

MERTON COUNCIL
futureMerton



Eastfields extract of the London Borough of Merton Draft Estates Local Plan

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

*Please note the page numbers reflect the whole plan - to see
whole plan please visit www.merton.gov.uk/estatesplan
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Draft Estates Local Plan – Stage 2 consultation

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- Albanian** Nëse ju nevojitet ndonjë pjesë e këtij dokumenti e shpjeguar në gjuhën amtare ju lutemi shenojeni kutinë dhe na kontaktoni duke na shkruar ose telefononi duke përdorur detajet e mëposhtme.
- 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۔

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Telephone.....	

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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

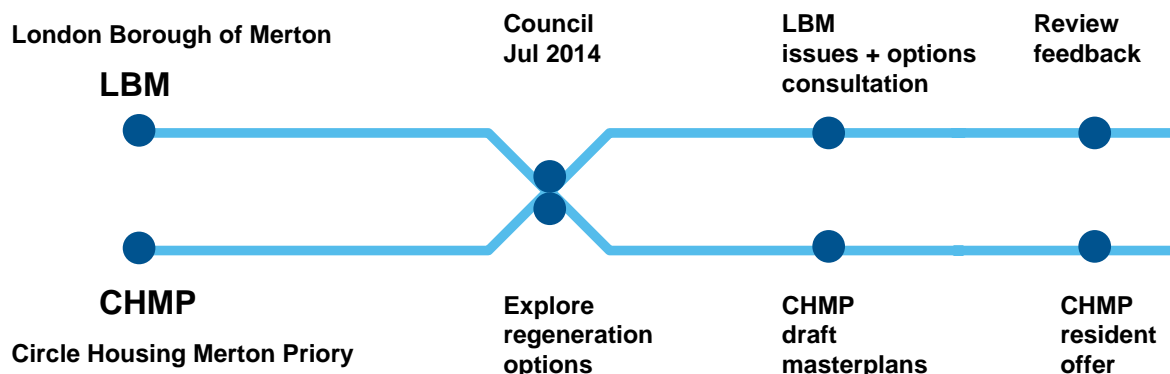
Background

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.

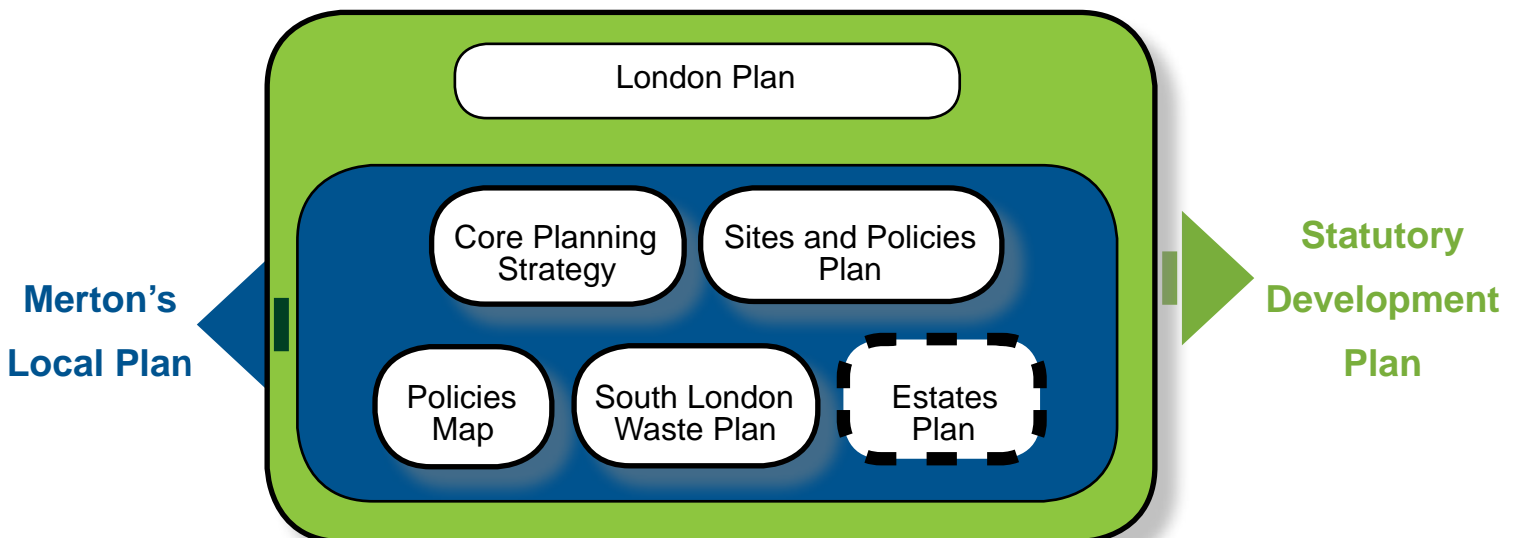
Policy context

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.

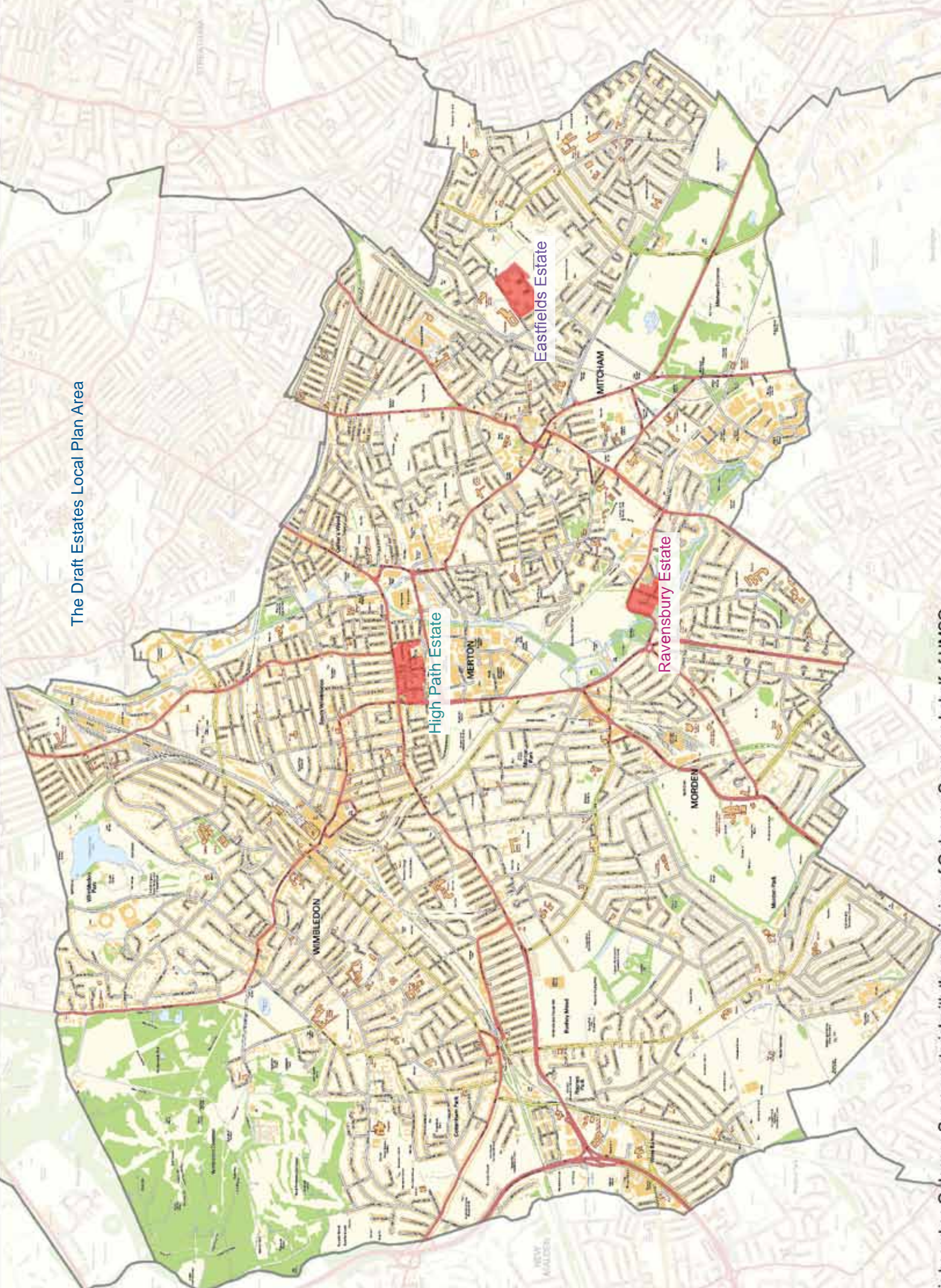
2.30 A key expectation of any regeneration proposals that comes forward will be a commitment to keeping the existing community together in each neighbourhood, and for existing residents to have a guaranteed right to return to a new home in their regenerated neighbourhood.

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

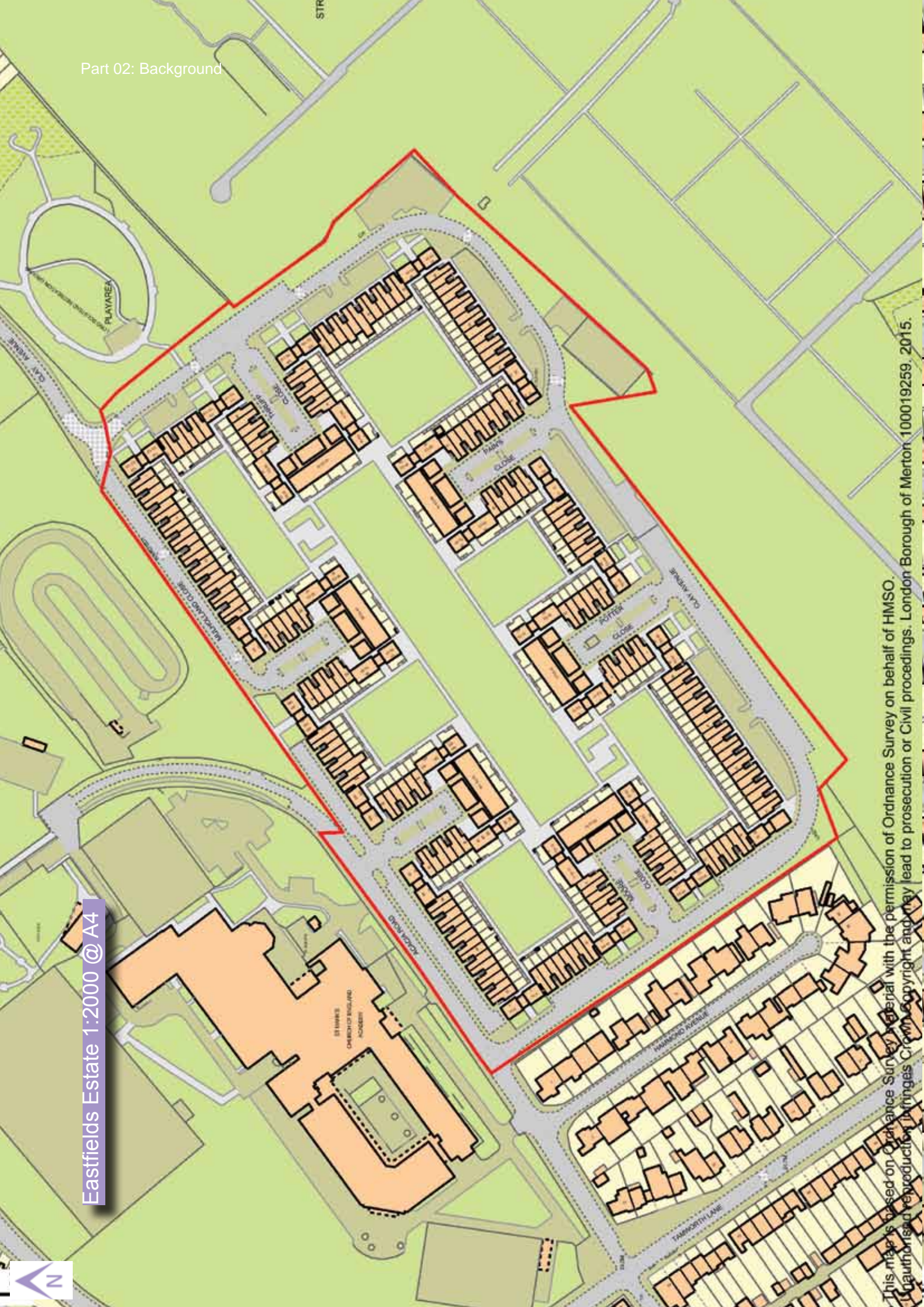


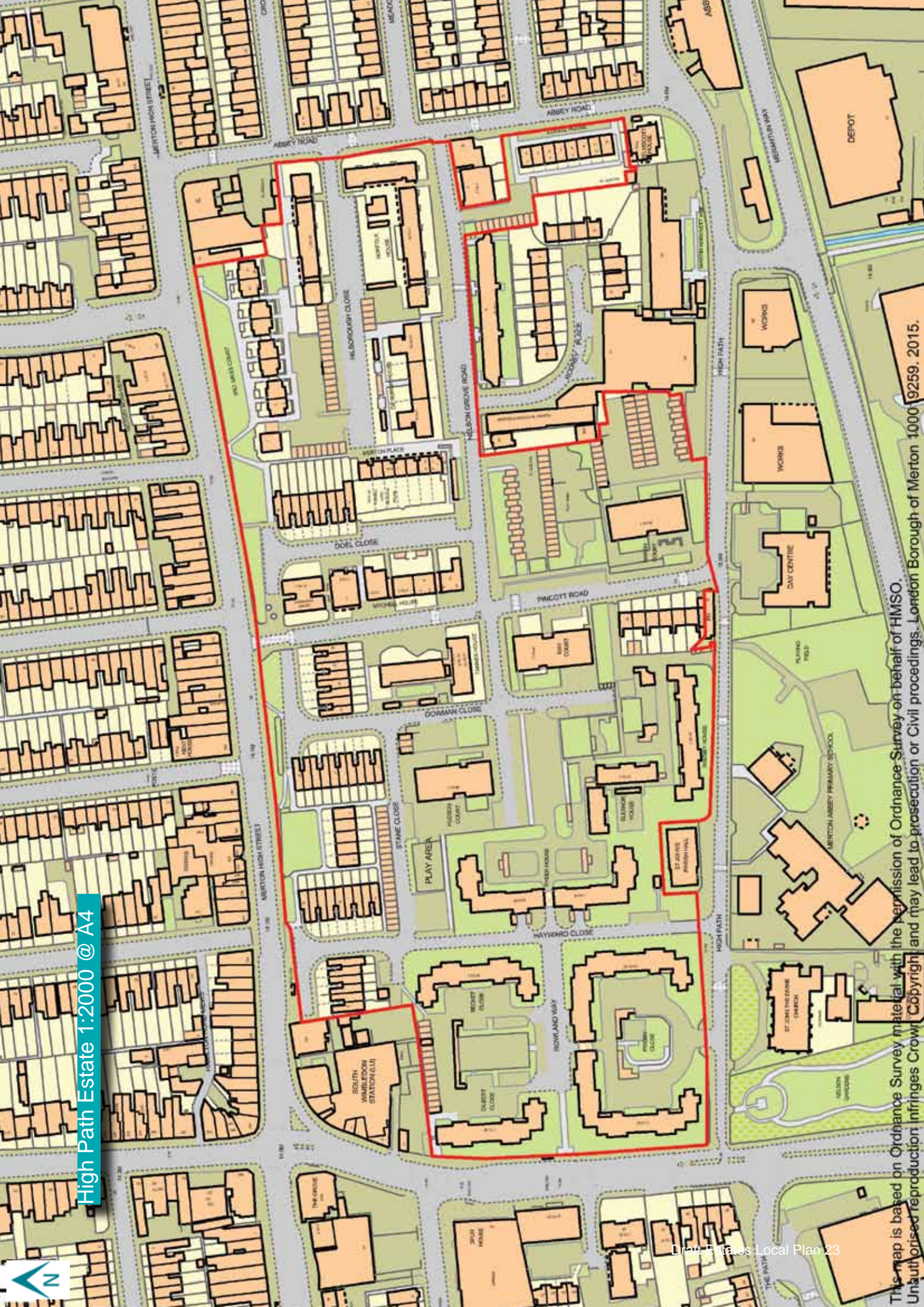
High Path Estate

Eastfields Estate

Ravensbury Estate

Eastfields Estate 1:2000 © A4





High Path Estate 1:2000 @ A4



Diary 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

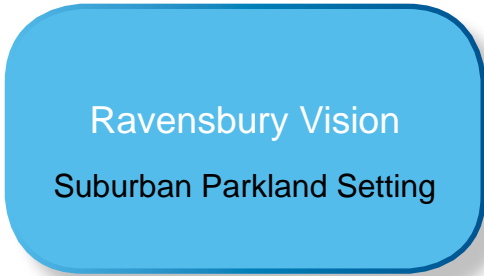
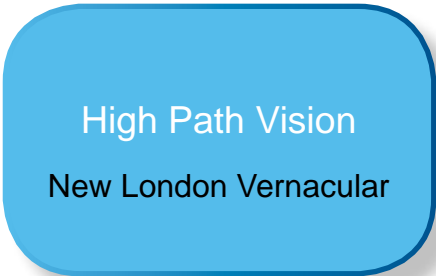
A new neighbourhood which recognises the existing estate’s experimental design and maintains a distinctive character through the creation of a contemporary architectural style encompassing a variety of types, sizes and heights for new homes overlooking traditional streets and the improvement of links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

A photograph of three children in school uniforms leaning on a metal railing. In the background, there is a two-story brick building with a playground area featuring a yellow slide and a wooden playhouse. The sky is blue with some clouds.

“ 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



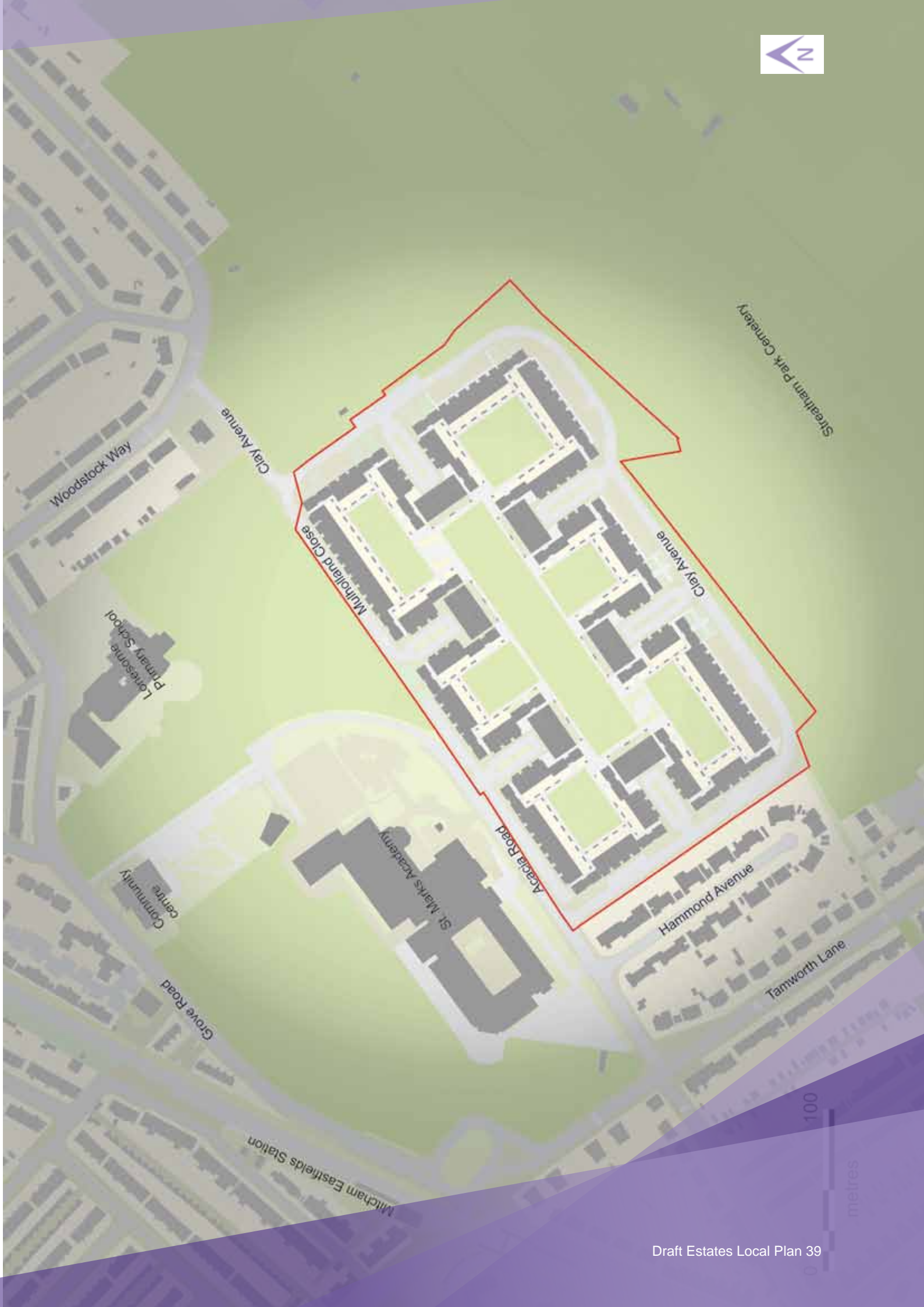
Mitcham Eastfields

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.



Streatham Park Cemetery

Woodstock Way

Clay Avenue

Lorestone Primary School

Lorestone Community Centre

Mirkland Close

Clay Avenue

St. Marks Academy

Acacia Road

Hammond Avenue

Tamworth Lane

Grove Road

Mitcham Eastfields Station

100

metres

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 Lilian 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



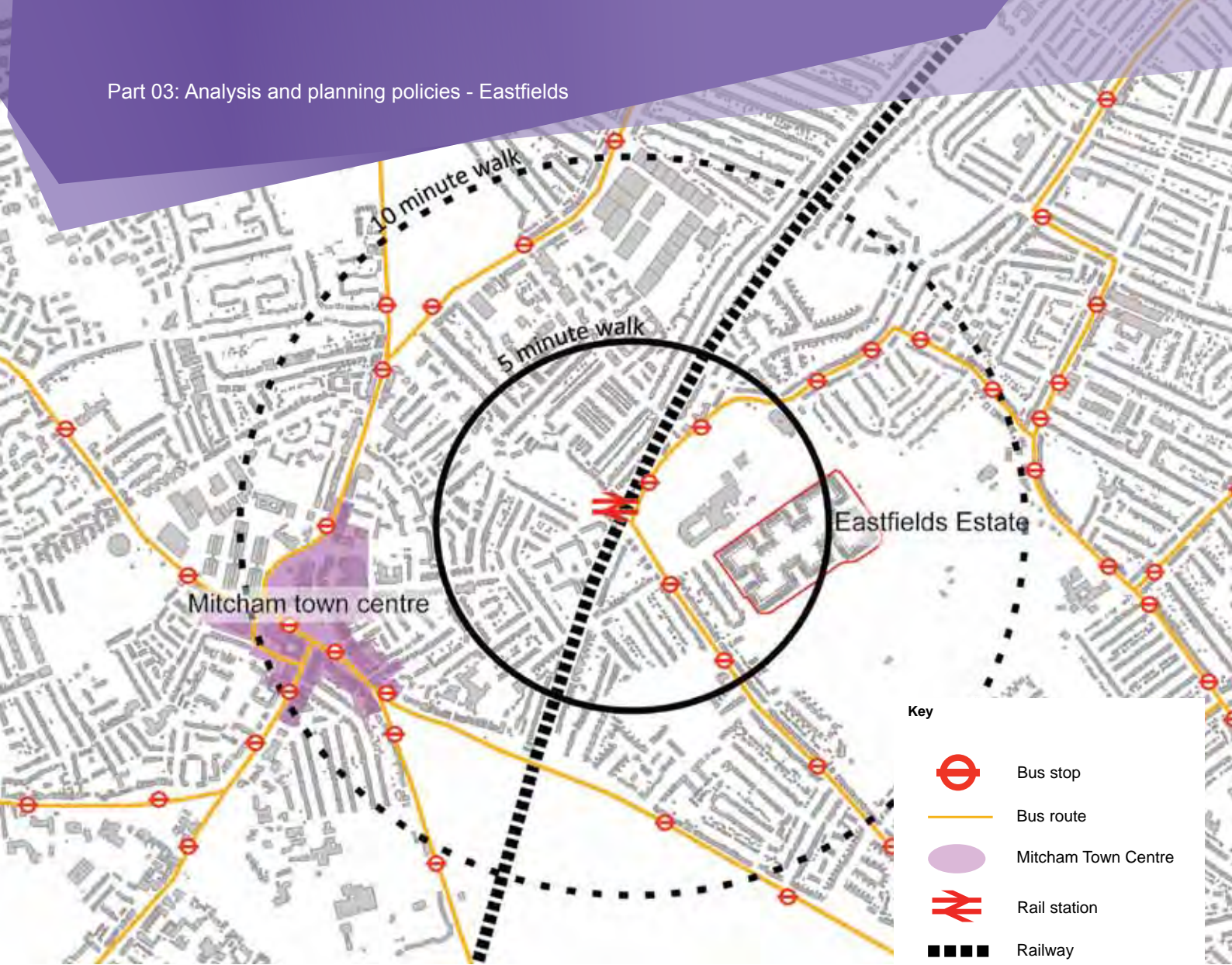
Oakleigh Way Recreation Ground



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

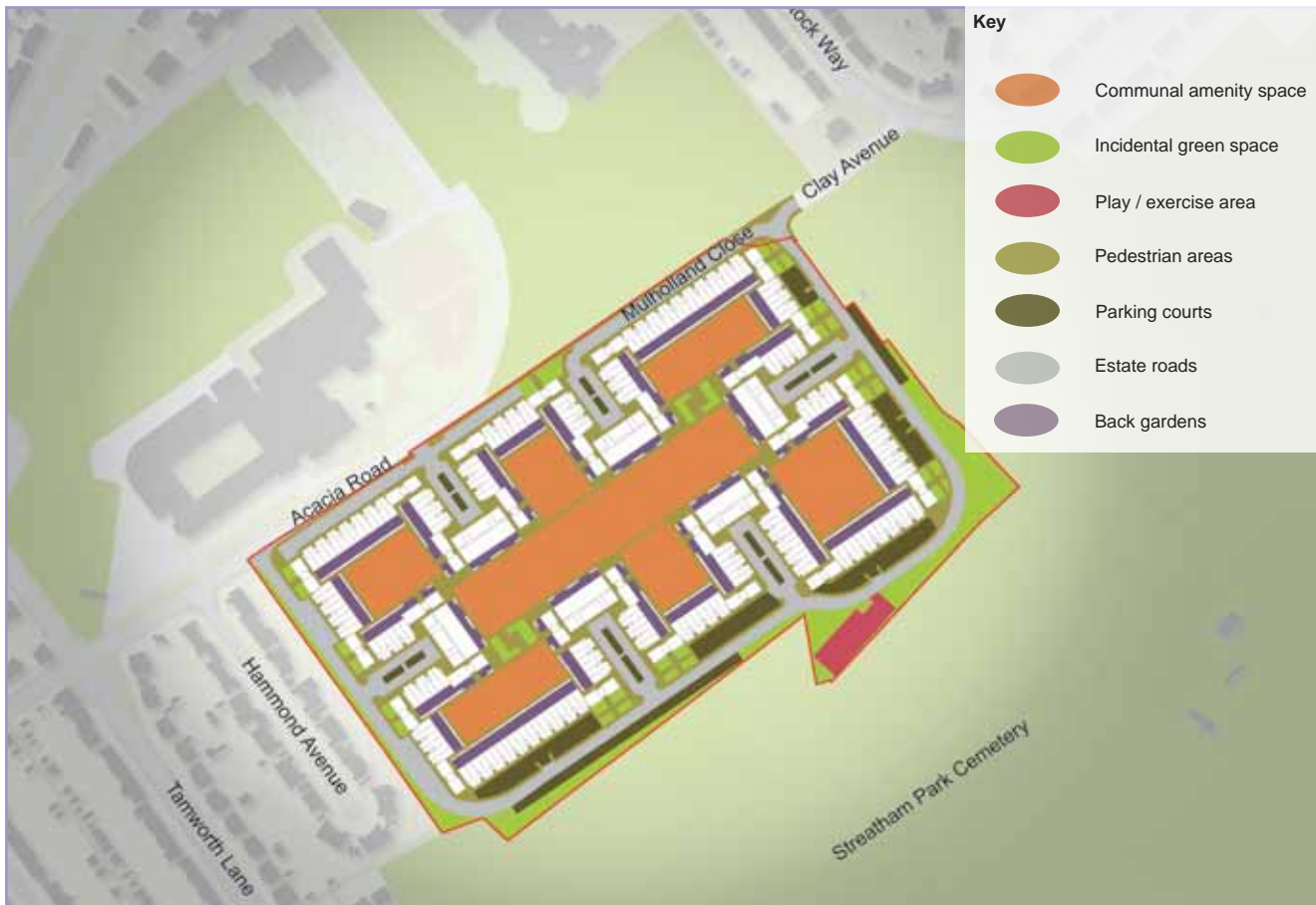
3.29 Building heights across the estate do not vary and are consistently 3 storeys. Surrounding housing is consistently 2 storeys with pitched roofs, so there is little contrast in building heights, the character being uniform in this respect. St. Mark's Academy buildings are only 2 storey. The nearest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



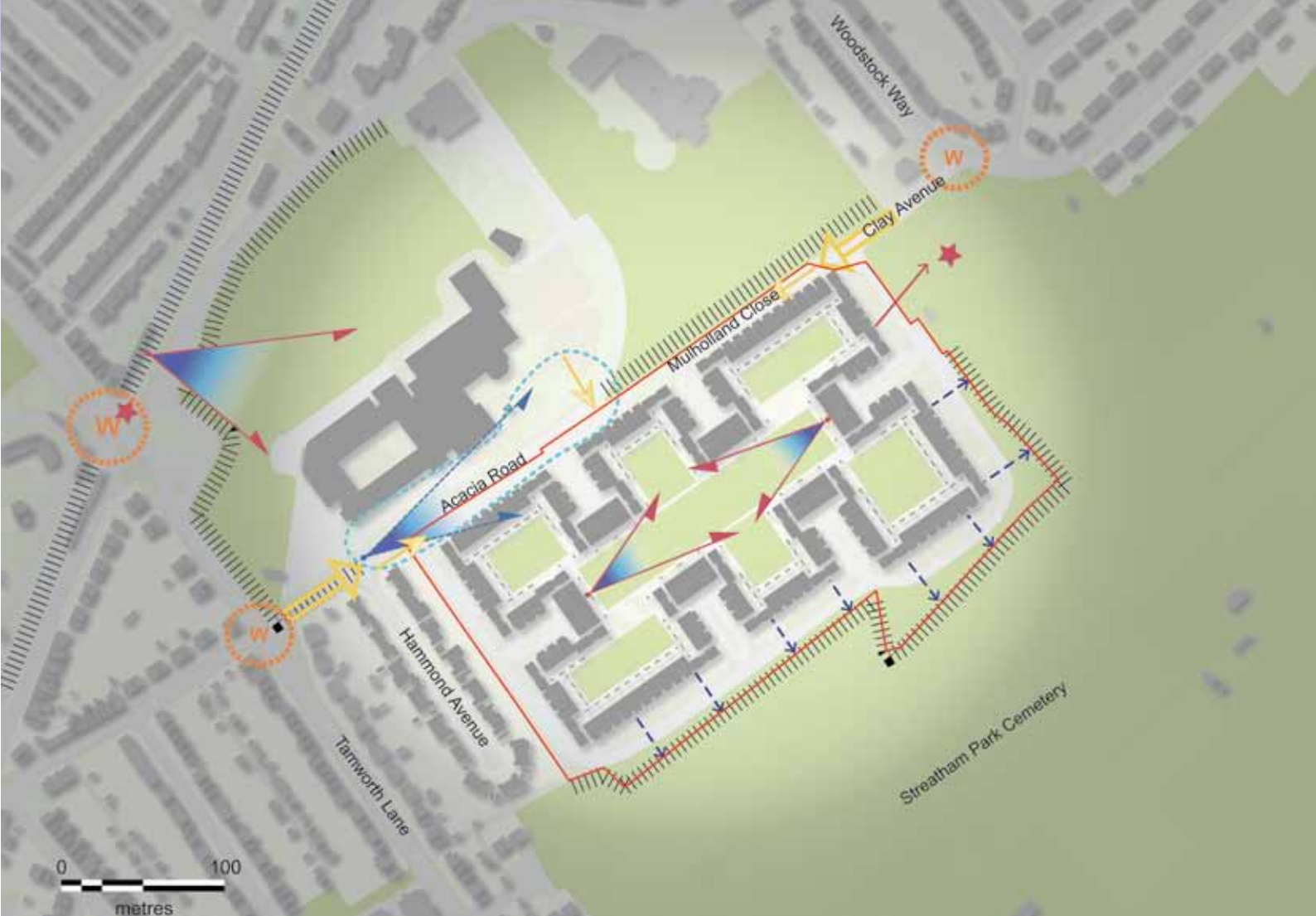
3.33 The wider context is characterised by low density housing fronting onto traditional streets. The Eastfields Estate sits in stark contrast to this, as it has a very rigid form of streets and spaces, with the spaces being internal to the estate and not visible or noticeably accessible from outside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



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

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.

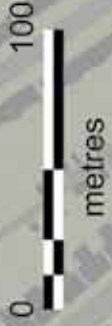
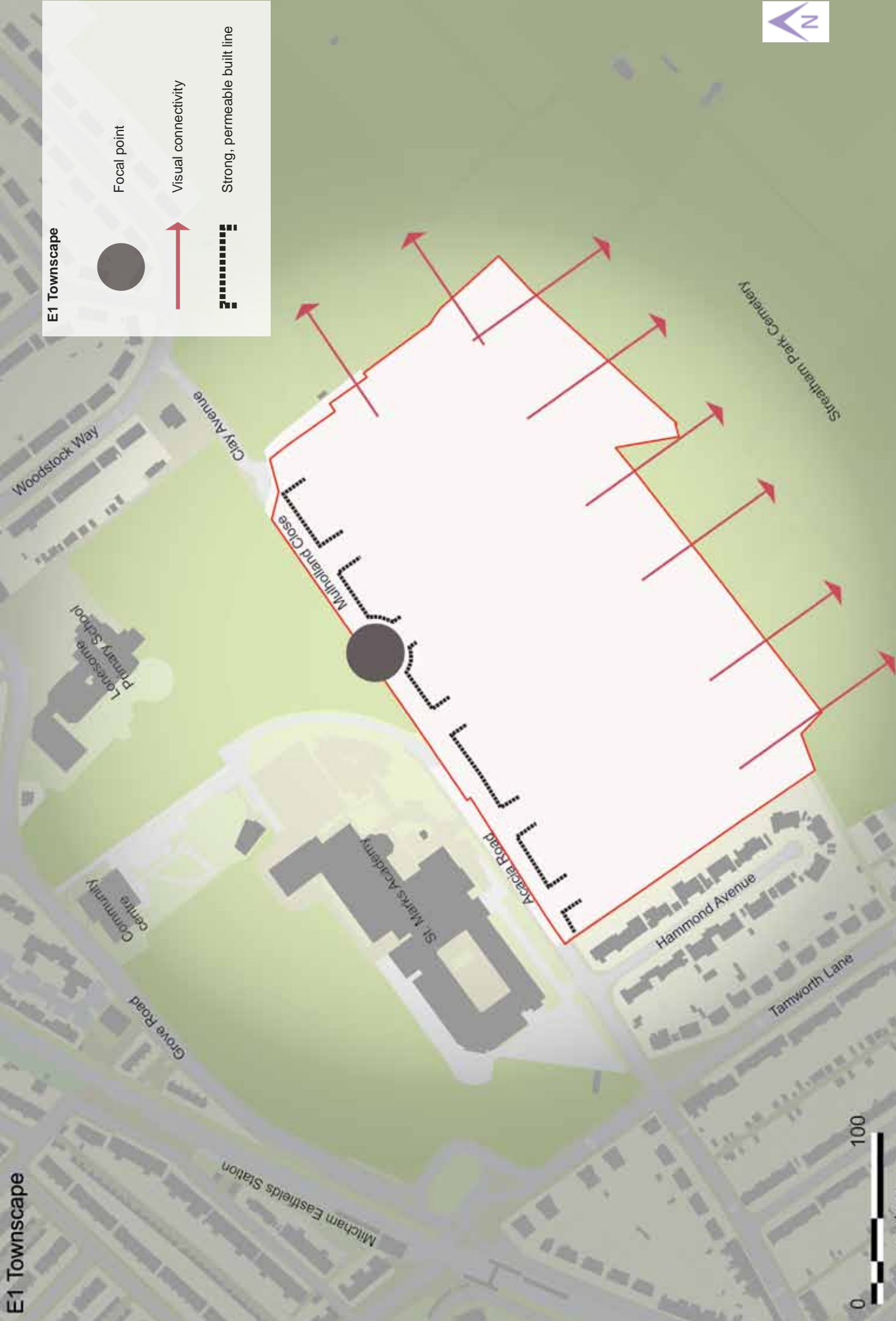
3.53 A suitably located focal point will aid the integration of the neighbourhood in its location reducing the insularity of the estate whilst proving a key orientation focus which will help to orientate people getting around the neighbourhood. A focal point at the intersection enables future development 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.

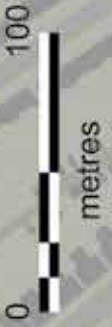
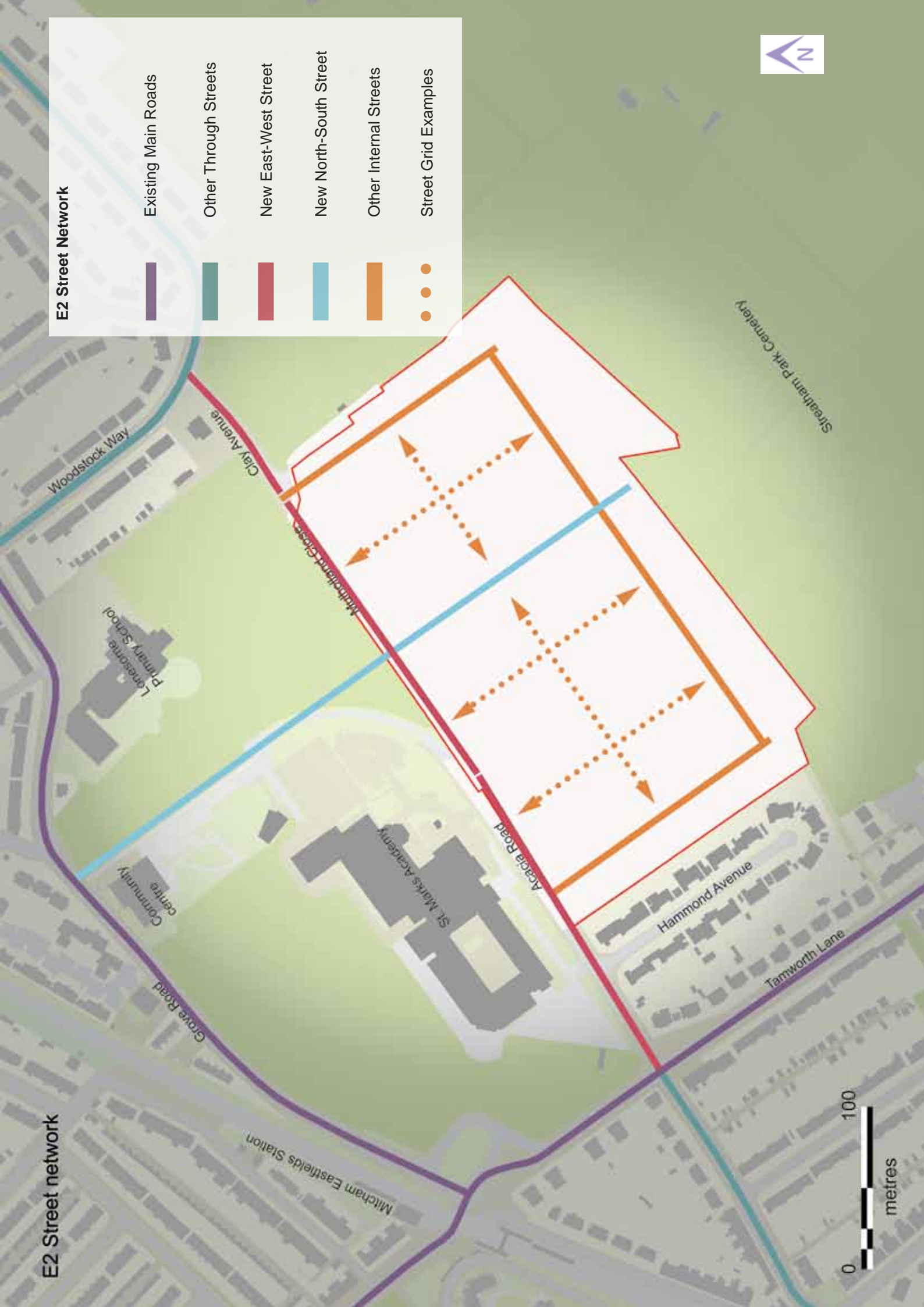
3.59 Combining the three streets of Acacia Road, Mulholland Close and Clay Avenue to form a new street will aid navigation and ensure visibility of the route between the residential areas either side of the estate.

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 Mullholland 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.

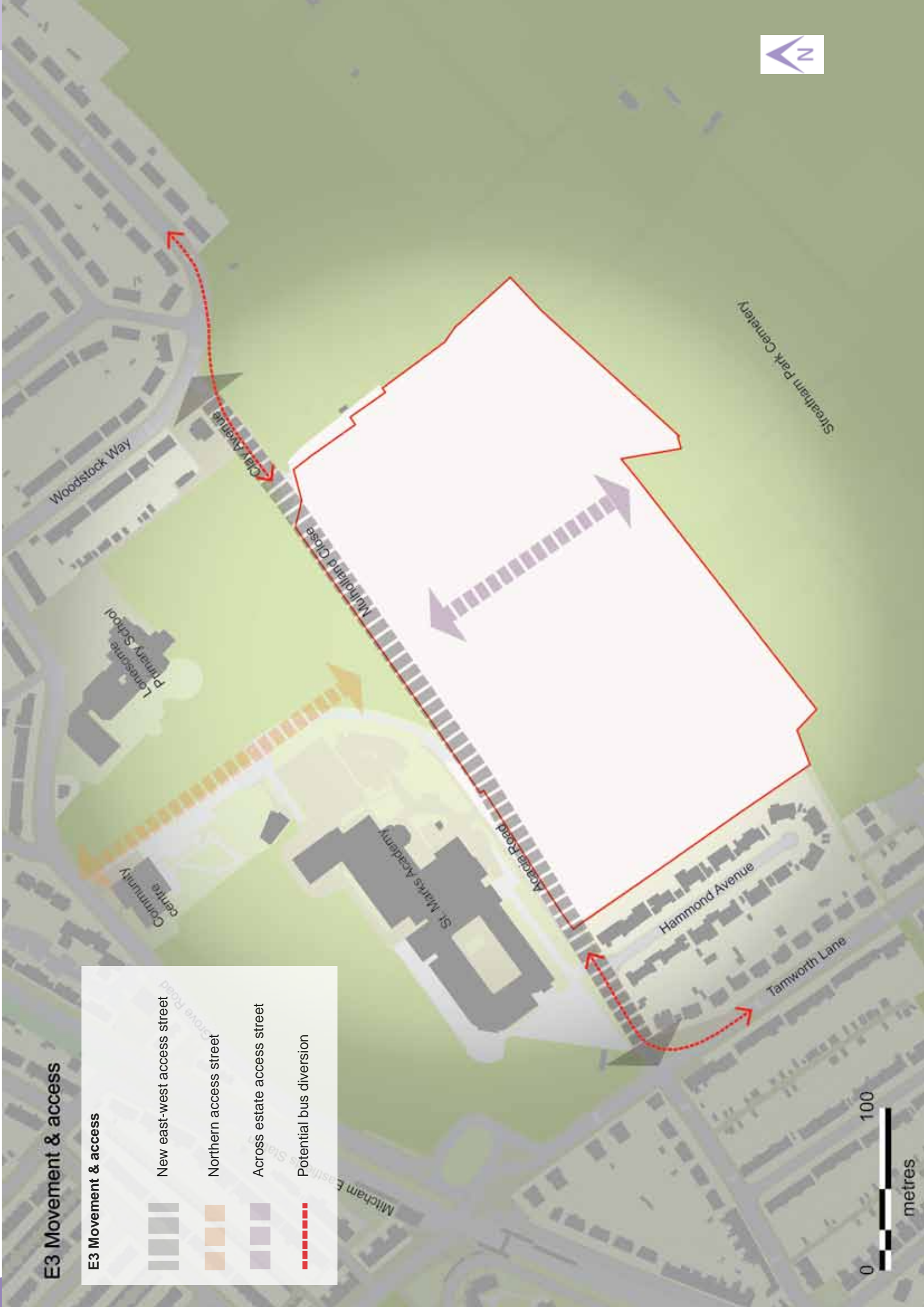
3.67 Improvements to pedestrian and cycle access from the north could create a clear, open and well surveyed street to link up with the railway footbridge to the north and into the estate and cemetery to the south.



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.

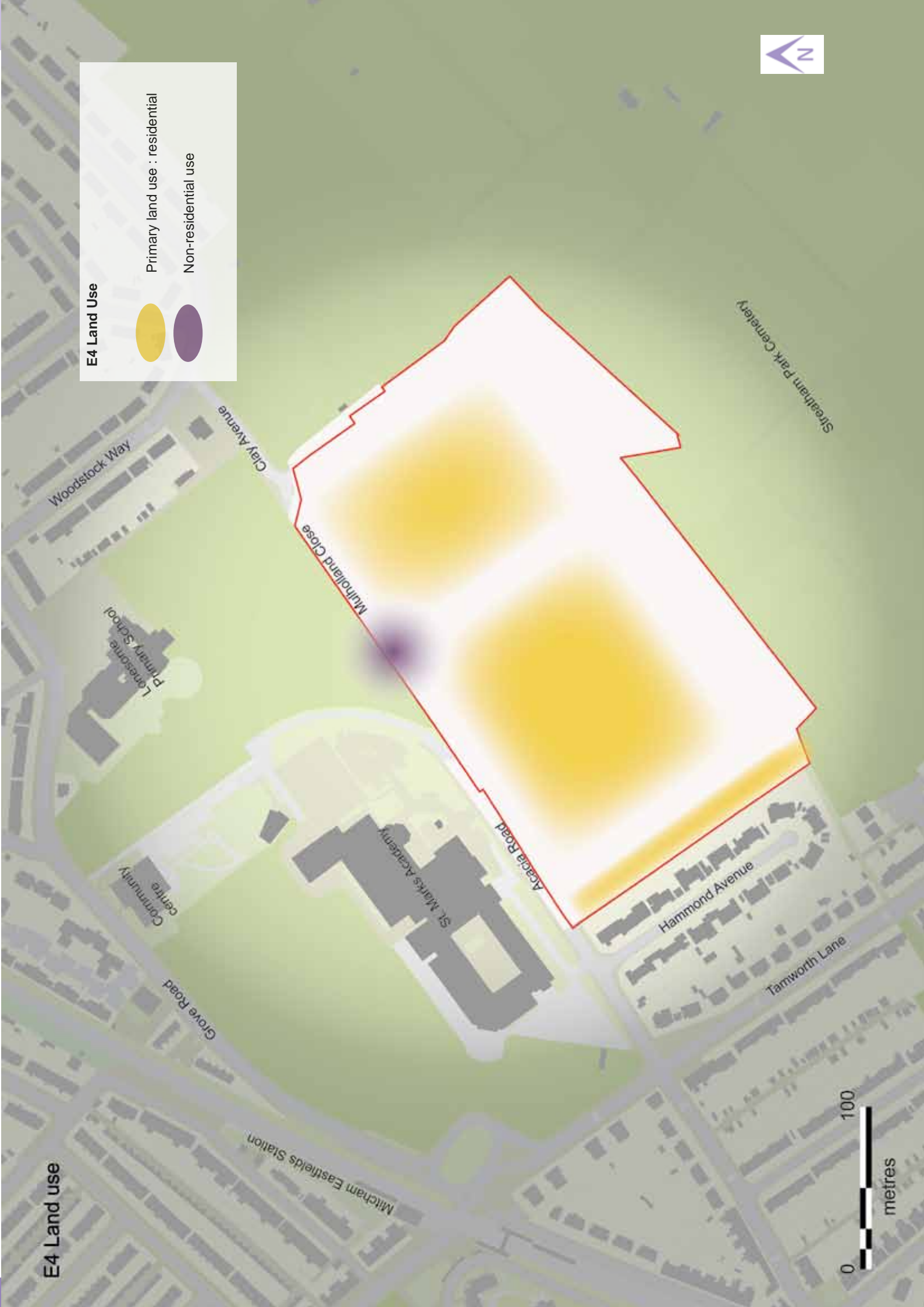
3.70 Development proposals should contribute to the provision of a greater choice and mix of housing types sizes and tenures, including affordable housing provision, in accordance with relevant Local Plan policies (e.g. Core Planning Strategy Policy CS8 and CS9 and Sites and Policies Plan Policies DM 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



Clay Avenue

Woodstock Way

Lanesome Primary School

Community Centre

Grove Road

Mitcham Eastfields Station

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

Mulnland 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

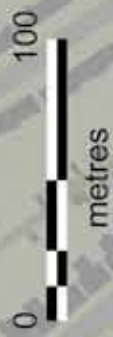
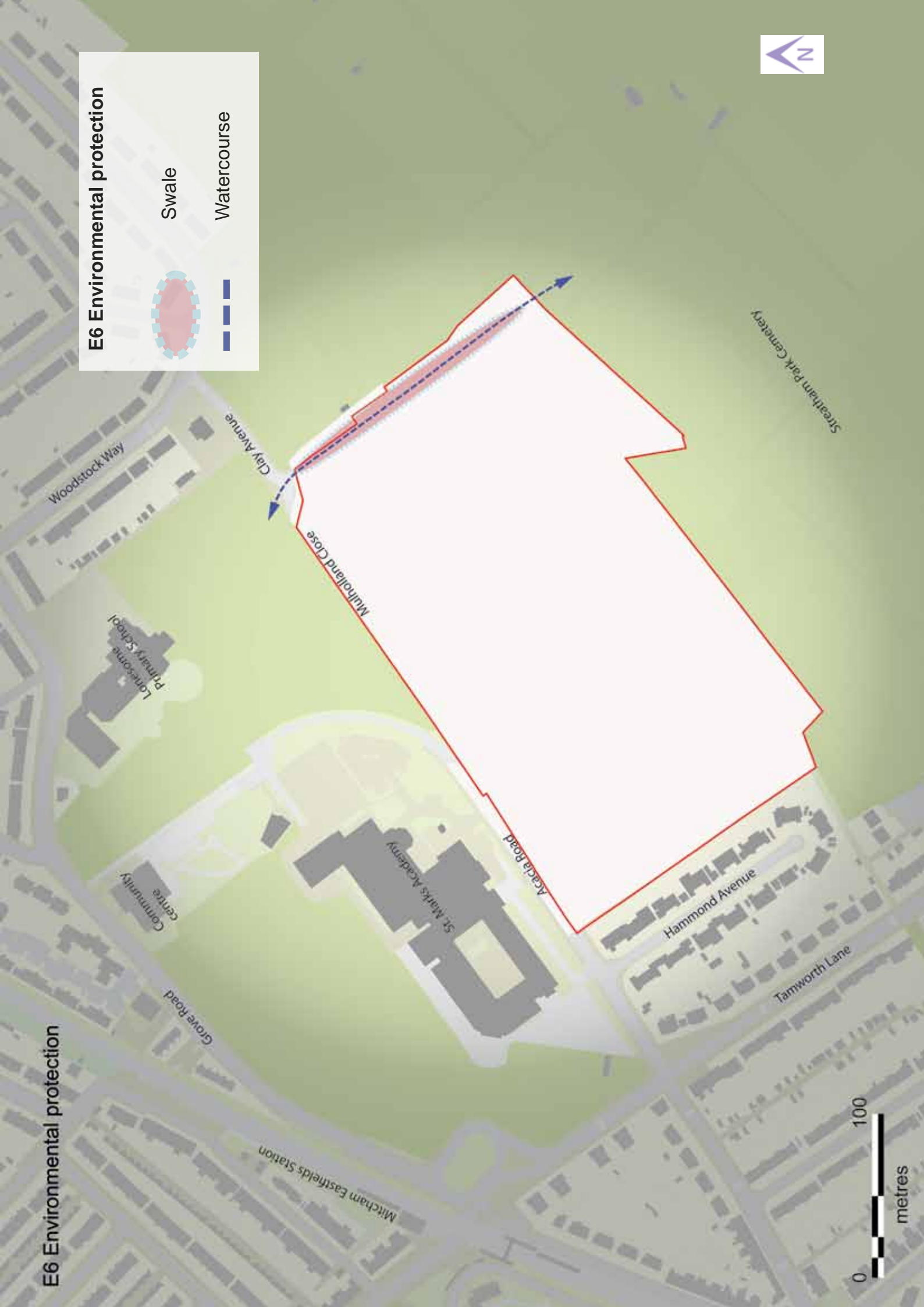
3.79 The proposals should actively consider the creation of a small linear park on the north eastern boundary of the estate, to incorporate a swale or linear water feature to be facilitated by the de-culverting of the existing historic watercourse that flows underground in this vicinity.



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

Woodstock Way

Lonsome
Primary School

Community
centre

Grove Road

Mitcham Eastfields Station

St Miris Academy

Acacia Road

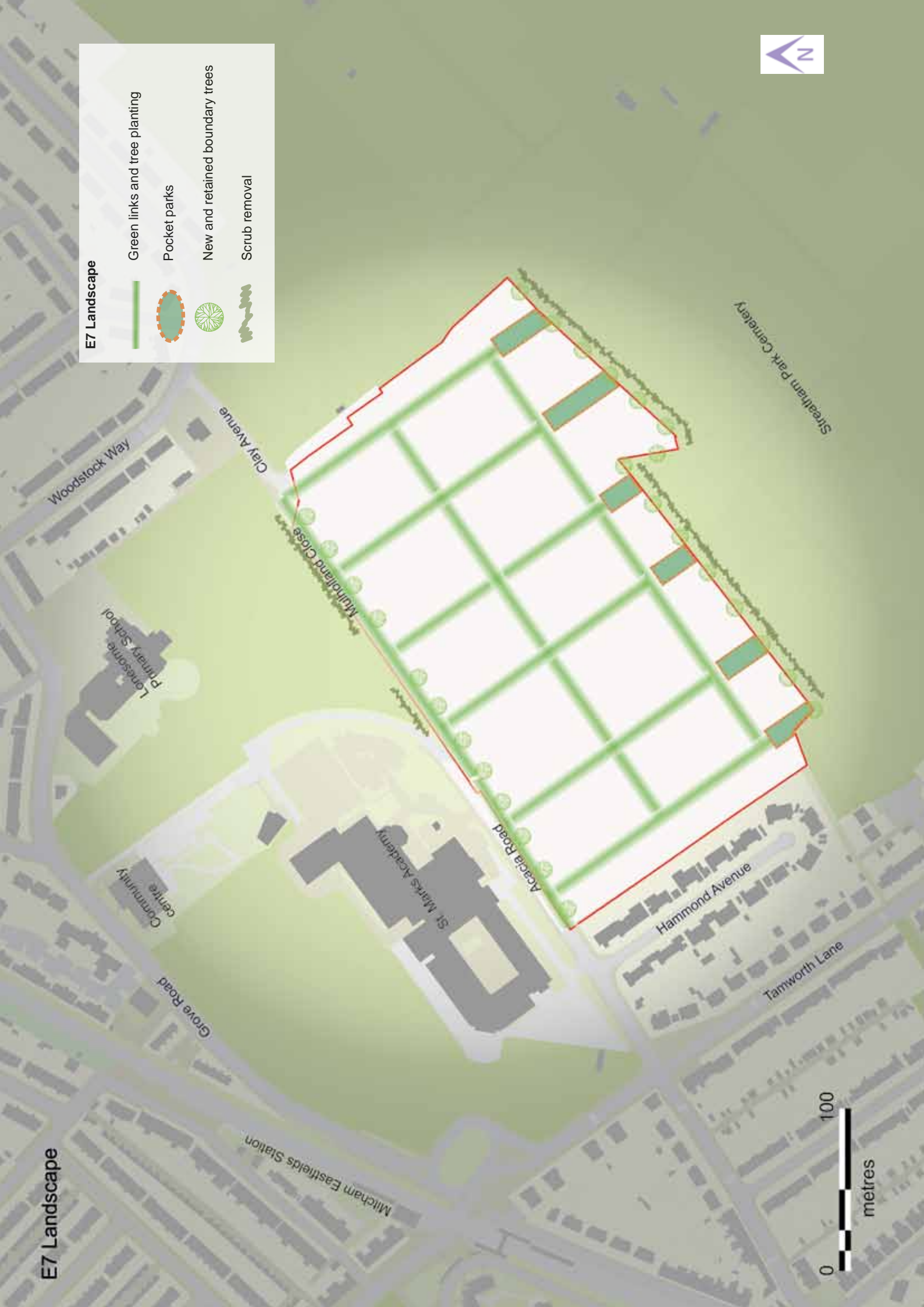
Hammond Avenue

Tamworth Lane

Clay Avenue

Muchland Close

Streatham Park Cemetery



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

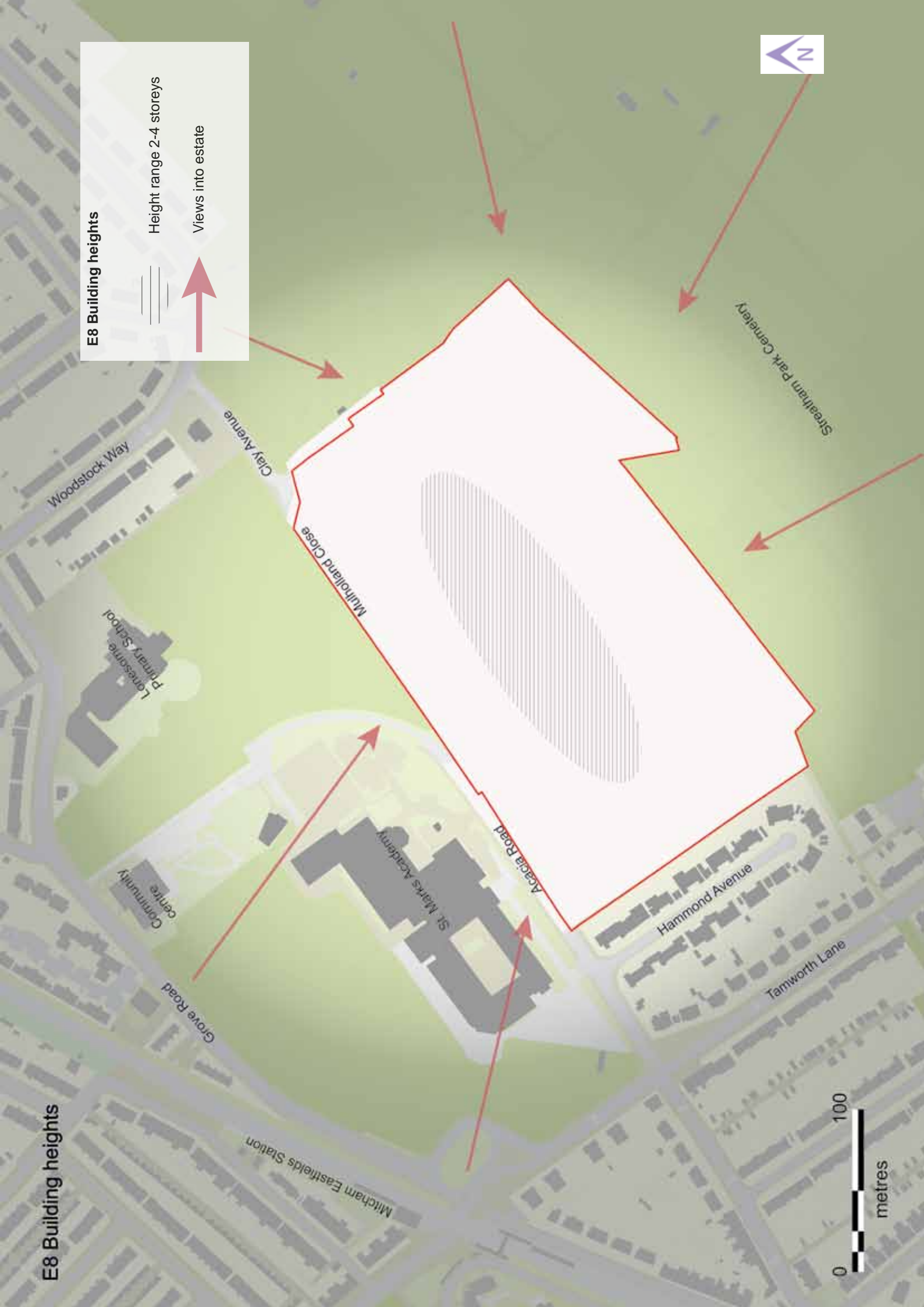


Height range 2-4 storeys



Views into estate

E8 Building heights



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.

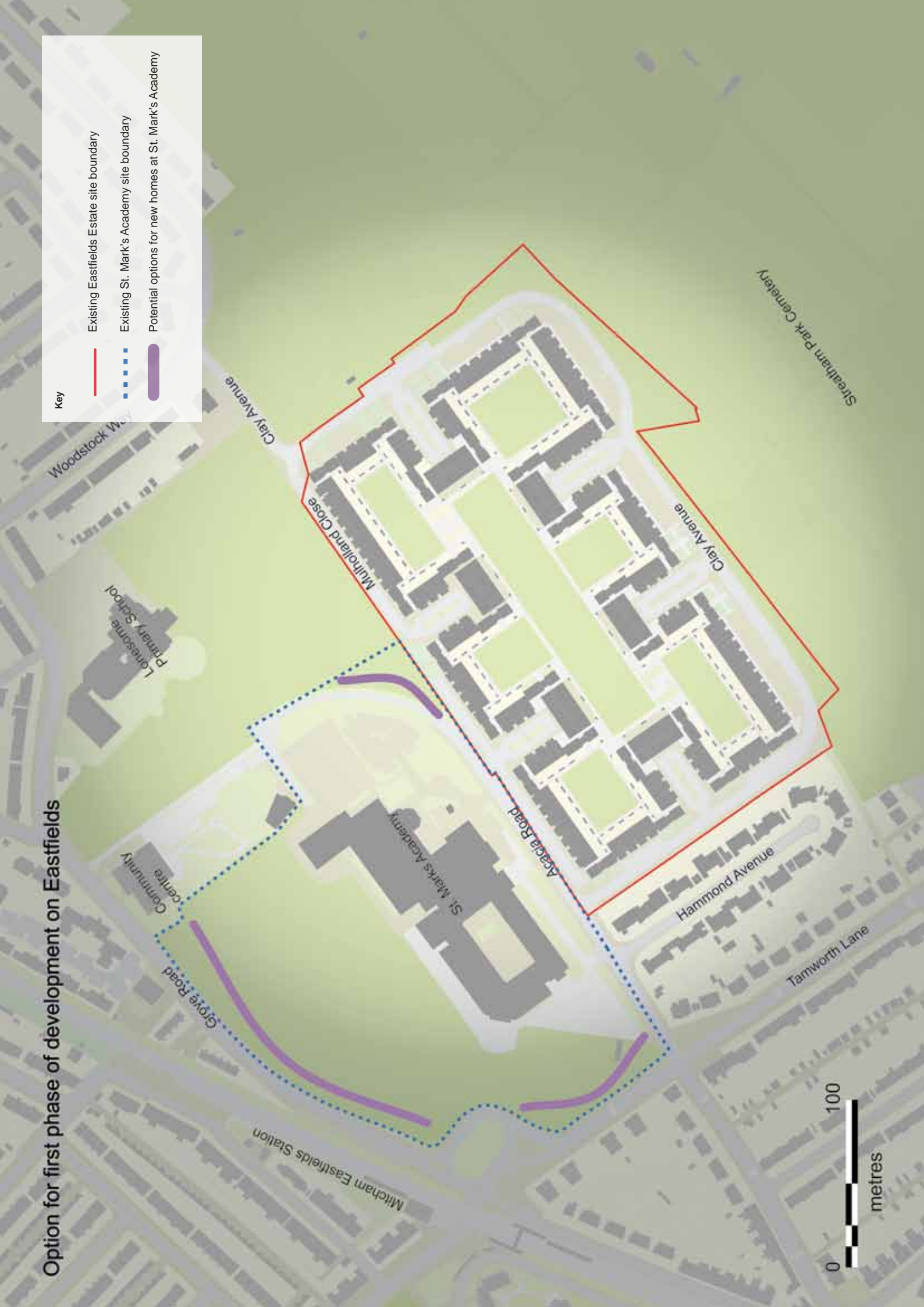
5.9 An option to provide a site for new homes is land on the edge of the boundary of St Mark's Academy.

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

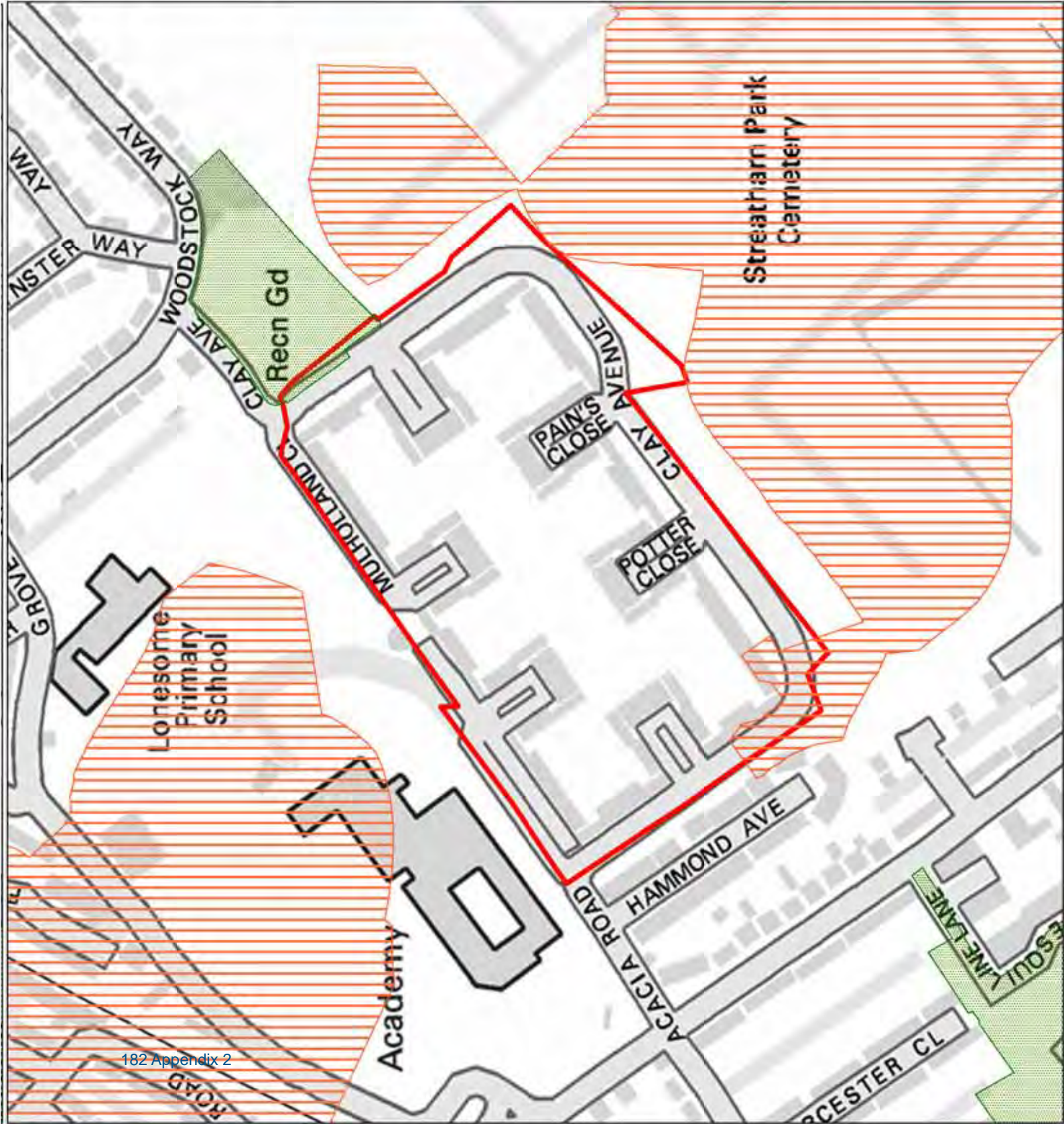
Legend

- 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

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Ravensbury: Areas deficient in access to Local Open Spaces

15 Dec 2015

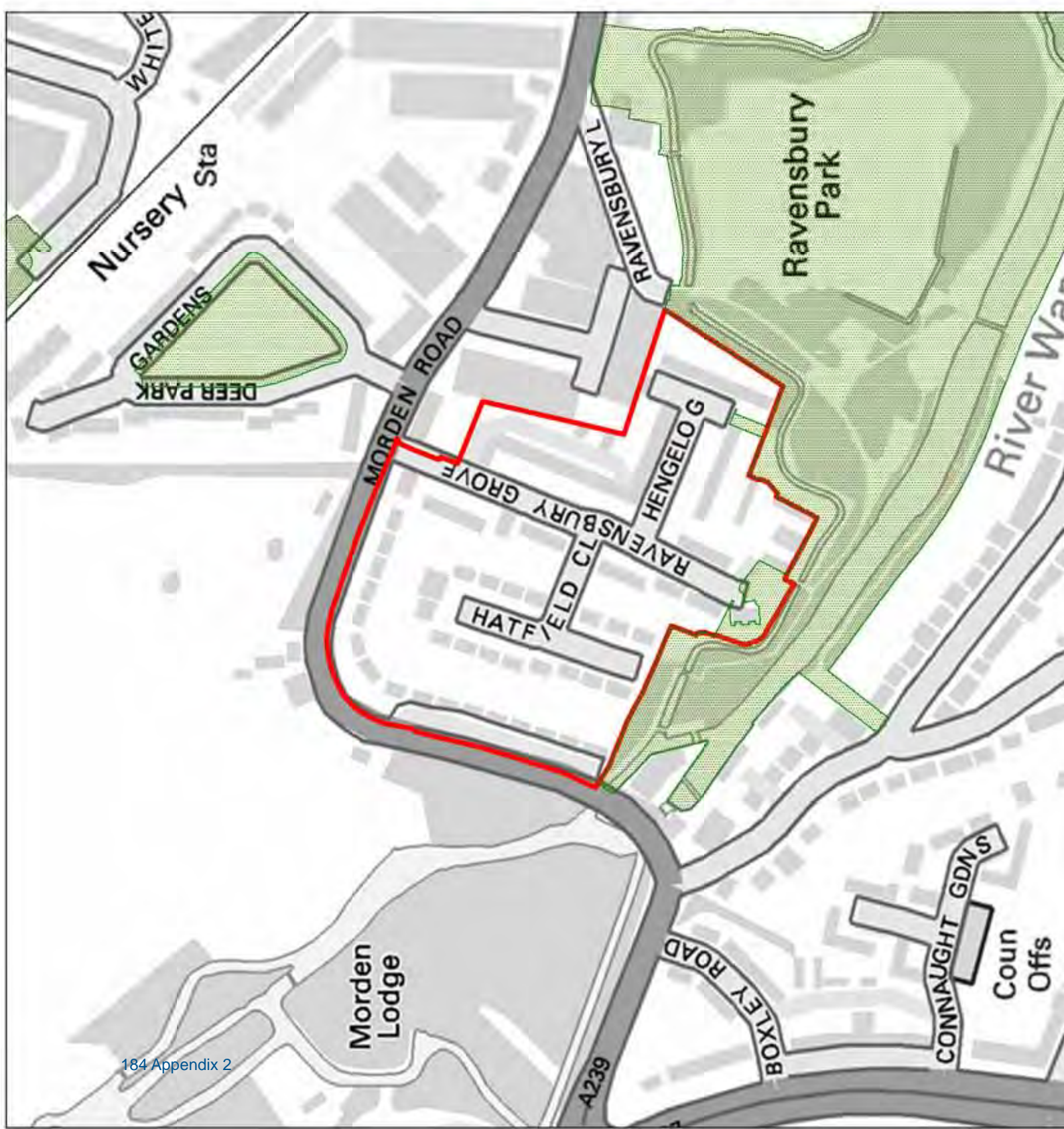
Scale 1 : 3,000 @A4

- Areas Deficient in Access to Local Open Spaces (ADAPOS)
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The map shows updated Greenspace Information for Greater London (GiGL) calculations that was carried out in June 2015.

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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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