street (natural surveillance) on the street. Where provision of parking is on-street to ensure that this is arranged and managed in a sensitive manner. For off-street facilities the preference for parking to be provided in full undercrofts at basement level avoids the creation of -residential units with windows only located on one side of the building (single aspect) at ground level that are difficult to design well internally and restrict the type of residential units that are possible. It is expected that parking controls will need to be retained to ensure that parking is available for residents.

H3 Movement & access

H3 Movement and access

- Explore feasibility of redesigning Merantun Way
- Nelson Grove Road - Pincott Road (Main vehicle routes)
- Reduces severance on Morden Road
- Merton High Street to High Path / Station Road (illustrative North-South street alignments)
- Main access street
- Improved cycle and pedestrian access
- Potential new access street
- Potential new access street

- Merton High Street-Kingston Road-Morden Road (Strategic Road Network)
- Merton Road (London Distributor Road)
- Abbey Road
- Improve pedestrian and cycle links to Merton Abbey Mills
- Extension of Abbey Road to create new junction
- High Path (Required historic street alignment)

- Merton High Street-Kingston Road-Morden Road (Strategic Road Network)
- Merton Road (London Distributor Road)
- Abbey Road

- Merton High Street-Kingston Road-Morden Road (Strategic Road Network)
- Merton Road (London Distributor Road)
- Abbey Road

- Merton High Street-Kingston Road-Morden Road (Strategic Road Network)
- Merton Road (London Distributor Road)
- Abbey Road

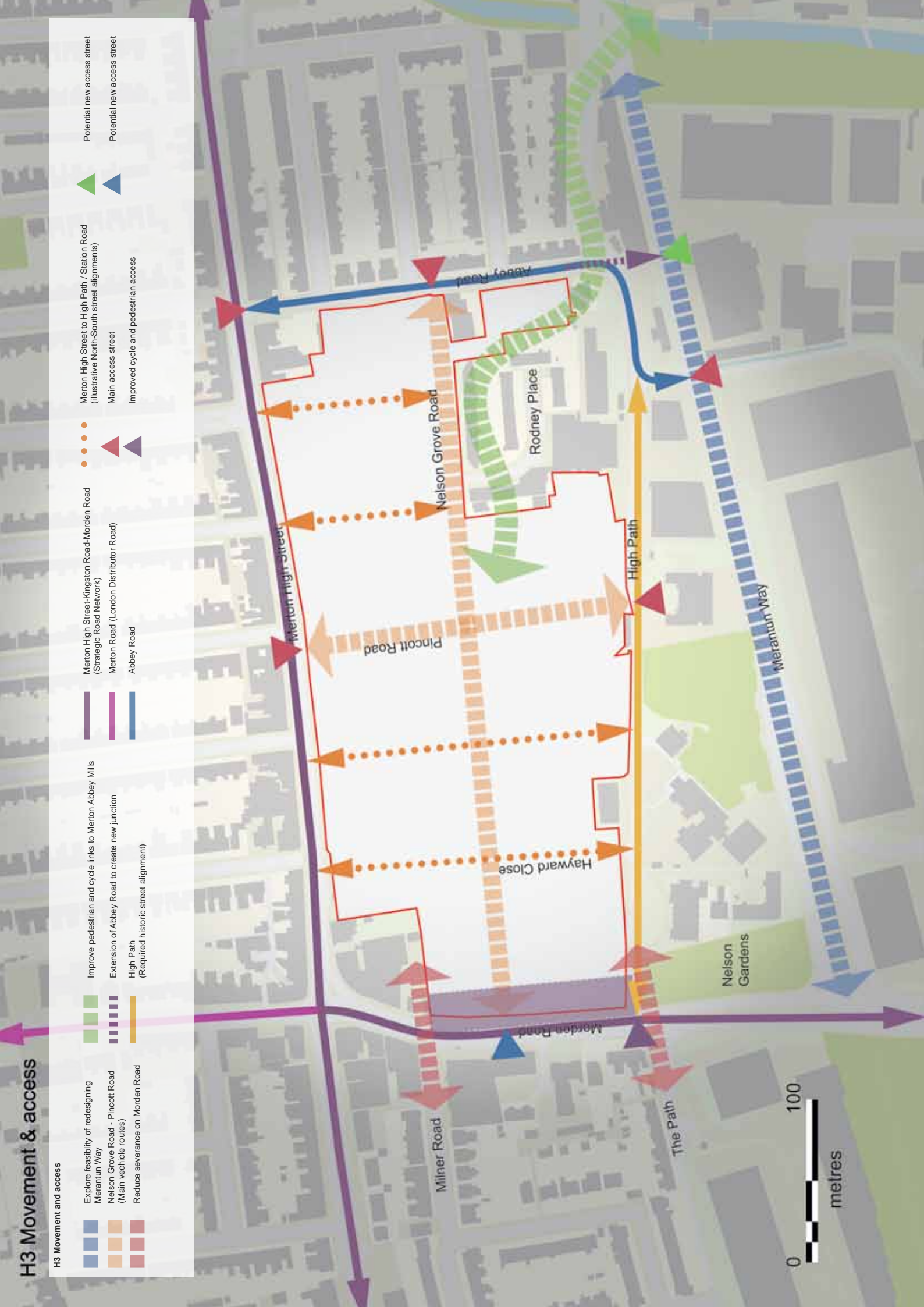
- Merton High Street-Kingston Road-Morden Road (Strategic Road Network)
- Merton Road (London Distributor Road)
- Abbey Road

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- Abbey Road

- Merton High Street-Kingston Road-Morden Road (Strategic Road Network)
- Merton Road (London Distributor Road)
- Abbey Road



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Site specific policies

Policy

EP H4 Land use

- a)** The primary land use for the site will be residential, to accord with the predominant land use of the existing site and surrounding area.
- b)** Development proposals must make more efficient use of the land by building in accordance with the London Plan density matrix that are higher than current and improving the urban design quality of the estate.
- c)** In general, the residential density should be higher in the north-west corner of the site, gradually reducing towards the south-east, where the public transport accessibility (PTAL) is lower and there are smaller scale developments (e.g. Rodney Place) or more local streets (e.g. High Path).
- d)** All new buildings must be provided that maximise the number of entrances and windows facing onto the street (active frontages) and for residential uses must provide well defined private space between the front of the building and the street (defensible space) e.g. for landscaping and the storage of bins etc.

Further guidance

3.170 Wherever practicable, different types of residential development (e.g. apartments, maisonettes and houses) should be located on the estate based on reinforcing local character.

3.171 Different street types should support residential types that are suitable to them. Therefore smaller scale, shorter and narrower streets will be more suitable for town houses and mews development. Wider, longer streets, with more vehicular traffic, will be more suitable for flats and maisonettes.

3.172 The frontages to Morden Road and Merton High Street may, be appropriate locations for the provision of a wide range of commercial and community uses to support the new development subject to meeting relevant Local Plan policies.

Justification

3.173 High Path and the surrounding area are predominately residential. High Path is located within an area with a good level of Public Transport Accessibility (PTAL). In accordance with the London Plan density matrix, regeneration offers opportunities to make more efficient use of the land with higher density development. Applying this matrix indicates and taking account of the existing number of homes, indicates a range of 608 - 1,802 (gross figure) new homes for this site and the council's expectation is for development proposals to be at the higher end of this range.

3.174 Development proposals should contribute to the provision of a greater choice and mix of housing types sizes and tenures, including affordable housing provision, in accordance with relevant Local Plan policies (e.g. Core Planning Strategy Policies CS8 and CS9 and Sites and Policies Plan Policies DM H1, H2 and H3). Proposals should seek to provide a mix of housing types, sizes and tenures to meet the needs of all sectors of the community. In accordance with policy DM E4 (Local Employment Opportunities) major developments proposals will be expected to provide opportunities for local residents and businesses to apply for employment and other opportunities during the construction of developments and in the resultant end-use.

3.175 The site is bounded by major roads on two sides, lined predominantly by shops, cafes, restaurant and similar uses. Subject to meeting the Local Plan policies, provision of such uses (e.g. retail shops, financial and professional services, café/ restaurants, replacement of public houses, community, health, leisure and entertainment uses) may contribute to meeting the day to day needs of the local population. This would complement the area and provide services and facilities that may be needed. This also supports the principles of local context, sustainable development and active frontages. Within the estate the location of types of residential use should support the guidance on density and character and match residential type with appropriate street types.

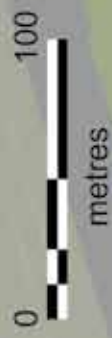
3.176 Based on the Local Plan - Sites and Policies Plan Policy DM R2 the council supports the replacement of the existing convenience shop (i.e. shop selling everyday essential items) in Pincott Road. Any proposed new local convenience shop which is located outside the designated town centre and parades boundary and is above 280 sqm will be subject to sequential test and impact assessment.

H4 Land use

H4 Land use



- Primary land use : residential
- Commercial and community (subject to meeting relevant Local Plan Policies)
- Higher PTAL - higher density
- Lower PTAL - lower density



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Site specific policies

Policy

EP H5 Open space

- a)** Development proposals must provide public open space to address the identified deficiency in access to Local Open Spaces in accordance with London Plan Policy 7.18 'Protecting Open Space and addressing Deficiency'.
- b)** Suitably designed plays space(s) for all age groups need to be provided in accordance with the Mayor of London's 'Play and Informal Recreation' supplementary planning guidance document (2012).

Further guidance

3.177 The number of open spaces and their individual size is not prescribed. Open space can be provided in the form of a single space or a number of smaller spaces. However, proposals intending to provide a multifunctional space should preferably provide one large area.

3.178 Open space should be located in the most accessible points for all residents of the new neighbourhood. Open spaces should be situated in relation to size and function for example larger spaces should be centrally located and smaller spaces evenly distributed across the neighbourhood to ensure all residents have access to open space. Deciding the location of public open space should where possible take as its cue, the existing mature vegetation on the site and incorporate this into any new public spaces.

3.179 The individual design of public open spaces, themes and vegetation used, should have some local relevance, and include public art in a range of forms and media.

Justification

3.180 The estate is within easy access to a variety of public parks including Nelson Gardens, Wandle Park, Nursery Road Recreation Ground and Haydon's Road Recreation Ground. However, following a review in 2015 of the public open spaces surrounding the Draft Estates Local Plan sites updated Greenspace Information for Greater London (GiGL) calculations show that a relatively small area (0.5ha) on the eastern part of the site, near Doel Close and Merton Place, is deficient in access to Local Open Spaces (please refer to GiGL's revised June 2015 maps, which are attached in Appendix 2).

3.181 Development proposals should demonstrate how the proposed new public open space would address the identified deficiency in access to public open space and that the appropriate minimum standards concerning the provision of outdoor amenity space and play space have been achieved.

3.182 Where the provision of a large public open space is justified, the design of the space should be flexible enough in terms of scale, layout and design so that it is capable of accommodating a variety of activities such as food growing, running tracks, playgrounds, sports courts, informal and flexible space which can support occasional use for a broad range of community events.

3.183 Similarly, provision of a group of mid-sized spaces and pocket parks could create areas of local human scale and intimacy that have local relevance, good surveillance and are used largely by the local community.

H5 Open space

H5 Open space



Mature tree groups to inform design of open spaces



Indicative locations of mid sized open spaces



Indicative location of large open space



Existing open space



metres

Site specific policies

Policy

EP H6 Environmental protection

- a)** Retention of the existing mature tree groups and street trees including the trees fronting Merton High Street east of the junction with Pincott Rd are to form the basis of new open spaces and a network of biodiversity enhancing green corridors across the estate.
- b)** Public and communal open spaces must contribute to the creation of an efficient system for surface water run-off via SuDS and the enhancement of biodiversity.
- c)** Planting of new street trees on Pincott Rd and Nelson Grove Road to form the basis of a green corridor network across the estate based on the existing avenue of Hayward Close.
- d)** Sustainable Drainage Systems (SuDS) must be part of any development proposal and can include a range of measures such as rain gardens, green roofs, filter strips, green verges and swales; these should be designed to reduce post development runoff and provide water quality, amenity benefits and enhance biodiversity.
- e)** Developments proposals will need to include appropriate flood mitigation measure in accordance with national, regional and local planning policies to ensure the development is safe and does not increase the risk of flooding to the development and to surrounding area. The proposed development must aim to reduce post development runoff rates as close as possible to greenfield rates set out in London Plan policy 5.13 and the Mayor of London's sustainable design and construction supplementary planning guidance published and the government National Standards for Sustainable Drainage which sets out the requirements for the design, construction operation and maintenance of SuDS. The development must be designed to take into consideration flow routes should flooding occur, i.e. designing for exceedence

f) The feasibility of CHP and district heating must be investigated. As a minimum this should include:

- (i)** An assessment of the secondary heat sources within a 400 metre radius of the site boundary (e.g. river water heat recover from the Wandle, heat extraction from the London Underground).
- (ii)** Evidence to demonstrate engagement with key stakeholders associated with the potential secondary heat sources such as transport for London and Environment agency have been full engaged in the development of the feasibility.
- (iii)** Consideration of air quality issues should include an investigation in to the potential benefits that a district heat network could deliver to the wider area through the connection to existing buildings or development sites outside of the high path regeneration.

Further guidance

3.184 Retention and management of the mature and semi-mature vegetation on the south side of High Path where possible to further develop a network of green routes across the estate.

3.185 An open section of the Bunces ditch (which is a designated main river) flows to the south of Merantum Way. There is a possibility that the upstream section of the culverted historic watercourse flows across the High Path estate and this should be fully investigated with a view to presenting opportunities for deculverting, where possible.

Justification

3.186 The early design stages for any development proposals for the estate provides opportunity to incorporate landscaping and permeable surfaces that enable biodiversity and reduce surface water run-off. Currently, whilst there is a lot of space between buildings, this is very poorly defined, and much of it is hard-standing. This leaves little opportunity for biodiversity or good natural drainage/ SuDs.

3.187 There are, however, areas with groups of mature and semi-mature trees that can form the basis of green corridors, sustainable urban drainage and a sustainable 'green' network of spaces across the estate. They should help to link the estate with Abbey Recreation Ground to the west and the River Wandle to the east.






3.188 The close proximity of the River Wandle puts the estate close to the fluvial flood plain and areas of the estate are at high risk of surface water flooding identified on Environment Agency flood maps, so it is important that its redevelopment does not increase any local flooding issues and where possible, seeks to improve matters.

3.189 Local environmental conditions such as air quality, noise and over heating must be taken into consideration during the design process. Careful consideration should be taken in order to ensure that efforts to mitigate against these issues does not resulting in unforeseen negative impact on the others.

3.190 Consideration of air quality issues is important in order to understand the long term air quality benefits that might arise from the growth of a district heating network with the High Path Estate as an energy centre nucleus.

H6 Environmental protection

H6 Environmental protection

-  Mature tree groups to inform design of open spaces
-  Conservation of vegetation south side High Path
-  Create green chain based on around new open space (linking to existing open spaces)
-  Develop green chain towards Wandale River
-  Green chain network of street trees



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Site specific policies

EP H7 Landscape

Required

a) Retention of:

i) the existing mature tree groups and street trees including the trees fronting Merton High Street east of the junction with Pincott Road;

ii) the tree planting along Hayward Close should be continued along the whole length of the street to strengthen the attractive 'avenue' character of this street;

iii) the mature tree(s) in the vicinity of the playground within the 'Priory Close' block;

iv) the line of mature trees in the car park between the 'Ryder House' and Hudson Court' blocks;

v) the mature trees in the playground to the north of the 'Marsh Court' block.

vi) the mature trees to the west and south of the 'Merton Place' block, and to the north of the 'DeBurgh House' block.

b) Landscaping must be a key feature in the provision of private space fronting houses and blocks of flats (defensible space). Frontages must be designed to incorporate where feasible soft landscaping, appropriate planting and permeable surfaces.

c) Street trees should be located to enable the creation of well defined on-street parking spaces. This will soften the visual impact of vehicles and enhance the street.

d) Landscaping the public open spaces and communal gardens must be of the highest quality, accessible and meet the needs of the residents by complying with the relevant policy requirements.

Further guidance

3.190 Retention of the mature trees fronting Merton High Street west of the junction with Pincott Road.

3.191 Retention and good management of the mature trees and vegetation on the south side of High Path.

3.192 Retention of any tree identified by the council's arboricultural officer and illustrated in the accompanying map.

3.193 Provision of a good variety and quantity of street trees.

3.194 Consideration for soft landscaping in streets in terms of its appropriateness, robustness and maintenance.

Justification

3.195 Retention of trees has clear benefits in promoting biodiversity, sustainable development and contributing to flood risk mitigation and help reduce air pollution.

3.196 Retaining trees, as with historic streets, provides the basis from which to develop design proposals.

3.197 Landscaping has the potential to improve the quality of a place, but this will only work if it is appropriate to the location and there is a clearly defined, funded and managed maintenance regime in place.

H7 Landscape

H7 Landscape



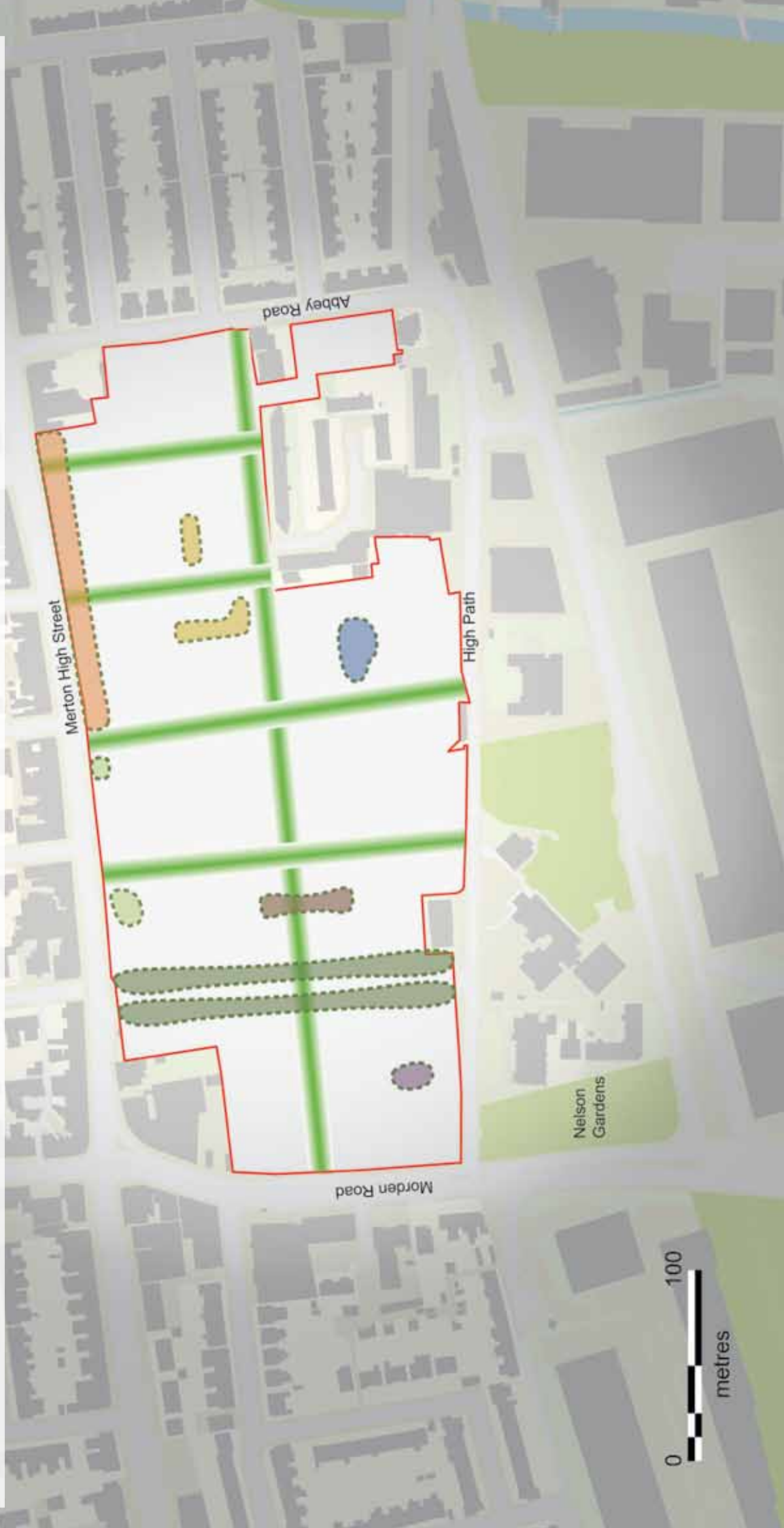
- Mature trees groups and street trees fronting Merton High Street east of the junction with Pincott Road
- Trees lining Hayward Close
- Mature trees within 'Priory Close' block



- Mature trees in car park between 'Ryder House' and 'Hudson Close' blocks
- Mature trees to the west and south of 'Merton Place'
- Mature trees to the north of 'Marsh Court'



- Landscaping integral element of historic and indicative street alignment (Tree planting / soft landscaping / SUDs where appropriate)
- Mature trees to the west of the junction with Pincott Road



Site specific policies

Policy

EP H8 Building heights

- a)** The general building height across the site should be 5-6 storeys with variations (outlined below) in order to create a consistent height profile and street character that visually links with the surroundings.
- b)** Buildings fronting Merton High Street will be restricted to 4 storeys (with potential for a 5th storey setback) to ensure the environmental quality of the street does not unduly suffer from shading and blocking of sunlight.
- c)** Buildings fronting Morden Road should be 7-9 storeys to be similar to the existing and potential building heights on its west side and ensure a consistent and even street character.
- d)** Buildings on the west side of Abbey Road should be up to 4 storeys to relate well to the existing housing on the east side and newer flats on the west side.
- e)** Building heights along High Path should be 3-4 storeys in height to reflect its historic character as a narrow historic street and ensure that it sensitively takes account of the setting of St Johns the Divine Church.
- f)** Land outside the estate boundary fronting Merantun Way is suitable for buildings of 7-9 storeys to promote the transformation of this road into a boulevard street.
- g)** Where Station Road, Abbey Road and Merantun Way meet is a sensitive area as there are likely to be awkward shaped sites. The close proximity of Rodney Place and Merantun Way create a need to respect existing low-rise development and make the most of the potential for taller buildings fronting Merantun Way. Storey heights in this general area should rise from 3-4 storeys to 5-6 storeys.

Further guidance

3.198 The potential widening of Morden Road to accommodate a tram extension needs to be taken into consideration, should this proposal go ahead, the resulting adjustment to street proportions may better accommodate taller buildings on the east side of Morden Road, however the transition to lower buildings further east into the estate and effects on the visual environment must be properly managed and designed.







3.199 Building heights along the lengths of streets should be similar or the same on either side in order to maintain a consistent character.

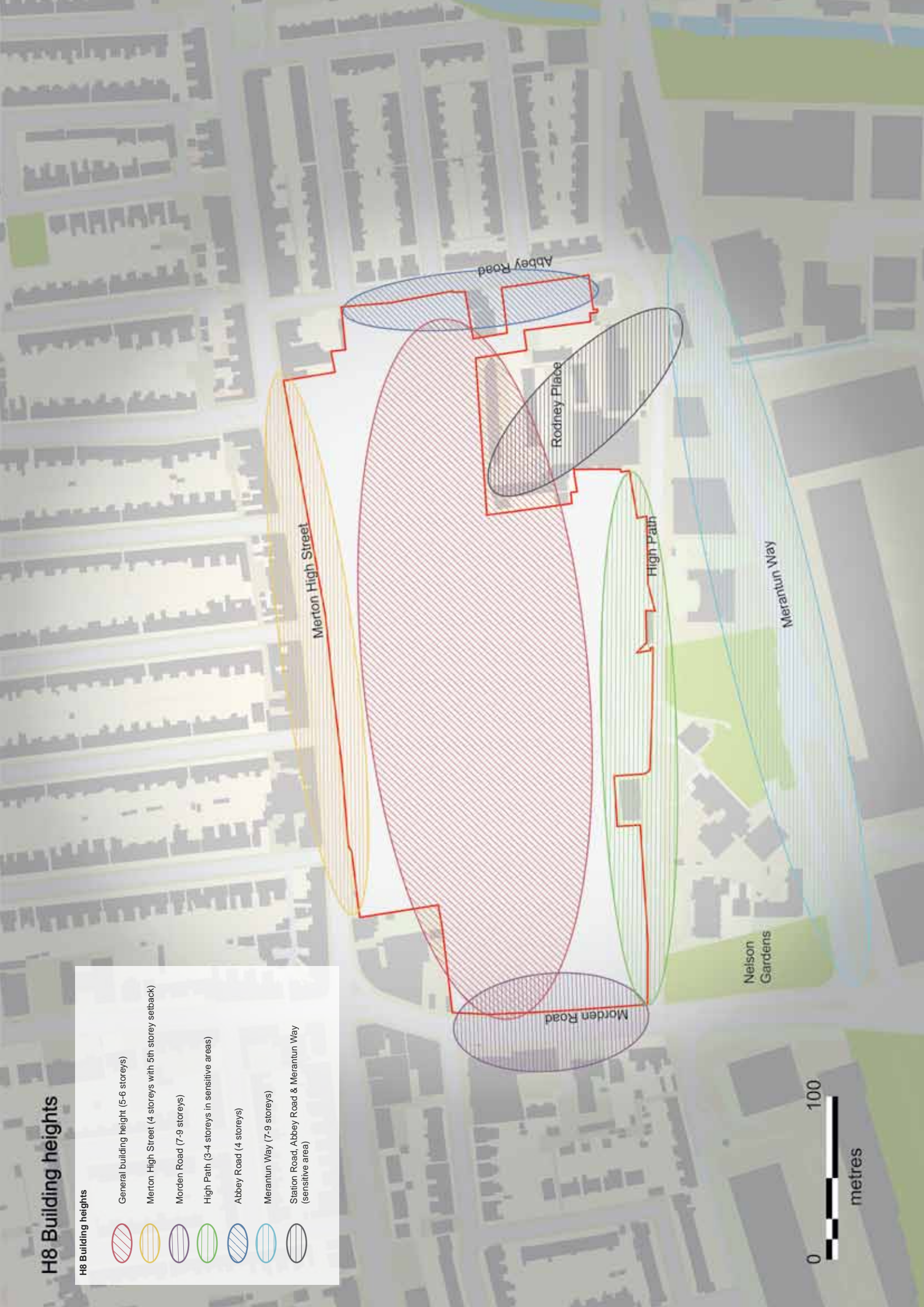
Justification

3.200 The existing estate has a wide range of building styles and heights. A more even distribution of heights will reduce these negative characteristics and help new development fit in comfortably with its surroundings. It will also create neighbourhood streets that are easy to get around. In order to fit well with the surroundings, it is important to ensure building heights on the edge of the estate relate appropriately to those adjacent to it.

H8 Building heights

H8 Building heights

-  General building height (5-6 storeys)
-  Merton High Street (4 storeys with 5th storey setback)
-  Morden Road (7-9 storeys)
-  High Path (3-4 storeys in sensitive areas)
-  Abbey Road (4 storeys)
-  Merantun Way (7-9 storeys)
-  Station Road, Abbey Road & Merantun Way (sensitive area)



Analysis and planning policies - Ravensbury



ft Estates Local Plan 123

Ravensbury Park

Location

Ravensbury Estate

3.201 Ravensbury Estate is located in Ravensbury Ward and covers an area of approximately 4.5 hectares. The perimeter of the estate is bound by the curved alignment of Morden Road, which is a busy road to the north and west, Ravensbury Park to the south and Morden Road Industrial Estate to the east. The estate sits on the north bank of the River Wandle between Morden Hall Park and Ravensbury Park and is less than 15 minutes walk from Morden Town Centre and within 5 minutes walk from Belgrave Walk tram stop. The estate is a quiet residential area with no through roads. It is almost entirely enveloped by a skyline of large mature trees that define its setting as a kind of breathing space in a wooded landscape. This landscape character is reinforced by the River Wandle running nearby.

3.202 Ravensbury Estate was built in the early 1950's and consists of 192 dwellings in a mixture of semi-detached and terraced houses, flats and maisonettes. The flat block and the terraced houses have a brick construction. The semi-detached houses are of Orlit concrete construction.

3.203 Orlit is a prefabricated reinforced concrete method of construction, that was common after the Second World War. Approximately 62% of the properties are CHMP tenanted and the rest privately owned.



Ravensbury Park



Ravensbury Grove Road

Morden Road

Wandle Road

Morden Hall Park

100

metres



Historical context

3.204 Maps from 1865 illustrate a wider area characterised by formally laid out grounds of estates with large country houses or villas, mills straddling the River Wandle and surrounding countryside subdivided into fields for farming. Directly adjacent to Ravensbury Estate is Ravensbury Park within which the Manor House stood close to the northern bank of the river. The estate of Ravensbury Manor dates from the medieval period and a large house is thought to have existed on it for many years under different owners. The house is thought to have been altered over the years but was known as an impressive landmark on the riverside. Remnants of the ruins are hidden amongst dense scrubland.

3.205 The entrance drive to the house from Morden Road was created by the owner John Arbuthnott during the 18th Century by the diversion of an ancient highway from Mitcham to Morden which passed close to the house and a bridge which crossed the river. The diversion involved the removal of the bridge and the construction of a new bridge and road running past Ravensbury Mill. This allowed for the gardens to be laid out and the creation of pleasant walking routes along the banks of the river. This diversion constitutes the stretch of Morden Road which wraps around the

site today. Ravensbury Lane is the only remnant of the ancient highway.

3.206 Around the estate there are a few statutory listed and locally listed buildings. The remains of Ravensbury Manor, hidden in undergrowth, and a lodge to Morden Hall Park on Morden Road – mostly hidden behind high boundary fencing – are locally listed. Opposite the entrance to the estate, a row of purpose-built shops with flats above, beside the entrance to the Deer Park Gardens estate, is also locally listed. Ravensbury Mill, fronting Morden Road is statutorily listed Grade II. Also listed Grade II is the 3-storey weather-boarded White Cottage or ‘Casabianca’, a rare example of 18th Century vernacular building dating from when Morden was still a rural area. The adjacent Surrey Arms Public House is also a distinctive and attractive building, though not listed.

3.207 In the wider area of the Wandle valley the calico printing industry flourished from the early 18th century until the Victorian period. A printing works was established downstream from the Manor House by a Huguenot family the Mauvillains. Adjacent were the bleaching fields for the works, upon which the Ravensbury Housing



Artists impression of old Ravensbury Mill (date unknown)

Estate now stands. The factory was to the north of the Ravensbury Park, just outside the current park boundary. Diversions to the river created an artificial watercourse which meandered through the grounds of nearby Mitcham Grove and Manor House in order to supply water to the factory.

3.208 These watercourses passed through areas now occupied by houses on the current estate, some of them remaining until after construction of the estate. Maps from the 1950s show a branch of the river running alongside Morden Road, which is clearly responsible for the set-back of the houses from the main road. The derelict garages off Ravensbury Grove occupy the former site of the printworks manager's house.

3.209 Directly across the river were Ravensbury Mills. A mill is thought to have been on the site dating back to the 18th Century, however the current building dates from the 19th Century. Under the ownership of the Rutters family the mill produced snuff and later tobacco, the production of snuff and tobacco at the mill ceased during the 1860s. It changed use to a flock mill from 1868 to 1884 and was later used by Whitely Products Ltd for the manufacturer of sports goods until 1980. Following this the mill was left vacant for 14 years and was prone to vandalism and fire damage.

3.210 It was redeveloped into residential flats during the 1990s, preserving some of the original buildings and the waterwheel. It is now a Grade II listed building. The main two-storey building dates from around 1880 with an earlier single storey wing to the north-east. Two new residential blocks were built as part of the development.

3.211 The Surrey Iron Railway passed to the north of the developing industrial area at Ravensbury. This was one of the earliest horse-drawn tramways in the country, opened in 1803. Much of the tramway alignment was later used to build the Wimbledon to West Croydon Railway, opened in 1855. This railway operated until 1997 when it was closed to be converted to part of the Croydon Tramlink network, opening in 2000.



Ravensbury Park 1929

3.212 The Ravensbury Estate was sold in 1855. Following this, the Manor House became vacant and fell into ruin. The house was demolished in the 1860s and woodland established around the remains of the house and along the riverbanks. During the 19th Century the area remained a rural setting, although a number of small houses were developed in the area. On Morden Road there were a group of small weathered boarded cottages and an inn which was later replaced in the inter war years by the 'Jacobean' style Surrey Arms.

3.213 Rows of cottages also appeared on a new street named Ravensbury Grove, the street now incorporated into the current estate. At the corner of Ravensbury Grove there was a pub called the Ravensbury Inn (demolished in 2000) and a small terrace of shops. In the mid 19th Century industry appeared on the north side of Morden Road including a varnish works and linoleum factory. This gradually extended south of the road to include the commercial site adjacent to the current estate. To the southeast of the estate a large Anglo-Saxon cemetery was uncovered and excavated between 1891 and 1922. These investigations provided some insight into the history of this part of the Wandle valley. The estate is located within two archaeological priority zones the Wandle/Mitcham and Wandle Valley Alluvium.

3.214 During the early 20th century land in the area was rapidly being partitioned and sold for residential development. In 1929 Merton and Morden Urban District Council and Mitcham Urban District Council jointly purchased the grounds of the Manor House to safeguard it as a public park. Ravensbury Park opened in 1930 comprising established trees, formal flower beds, a riverside walking route and children's playground. There are numerous fine trees within the park, with some nearly 200 years old.

Historical context

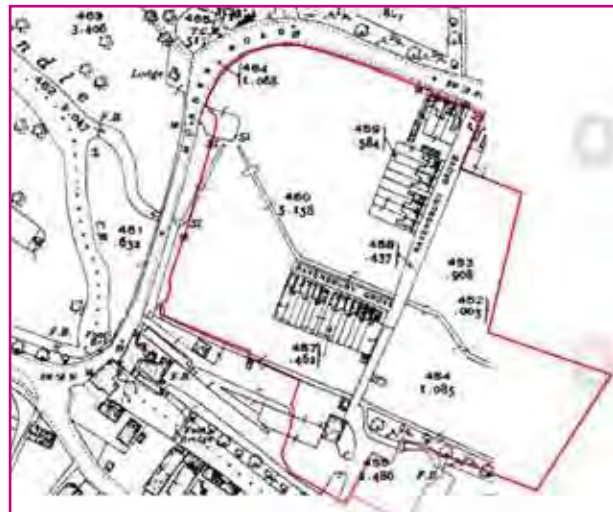
3.215 The lake was created in the 1970s when an old tributary was diverted to accommodate the adjacent Watermeads Housing Estate. The opportunity was also taken to extend the riverside walk eastwards to Bishopsford Road. The children’s playground facing onto Ravensbury Lane was redeveloped into the Ravensbury Park Medical Centre which opened in 2012 with a new playground was sited to the rear. Today the park forms part of the Wandle Trail and is included in the Wandle Valley Conservation area.

3.216 Following the end of World War II, the area soon became further suburbanised. Remnants of the area’s agricultural past, such as the timber-framed and weathered boarded barn of Ravensbury Farm on Wandle Road were demolished during the 1950s. The former printworks was damaged badly in the war and the site was purchased by then Mitcham Borough Council for the development of the Ravensbury Housing Estate. The first phase to be built was a row of prefabricated concrete (Orlit) houses on Morden Road facing Morden Hall Park. A later phase involved the demolition of cottages on Ravensbury Grove for redevelopment into flats. These consisted of short two-storey blocks on the west side and a larger four-storey block on the east side, with a rear communal courtyard. Blocks are set back from the street behind wide areas of grass typical of a Garden City layout.

3.217 Local history associations informed some of road names in the estate. Hatfeild Close is named after Gilliat Hatfeild of Morden Hall, and Rutter Gardens is named after the tobacco and snuff makers. Hengelo Gardens was named after the Dutch town of Hengelo which was twinned with Mitcham in 1945. The link was commemorated on a metal plaque in Hengelo Gardens, but has since been removed. Over the years some of the housing stock has deteriorated. This is particularly so with the Orlit construction, inherent flaws have given the houses a very limited lifespan. This has created an imperative to replace this housing with some urgency.



1867 (A) Tobacco and snuff mills and a print works exist to the south of the site.
(B) The site appears to have a network of engineered waterways fed by a spur from the River Wandle and some development on the northern edge of the site.



1935 Site prior to redevelopment.



Ravensbury Park 1930



Hengelo Gardens 1952



Ravensbury Mill waterwheel



Ravensbury Estate 1956



Ravensbury Estate 1956



Ravensbury Club room 1959



Ravensbury Mill pond 1987

Source: Merton Memories Photographic Archive



Site analysis

1. Character areas

3.218 The Ravensbury Estate, is a small enclave in the Wandle Valley which has its own unique character. To the north-west, south-west and south-east the adjacent areas are dominated by three large areas with their own distinct identity. These are respectively Morden Hall Park, the St. Helier Estate and the Inter-War housing centred around the historic route of The Drive. To the east and north-east the character areas are smaller and more fragmented, the tram line creating a natural edge to the wider area.

3.219 Deer Park Gardens is also another residential enclave, set around a central green, secluded from the main Morden Road. Ravensbury Park itself is also secluded, barely visible from any road, being hidden behind the Medical Centre to the north and the river and housing to the south. A break in the residential character that straddles Morden Road is a collection of industrial sites that date from the construction of the railway.

3.220 This briefly changes the character of Morden Road to the feel of an industrial estate road before reaching some Inter-War housing around Heatherdene Close. To the south of this is the Watermeads estate, in a rigid formulaic pattern squeezed between the Inter-War housing and the River Wandle. To the east a natural edge to the area is formed by the busy Bishopsford Road. Overall, Morden Road is the spine that runs through the area. Its character along its length from Morden to Bishopsford Road is varied and constantly changing, sometimes positive, some times less so.



Morden Hall Park



St. Helier Estate



Ravensbury Estate



Industrial area Morden Road



Watermeads Estate



The Drive



Heatherdeane Close



Site analysis

2. Land uses

3.221 The estate is completely residential except for the provision of a small community room in one of the buildings on Ravensbury Grove. Surrounding the estate, the area is mostly residential, the exception being the industrial area adjacent to the estate that also straddles Morden Road. There are a number of other uses along Morden Road, including shops, pub and medical centre. However these are spread out and do not form any cohesive local centre or focal point.

Poorly surveyed route to tramstop





Shopping parade Morden Road



View of Watermeads Estate from Ravensbury Park

3. Transport connectivity

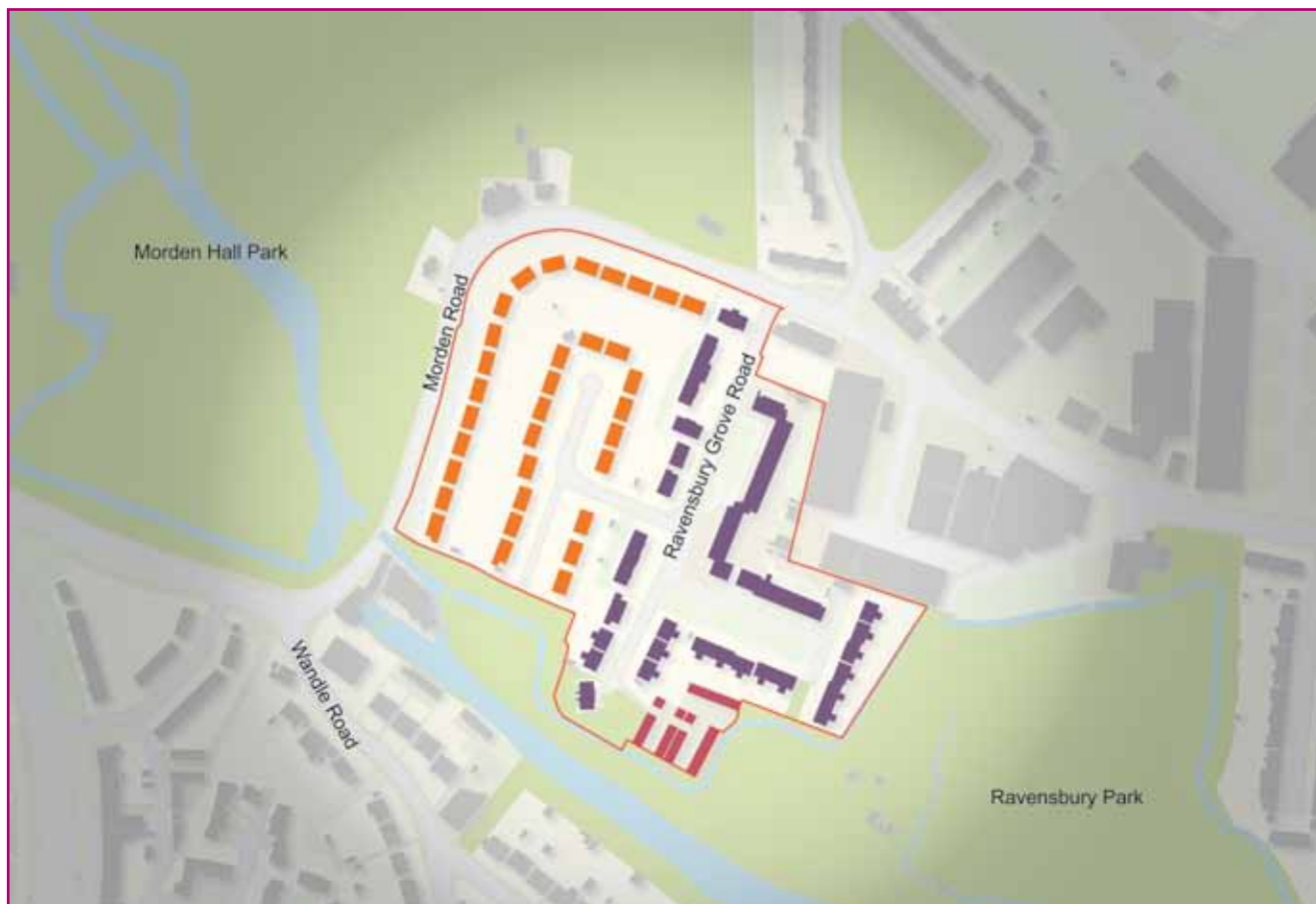
3.222 There are positive and negative aspects to transport connectivity for Ravensbury Estate. The Tramlink network is quite close, with three stations at Belgrave Walk, Phipps Bridge and Mitcham at 5, 7 and 11 minutes' walk away respectively. However, the routes to the closest two stops are unattractive and entail walks along secluded, narrow and long footpaths that have exceptionally poor surveillance. It is approximately 15 minutes' walk to Morden Tube station, which also has 11 bus routes serving it. The 201 is the only bus route passing the estate, though the more frequent 118 passes nearby along Wandle Road.

3.223 The PTAL ratings for within the estate compared to that for Morden Road on the outside of the estate serve to show how a lack of direct street to Morden Road reduces accessibility. Within the estate the PTAL is 1b. On Morden Road it is 3. This is partly due to the increased accessibility to the 118 bus route on Wandle Road. A direct pedestrian footbridge across the River Wandle at the end of Ravensbury Grove would also improve the accessibility and PTAL rating of the estate and create better accessibility to buses for residents.






Site analysis

Estate development timeline



3.224 The estate was developed reasonably quickly in two phases during the 1950s, initially being influenced by prefabricated building methods developed as a response to the Post-War housing shortage. The second phase of flats and houses reverted to a more traditional construction method. There have been no additions or changes to the buildings on the estate during its life so far, except that the secluded garage block to the south of the estate has fallen into disrepair.

Key	
	Phase 1: Early 1950s
	Phase 2 : Late 1950s
	Later addition - garages



Phase 1: Orlit homes



Phase 2: Ravensbury Grove



Phase 2: Hengelo Gardens



Later addition: Ravensbury garages







Phase 1: Morden Road

Site analysis

Existing building height



3.225 With the exception of the Ravensbury Court block of flats, all other flats and houses are two storeys with pitched roofs. At four storeys Ravensbury Court both reflects the scale of the mature trees and spaces surrounding it, and serves to screen views from the rest of the estate to the utilitarian industrial buildings nearby.

Key	
	Single storey
	Two storey
	Three storey
	Four storey



Ravensbury Grove



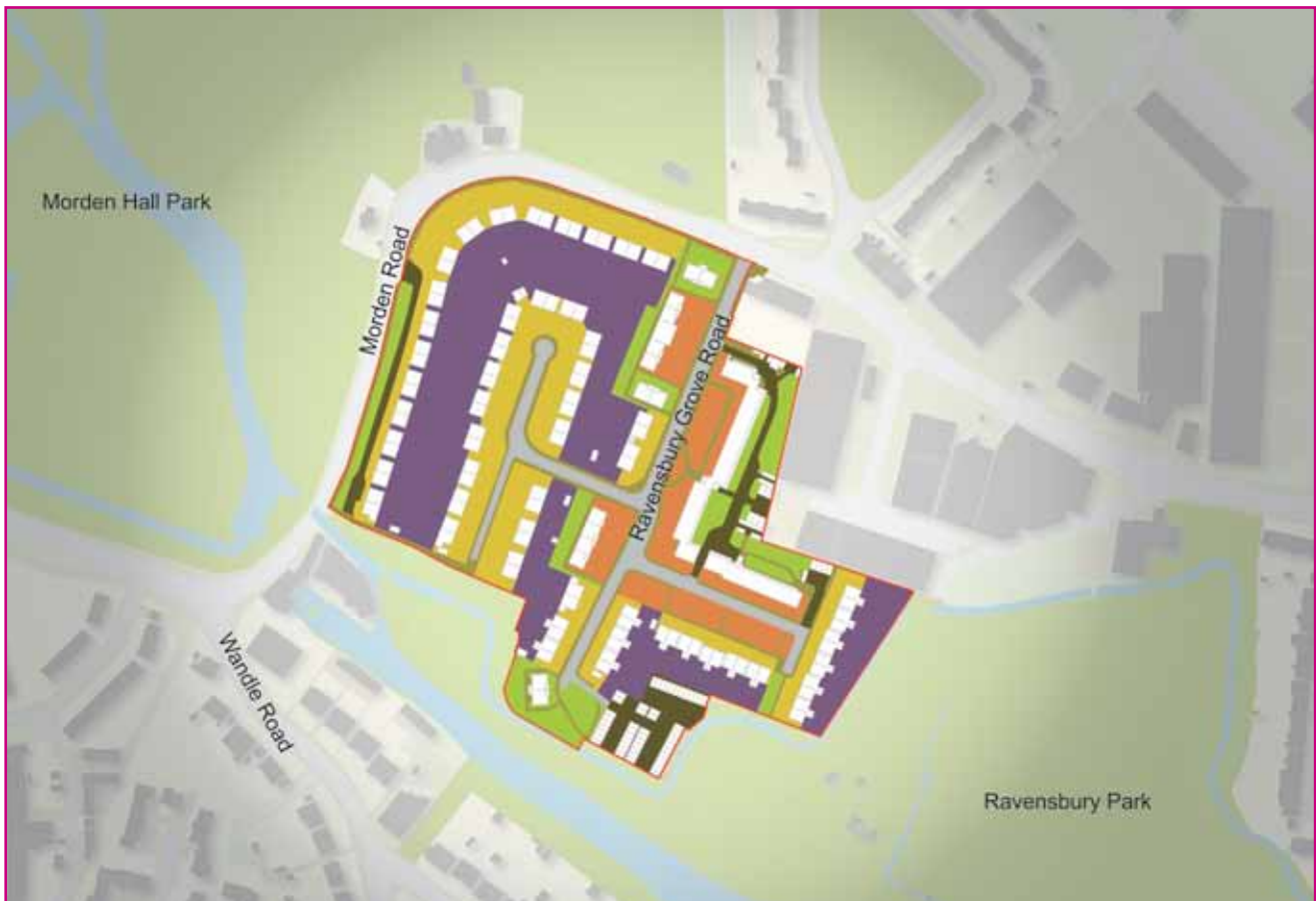
Ravensbury Grove

Public realm and open space

3.226 The estate has a distinctive sense of openness and sitting within the surrounding wider landscape of Morden Hall Park and Ravensbury Park. This comes largely from a combination of the formal open spaces around Ravensbury Court and their mature trees. Most of the space is well defined and its use and purpose clear, with little space being 'left over' or ambiguous. The space to the rear of Ravensbury Court, though less clear in this regard, still benefits from its seclusion behind the flats, it clearly being for the residents of these flats.

Key

-  Communal amenity space
-  Incidental green space
-  Pedestrian areas
-  Parking courts
-  Estate roads
-  Front gardens
-  Back gardens



Site analysis

Streets and frontages



3.227 Streets are generally laid out in a traditional way with clear definition of public and private spaces the estate relates generally well to the main Morden Road, with houses fronting the street however adjacent to Ravensbury Mill this space is poorly defined. Buildings outside the estate such as the Surrey Arms pub and White Cottage address the street, but the lodge to the park fails to address Morden Road in a positive manner. Within the estate the ground level frontage of Ravensbury Court does not present an active front to the space in front, the entrances being to the rear. This gives the space a bit of a deserted feel, where front doors would bring more activity, surveillance and use of the space.

Enclosure and frontages		Clear, well defined streets
		Poor, ill-defined streets
		Clear, well defined paths
		Poor, ill-defined paths
		Clear building frontages
		Unclear building frontages



Poorly defined space in front of houses on Morden Road



Hengelo Gardens



Ravensbury Grove Road



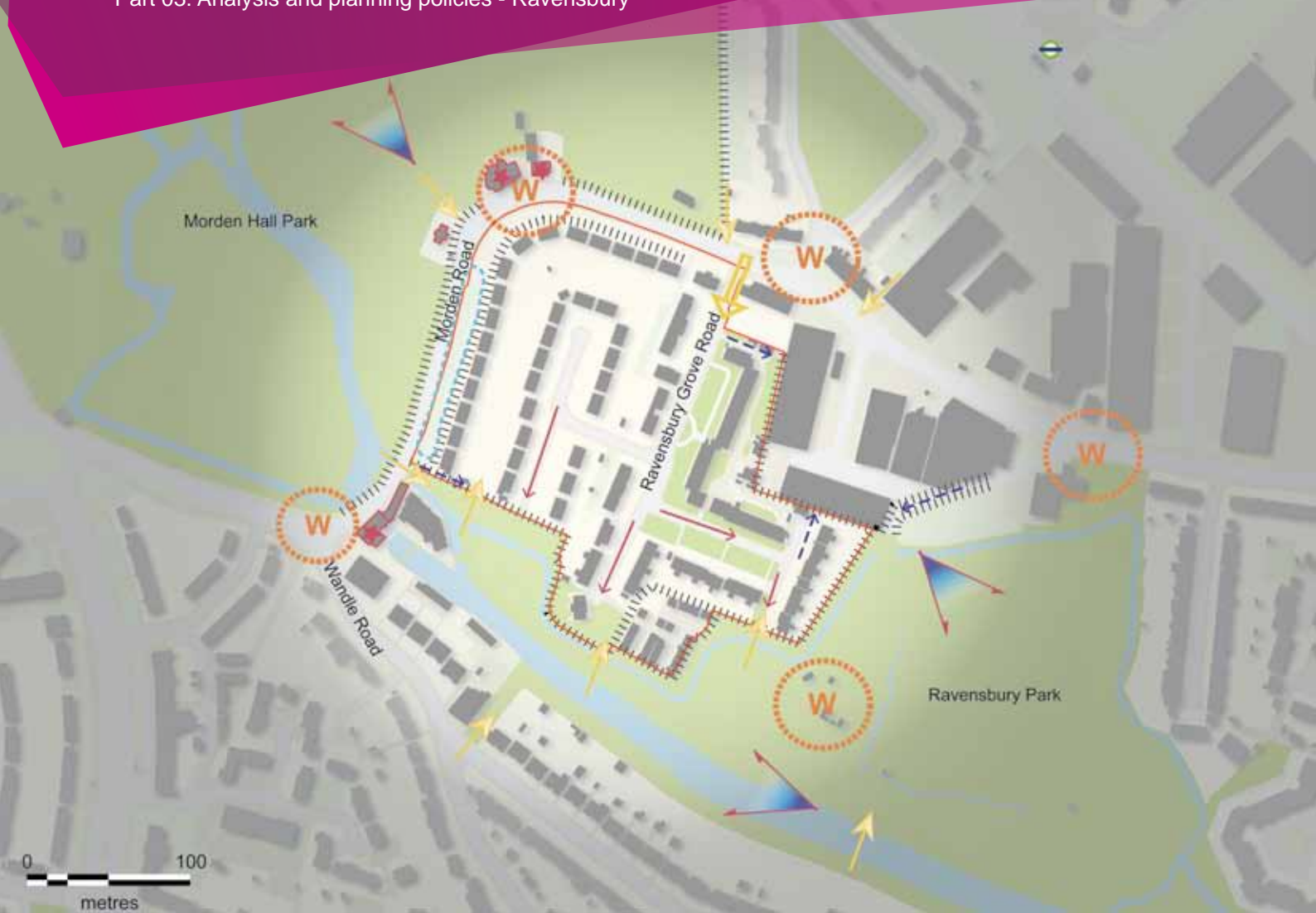
Rear entrances Ravensbury Grove Road



Surrey Arms fronting onto Morden Road



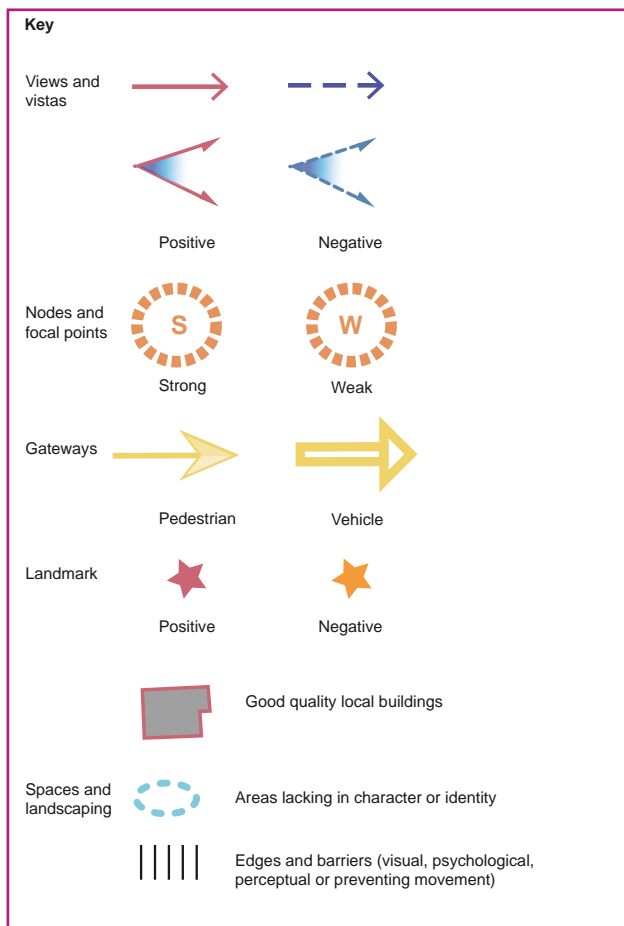
Morden Hall lodge



Site analysis

Townscape analysis

3.228 The map above shows an analysis of the 'components' or parts of the local area that shape people's perception of it and encourage or limit movement around it. It gives a sense of how the estate is connected to and relates to its immediate surroundings. This includes things like views, vehicle and pedestrian access, local landmarks and focal points for activity or orientation. These are identified as being strong or weak, positive or negative, and give ideas as to what new development could do to improve integration with the wider area.

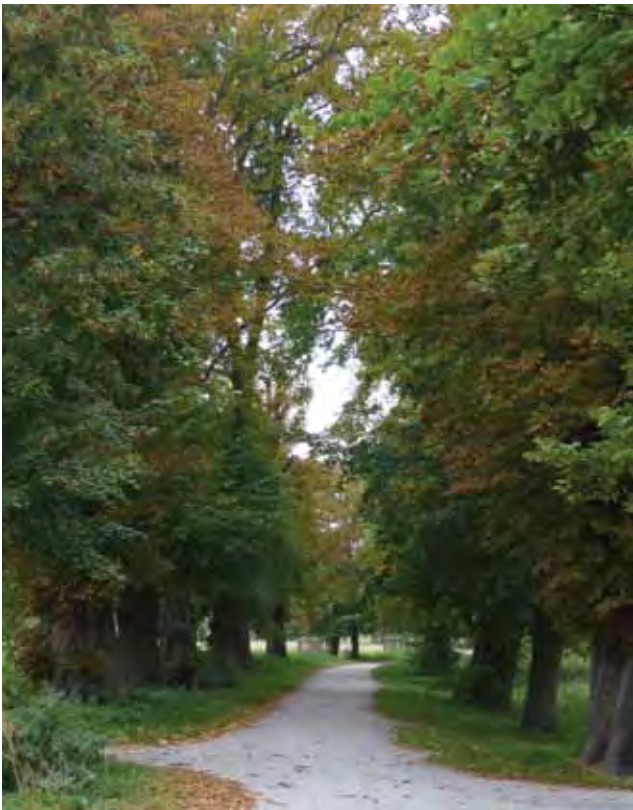




View of river in Ravensbury Park



View of Ravensbury Park



Morden Hall Park



Ravensbury Mill



Surreys Arms Pub and White Cottage

Site analysis

Landscape analysis



3.229 The landscape of the estate is defined by the surrounding mature trees of Morden Hall Park and Ravensbury Park and the riparian landscape of the River Wandle. This gives the estate its secluded, almost rural feel and is an essential part of its character. This character is also reflected by the landscape within the estate. The mature trees around Ravensbury Court screen the higher buildings and industrial areas beyond – where there is no mature vegetation beyond. The remaining houses and flats are sufficiently low-rise to enable views within the estate to the tree canopy beyond, and the large front and rear gardens add to the open feel of the estate.

Spaces and landscaping		Areas of high landscape value
		Areas of poor landscape value
		ill-defined space (hard or soft landscaped)
		Established trees



Issues and opportunities

Issues summary

Accessibility to Morden Road and Wandle Road

3.230 There are no direct pedestrian links between the estate and Morden Road other than a back alley from Rutter Gardens or the much longer route via Ravensbury Grove. This is inconvenient for people wishing to walk or cycle to Morden. Similarly, access to Wandle Road, where there is the frequent 118 bus route requires a circuitous route through the park or using the back alley. A footbridge across the river to an existing access onto Wandle Road would increase the accessibility of the area for residents of the estate and local area significantly.

Defined space on Morden Road

3.231 On Morden Road adjacent to Ravensbury Mill, the space in front of houses comprises parking bays and an access lane in an inefficient arrangement— as compared with the section of frontage opposite White Cottage. This is an important space which lacks a clear sense of identity and it is the first impression of the estate.

Pedestrian and cycle links between parks, estate and tramstops.

3.232 Links from Morden Hall Park to the estate are impeded by heavy traffic on Morden Road, poor pedestrian crossing location and lack of good quality cycle facilities. The route from Morden Hall Park through or past the estate to Ravensbury Park is poorly defined, with the entrance to Ravensbury Park being very narrow and unclear. The pathways to the tramstops at Belgrave Walk and Phipps Bridge are narrow and poorly surveyed and not very obvious from Morden Road. Within the estate it is not clear there are pedestrian routes through it, connecting it with its surroundings.

Integration between Ravensbury Park and estate

3.233 There is little integration between the park and the estate, with rear gardens facing the park and poor quality vegetation marking the boundaries. There are two narrow gated pedestrian links into the estate that are not obvious from within. A buffer of unattractive dense landscape has developed between the estate and the attractive grounds of the park. Pedestrian gateways into the park are poorly defined and have limited natural surveillance from the surrounding houses.

Development density

3.234 Current planning standards offer the potential to increase density appropriate to the suburban location to provide more space efficient layouts which can still provide rear gardens and front defensible space without undermining the landscape context.

Protecting the high quality landscape and retained buildings

3.235 The landscape setting of the estate is what defines its character and makes it unique. Proposals should seek to integrate new and existing buildings into the surrounding high quality landscape. Refurbishment to homes will need to be sensitively undertaken to improve their function. Retained buildings and spaces will also need to be sensitively integrated into the new neighbourhood.

Flood mitigation

3.236 The estate is in close proximity to the Wandle River. Regeneration proposals will need to address this issue and should not exacerbate flood risk. Where possible, flood risk should be reduced without undermining the landscape character or semi-rural feel of the area.

Biodiversity

3.237 Regeneration proposals will need to address the issue of biodiversity in Ravensbury Park. They must ensure natural habitats and species are not adversely affected by the regeneration proposals. The interface between homes and trees should be well designed.

Issues and opportunities

Opportunities summary

Mitigate flooding

3.238 The estate is in close proximity to the River Wandle; mitigate flooding through the introduction of swales in open space. Swales will provide natural habitat for nearby wildlife in the park without undermining the landscape character or semi-rural feel of the area.

Pedestrian and cycle links

3.239 Improve pedestrian and cycle crossing from Morden Hall Park to the estate. Improve pedestrian permeability across the estate from north to south and east to west allowing for the introduction of routes to surrounding parks and tramstops. Provide a legible route from Morden Hall Park, past or through the estate to Ravensbury Park ensuring entrance to the park is clearly defined. Improved links will support the creation of the Wandle Valley Regional Park, achieving a high quality linked green infrastructure network, protecting biodiversity and providing opportunities for formal and informal recreation.

Street hierarchy

3.240 Reinforce historical spine road of Ravensburys Grove and create new streets in the form of traditional residential streets with active frontages onto public space.

Ravensbury Park

3.241 Blocks should be arranged to maximise the visual and natural amenity provided by the park, orientation of buildings or open space should front onto the park providing natural surveillance. The integration of the park and the estate should be clearly defined however should not create a barrier. Provide clearly defined safe pedestrian gateways into the park. Proposals should ensure landscaping setting of the estate is not undermined.

Local history

3.242 Utilise local history as a point of reference in the development of the scheme for example drawing on the sites past associations with industrial water mills.

Biodiversity

3.243 Ensure the preservation, protection and enhancement of the adjacent Ravensbury Park recognising its importance in terms of biodiversity. Specifically there should be a suitable landscape buffer between the river and the proposed development.

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Site specific policies

Policy

EP R1 Townscape

- a) Proposals should provide widening and landscape improvements into Ravensbury Park entrance adjacent to Ravensbury Mill whilst providing clear views into the park from Morden Road.
- b) The corner of the estate adjacent to Ravensbury Park will be expected to make an architectural statement which sensitively addresses the park entrance, river and mill buildings.
- c) Proposals should reinforce the corner of the estate opposite the Surrey Arms Public House as a space and a place. Proposals should have a sensitive relationship to the pub particularly in terms of massing and height.
- d) The setting around the entrance to Ravensbury Park should be improved and enhanced. The architecture and design of buildings should draw upon from the surrounding good quality townscape such as Ravensbury Mill, The Surrey Arms and White Cottage.
- e) There is also scope to utilise local history as a point of reference in the development of the scheme for example drawing on the sites past associations with industrial water mills and the estate of Ravensbury Manor.

Further guidance

3.244 Proposals should investigate working in conjunction with the National Trust to consider the replacement of boundary treatment around Morden Hall Park to improve views into the park from Morden Road.

3.245 Proposals may investigate working in conjunction with The National Trust to strengthen the Wandle Trail and ensure there is a unified approach to surface finishes, boundary treatments and materials used along the Trail.

3.246 Proposals could investigate the scope to uncover and display the remains of Ravensbury Manor. The addition of interpretation panels could create a heritage focal point in the park.


3.247 Development proposals may consider alteration of the internal layouts of the ground floor flats, proposed for refurbishment to re-orientate the front doors onto the pleasant open space in front of the block. Changes to the layout of the rear of these retained flats could also improve car parking and provide some private back gardens.

Justification

3.248 The townscape of the estate is somewhat secondary to the landscape. However, it does have the feel of a quiet and pleasant residential neighbourhood, as the housing on Morden Road prevents much of the traffic noise from penetrating within. The flats and housing to be retained are generally pleasant in appearance, though the larger block of flats suffers from a rather dead frontage due to a lack of entrances on the frontage.

3.249 The Orilt houses fronting Morden Road provide a strong building line edge to the estate which, helps define the character of Morden Road, reinforcing the curved shape of the road. This winding nature creates prominent points along the route defined by the corners and the buildings at them – such as the mill and pub. There is scope to improve the quality of these spaces and better link the estate with its surroundings without compromising its quiet character.

3.250 On Morden Road the entrance to Ravensbury Park is obscured from view and highlighting the park entrance will strengthen visual links into the park from the surrounding area.



3.251 The architecture of the adjacent mill building provides inspiration which can be creatively interpreted in the design of buildings at this prominent corner of the estate adjacent to Ravensbury Park. Cues should be creatively interpreted to inform the design of new homes whilst ensuring proposals integrate well into a high quality landscape setting.

3.252 The Surrey Arms Public House and adjacent weather-boarded cottage are key elements in the surrounding townscape, their location adjacent to Morden Hall Park entrance is a key focal point. Development proposals provide opportunity to reinforce these key elements.

3.253 Ravensbury Mill occupies a prominent location on the approach to the estate. Improving and enhancing the setting around the entrance to Ravensbury Park will help to highlight the Mill as a potential new heritage destination.

3.254 Currently visibility into Morden Hall Park on Morden Road is poor due to boundary treatment. Regeneration of the estate provides an opportunity to work in conjunction with the National Trust to enable views from the estate to this high quality landscape. Replacing timber fences with railings and improvements to the park entrance could increase visibility and accessibility of the park whilst improving the physical environment on Morden Road. Adding a new entrance opposite the Mill may also be a possibility.

3.255 The remains of Ravensbury Manor are hidden from view amongst dense vegetation within Ravensbury Park. Uncovering remnants of these ruins will highlight the local history of the area and the park as part of the former estate of Ravensbury Manor.

3.256 The retained large block of flats could be enhanced by the changes to their internal layouts which would enable entrances on the ground floor flats to overlook Ravensbury Grove Road.



R1 Townscape



Morden Hall Park

Ravensbury Park

Ravensbury Grove Road

Morden Road

Wandle Road



Site specific policies

Policy

EP R2 Street network

- a) The historic street pattern of Ravensbury Grove should be retained as the main route into and out of the estate and the basis of an internal network of streets.
- b) Ravensbury Grove should be extended fully to the boundary of the Ravensbury Park providing clear views along its whole length into the park.
- c) Hengelo Gardens should be retained and enhanced, particularly with respect to arrangement of car parking, general landscaping and the potential for flood attenuation measures.
- d) New proposals should include a network of streets that provide clear connections from Ravensbury Grove to Morden Road and views to Ravensbury Park.

Further guidance

3.257 The estate is bounded by Morden Road, which is a busy traffic route. There is scope to implement targeted traffic management measures along Morden Road at key points to improve pedestrian connectivity to the surrounding area, reduce severance caused by traffic and improve road safety.

3.258 The access lane and parking for the houses fronting Morden Road should preferably be removed and used for tree planting and a new cycle route. This approach could also accommodate flood attenuation measures, such as a swale or uncovering of the historic watercourse. Some parking may be retained but should be better integrated into the layout.

Justification

3.259 The estate is physically isolated from its surroundings in a number of ways, including its street layout. There is only one access for vehicles into the estate and a minor cul-de-sac serving properties fronting Morden Road. The streets are set out in the form of a traditional cul-de-sac layout.

3.260 Despite the relative isolation of the estate and its physical constraints of the river and park, there is significant potential to improve links towards Morden town centre, by opening up the frontage onto Morden Road via new street and footpath connections.

3.261 New street network proposals should be well designed to provide clear connections that will reduce the current detached make-up of the estate, whilst ensuring that the estate does not become a through route for vehicular traffic from Morden Road. Any new East-West streets should form clear connections from Ravensbury Grove to Morden Road with active frontages onto public space. A new access from Morden Road with flexibility for vehicular movement may also be considered, subject to an assessment of potential impacts.

R2 Street network

R2 Street network

- Morden Road
- Ravensbury Grove (Retained historic street alignment)
- Hengelo Gardens (Retained street)
- Street network - illustrative
- Preferable green link for tree planting & new cycle route
- Suggested traffic managed area
- Main access street
- Potential secondary access street



Morden Hall Park

Ravensbury Park

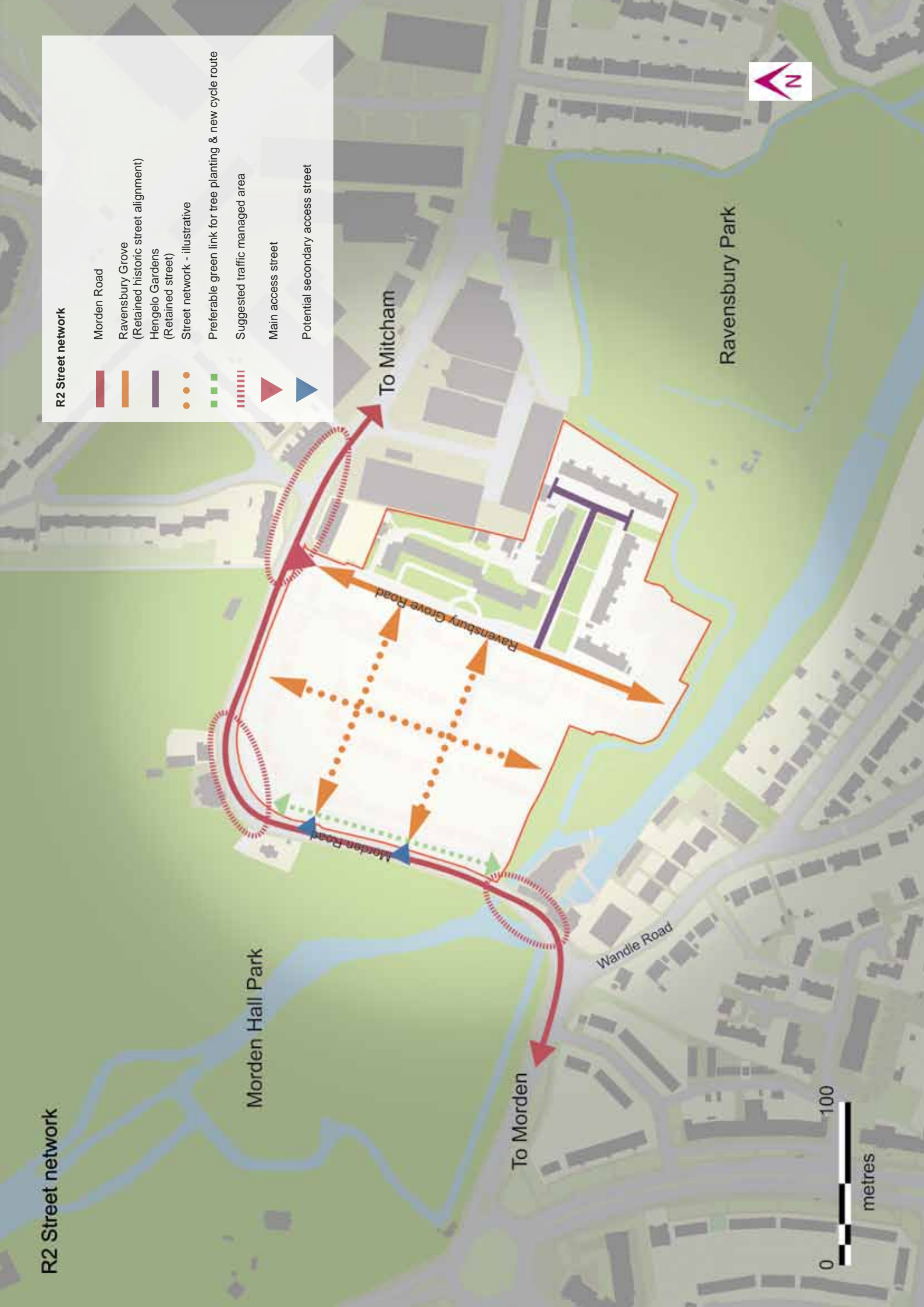
To Mitcham

To Morden

Wandle Road

Ravensbury Grove Road

Morden Road



Site specific policies

Policy

EP R3 Movement and access

- a)** Proposals should improve pedestrian routes across the estate and to nearby parks, bus and tram stops. Routes should be linked into the proposed/existing street network along active frontages or existing walking routes, which should be well surveyed. Entrances into the park should be carefully designed and located to ensure accessibility into the park without undermining safety and biodiversity.
- b)** The relocation of crossing point from Morden Hall Park to the estate to a position which allows for direct link to park route and new pedestrian / segregated cycle way along Morden Road should be investigated. Proposals should create a clear legible route from Morden Hall Park to the entrance of Ravensbury Park.
- c)** Improvements to cycle links along Morden Road should create stronger links between Morden Hall Park and Ravensbury Park. Proposals should investigate the creation of a segregated cycle way along Morden Road which feeds into Ravensbury Park from Morden Hall Park. Additions to the cycle network should be integrated into wider cycle network.
- d)** The main route for vehicles into the estate is Ravensbury Grove. There is also scope to retain the existing slip road access off Morden Road as a secondary entrance into the site should this be required. Any new East-West links from the estate onto Morden Road should be clear and designed as traditional streets, irrespective of whether they are for vehicular use.

Further guidance

3.262 Proposals should consider introducing physical features at key focal points along Morden Road to better manage the speed and flow of traffic and to improve road safety. To enhance pedestrian links there is also opportunity to build a new bridge to Ravensbury Park, creating a new North–South pedestrian link from Wandle Road to the Ravensbury Estate.

3.263 Within Ravensbury Park there is potential to add additional bridges/walkways across the river and back channel which would allow for a better connection between the Ravensbury Estate and the play area in Ravensbury Park.

3.264 To strengthen cycling there is scope to develop cycle links further along Morden Road for night time cycling when Morden Hall Park is less accessible.

Justification

3.265 Whilst the estate does have links to the surrounding area, they are generally poor and few in number. Morden Road is a busy road that creates severance between the two parks and the estate, as well as to the tram-stops to the north. To the south the River Wandle presents a barrier to the residential area to the south. Whilst there is a footbridge, it is not conveniently located for north-south movement and is poorly overlooked.

3.266 There are two tramstops a short walk away that provide frequent services between Wimbledon and Croydon town centres. Bus routes also pass close to the estate providing access to Morden town centre, connections with other bus routes and the London Underground Network.

3.267 There is significant potential to improve direct links towards Morden by opening up the frontage onto Morden Road through new street and footpath connections. Proposals should create an easy to understand street layout for the estate including improved links to the Wandle Trail and Ravensbury Park supported by way-finding signage.

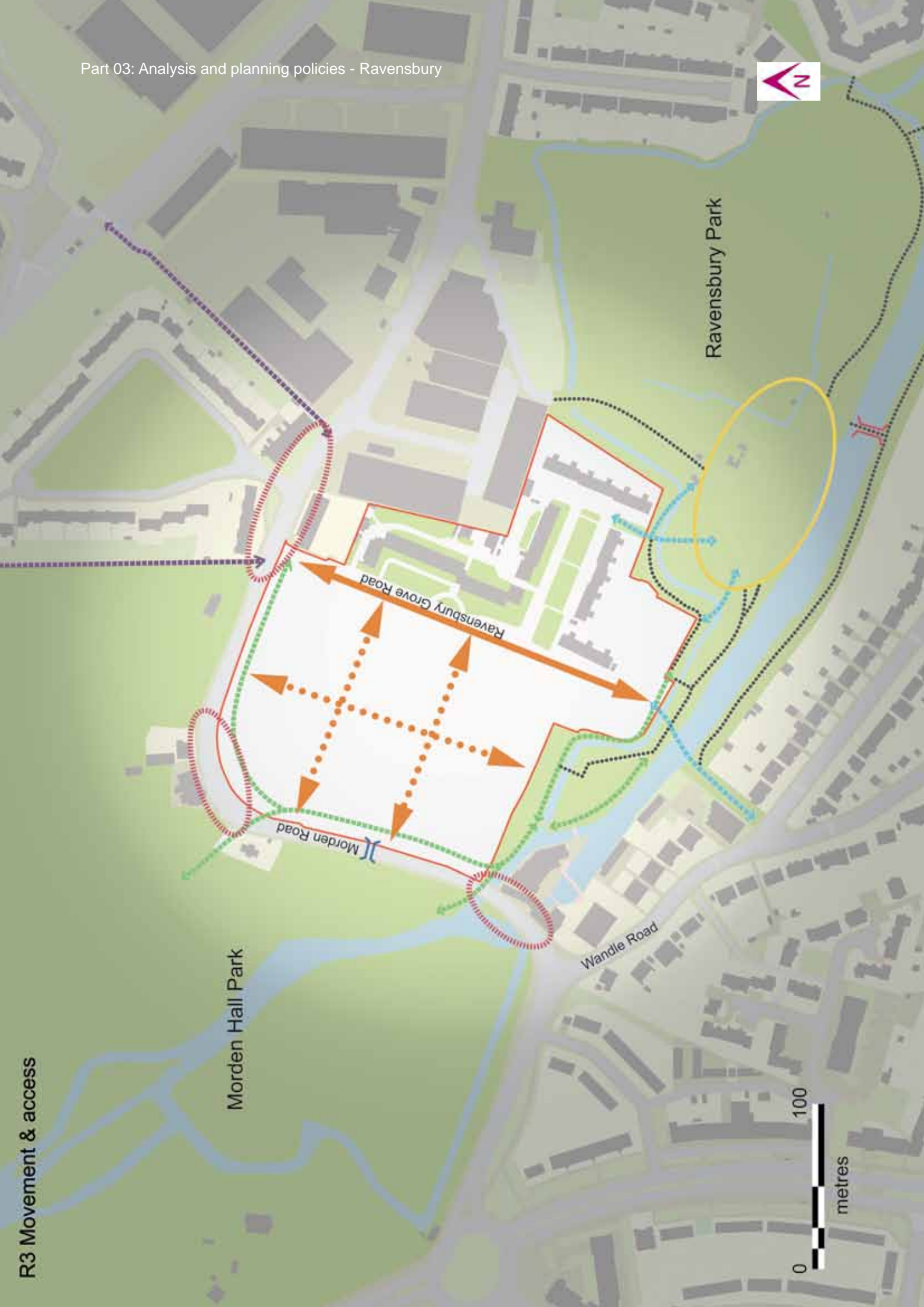
3.268 Links from within the estate towards Morden consist of either a back alley or detour to the north. The pedestrian routes between the parks and cycling facilities on Morden Road are also unclear. The paths through Ravensbury Park are poorly overlooked with few escape points into the surrounding street network. It is therefore easy to get lost or disorientated in the area.

3.269 There is potential to improve movement and access around the estate in a way that is relatively low-key whilst retaining the quiet feel of the estate. The crossing from Morden Hall Park to the estate is a key link in the Wandle Trail in connecting Morden Hall Park to Ravensbury Park. There is scope to improve this crossing through enhancements to footways and crossing point which ensure pedestrians and cyclists have sufficient space to move in a comfortable environment.

3.270 The amount of traffic using Morden Road makes for a unfriendly environment for pedestrians and cyclists. Measures to better control traffic and improve pedestrian and cyclist safety could be achieved by a range of methods, including surface treatments, raised crossing points, cycle paths, width restriction or build outs and pedestrian refuges. The most appropriate measures should be investigated whilst ensuring the road blends into the area making it feel like a place rather than dominating the space. A new bridge across the river linking Ravensbury Grove Road to Wandle Road would improve pedestrian links to nearby tram stops and bus stops.



R3 Movement & access



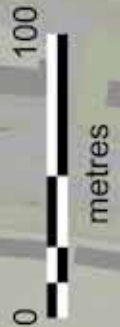
Morden Hall Park

Ravensbury Park









Ravensbury Grove Road

Morden Road

Wandle Road



R3 Movement and Access

	New and enhanced pedestrian and cycle links to parks		Ravensbury Grove Road		Traffic management		Park focal point
	Improved pedestrian and cycle river crossing routes		Street network - illustrative		Existing road crossing point		
	Improve pedestrian routes to tram stops		Existing pedestrian routes		Existing river crossing point		

Site specific policies

Policy

EP R4 Land use

a) The predominant land use for this estate is to be retained as residential with the re-provision of the existing community room.

Further guidance

3.271 The applicant may propose other land uses, though these must be appropriate to the site and comply with local planning policies. There may be scope for improving facilities for enjoying and interpreting the River Wandle.

Justification

3.272 The estate is essentially wholly residential, with the exception of a small community room. There are some local shops nearby to the east on Morden Road, the Surrey Arms Public House opposite and soon to open Wandle Industrial Museum. Morden town centre is a 15 minute walk away.

3.273 Ravensbury is located within an area with a low level of Public Transport Accessibility. Taking account of these factors, and application of the London Plan matrix a range of 106 - 288 (gross figure which excludes land occupied by housing to be retained or refurbished) new homes are anticipated on this site. The council's expectation is for development proposals to be at the higher end of this range.

3.274 Development proposals should contribute to the provision of a greater choice and mix of housing types sizes and tenures, including affordable housing provision, in accordance with relevant Local Plan policies (e.g. Core Planning Strategy Policy CS8 and CS9 and Sites and Policies Plan Policies DM H1, H2 and H3. Proposals should seek to provide a mix of housing types, sizes and tenures to meet the needs of all sectors of the community. In accordance with policy DM E4 (Local Employment Opportunities) major developments proposals will be expected to provide opportunities for local residents and businesses to apply for employment and other opportunities during the construction of developments and in the resultant end-use.

3.275 It is unlikely there will be any demand for other non-residential uses. The only exception could be some leisure uses associated with the Wandle Way walking and cycle route. However, this is a demand not yet established and facilities such as cycle hire, and interpretation centres may be more appropriately located in Morden Hall Park or the potential new museum at Ravensbury Mill.



R4 Land use

Residential land use

Illustrative community use

R4 Land use

Morden Hall Park

Ravensbury Park



Wandle Road

Morden Road

Ravensbury Grove Road



metres

Site specific policies

Policy

EP R5 Open Space

- a)** Proposals should enhance access and links to existing public open spaces particularly the widening and improvement of access into Ravensbury Park from Morden Road.
- b)** Proposals should retain and enhance existing public open spaces on Hengelo Gardens and Ravensbury Grove principally for flood mitigation measures. New landscaping should connect to and complements these existing spaces.
- c)** Suitably designed plays space(s) for all age groups need to be provided in accordance with the Mayor of London's 'Play and Informal Recreation' supplementary planning guidance document (2012).
- d)** All new houses and flats should have gardens or amenity space that meet or exceed current space standards.

3.278 The surrounding open spaces are all important elements of the estate's high quality landscape character and setting. This needs to be carefully maintained and enhanced as part of any new development.

3.279 There are potential opportunities for off-site play space enhancements that might address the need for certain age groups while there will also be a need for some on-site play space. Any proposal should clearly demonstrate how the play space needs of all the age groups will be provided for with reference to the guidance in the Mayor of London's 'Play and Informal Recreation' supplementary planning guidance document (2012).

3.280 The provision of gardens that meet space standards increases their functionality, potential for tree planting and the promotion of biodiversity. In keeping with the vision for the new neighbourhood as part of a suburban parkland setting front gardens or defensible space that allows for some planting, is also encouraged.

Further guidance





3.276 Any new public open space should link into a network of swales and the surrounding parkland landscape.

Justification

3.277 The estate is adjacent to a public park and not in an area deficient in access to public open space. Subject to meeting appropriate minimum standards concerning the provision of outdoor amenity space and play space, there is no requirement to provide additional public open space within the development. The estate is essentially surrounded by high quality public open space in the form of Ravensbury Park and Morden Hall Park. There are also pleasant linear open spaces with mature trees on Ravensbury Grove and Hengelo Gardens that should be retained.

R5 Open space

R5 Open space

-  Ravensbury Park entrance
(Widening and improvement of access)
-  Ravensbury Park
(Enhancement of access and links)
-  Existing communal garden space
(Retain and enhance)
-  Surrounding parkland
(Improve pedestrian and cycle links)



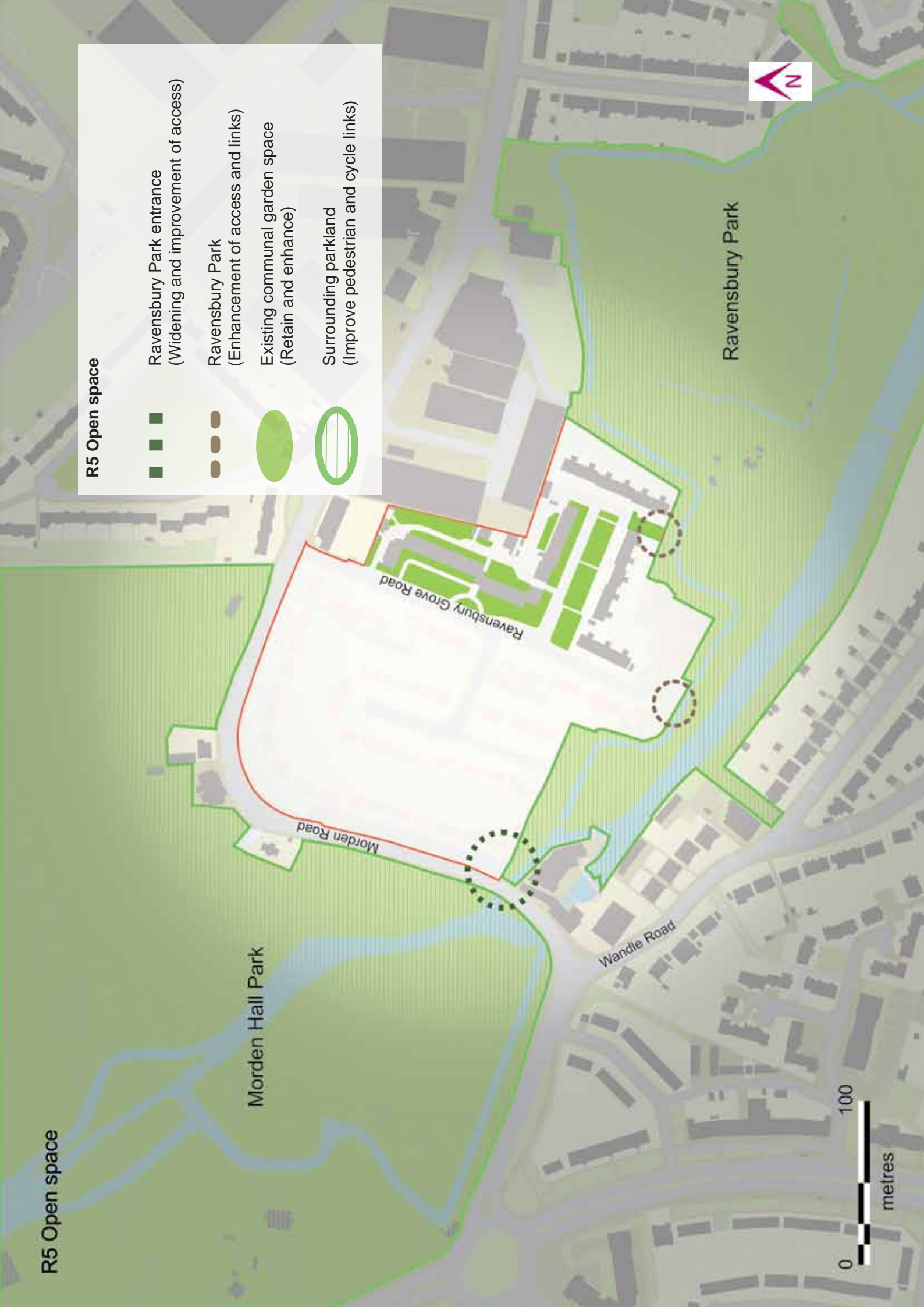
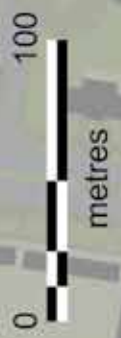
Morden Hall Park

Morden Road

Ravensbury Grove Road

Wandle Road

Ravensbury Park



Site specific policies

Policy

EP R6 Environmental Protection

a) As the estate is in close proximity to the River Wandle, development proposals will need to include appropriate flood mitigation measures for the site in accordance with national, regional and local planning policies, to ensure the development is safe and does not increase the risk of flooding elsewhere.

b) Sustainable Drainage Systems (SuDS) must be part of any major development proposal and can include a range of measures such as rain gardens, green roofs, balancing ponds, filter strips, green verges and swales; these should be designed to reduce post development runoff and provide water quality, amenity benefits and enhance biodiversity.

c) The proposed development must aim to reduce post development runoff rates as close to greenfield rates as reasonably possible, as set out in London Plan policy 5.13 and the Mayor of London's sustainable design and construction supplementary planning guidance and the government National Standards for Sustainable Drainage which sets out the requirements for the design, construction operation and maintenance of SuDS. If this is not possible, post development rates must be no more than three times the greenfield rate. The development must be designed to take into consideration flow routes should flooding occur, i.e. designing for exceedence.

d) Public realm proposals should be co-ordinated with the wider SuDS strategy for the site and the proposed linear swale network to ensure an appropriate distribution of species throughout the estate.

e) Proposals should seek to create mini corridors which enhance biodiversity of the estate and create a link between the estate and the surrounding parkland and river corridor habitats.

f) Under the terms of the Water Resources Act 1991 and Thames Region Land Drainage Byelaws 1981, the Environment Agency requires flood defence consent for any works within 8m from the top of the bank of a main river and they therefore seek an 8m wide undeveloped buffer strip from the top of the river bank on main rivers and Merton seeks a similar 5m wide strip on either side of ordinary watercourses, where possible these distances should be exceeded. Development should not encroach on this buffer zone, which should be managed for the enhancement of biodiversity and to allow maintenance access to the watercourse, where required.

g) New development must ensure the preservation, protection and enhancement of protected species and habits within the adjacent Ravensbury Park and should demonstrate that the proposals would result in net biodiversity gains.

Further guidance

3.281 The landscape character of the estate is reinforced by the nearby tributary of the River Wandle. There is scope to reinstate a historic river channel which runs alongside Morden Road, which could connect with the watercourses within Morden Hall Park.

3.282 Proposals should where possible enhance the outlook of the estate and improve the setting of the park whilst addressing biodiversity habitats.

3.283 There is potential to enhance the backwater tributary channel of the River Wandle that runs along the southern boundary of the site, subject to Environment Agency (EA) flood defence consent as this is a designated main river. Improvements should seek to improve surveillance and interface between the park, buildings and the water.

3.284 There is also potential to undertake in-river enhancements to the part of the main channel of the River Wandle to the south of the site, providing this does not increase flood risk and subject to EA flood defence consent.

Justification

3.285 Being adjacent to the River Wandle, its tributaries and two large historic parks makes issues of flooding and biodiversity particularly relevant to any redevelopment of the estate. These features define the character of the estate and carry various designations and responsibilities that proposals must embrace, address successfully, and take as an opportunity to positively shape and improve the surrounding area.

3.286 The interface area between any proposed development and Ravensbury Park, which is a designated as a SINC, LNR and Green Corridor, needs careful consideration, with particular reference to the habitats of the protected species within this area e.g. bats. This is a sensitive edge and a balance must be met between providing an active frontage onto the parkland whilst protecting the habitats of the park and surrounding vegetation.

3.287 Of particular importance should be the enhancement of the river corridor and its environment, including dealing with flooding and surface water drainage issues. There are a number of mitigation solutions which should be considered including an open network of swales, permeable paving surfaces, areas of landscaping, front and rear gardens and above and belowground storage (i.e. maximise void spaces above and below ground as a form of attenuation). Swales must be designed to enhance biodiversity and visual amenity, as well as to attenuate run-off and improve water quality.

3.288 Reinstatement of a historic river channel running alongside Morden Road, would help to enhance the Wandle trail creating a stronger landscape link between Morden Hall Park and Ravensbury Park whilst improving the estates riverside setting, as well as contributing to flood mitigation measures.

3.289 Proposals are expected to be developed in consultation with relevant statutory and local interest groups such as the Environment Agency, the National Trust and the Wandle Trust.

3.290 Flood defence consent is required for any structure proposed within 8m of the river bank under the terms of the Water Resources Act 1991 and Land Drainage Byelaws 1981.



R6 Environmental protection

- Flood mitigation measures (illustrative network of swales)
- Mini green corridors (illustrative network of green links)
- Landscape buffer (Sensitive edge carefully managed)
- River band buffer strip 8m
- Historic river channel reinstatement
- Backwater channel enhancement
- Main River Wandle enhancement

Morden Hall Park

Morden Road

Ravensbury Grove Road

Wandle Road

Ravensbury Park



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Site specific policies

Policy

EP R7 Landscape

- a)** Proposed landscaping should be a prominent feature within the public realm and create strong links to the surrounding parkland context. Landscaping treatments should emphasize green links and the river crossing.
- b)** Street tree planting and landscaping should be incorporated into streets whilst integrating with existing open space functionality, biodiversity enhancements and flood mitigation measures.
- c)** An integral part of any development proposals for the site should be the significant widening and enhancement of the entrance to Ravensbury Park off Morden Road.
- d)** Along Morden Road tree planting should be extended to wrap around the perimeter of the estate following the curvature of the road. Tree species should be specified to mitigate against pollution and noise.

is also an element of its character. This needs to be balanced with the need and opportunity to increase accessibility to and along the river and to the tram-stops to the north.

3.294 Currently pedestrian gateways into Ravensbury Park are hidden from view and have limited overlooking which could be resolved by significant widening and enhancement of the entrance to the park off Morden Road.

3.295 The skyline around the estate is enveloped by large mature trees and this is a key characteristic of the estate. Additional tree planting will bolster the landscape character of the area and create a landscape buffer between new development and traffic on Morden Road.

3.296 The Wandle Trail is interrupted by Morden Road and the narrowing of Ravensbury Park. There is scope to strengthen the green corridor link between Morden Hall Park and Ravensbury Park through the use of landscape features such as tree planting on Morden Road. This would also help to improve the continuity of the Wandle Trail and improve accessibility into the park. Tree planting could emphasize the entrance into Ravensbury Park.

Further guidance

3.291 Incorporate landscaping measures to improve the green corridor link between Ravensbury Park and Morden Hall Park.

Justification

3.292 The estate is defined and characterised by its landscape setting of the two parks and River Wandle. This is an essential element to its character that should not be lost. Indeed, there are various opportunities to enhance this character whilst still increasing density and building height to appropriate levels.

3.293 Large and well vegetated gardens also contribute to the estate's landscape character and redevelopment proposals need to be designed to maintain opportunities for such incidental greenery throughout. The estate's relative isolation



R7 Landscape

R7 Landscape

-  Tree planting & public realm landscaping
-  Ravensbury Park entrance (enhancement & widening)
-  Morden Road tree planting (strengthen tree planting)
-  Tree species to mitigate noise and pollution

Visual and physical links to surrounding landscapes

Morden Hall Park

Morden Road

Ravensbury Grove Road

Wandle Road

Ravensbury Park



Site specific policies

Policy

EP R8 Building Heights

- a) Buildings heights should not compete with established mature trees which envelope the estate and should not harm the visual amenities from within the adjacent parks.
- b) Within the development a building height range of 2-4 storeys should not adversely affect views to the surrounding established trees. Relatively open views from within the estate to the surrounding tree canopy are a defining characteristic of the estate and should generally be retained.

3.300 Redevelopment proposals must therefore give very careful consideration as to the site layout, landscaping, building heights and street widths to ensure this character is essentially retained. Any proposals to increase density must demonstrate how this will not result in undermining the dominant landscape character of the area.

3.301 The next chapter outlines the requirements applicants will need to meet in their submission of planning applications. This entails a set of detailed design codes, developed by the applicant, in accordance with the Plan.

Further guidance

3.297 New development comprising mainly of houses rather than flats is more likely to preserve the landscape character of the estate.

3.298 It is likely there is more scope to increase heights adjacent to Morden Road, and where landscaping features allow, for the creation of wider streets with width to height street proportions which enable wider and longer views.

Justification

3.299 All existing buildings are two storey with the exception of the one larger four-storey block of flats. This low rise form is what allows views to the tree-line visible around the estate from numerous locations, which is one of the defining characteristics of the estate's setting. The low-rise buildings also define the estate as a suburban place, although it is considered there is more scope to sensitively increase heights to create more homes so long as views to the trees which envelope the site are not obstructed and the landscape character of the overall estate remains strong.

R8 Building heights



Morden Hall Park

Morden Road

Ravensbury Grove Road

Wandle Road

Ravensbury Park



Part 04 Design codes





Artist's illustration of Rowan Park, Merton - now completed

Design code requirements

Introduction

4.1 This part of the Plan requires the applicant to submit their own design codes for any development proposals. It gives detailed guidance to applicants on aspects of design that they will be expected to focus on in more detail to demonstrate that the Vision, Principles and Site-Specific Policies of the Plan are met.

4.2 At the planning application stage, the applicant, will be expected to include as part of their application, a set of design codes that guides the development of each phase of the redevelopment. This should include, but not necessarily be limited to, a number of specific subject areas outlined below. The following guidance lists the subject areas that must be covered and gives guidance on how these subjects will be expected to be addressed.

4.3 Notwithstanding the requirements of the council's validation checklist the applicant will be required to provide information to address the following:

Design Codes

Architecture and elevations

4.4 *A design code is required in order to set out the approach intended to guide architectural style and the design of building elevations.* A general approach to architectural style should be defined in the code that creates a palette of common characteristics in basic architectural features, such as materials, height and proportions, yet allows scope for individual creativity for each building and phase. This code should also contain specific guidance on the appearance of elevations, notably to ensure they contain sufficient three-dimensional depth, human scale detail, visual interest and that sufficient attention to detail is given to the design of windows, their materials, proportions and depth of reveals.

Materials

4.5 *A design code is required in order to define a general palette of materials and where they should be used on the estate and on buildings.* This should build on the code for architecture and elevations and support the visions for each estate that are complementary to their context.

Landscape and biodiversity

4.6 *A design code is required to set out the landscaping principles and strategy for each estate.* This should build on the existing landscape characteristics of each site and detailed policy guidance indicatively, specifying planting types and species and locations. It should make reference to tree surveys of the sites and provide guidance and reasoning on their protection and integration into the new estate layout.

Flooding and drainage

4.7 *A design code is required to set out a strategy and plans for flood mitigation and drainage measures for all estates.* Based upon the findings of any required flood risk assessments, methods of mitigation should be detailed along with their location and extent where relevant.

Internal space standards

4.8 *A design code is required to set out principles for adhering to National Planning Policy, London Plan and the Mayor's Housing SPG requirements on residential internal space standards.* The philosophy should be to design beyond the minimum space standards, not to them.

Building and dwelling layouts

4.9 *A design code is required that sets out principles for building layouts.* This should include defining guidelines for the design and location of entrances, stair cores, refuse storage and in-building cycle storage. This should also address issues such as dual aspect and flexibility of living spaces. Example dwelling layouts should be shown that demonstrate how rooms use space efficiently by using regular plan forms and allow for different arrangements of furniture. Awkward shaped rooms and wasted space due to poorly positioned doors for example, should be avoided.

Building to street interface

4.10 *A design code is required to set principles of how buildings meet streets to manage the transition from the private to the public realm.* This code should give clear guidance on how to create a transition zone between public and private space by the creation of 'defensible space', how natural surveillance will be created by maximising front doors and habitable rooms at ground floor level. This should also include reference to the design, size and content of defensible space, such as its use for bin and cycle stores, planting and personalisation. The code should also include how digital services will be provided, identifying locations for communal TV aerials and satellite dishes. Individual dishes will not be permitted on elevations facing the street as they have a negative visual impact on the street scene.

Street design characteristics

4.11 *A design code is required to set out principles for the design of streets.* This should define different street types and set out how space will be used. This should include all space between building elevations and be based on the creation of traditional, recognised street forms as linear public spaces. The code should show how it promotes the provision of on-street parking as a first-choice means of provision and how it will integrate with street trees, street furniture and avoid on-kerb parking. For example parked cars could be interspersed with build-outs with trees where appropriate, build-outs also enable additional crossing points and space for landscaping on a street. A palette of surface materials and street furniture should form part of the code, as well as landscaping guidance. The code must contain guidance that creates liveable, attractive streets by having street width to building height ratios that ensure taller buildings do not create oppressive environments at ground level.

Building proportions as well as height need careful consideration. Traffic management measures must be in-built into the overall street design and not appear retrofit or distort or undermine the overall character of the street as a linear space with a movement function.

Amenity space

4.12 *A design code is required that sets out how all amenity space is to be provided.* This must include adherence to existing relevant standards. This should cover front and rear gardens to houses, communal and private space for flats, frontage landscaping or front gardens for blocks of flats and public open space. The code should also include qualitative guidance relating to issues such as shape, useability, microclimate, sunlight/daylight, general outlook and issues of privacy and security.

Refuse storage and collection

4.13 *A design code is required to detail a strategy for the design and operation of refuse storage and collection.* Refuse stores must be convenient for residents and for collection, be robust and well integrated into buildings and accord with the Council's guidelines on this. Flats should have communal bin stores. Houses must have bin-stores within the property boundary of each dwelling that are well designed and integrated into the front defensible space. Bin stores for houses should not form part of a communal system.

General requirements

4.14 All codes should provide an appropriate level of technical and graphic detail which is easy to understand and use by non-technical people. The document should include detailed drawings, elevations, cross-sections and plans to clearly demonstrate the codes. Design codes should develop the design vision for each estate and provide a clear set of codes informed by context to deliver this vision.

4.15 The next and final chapter gives general guidance on how it is envisaged the Plan will be delivered and implemented.

Part 05 Delivery and implementation



Draft Estates

Delivery and implementation

5.1 Should regeneration of Merton's three estates go ahead, this currently presents an opportunity to improve housing conditions for tenants, leaseholders, freeholders and contribute to addressing wider housing provision pressures in Merton and London. Delivery of the Local Plan will require addressing substantial challenges including managing financial viability, and the rehousing of the existing communities within the three neighbourhoods.

5.2 CHMP represents the major landowner and delivery lead. At this early stage it is difficult to identify with any certainty the exact number of new homes that is likely to come forward and how this will be delivered. Merton cannot deliver the Plan's vision and objectives alone. The Council wishes the residents and all stakeholders to be actively involved throughout the process. It is essential that the Council continues to engage with local people and community groups within the three neighbourhoods to ensure the Plan and future development meets the needs of local people.

5.3 It is envisaged that the delivery programme will cover a period of 10 to 15 years and will occur over several phases. The Draft Estates Local Plan will be key to creating a robust and clear planning basis for development setting out the strategic framework to guide any redevelopment proposals.

5.4 Not unusually for a scheme of this size, financial viability is complex and modelling prepared by CHMP indicates a potential deficit. CHMP have committed to an open book accounting process to facilitate the understanding of the impact on residents and council services.

Keeping communities together – first phase of development for Eastfields Estate

5.5 Unlike High Path and Ravensbury, there is no available land (for example garage sites) within Eastfields Estate to allow new homes to be built for the first phase without demolishing existing homes.

5.6 Building new homes for existing residents to move into while their home is being built is very important for keeping existing communities together as far as is possible to create the foundations for a sustainable community long-term.

5.7 This therefore represents a challenge to demonstrating the Draft Estates Local Plan's deliverability.

Options for first phase of development on Eastfields

5.8 To try and find a potential site suitable for the initial phase of new homes, officers reviewed several sites in the vicinity of Eastfields estate. In summary the criteria were:

- Close proximity – all sites under half a mile from Eastfields Estate.
- Minimal disruption – given the close proximity of the potential sites, relocation of existing estate occupants to these may help to minimise uncertainty and disruption and in turn help to keep the existing community together.
- Single ownership.
- Sites that could provide more than 50 new homes on one site.

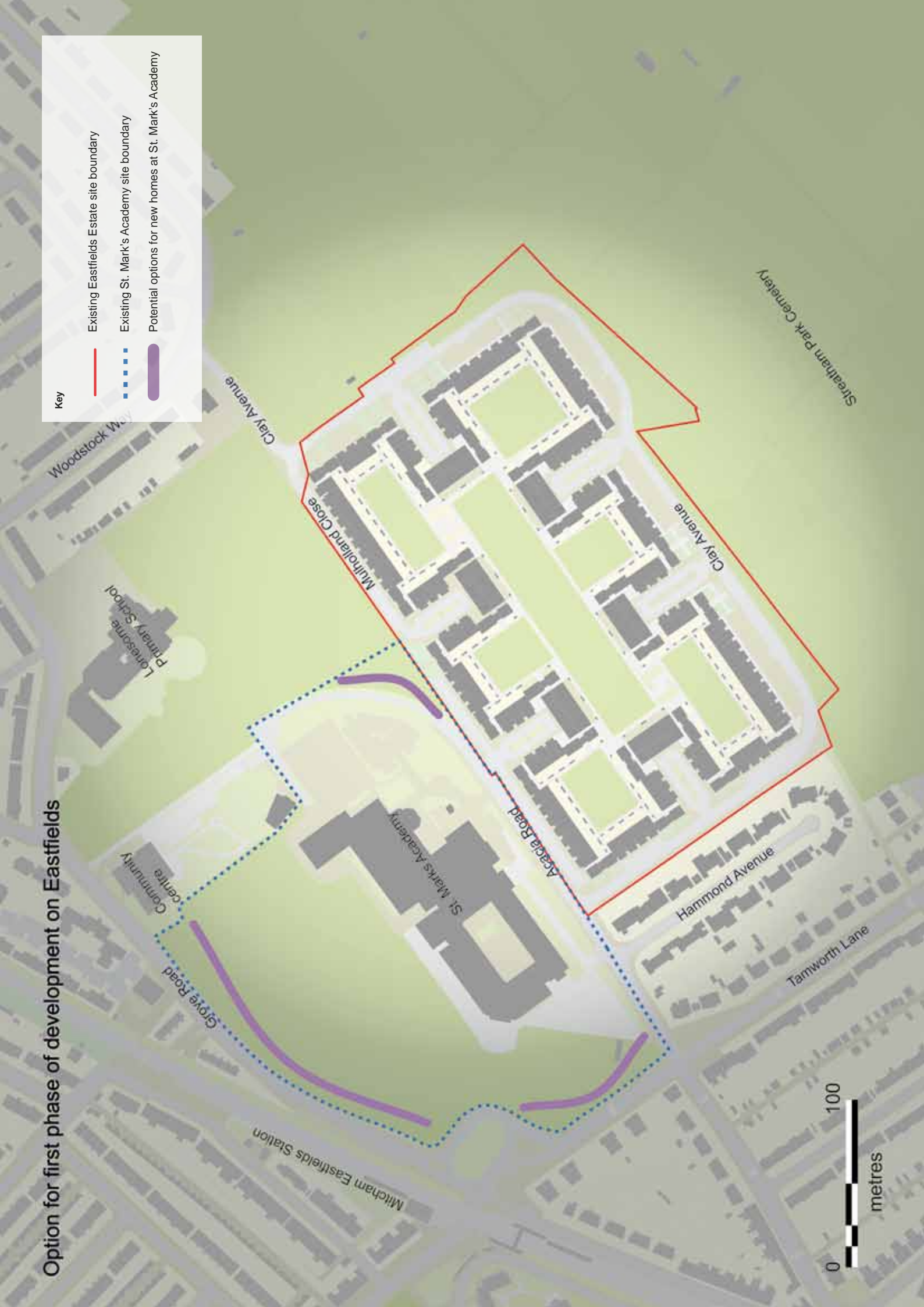
5.9 An option to provide a site for new homes is land on the edge of the boundary of St Mark's Academy.

5.10 It may be possible to build new homes along the boundary of land within St Marks Academy, between Eastfields Estate and Eastfields train station, preserving playing space while providing new homes that create better access between the station and the estate.

Option for first phase of development on Eastfields

Key

- Existing Eastfields Estate site boundary
- Existing St. Mark's Academy site boundary
- Potential options for new homes at St. Mark's Academy



Delivery and implementation

Risks of development around St Mark's Academy

5.11 The approval would require the support of the school's governing body and Academy trust, who hold the land on a 999 year lease from the council.

5.12 Development around St Mark's Academy may result in a net loss of designated open space contrary to national and local Development Plan policies unless open space can be robustly demonstrated as surplus to requirements or a greater quantity and quality of school playing fields be reprovided elsewhere. Research would have to be undertaken to justify this. It is currently not known whether research would support this approach or not.

5.13 The area is designated as playing field under Section 77 of the Schools Standards and Framework Act 1998, and as such disposal requires approval of the Secretary of State for Education. The departmental guidance states that the Secretary of State is unlikely to approve applications that result in the school's playing field provision falling under the area guidelines (as is in this case) but there are cases where a strong justification has resulted in approval.

Other alternative options

5.14 Other potential sites were considered and are not recommended to be taken forward.

- Eastfields Allotments: rejected as in use as allotments
- BMX track, adjacent to St Mark's Academy and Lonesome primary school: rejected as new Sport England funded facility, recently opened in 2012. Would represent loss of sports facilities.
- Lonesome Primary school: rejected as lack of available space.
- Laburnum Estate car park: owned by Circle Housing Merton Priory, rejected as too small (only 445sqm) and in use as a car park for residents.

5.15 The council will use section 106 planning obligations and/or Community Infrastructure Levy (CIL) to ensure the delivery of key infrastructure and to mitigate the impact of development.

Section 106 planning obligations information can be found at:

<http://www.merton.gov.uk/environment/planning/s106-agreements.htm>

CIL information can be found at:

<http://www.merton.gov.uk/environment/planning/cil.htm>

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Appendices





South Park Gardens, Wimbledon

Appendix 1: Review of the Draft Estates Local Plan against Merton's Core Planning Strategy Objectives

Estate Local Plan policy	Local Plan Strategic Objectives (Core Planning Strategy 2011 part of Merton's Local Plan)							
	Strategic objective 1	Strategic objective 2	Strategic objective 3	Strategic objective 4	Strategic objective 5	Strategic objective 6	Strategic objective 7	Strategic objective 8
EP E1 Townscape		√						√
EP E2 Street network							√	
EP E3 Movement and access	√						√	
EP E4 Land Use		√	√					
EP E5 Open space		√			√	√		
EP E6 Environmental protection						√		
EP E7 Landscape		√			√	√	√	
EP E8 Building heights		√	√					√
EP H1 Townscape		√						
EP H2 Street network	√						√	
EP H3 Movement and access	√						√	
EP H4 Land use		√						

Estate Local Plan policy	Local Plan Strategic Objectives (Core Planning Strategy 2011 part of Merton's Local Plan)							
	Strategic objective 1	Strategic objective 2	Strategic objective 3	Strategic objective 4	Strategic objective 5	Strategic objective 6	Strategic objective 7	Strategic objective 8
EP H5 Open space		√			√	√		
EP H6 Environmental protection						√		
EP H7 Landscape		√			√	√		√
EP H8 Building heights		√	√					√
EP R1 Townscape		√						√
EP R2 Street network		√				√		√
EP R3 Movement and access	√				√		√	
EP R4 Land Use			√					
EP R5 Open space					√	√	√	√
EP R6 Environmental protection					√	√		
EP R7 Landscape					√	√		√
EP R8 Building heights		√	√					√

Eastfields: Areas deficient in access to Local Open Spaces

15 Dec 2015

Scale 1 : 3,000 @A4

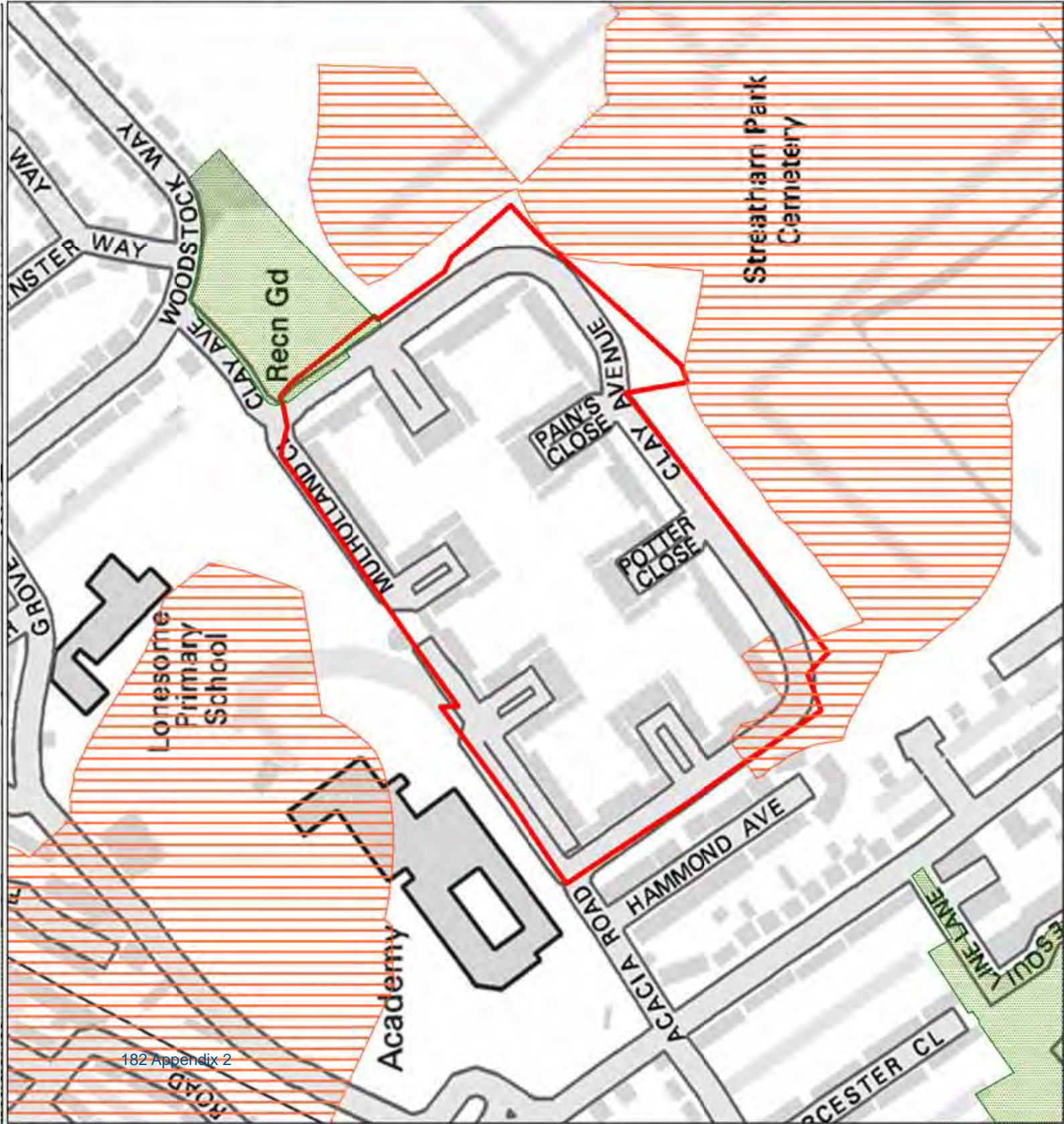
Legend

- Areas Deficient in Access to Local Open Spaces (ADAPOS)
- GiGL ADAPOS
- Local Open Spaces

The map shows updated Greenspace Information for Greater London (GiGL) calculations that was carried out in June 2015.

Local Open Spaces include the following categories in Table 7.2 in the London Plan (2015):

- Local Parks and Open Spaces
- Small Open Spaces
- Pocket Park
- Linear Open Spaces



High Path: Areas deficient in access to Local Open Spaces

15 Dec 2015

Scale 1 : 3,000 @A4

Legend

- Areas Deficient in Access to Local Open Spaces (ADAPOS)
 - GI GL ADAPOS
 - Local Open Spaces

The map shows updated Greenspace Information for Greater London (GI GL) calculations that was carried out in June 2015.

Local Open Spaces include the following categories in Table 7.2 in the London Plan (2015):

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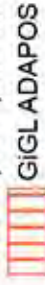


Ravensbury: Areas deficient in access to Local Open Spaces

15 Dec 2015

Scale 1 : 3,000 @A4

Areas Deficient in Access to Local Open Spaces (ADAPOS)



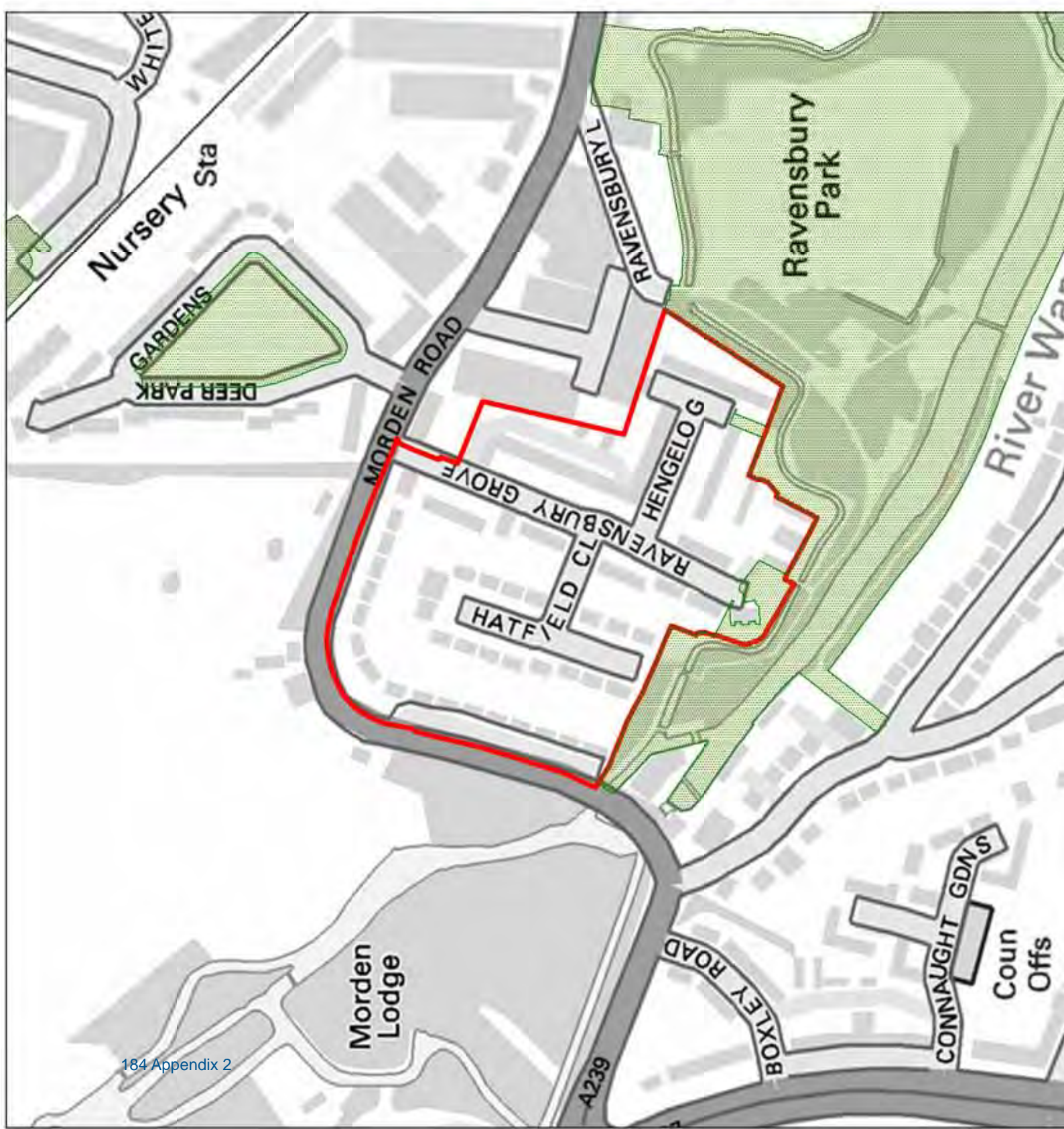
Local Open Spaces



The map shows updated Greenspace Information for Greater London (GiGL) calculations that was carried out in June 2015.

Local Open Spaces include the following categories in Table 7.2 in the London Plan (2015):

- Local Parks and Open Spaces
- Small Open Spaces
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- Linear Open Spaces



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Glossary





Three Kings Pond, Mitcham

Glossary

A complete glossary of planning terms can be found at the Planning Portal website: <http://www.planningportal.gov.uk>. The glossary below should be used as a guide only and should not be considered the source of statutory definitions.

Active design

An approach to developing neighbourhoods that makes healthy lifestyles more accessible and inviting.

Active frontage

Buildings with a high number of entrances and windows that allow views between the inside and outside of buildings (Also building frontage and street frontage).

Alluvium

A layer of deposits from rivers formed over long periods of time.

Ambiguous

Unclear or having several possible meanings or answers.

Amenity space (communal)

Outdoor garden space shared with more than one dwelling, normally provided for groups of flats.

Amenity space (private)

Private balconies to individual flats or gardens to houses.

Anglo Saxon

Dating from the period in the UK before the Norman Conquest of 1066.

Art Deco

A style of art and architecture originating in the 1920s.

Attenuation

Reducing water flow to minimise flood risk, by reducing flow at its peak and thus extending the duration of increased flow; a reduction in intensity

Axis

The point about which something turns.

Balancing Pond

A pond, always containing water (as opposed to a rain garden or swale) designed to reduce water flow by storing water during a storm and releasing it at a controlled rate later.

Barriers

Features that prevent easy movement around a place such as busy roads, rivers or railways with few crossing points.

Basement parking

Parking below ground level.

Biodiversity

This refers to the variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value for human society.

Block

An area of land normally defined by public streets and spaces and containing one or several buildings (also Development Block).

Boulevard

A broad avenue with space at the sides and/or middle for the planting of trees, flowers or grass.

Buffer

A strip of land or planting acting as a protective shield between two otherwise adjacent pieces of land, water or uses.

Building elevations

The outside walls of a building, usually meaning the front of the building facing the street.

Building line

A generally uniform, continuous line defining the limit beyond which buildings should not protrude into the streets.

Built form

The arrangement of buildings in a neighbourhood.

Build-out

A widening of a pavement into the carriageway in order to make crossing the road easier for pedestrians, manage vehicle speeds or define parking space or areas for landscaping or other street furniture.

Calico

Plain white cotton cloth.

Campus (style)

Similar in layout to the buildings of a college or university.

Carriageway

The part of a street generally used by vehicles, as opposed to the footway, generally used by pedestrians. In mews streets and home zones this distinction is deliberately less clear.

Cladding

The outside covering of a building, not part of its structure.

Classical

A style based on ancient Greek and Roman architecture.

Cohesive

Appearing well integrated or unified.

Combined Heat and Power (CHP)

An efficient combined production of electricity and usable heat utilising waste heat locally and providing heat and hot water for the local area.

Combined sewer

A pipe carrying foul sewerage and surface water run-off.

Comparison shops

Shops selling items such as clothing, household and recreational goods.

Component

A part of something larger.

Connectivity

How well an area is linked to its surroundings. This is as much about visual and pedestrian connectivity and can include restrictions for certain modes.

Context

The surroundings of something, how something relates to its environment and how that environment affects it.

Convenience shops

Shops selling everyday items such as food, drink, newspapers and confectionary.

Cul-de-sac

A short dead-end street. A street or passage closed at one end.

Culvert

An underground channel carrying a stream, river or drain.

Dead frontage

Buildings with no or few doors or windows facing the street.

Defensible space

The part of a street between the back of the footway and the front of the adjacent building, and how the change is made from the public space of the street to the private realm of the building. Environment where the physical characteristics, building layout and site plan, function to distinguish between public space and private space.

Defunct

No longer in operation.

Delineate

To show the alignment, boundary or shape of something.

Glossary

Density

The number of dwellings, habitable rooms, people or floors pace for any given area of land.

Disparate

Things that are different enough that it is impossible or difficult to compare them.

District heating network

A local or sub-regional production and supply of heat and electricity from a CHP(s) to local customers.

Dual-aspect

A dwelling – usually referring to a flat – which has windows on two opposite sides of the building it sits within, allowing different views, quiet zones natural ventilation and increased natural light.

Enclave

A smaller area sitting within a larger area that is different or distinct from the larger area.

Era

A period in history.

Exacerbate

To make a situation more excessive, extreme or intense.

Exceedance

A level of flooding that exceeds that for which something has been designed.

Figure-ground

A map that shows the relationship between built and un-built space, with buildings usually show in black.

Filter drain/strip

A channel of stones, often to the side of a road that allows water to soak away into the ground whilst capturing pollutants. Can be used in conjunction with swales and rain gardens.

Fluvial flood plain

The flood plain of a river. Areas adjacent to a watercourse, tidal lengths of the river or sea, where water flows in times of flood or would flow but for the presence of flood defences.

Focal point

A visual focus created by a distinctive building, monument, landmark or space.

Framework

High level guidance for the development and shaping of a large area or neighbourhood.

Garden City

A new town designed with low density and large areas of greenspace and landscaping and a mix of different uses, designed to be self-sufficient.

Gateways

Locations that signify the leaving of one distinct area and moving into another.

Green chain

These are areas of linked but separate open spaces and the footpaths between them. They are accessible to the public and provide way-marked paths and other pedestrian and cycle routes.

Green corridor

This refers to relatively continuous areas of open space leading through the built environment, which may be linked and may not be publicly accessible. They may allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension to the habitats of the sites they join.

Green roof

A roof covered in vegetation for the purposes of catching water run-off, increasing biodiversity, cleaning run-off, improving insulation and reducing the heat-island effect, as well as being visually pleasing.

Green-field run-off

The rate of run-off that would occur from a site in its natural, undeveloped state.

Grid-iron streets

A series of streets that connect with each other creating a grid-like pattern.

Habitable room(s)

The living accommodation in a dwelling, including living room, dining room, bedroom, kitchen with dining space.

Habitats

The natural home or environment of an animal, plant, or other organism.

Hard-standing

An area of solid ground normally used for the parking of vehicles.

High-rise

High density development made up of buildings that are of multiple storeys and generally have a small footprint in relation to the high number of storeys they contain

Historic environment

All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged and landscape and planted or managed flora. Those elements of historic environment that hold significance are called heritage.

Home zone

A small, highly traffic-calmed, residential area, often with road and pavement integrated into a single surface, where pedestrians and cyclists have priority over cars.

Horticultural

Relating to the growing of plants, trees, fruit, vegetables etc.

Huegenot

A French Protestant denomination in the 16th-17th Century.

Iconic

Used to describe buildings that stand out amongst others because of their distinctive design or appearance and that may also set a new trend.

Idyllic

Used to describe a place or experience that is ideal - being very pleasant, beautiful or peaceful.

Incidental

Something that is a minor part of something else larger.

Inclusive design

Creates an environment where everyone can access and benefit from a full range of opportunities available. It aims to remove barriers that create undue effort, separation or special treatment and enables everyone to participate equally in mainstream activities independently with choice and dignity.

Incoherent

Something that is unclear and difficult to understand.

Incremental

Something that grows or increases in a step by step manner, rather than all at once.

Infrastructure

The basic systems and services such as streets, buildings, transport and energy supplies an area needs to function.

In-situ

In it's original, or as-found location or position

Insular

Inward-looking

Integrated

Combining or joining together of two or more different things, such as land uses, transport modes, types of play space.

Glossary

Interface

The point at which two different things meet, such as a public street and a private building.

Intergenerational centre

A centre for residents of all ages, offering activities and services focussed on bridging gaps between generations on many issues e.g. health, learning, culture, community building, fear of crime and dispute resolution.

Inter-war

The period 1918-1939 between the First and Second World Wars.

Landmark

Easily identifiable, prominent objects in the environment which serve as reference points and aid in navigation and orientation through an area e.g. a building or statue.

Landscape

The collection of visible feature in a place such as the trees, land form, buildings and spaces, generally referring to natural features.

Legibility

The ease with which someone can understand and navigate through the layout of the streets and spaces of a neighbourhood.

Linear

Arranged, constructed, or laid out in a line.

Linoleum

A man-made water-resistant floor covering often used in kitchens and bathrooms (also known as Lino).

Listed (building)

A building that is protected by law for its architectural or historic value.

Local Nature Reserve (LNR)

An area protected by law that has features special interest for animal and plant life.

Local Open Spaces

A collective term for the following open space categories as listed in Table 7.2 in the London Plan 2015:

- Local Parks and Open Spaces
- Small Open Spaces
- Pocket Park
- Linear Open Spaces

London Plan

The London Plan is the spatial development strategy for London. Produced by the Mayor of London, it provides the overall spatial vision for the entire region, identifying the broad locations for growth, often by identification of sub-regions, and major infrastructure requirements, together with the housing numbers to be provided for in boroughs' Local Plans. It is part of the development plan for Merton together with the borough's Local Plan documents and should be used to guide planning decisions across London. All Local Plan documents have to be in general conformity with the London Plan.

London Plan density matrix

Table 3.2 in the London Plan sets out guidance on appropriate density for development, based on how good the public transport is and whether it is in an urban or suburban location.

Low-rise

High or medium density development made up of buildings generally of 2-4 storeys that have a large footprint in relation to the number of storeys they contain.

Massing

The general size and shape of a building.

Mews

A narrow back street originally containing stables and staff accommodation for larger houses on an adjacent main street. Now a term for a small, narrow residential street of small terraced dwellings.

Mitigate

To make the effects of something less acute or severe.

Mixed-use

A building containing more than one use, normally with one use on the ground floor and a different use on the upper floors.

Nascent

Beginning to exist, or the early stages of development.

Natural surveillance

The ability to overlook a street or space from within a building due to it having several entrances and windows, particularly at ground level.

Nodes

Areas of focus - rather than points. These can be a street of shops, a major road junction or a local centre.

On-street parking

Parking spaces marked on the street, typically in line with the flow of traffic and on the edge of the street.

Open space

All the land that is predominantly undeveloped, other than by buildings or structures that are ancillary to the open space use, and bodies of water that are indicated as open space on Merton's Policies Map. The definition covers a broad range of types of open space within Merton, whether in public or private ownership and whether public access is unrestricted, limited or restricted.

Organically developed

Gradually developed over time with little or no overall planning.

Orientation

Familiarising oneself with the layout of a place in order to easily find ones way around.

Orlit

A method of concrete pre-fabrication used to construct houses following the Second World War.

Palette

A defined set of choices according to a set of criteria, e.g. a palette of materials from which buildings can be constructed.

Paradox

Something that is strange or contradictory, but proves to be true.

Parameters

A boundary or limit within which something takes place.

Parking courts

Car parks serving blocks of flats or houses or small groups of houses.

Passive

Something that takes place without concerted will or effort, such as sitting in greenspace to enjoy the experience of the space itself, rather than a more active use such as playing a physical game in the space.

Perceptible

Able to be seen or noticed.

Perimeter

The boundary or edge of something, that returns to an original starting point and defines an area.

Perimeter blocks

A group of buildings forming an urban 'block' defined by streets. The buildings are usually arranged so that all the fronts face outwards towards the street and the private backs face in to the centre of the block.

Peripheral

Something that is located at the edge or boundary of a place or area.

Glossary

Permeability

How easy it is to move through an area by any mode of transport. A network of interconnected streets with little or no restrictions on access is a permeable layout, offering a choice of routes between places. Not to be confused with connectivity.

Permeable paving

A hard paved surface that allows water to drain between individual pavers.

Perpetuate

To undertake an action that makes something continue indefinitely where it would otherwise change or come to an end.

Philosophies

Ideas and theories about how things work, particularly relating to knowledge, reality and existence, but also about how cities work and how people behave in them.

Pocket park

A small, incidental area of greenspace and planting in an otherwise urban area, providing seating and rest opportunities for people.

Podium

An area raised above ground, often containing parking below and/or a garden area above.

Prefabricated

A building whose parts are made off-site (e.g. in a factory) then assembled at their final destination.

Prevalent

Something that is widespread or common in an area or at a particular time.

Public realm

This is the space between and surrounding buildings and open spaces that are accessible to the public and include streets, pedestrianised areas, squares, river frontages etc.

Public Transport Accessibility Level (PTAL)

A measure of accessibility by public transport, based on a range of factors including distance from public transport, number of modes, number of services, their frequency and opportunity for interchange. There are six accessibility levels with one being poor and six being excellent.

Rain garden

A planted depression or shallow hole that rainwater soaks into from surrounding hard surfaces. This helps keep water clean and reduces the load on drains and rivers, helping reduce flooding. Usually, it is a small garden which is designed to withstand the extremes of moisture and concentrations of nutrients that are found in stormwater runoff.

Reveals

The distance which windows are set back from the building frontage (or elevation).

Riparian

The land around and immediately adjacent to rivers and streams.

Run-off

The flow of water from roofs of buildings and hard surfaces before it reaches the drainage system or permeable surfaces that allow it to soak into the ground.

Secondary heat source

Heat wasted from places like factories or the tube network, that is incorporated into a District Heat Network.

Separate sewer

A pipe carrying foul sewerage or surface water run-off, but not both.

Severance

A separation of links between two areas that can be both physical or perceptual. Separation is usually caused by barriers such as railways, rivers or busy roads, making movement from one area to the other difficult, inconvenient or impossible without great detour.

Single aspect

A building which has windows on one side only. Single aspect homes are difficult to naturally ventilate and more likely to overheat.

Site of Importance for Nature Conservation (SINC)

Locally important sites or nature conservation adopted by local authorities for planning process and identified in the local development plan.

Soakaway

A pipe or other means of conveying water to soak into the ground.

Spalling

Rust or cracks below the surface of a material causing the material to expand. The surface cracks and parts of it break free and fall off.

Strategic Environmental Assessment (SEA)

A process of environmental assessment of certain plans and programmes which are likely to have a significant effect on the environment. It is required by European Directive 2001/42/EC (Strategic Environmental Assessment Or SEA Directive).

Strategic Road Network

These are the main roads in the borough providing for longer journeys rather than local traffic, and which link with the wider national road network. In Merton this consists of the Bushey Road-Kingston Road-Merton High Street route (A298-A238), the Croydon Road-Commonside West-Western Road route (A236) and London Road north of Mitcham (A217).

Suburban (Suburbia)

Areas of a town or city that are away from the centre, often on its edge, have lower densities than inner, urban areas, have more spacious and informal layouts with larger gardens, more open space, more houses than flats and where different uses are more clearly separated than in urban areas.

Supplementary Planning Document (SPD)

A policy guidance document giving additional guidance to that contained in statutory documents such as the Core Strategy, on specific policy areas.

Sustainable development

A general approach to the efficient use of resources that does not prejudice future generations from meeting their own needs. There are three dimensions to sustainable development which are environmental, social and economic.

Sustainable Urban Drainage System (SUDS)

Sustainable urban drainage systems cover the whole range of sustainable approaches to surface drainage management including source control measures.

Swale

A shallow, broad and vegetated channels (e.g. ditch), designed to catch and contain water run-off and direct it back into local watercourses or to drain naturally back into the ground.

Sylvan

Referring to wooded areas, suggesting a peaceful, pleasant feeling away from the noise of modern life.

Thoroughfare

A route between places, often a main road

Townscape

The collection of buildings and spaces in a neighbourhood that creates the 'urban landscape' of an area which in turn influences how people physically and visually experience a place when they move around it.

Transition zone

An area of change from one character to another, such as from public to private, urban to suburban, residential to commercial etc.

Glossary

Tree canopy

The upper part, or 'crown' of a tree, uses to describe a large group of trees, both in terms of its visual appearance and ecological habitat.

Tributary

A stream that flows into a larger stream or river.

Typology

The collection of visible feature in a place such as the trees, land form, buildings and spaces, generally referring to natural features.

Under-croft parking

Parking provision underneath a building. Parking may be on ground level, or a semi-basement, with the building above.

Urban

Areas of a town or city that are generally closer to the centre and have higher densities, more flats than houses, more closely mixed uses, more formal layouts and less open space.

Urban fabric (urban form)

The general arrangement of the buildings, spaces and infrastructure that shapes the urban environment of towns, cities and villages.

Utilisation

The use of something.

Vegetation

A general term for any planting of flowers, shrubs, grass, trees, hedges etc.

Vernacular

A style of architecture that is domestic, functional or local to an area, rather than one that is public, monumental or derived from classical architecture.

Views and vistas

Long, clear lines of sight ending in a specific point or focus, or wide general views of whole landscapes or townscape.

Watercourse

A term to describe all rivers, streams, ditches, drains etc. through which water flows.

Wetland

An area of regularly flooded land which is shallow enough to enable the growth of plants within the water.

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