

MERTON COUNCIL  
futureMerton



# High Path extract of the London Borough of Merton Estates Local Plan

Stage 3 Consultation 8<sup>th</sup> December 2016 - 3<sup>rd</sup> February 2017

\*Please note the page numbers reflect the whole plan - to see  
whole plan please visit [www.merton.gov.uk/estatesplan](http://www.merton.gov.uk/estatesplan)  
[www.merton.gov.uk](http://www.merton.gov.uk)



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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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## Foreword

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These are exciting times for Merton. The Estates Local Plan provides a framework to guide the ambitious and welcomed regeneration of Eastfields, High Path and Ravensbury neighbourhoods over the next 15 years. This project represents a significant long-term investment and throughout this project to date we have, in accordance with the promises known as the '10 commitments' to residents, continued to look out for our residents as we have always been determined that residents should be at the heart of the regeneration project. We consider that regeneration provides the best deal for our residents.

Comprehensive well planned regeneration of Eastfields, High Path and Ravensbury estates is considered a better option than the continued piecemeal renovations to maintain the Decent Homes Standards. Regeneration will not only see the three estates transformed with new high quality energy efficient homes for existing residents that are easier and cheaper to heat, but also deliver over 1,000 much needed new homes.

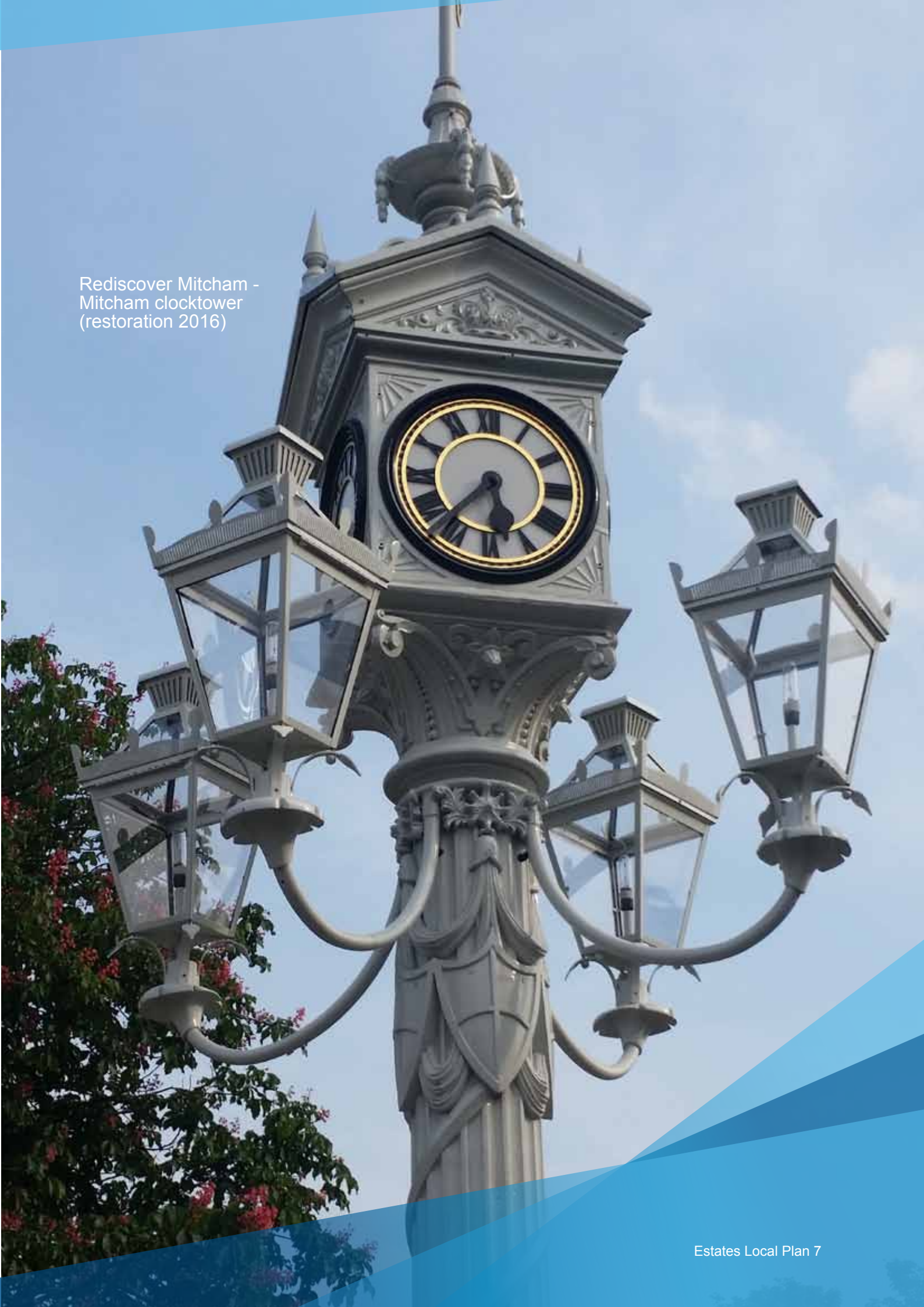
An important aspect of the development of the Estates Local Plan is the invaluable input we received from residents and community groups who are keen to have a hand in shaping the guiding framework. Our consultations drew many comments and ideas which we have tried to include in the final version.

We recognise that a key aim of regeneration of the three estates is to provide sustainable communities through the creation of new well designed high quality neighbourhoods aimed at fundamentally improving the quality of life and life chances for existing and future generations living in the area. The Estates Local Plan, ensures that for years to come, there will be a sound and consistent approach to guiding regeneration of Eastfields, High Path and Ravensbury, to ensure a bright future for these neighbourhoods.




**Councillor Martin Whelton**  
Cabinet Member for  
Regeneration, Environment  
and Housing

Rediscover Mitcham -  
Mitcham clocktower  
(restoration 2016)



# 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)





## Estates Local Plan – Pre-submission publication

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Pre-submission publication stage:  
December 2016 – February 2017

### Part of Merton's Local Plan

#### What is the Estates Local Plan?

**1.1** The Estates Local Plan is a legal document prepared by the council to help guide what could be built and assess planning applications for three estates in Merton. Eastfields (Mitcham), High Path (South Wimbledon) and Ravensbury (Mitcham / Morden).

- **Part 2** outlines the background to the document. It sets out its relationship to other plans and policies, the key drivers for the Plan, the case for regeneration, the overall design principles and the council's vision for each of these new neighbourhoods. It also defines the geographic area where the Plan applies, known as the **Policies Map**.
- **Part 3**, the main part of the document, looks at each of the three estate neighbourhood in turn. It proposes a set of detailed policies to guide development. This is based on a detailed site analysis of the current neighbourhoods and a study of the historical context (appendix 3) of the three estates.
- **Part 4** sets out detailed design requirements for planning applications to enable the delivery of site specific policies and ensure design consistency across each estate. The plan ends by outlining how the plan will be delivered and implemented.

**1.2** The **Sustainability Appraisal / Strategic Environmental Assessment** published alongside the Estates Local Plan demonstrates how the Plan has been informed by social, environmental and economic criteria as it has been created. This ensures that the final plan will facilitate sustainable development.

#### What has happened so far?

Two stage of consultation have already taken place in developing the Estates Local Plan:

##### **Stage 1 – Issues and Options Consultation (September – November 2014)**

**1.3** This initial stage asked people and organisations living within or near the three estates what they thought the draft Estates Local Plan should cover and what were the priorities for their neighbourhoods. Everybody's response to this consultation is available online on Merton Council's website here:

[www.merton.gov.uk/estatesplan](http://www.merton.gov.uk/estatesplan)

**1.4** During 2015 we considered all the responses received, carried out research and created a draft Estates Local Plan with new detailed planning policies and land designation which could guide regeneration proposals.

**1.5** During 2015 Circle Housing Merton Priory consulted residents within the estates on their "resident's offer" and on the type, size and style of developments they were proposing.

##### **Stage 2 – Draft Estates Local Plan ( February – March 2016)**

**1.6** This consultation gave residents within and near the estates, community groups and other interested parties the opportunity to view and comment on the council's detailed plans for each of the three estates. This stage also gave people and organisations the opportunity to view and comment on Circle Housing Merton Priory's case for regeneration and other background research undertaken on each of the three estates.

**1.7** A large range and number of comments were received from residents, landowners, community groups and other interested parties.

**1.8** The draft Estates Local Plan, sustainability appraisal and research, together with everybody's responses to this consultation, are available via Merton Council's website here:

[www.merton.gov.uk/estatesplan](http://www.merton.gov.uk/estatesplan)

## What has happened to my comments?

**1.9** Thanks to everyone who took the time to respond to the two earlier consultations on the Estates Local Plan.

**1.10** Your comments have helped to inform the policies and maps in the Estates Local Plan. This document has been informed by your feedback, local research, national and regional planning policies.

**1.11** A statement of consultation is published with this plan, summarising all of the comments received and what changes have been made as a result.

## What is happening now?

**1.12** The council believes that this document is the right plan for Eastfields, High Path and Ravensbury and wishes to adopt it as part of the council's Local Plan. Before doing this, the council has to submit it to the Secretary of State for examination by an independent planning inspector.

**1.13** If you have comments on this document or its sustainability appraisal, including the detailed policies, land designations for each or any of the three estates that you would like the inspector to consider at his or her independent examination of the plan, please let us know in writing (by post or email) between 8th December 2016 and 3rd February 2017.

[estatesplan@merton.gov.uk](mailto:estatesplan@merton.gov.uk)

FutureMerton  
London Borough of Merton,  
9th Floor, Civic Centre,  
London Road,  
Morden SM4 5DX

**1.14** Please also tell the inspector if you would like to participate in the examination hearings on Merton's Estates Local Plan or if you would like to be notified when this document is adopted.

# Part 02 Background



Merton Abbey Mills

## Background

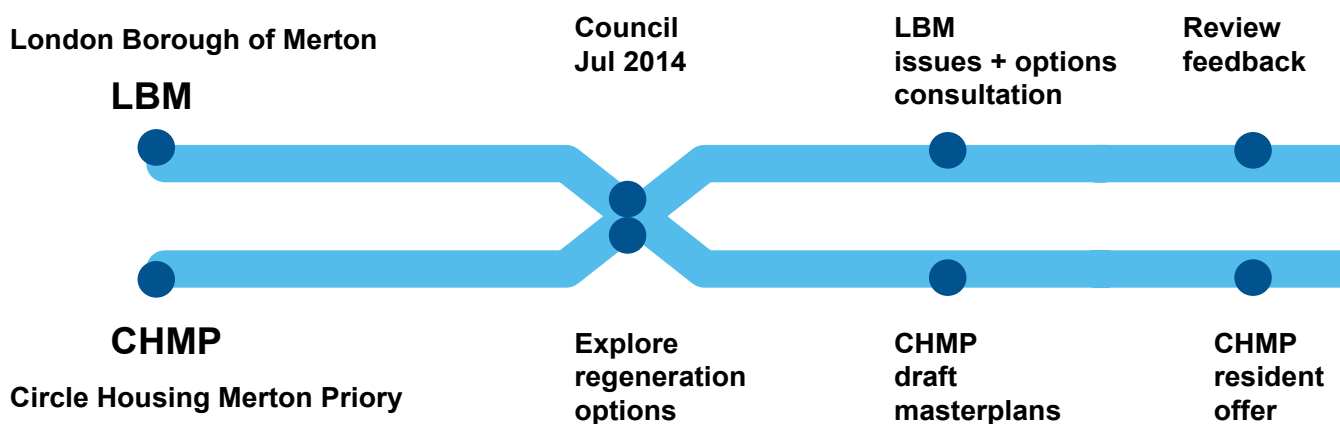
**2.1** The Estates Local Plan covers three existing housing estates within Merton: Eastfields (Mitcham); High Path (South Wimbledon) and Ravensbury (Morden / Mitcham). In March 2010 the council transferred its social housing stock including the homes it owned on the three estates to Circle Housing Merton Priory (hereafter known as CHMP). The Stock Transfer Agreement including a legal obligation for CHMP to undertake a programme of property improvements known as Decent Homes and these are underway across the transferred housing stock.

**2.2** However in preparing the plans to undertake these works across homes in Merton, CHMP came to doubt the case for investing in what CHMP regard in some instances as homes and neighbourhoods of a poor standard. In 2013 CHMP started exploring regeneration-based alternatives to improving the quality of homes and neighbourhoods in Eastfields, High Path and Ravensbury and since then have consulted residents on the development of their masterplans and the offer to existing residents living on the estates.

**2.3** Since 2014 the council has been exploring the regeneration of these three estates in consultation with residents, the Mayor of London’s office, CHMP, Transport for London and other interested parties. As well as engagement, we have analysed the evidence carried out by CHMP to support the case for regeneration. The 10 Commitments signed between the council and CHMP have formed the backbone of this project to ensure residents remain at the heart of decision-making. The council has now concluded that the regeneration of these estates should be supported.

**2.4** This Estates Local Plan is an essential tool in shaping and managing the redevelopment process of Eastfields, High Path and Ravensbury 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.

**2.5** The Plan’s purpose is to guide any redevelopment proposals for the three estates that come forward within the next 10-15 years. This Plan is wholly design-led and pitched at a high level; specific building details will be developed by applicants such as CHMP and determined by the council through the planning application process.



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 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**

## What informs the Estates Local Plan?

### Producing Merton's Estates Local Plan – what people told us

**2.6** The responses from consultees, particularly existing residents on the three estates, are crucial to the development of the Estates Local Plan. From the engagement undertaking between 2014 and 2016 (described in the first section of this document and available online), we have prepared a report of consultation setting out a summary of what people told us and how this influenced the drafting of the Estates Local Plan. Everybody's responses are published online (with personal details removed).

### Presumption in favour of sustainable development

**2.7** 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.

**2.8** 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.

**2.9** 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.





## Appraising the Plan for sustainability

**2.10** Government legislation requires development plan documents to be appraised for sustainability. This helps to promote sustainable development by ensuring that the optimal balance of positive social, environmental and economic outcomes are integrated into the Plan; this is known as a “Sustainability Appraisal”.

**2.11** 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 the Estates Local Plan has been carried out which integrates both a Sustainability Appraisal and a Strategic Environmental Assessment and is referred to by the single term “Sustainability appraisal”. Merton’s Estates Local Plan Sustainability Appraisal Report 2016 contains the full assessment of the policies and proposals in the Estates Local Plan.

## Health and wellbeing

**2.12** A health impact assessment has been carried out for the Estates Local Plan to help ensure that health and wellbeing are being properly considered in producing and delivering the Estates local plan. It helps to ensure the Plan delivers sustainable development by identifying the key health and wellbeing issues for the areas and the groups that are likely to be affected by the implementation of the plan. Like the sustainability appraisal, the health impact assessment is an important tool in developing sound planning policies and assesses each stage of the Estates Plan making process and its delivery.

## Ensuring equality

**2.13** An Equality Impact Assessment of the Estates Local Plan has been undertaken to examine the impact of policies on certain groups, to help identify and combat discrimination and serve the needs of disadvantaged groups in the community.

## Protecting the environment

**2.14** There has also been an assessment of whether or not implementing the Estates Local Plan would have an adverse impact on nearby internationally important habitats including Wimbledon Common and Richmond Park. This is known as a Habitats Regulations Assessment screening exercise and is available with the Sustainability Appraisal of the Estates Local Plan.

## Key drivers

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### Improving homes and neighbourhoods

**2.15** Having well-designed energy efficient new homes in an attractive setting within easy access to services and facilities is at the heart of Merton's Community Plan and the Mayor's London Plan.

**2.16** The Estates Local Plan supports the development of new homes to modern energy efficiency standards, helping to reduce residents' fuel and repair bills.

**2.17** The Estates Local Plan provides the opportunity to improve the building fabric, pavements and roads, drains, street lighting, parks and landscaping of each area, to create neighbourhoods that will last. The creation of new paths and streets within each estate and between the estates and the wider area will support well designed walkable neighbourhoods, make it easier for people to find their way around, enhance the feeling of safety and security, and integrate the estates into the wider community.

### Delivering new homes

**2.18** There is a substantial demand for new homes in London and the south east. Increasing the supply of new homes to meet housing needs is a longstanding and well documented policy driver for successive governments. The National Planning Policy Framework expects local authorities to boost significantly the supply of housing" (NPPF p.47) which is replicated by the Mayor of London and at a local level in Merton's Core Planning Strategy. Merton's share of London's new homes is currently 411 new homes per year. The Estates Local Plan will help deliver new homes for existing and future residents, helping Merton to meet its share of London's new homes of all types, sizes and tenures.

### Delivering regeneration across all three estates

**2.19** Regeneration of the three housing estates represents a significant investment in the borough and a rare opportunity to support substantial improvements to the building fabric and local surroundings of homes for existing residents at the same time as creating an attractive, well-connected neighbourhood and providing much needed new additional homes to help address the needs of future residents.

**2.20** However the estates regeneration programme presents a particular opportunity for the smaller estates at Eastfields and Ravensbury for which regeneration is now financially viable when connected with High Path. The council has been presented with the opportunity to support the delivery of attractive viable regeneration proposals that might not otherwise go ahead, were the smaller estates expected to be viably regenerated to a high standard as stand-alone developments.

**2.21** The Estates Local Plan primarily guides how new homes will be delivered via a co-ordinated strategy, considering the social, economic and environmental opportunities and impacts of growth and provides the framework for sustainable development of these areas. The regeneration of all three estates as part of a single comprehensive programme has been presented to the council as the basis for being able to viably deliver regeneration and it is on this basis that the council is considering the deliverability of the Estates Local Plan.

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## Delivering Merton's Community Plan

**2.23** Merton has a Sustainable Community Strategy which is also known as Merton's Community Plan (2009-2019). It is developed and delivered by the Merton Partnership.

**2.24** Merton Partnership is the overarching strategic partnership that seeks to place the needs of the community, the regeneration of the borough and the effective delivery of public services at the heart of what public agencies and their partners do. It is made up of Merton Council, the NHS (Clinical Commissioning Group), the Metropolitan Police, London Fire Brigade; Merton Chamber of Commerce, Merton Voluntary Services Council; BAME Voice; Jobcentre Plus, South Thames College; Merton Interfaith Forum; Circle Housing Merton Priory; the two Members of Parliament covering Merton (Mitcham and Morden; Wimbledon); the GLA Member for Merton and Wandsworth.

**2.25** The Estates Local Plan helps to deliver the long-term vision for the Community Plan, 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”**



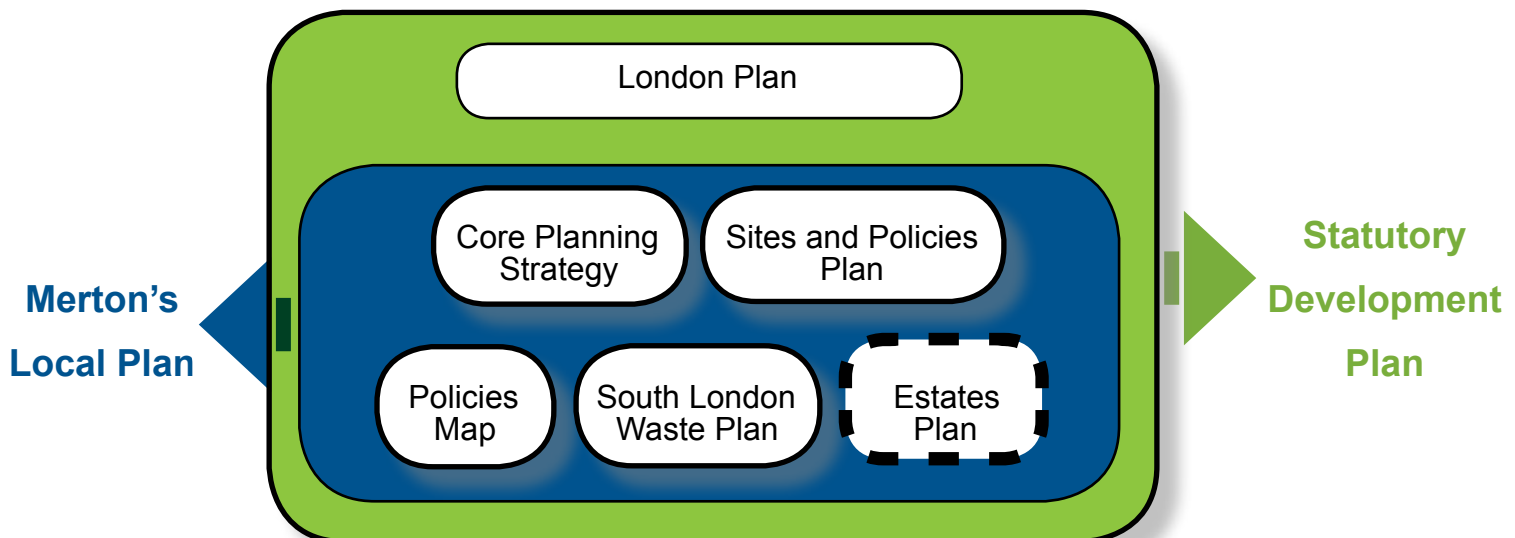
## Key drivers

### Delivering Merton's Core Planning Strategy

**2.26** The Estates Local Plan helps to deliver Merton's Core Planning Strategy objectives:

- 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 centre 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 space.
- 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 design and contributes to the function and character of the borough.

Appendix 1 contains a review of the Estates Local Plan policies against Merton's Core Planning Strategy objectives.





## Case for regeneration

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**2.27** 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.

**2.28** 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.

**2.29** 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
- Visual Impact Studies

**2.30** 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.

**2.31** 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.

**2.32** 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.

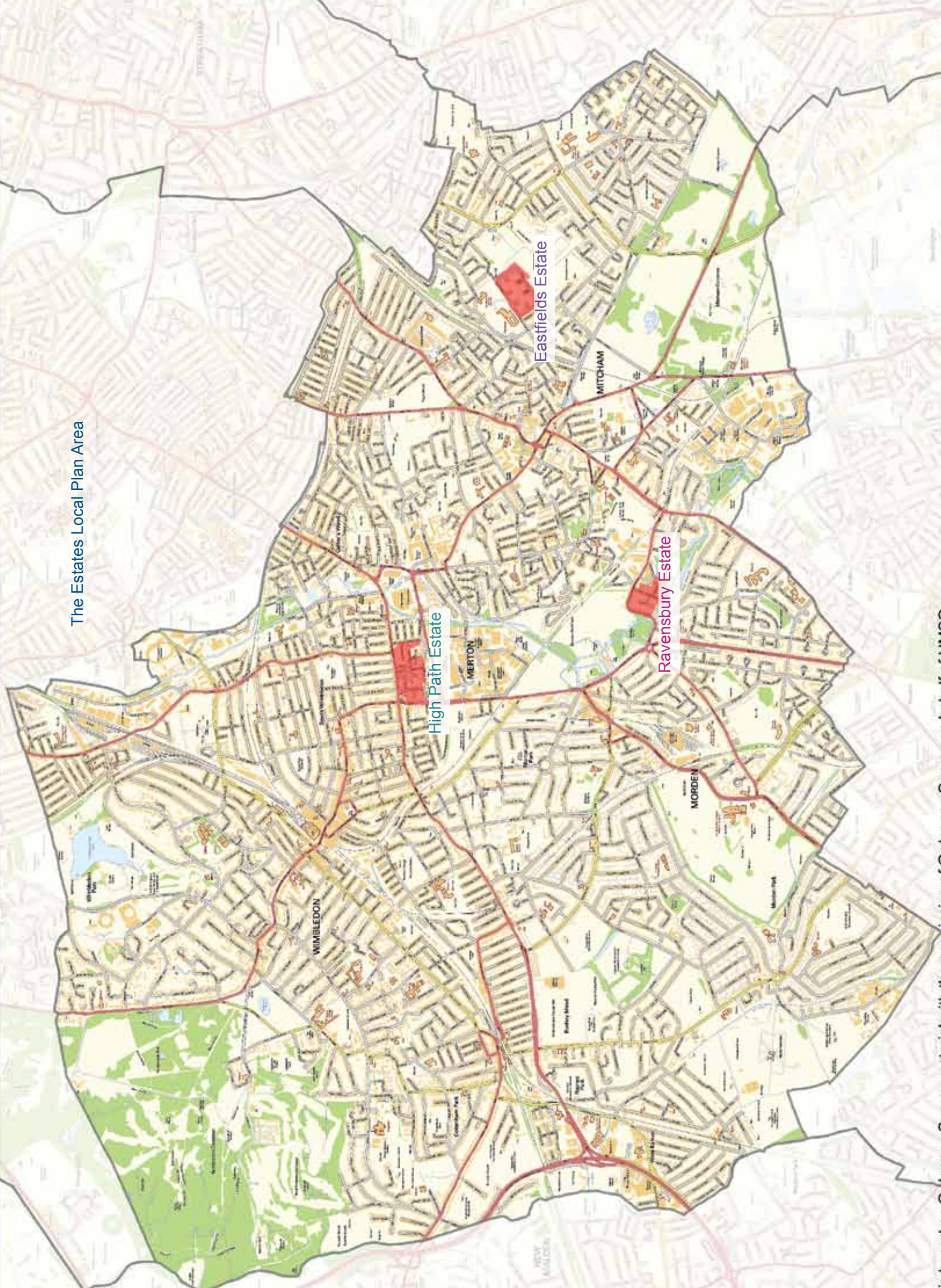
### The Estates Local Plan Area

**2.33** The 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 Estates Local Plan, Merton's statutory Policies Map will be updated to include the Estates Local Plan regeneration area as set out in the adjacent map.

**2.34** This section sets out the vision for the regeneration of the estates. This provides the framework for the Estates Local Plan. This vision is informed by a number of other documents and requirements that are detailed elsewhere in the document.

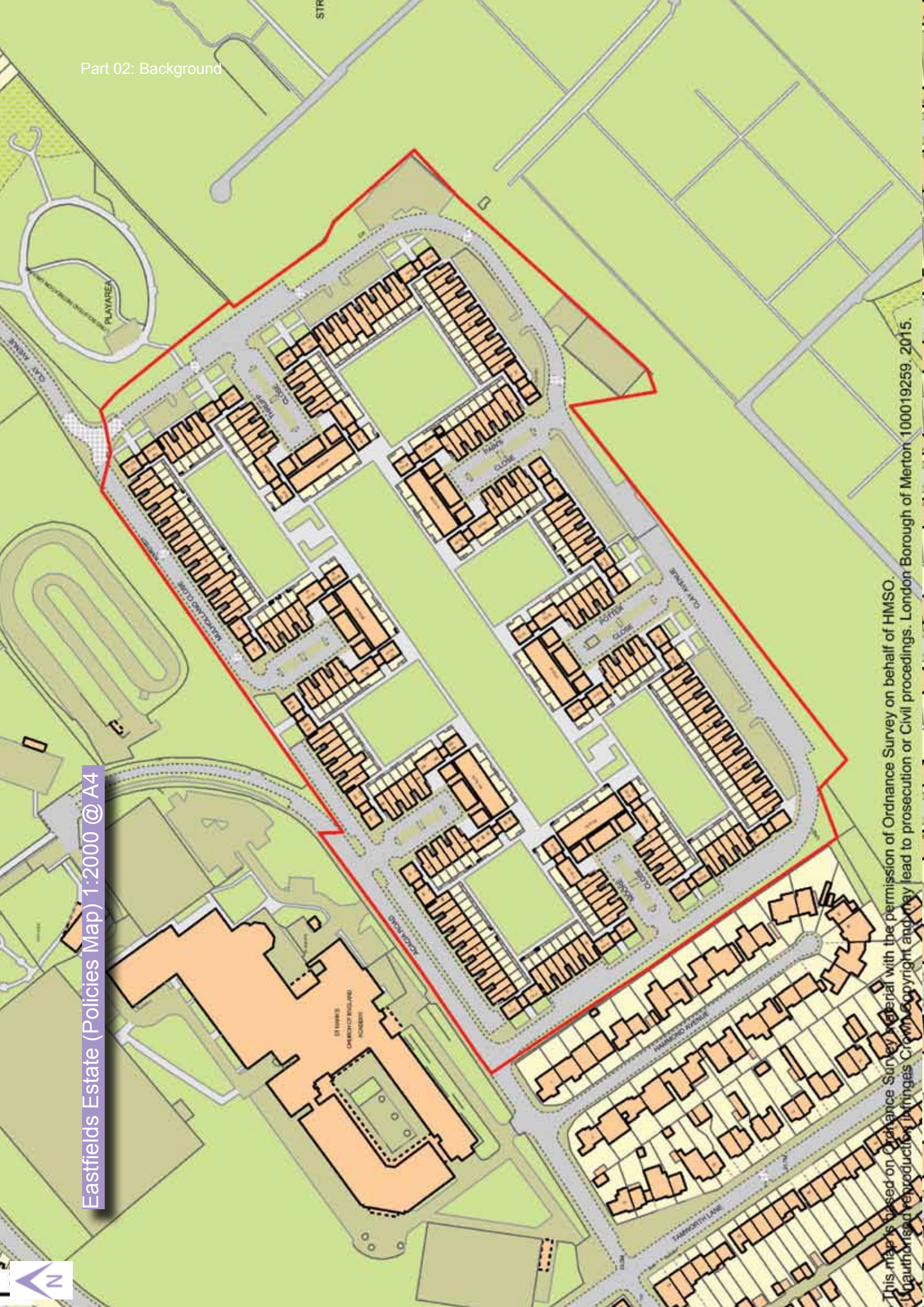


The Estates Local Plan Area



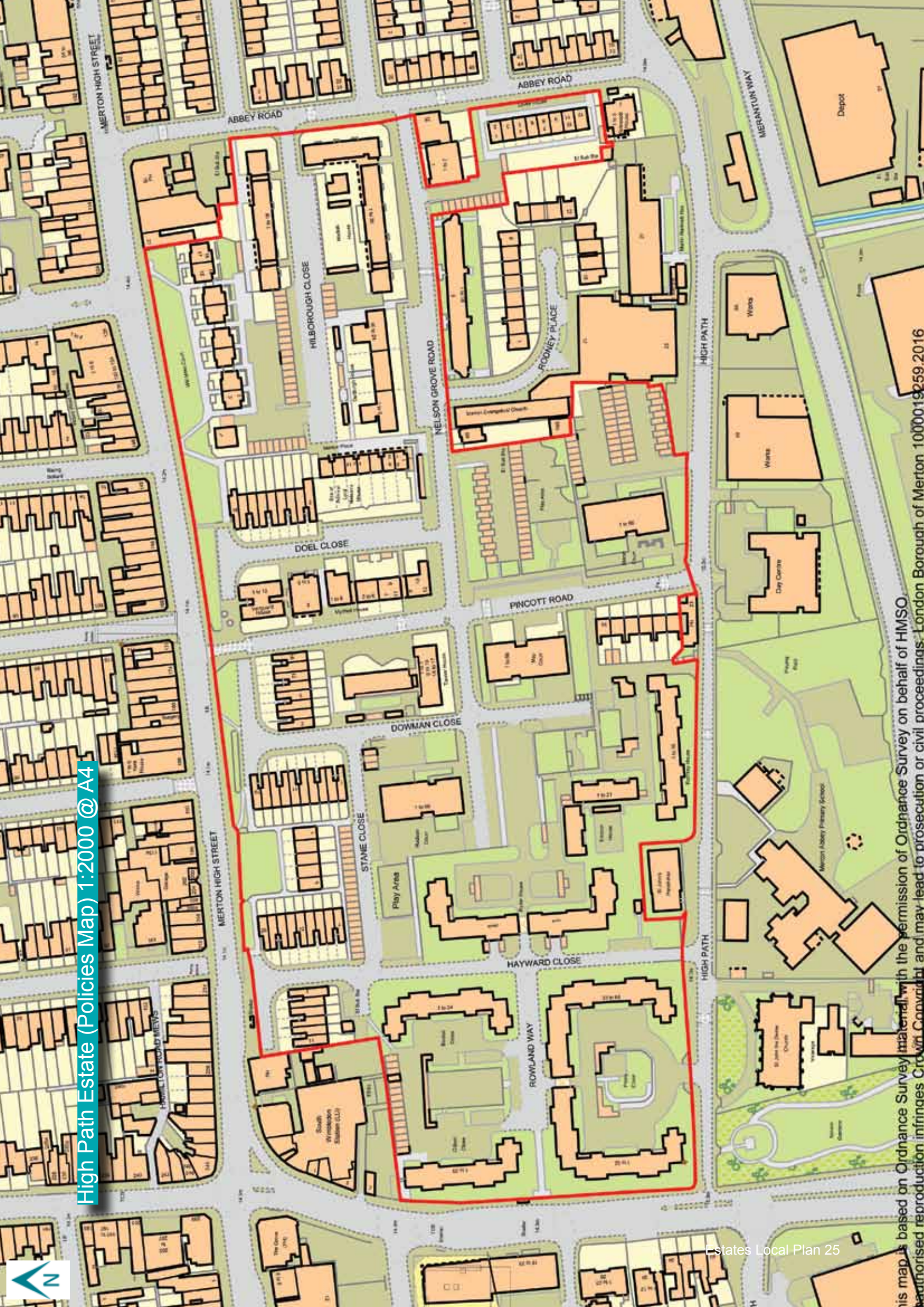
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Eastfields Estate (Policies Map) 1:2000 @ A4





High Path Estate (Policies Map) 1:2000 @ A4



Ravensbury Estate (Policies Map) 1:2000 @ A4



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Eastfields



High Path



Ravensbury



## The vision

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### Overarching vision

**2.35** The overarching vision underpins the whole Estates 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

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

**Eastfields:** Contemporary Compact Neighbourhood

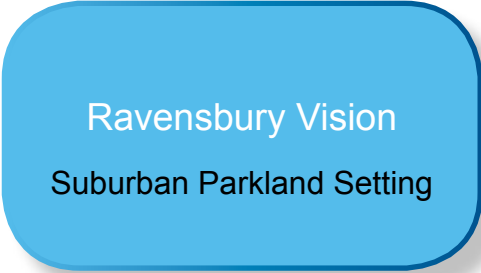
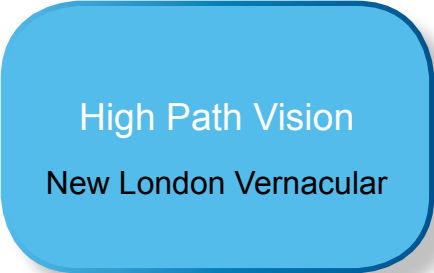
A new neighbourhood which recognises the existing estate’s experimental design and maintains a distinctive character through the creation of a contemporary architectural style encompassing a variety of types, sizes and heights for new homes overlooking traditional streets and the improvement of links 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 while drawing on the surrounding area’s diverse heritage and strong sense of community. Buildings will be of a consistent design, form and character, using land efficiently to make the most of good transport services and create -and good internal design and access to quality amenity space.

**Ravensbury:** Suburban Parkland Setting

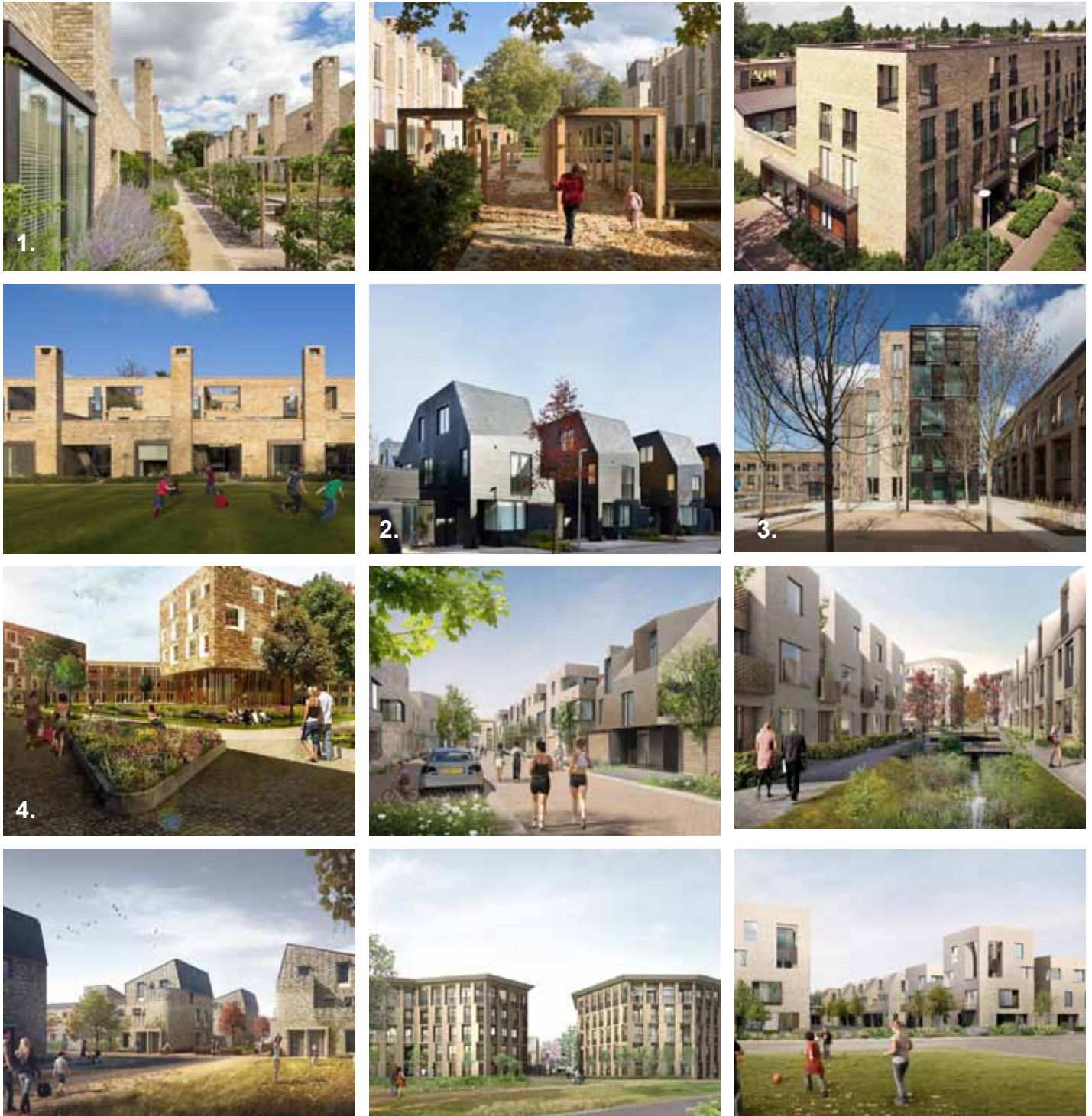
The creation of a new neighbourhood that is part of the wider parkland and which protects and enhances landscape quality and biodiversity. Characterised by buildings arranged as traditional streets and spaces that improve links to the surrounding area, allow for the landscape to penetrate the site whilst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



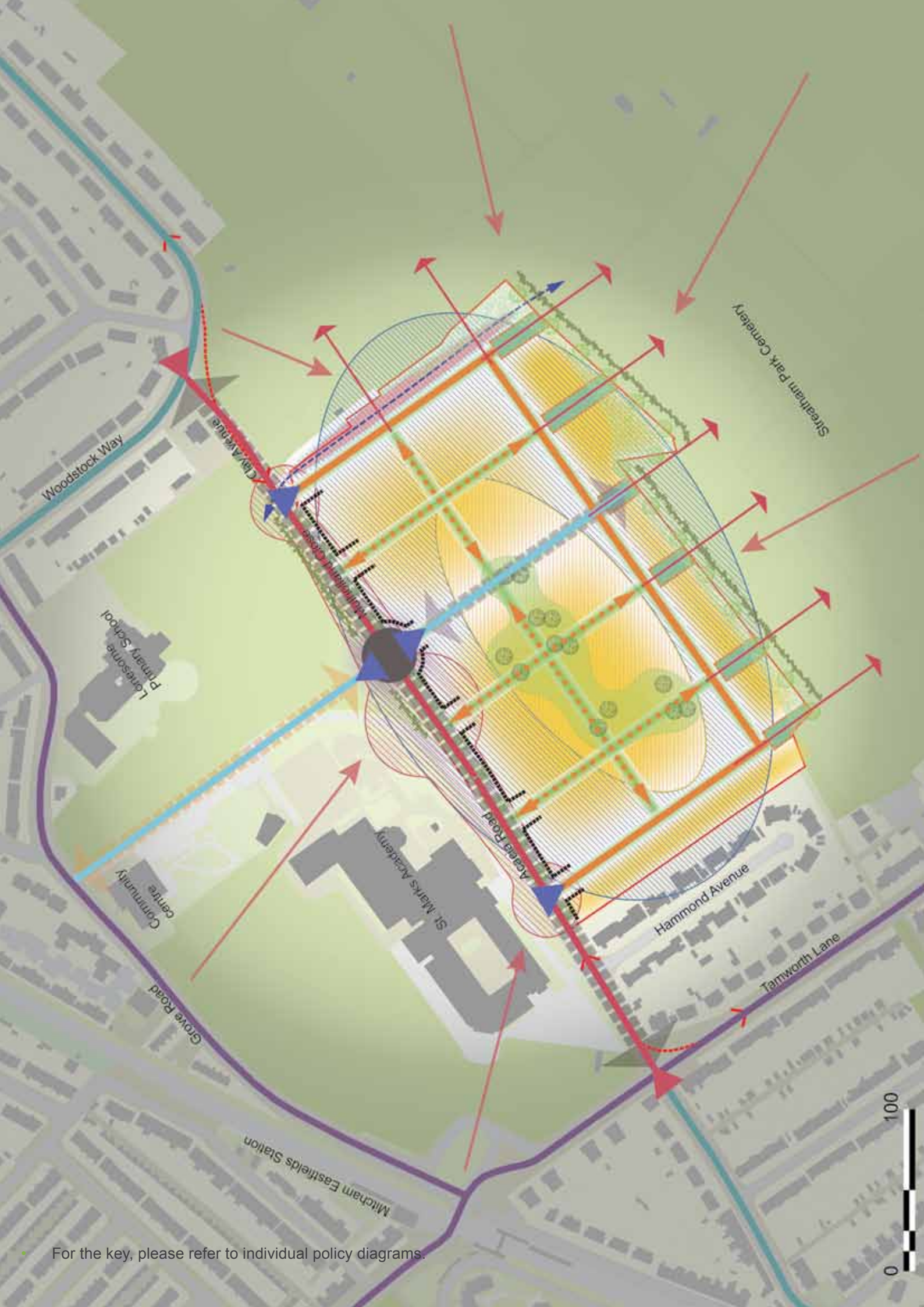
## The vision

1. Accordia, Cambridge - Feilden Clegg Bradley
2. Newhall Be, Harlow - Alison Brooks Architects
3. Abode at Great Kneighton - Procter & Matthews Architects
4. North West Cambridge - Alison Brooks Architects & Pollard Thomas Edwards

### Eastfields: Contemporary Compact Neighbourhood - Inspiration



\* The above images are exemplar examples of existing and proposed residential developments in the UK which have informed the Council's design aspirations for each estate.



For the key, please refer to individual policy diagrams.

1. St. Johns Hill, Wandsworth - Hawkins Brown Architects
2. St. Andrews, Bromley by Bow - Glenn Howells / Maccreanor Lavington
3. Kidbrooke Village, Greenwich - CZWG Architects LLP
4. Ely Court, Brent - Alison Brooks Architects
5. Cambridge and Wells Court, Brent - Lifschutz Davidson Sandilands
6. Agar Grove, Camden - Hawkins Brown Architects

## The vision

### High Path: New London Vernacular - Inspiration



\* The above images are exemplar examples of existing and proposed residential developments in the UK which have informed the Council's design aspirations for each estate.





For the key, please refer to individual policy diagrams.

0 100

- 1. Horsted Park, Kent - Procter & Matthews Architects
- 2. Dollis Valley, Barnet - Alison Brooks Architects
- 3. Mountfield Park, Canterbury - Procter & Matthews Architects
- 4. Abode at Great Kneighton - Procter & Matthews Architects
- 5. Beaufort Gate, Hampshire - Re-Format

## The vision

### Ravensbury: Suburban Parkland Setting - Inspiration



\* The above images are exemplar examples of existing and proposed residential developments in the UK which have informed the Council's design aspirations for each estate.



Ravensbury Park

Ravensbury Grove

Morden Road

Wandle Road

Morden Hall Park

For the key, please refer to individual policy diagrams.



## Urban Design principles

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**2.37** 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. The Equality Act describes a disability as a physical or mental impairment which has a substantial and long-term adverse effect on one's ability to carry out normal day-to-day activities. All development proposals will be expected to have consideration to people with disabilities as defined by the Equality Act 2010. This includes physical and mental conditions - for example, dementia. Full definitions of the terms used for the principles can be found in the Glossary.

**2.38** Guidance on more detailed aspects of design relevant to regeneration of the estates is given at the end of this document in Part 4.

**2.39** Design Review must be embedded into the development process for the regeneration of the estates. The applicants' masterplans and proposals for all phases of development on each estate must be reviewed at least once by the Council's Design Review Panel.

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

**2.40** 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.**

**2.41** New development must be designed to have buildings with entrances and windows facing the street (active frontages) and should avoid 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.

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

**2.42** New development must connect easily with the surrounding area and be easy to get around, not present barriers. Traditional streets with buildings lining each side of the street, will contribute to defining spaces 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.**

**2.43** All private, communal and public amenity space must be of a high quality of design, attractive, usable, 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.**

**2.44** Defensible space is the area or feature that separates the street and the buildings accessed from it. This space functions as a clearly understandable transition, or buffer zone, from the public street to the private building, ensuring a good level of natural surveillance between street and building, as well as a degree of privacy. 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.**

**2.45** 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.**

**2.46** 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.**

**2.47** 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, for example by making use of sustainable travel modes the first choice, encouraging community based car sharing schemes and facilitating improved health and wellbeing 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.**

**2.48** 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.

## Urban Design principles

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

**2.49** The London Plan density matrix should be used flexibly with other relevant criteria to determine an appropriate density for each estate that ensures high quality design. Development that is too dense or poorly designed 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.

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

**2.50** 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 applies the parking standards set out in the London Plan and 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 inform the design and appearance of new development.

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





# Part 03 Analysis and planning policies





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

## Introduction to Part 03

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

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

**3.2** A detailed historical analysis underpins the content of this chapter. As it is background material, this has been located at Appendix 3.

**3.3** Part 3 begins with a comprehensive design based, site analysis. This is done at the wider area level and at the estate neighbourhood level. 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 - High Path

SOU

OUTH WIMBLEDON  
(MERTON)

## Location

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### High Path Estate

**3.98** High Path is situated in Abbey Ward. The estate is located in South Wimbledon and covers an area of approximately seven hectares. The area is bounded by Merton High Street to the north, Abbey Road to the east, High Path to the south and Morden Road to the west. South Wimbledon Underground station to the north-west and the area to the south-east of the estate are excluded from the boundary as shown on the plan opposite.

**3.99** The estate comprises 608 homes and is characterised by a mix of architectural styles and building typologies. The estate was built according to a masterplan which was implemented between the 1950s and 1980s, after the clearance of artisan cottages on land formerly part of the Merton Place estate. The first phase of the estate, just north of St. John the Divine Church consists of four storey blocks arranged around courtyards. At the centre of the area are three high rise towers and adjacent to Merton High Street the scale gradually decreases down to 2 and 3 storey houses. Almost 60% of the housing are CHMP tenanted properties and the remainder are privately owned.



Merton High Street

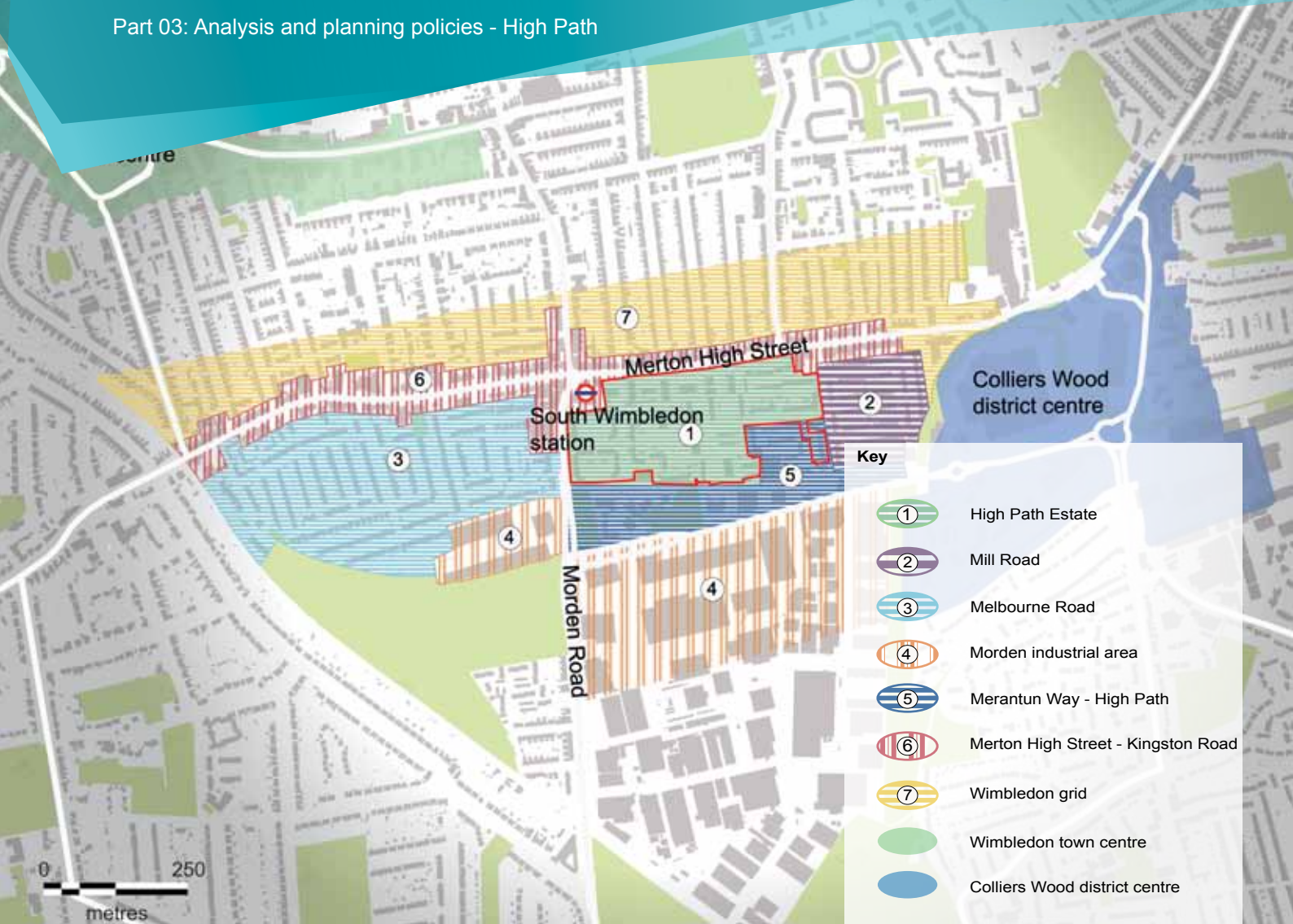
Abbey Road

High Path

South Wimbledon station

Morden Road

Nelson Gardens



## Site analysis

### 1. Character areas

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

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

**3.102** To the south of these residential areas lies the large expanse of Morden Industrial Area. This

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

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

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





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



Character area 6: Merton High Street



Character area 2: Mill Road



Character area 1: High Path Estate



Character area 3: Brisbane Road



Character area 5: Merantun Way - High Path



Character area 4: Morden industrial area



## Site analysis

### 2. Current land use

**3.105** The High Path estate itself is almost wholly residential, with just one shop on Pincott Road within the estate boundary. On the edge of the estate is a small pub and community hall. There is a variety of land uses evident in the neighbourhood. To the north it is predominantly residential and to the south there is a fragmented and poorly defined area of mixed character. Centred around High Path, Station Road and the land between it and Merantun Way, this area consists of a mix of commercial and industrial buildings, vehicle related uses, offices, some housing as well as a primary school and church. Further south, along Morden Road, there are a number of large format retail units.

**3.106** Kingston Road and Merton High Street, consist of a continuous strip of shops, offices, pubs or commercial premises, with active frontages to the street. To the south-west and south-east, providing local open space, are the Abbey Recreation Ground, Nelson Gardens and River Wandle. In addition to St. John the Divine Church on the High Path, Elim Pentecostal Church and Merton Evangelical Church on High Path and Nelson Grove Road respectively, occupy former industrial buildings. Merton Abbey Primary school is located on the south side of High Path.



Nelson Gardens



Houses on Croft Road



The Trafalgar Pub High Path



High Path



Merton High Street



St. John the Divine Church



Residential - High Path Estate







## Site analysis

### 3. Transport connectivity

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

#### Key

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



Phase 1: 1950s









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

## 4. Estate development time-line

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

### Key

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



## Site analysis

### 5. Existing building heights



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

#### Key

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



3 storey flats on Nelson Grove Road



2 storey flats fronting Merton High Street



3 storey commercial buildings fronting Merton Road



Merton High Street - Merton Road junction



12 storey tower block on High Path Estate



Morden Road (showing Spur House under construction)

## Site analysis

### 6. Public realm and open space



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

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

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

#### Key

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





Green spaces with little amenity value



Large areas dedicated to vehicle parking



Unplanned exercise area



Fragmented public realm



Poorly defined pavements and parking arrangement



Large areas of tarmac



Figure-ground plan

## Site analysis

### 7. Streets and frontages



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

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

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



Lack of defensible space



Ambiguous front and backs



Rear of building block along street frontage



Unclear communal entrance with blank street frontage



Poorly defined public realm
















Unclear communal entrance



## Site analysis

### 8. Townscape analysis

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

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



South Wimbledon underground station



Nelson Arms on Merton High Street



The three tower blocks dominate the skyline



Merton Abbey Mills is in close proximity to the estate



St. John the Divine Church

## Site analysis

### 9. Landscape analysis



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

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



Some buildings on High Path have a negative visual impact



Lack of defined street frontage on Pincott Road

## Issues and opportunities

### Issues summary

#### Street frontage to Merton High Street

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

#### Sense of place and active frontage on Morden Road

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

#### Mix of building styles, forms and orientation

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

#### Development density

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

#### Connections to surroundings

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

#### Nearby buildings and sites

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

## Issues and opportunities

### Opportunities summary

#### Frontage to Merton High Street

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

#### Frontage to Morden Road

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

#### Create a clear internal network of clearly identifiable streets

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

#### Use land efficiently and create a consistent urban character

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

#### Good quality landscaping and vegetation

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

#### Attractive and functional open space

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

#### Improved links into the estate

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



### Adjacent development potential

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

## Site specific policies

### Policy

#### EP H1 Townscape

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

### Further guidance

**3.130** Townscape features should be used as a design framework in which to deliver the vision for High Path of an interpretation of the New London Vernacular. Within this framework proposals should create a strongly urban re-imagining of this style with excellent access to public transport. Proposals will be expected to integrate well with the surrounding urban form in terms of layout,

scale and massing, whilst making the best possible use of land. How successfully this is done will be a key requirement against which design quality is assessed.

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

**3.132** The quality of Morden Road should be improved by enabling the creation of a consistent street width with parallel building lines, tree planting and appropriate building heights either side of the street.

### Justification

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

**3.134** The creation of clear and unobstructed views through the design of streets is important for people to find their way around (legibility) the estate and to physically and visually link the estate to the wider area.

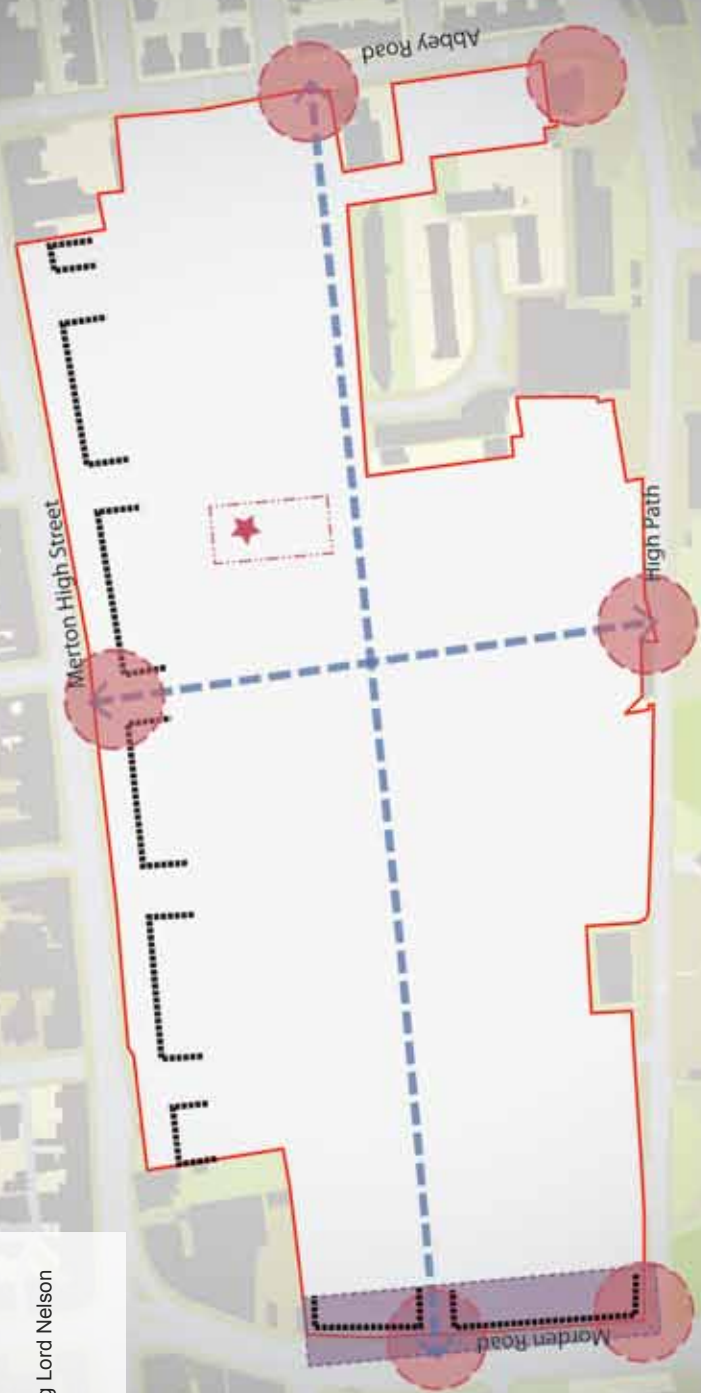
**3.135** The Tramlink extension proposals are still at a feasibility stage. This engagement may also open up opportunities to improve the quality of Morden Road Therefore early engagement with TfL will be required to inform development proposals for this site.

**3.136** Landmark buildings should be designed to be sympathetic to surrounding buildings and spaces. The layout of the estate should be designed to ensure it seamlessly integrates into the surrounding area. It will also help enable any future development on adjacent sites and the wider area to integrate well with the estate. Examples include the area to the southern side of High Path and northern side of Merantun Way. The creation of streets that meet the edges of the estate, and can go beyond them at a later date, is therefore of key importance.

# H1 Townscape

## H1 Townscape

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



## Site specific policies

### Policy

#### EP H2 Street network

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

### Further guidance

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

**3.138** New North-south streets between Pincott Road and Abbey Road, linking Merton High Street and Nelson Grove Road should be provided. These new streets will help connect the new neighbourhood effectively and efficiently with the existing grid pattern layout.

**3.139** Layouts should be designed to future-proof pedestrian access from South Wimbledon tube station directly into the estate should TFL support a second entrance to the tube station in the future. This would be located to the rear of the station building to link Morden Road and Hayward Close. This would increase public transport accessibility and provide additional pedestrian routes into and out of the new neighbourhood.

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

**3.141** Whilst Rodney Place, is outside the estate boundary, linking it into the street pattern of the estate should be explored as this could help improve links within the area and make it easier to get around.

### Justification









**3.142** This policy section is about the creation of clearly defined and understood streets. It does not define vehicular movement. This is addressed by Policy EP H3.

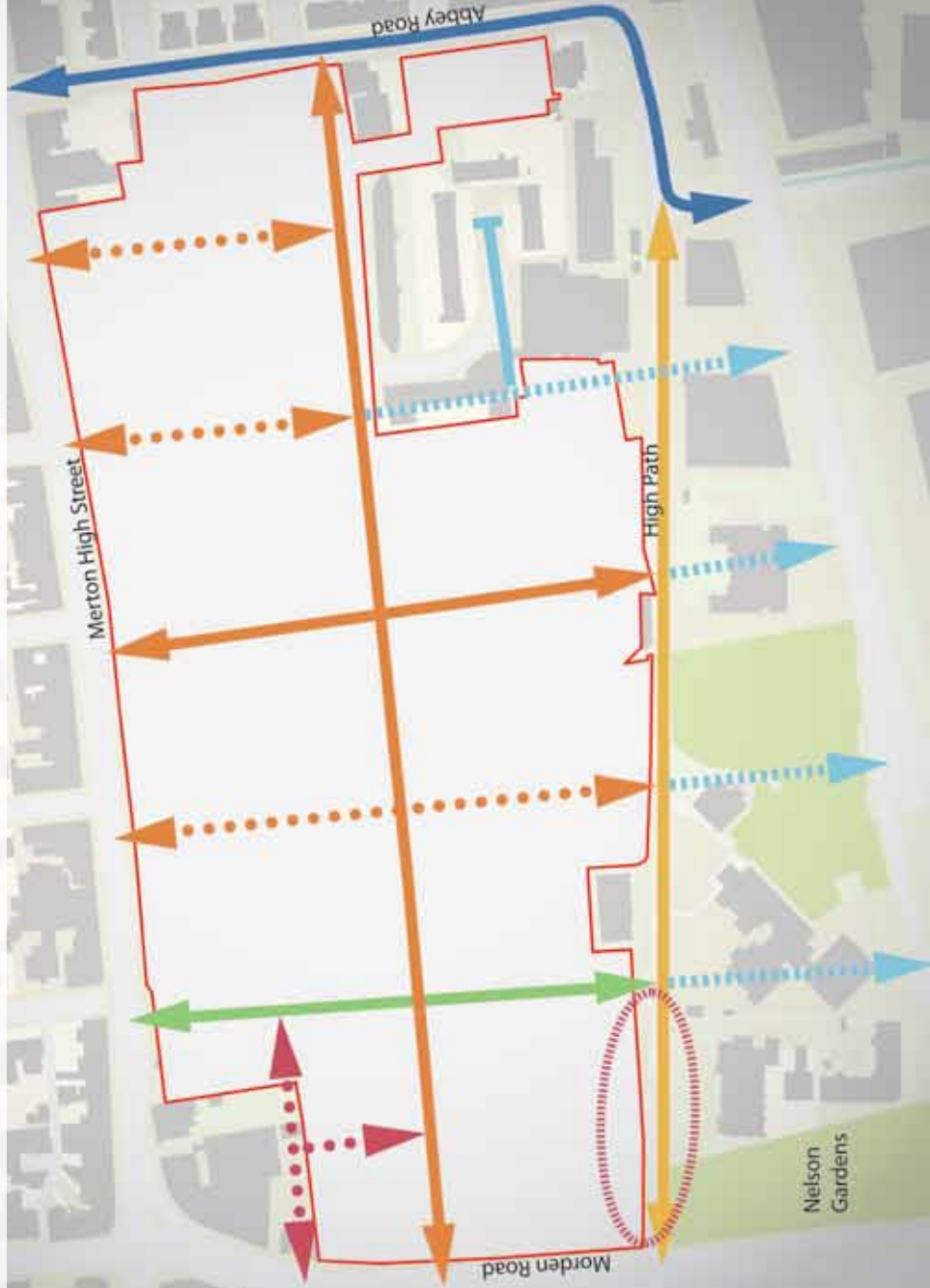
**3.143** Development of a new network of streets should ensure that the neighbourhood is easy to get around and understand, and be accessible for all users. This includes ensuring clear and seamless links between the estate and the surrounding neighbourhoods (which do not currently exist), and extends the grid-iron network of streets from the north, into the estate. The new street network supports the 'New London Vernacular' guiding characteristic for High Path Estate which is explained in more detail in Section 2 of the Plan.

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

# H2 Street network

## H2 Street network

-  Nelson Grove Road - Pincott Road  
(Required historic street alignments)
-  High Path  
(Required historic street alignment)
-  Abbey Road
-  Hayward Close  
(Required retained tree-lined street)
-  Rodney Place  
(Required integration into street pattern)
-  North-South future extensions to Merantun Way  
(illustrative integration into street pattern)
-  Merton High Street to High Path / Station Road  
(illustrative North-South street alignments)
-  Morden Road to Hayward Close  
(illustrative link to support secondary tube entrance)



## Site specific policies

### Policy

#### EP H3 Movement and access

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

### Further guidance

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

**3.146** Well-designed on-street parking provision helps create activity, vitality and provides overlooking of the street (natural surveillance). Where provision of parking is on-street it is important that this is arranged and managed in a sensitive manner. Where parking is provided off-street at ground level, with garden podiums above, care needs to be taken to ensure a positive active street frontage and good internal design to the residential units that wrap around the parking.

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

**3.148** Proposals likely to have an impact on Merantun Way or the wider Strategic Road Network should to be discussed at an early stage with Transport for London.

**3.149** As part of their Transport Assessment, applicants should, at the outline stage, look specifically at the impacts of increased population density on the needs of the bus network. This should include reviews of bus stop locations, routes and service frequencies.

**3.150** With increased density of development, parking management will need to be improved for the whole estate with a coherent and comprehensive parking strategy, that protects access and prevents indiscriminate parking. Provision of a Controlled Parking Zone (CPZ) should be actively considered as a means of achieving this.

**3.151** Proposals for expanding the tram network include the possibility of terminating a new branch line at South Wimbledon. The street layout should be designed so as to accommodate this. In doing so, it should also facilitate the creation of a boulevard style street and address existing severance issues caused by the existing conditions at Morden Road.

**3.152** Increased density combined with changing shopping trends will create an increased level of demand for servicing and deliveries, along with the everyday needs for refuse collection etc. Proposals should investigate a range of traditional and innovative methods of addressing and managing servicing needs to minimise vehicle movements and parking requirements. Proposals for the whole estate should include a Servicing and Delivery Strategy.

## Justification

**3.153** This policy section is about establishing the main vehicular movement strategy. This is different from the creation of streets, which may, or may not support through vehicular movement. Proposals for vehicular movement must be supported by appropriate traffic modelling and be in general compliance with relevant transport policies, whilst also aiming to achieve good vehicular permeability and convenience for residents.

**3.154** Parking on the estate will be provided in accordance with the London Plan (as amended) parking standards taking into account specific local conditions and requirements. This should be supported by a Parking Management Strategy.

**3.155** The estate is predominantly surrounded by busy main roads and junctions. As a result, vehicular access is controlled to deter rat-running through the estate. Access is from a one-way entry point into Pincott Road from Merton High Street to the north; access from Abbey Road to the east, an exit from High Path onto Morden Road to the west; and from Merantun Way to the south, where traffic movements are left and right into High Path, but restricted to left out only from High Path. The surrounding busy road network forms physical barriers to movement, especially for pedestrians and cyclists. This is particularly acute on Morden Road and Merantun Way and reinforces the need to better connect the estate to neighbouring areas.

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

**3.157** Widespread congestion in the local area brings specific problems to the estate. This relates primarily to Abbey Road being used as a cut through to avoid the heavily congested South Wimbledon junction on the north-west corner of the estate. Physical measures are widely applied across the area to manage traffic speeds. Regeneration of the estate provides an opportunity to tackle the wide range of traffic issues the area faces.

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

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

**3.160** The one-way section of High Path currently experiences localised congestion - notably associated with the primary school - including conflict between vehicles and cyclists, as well as a restricted junction with Morden Road. There is potential to review how this street operates in order to resolve these issues and improve conditions for users, notably for cyclists. The crossing of Morden Road and potential future tram extension will need to be considered as part of this.

## Site specific policies

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### Justification

**3.161** Recent demand forecasting work by TfL suggests that current annual passenger demand will rise from 31m to around 56m by 2031 even without Crossrail 2, which would serve the nearby Wimbledon town centre. As part of accommodating this growth, TfL is planning a range of improvements to Tramlink, including network capacity and service frequency enhancements on the Wimbledon branch. To achieve this, TfL is currently exploring a new tram line extension to serve the South Wimbledon and/or Colliers Wood area. Work on this is continuing, and any proposals regarding regeneration of the estate will need to take account of these developing proposals.

**3.162** Preparation of development proposals for the estate will require the applicant to engage with TfL to ensure future delivery of the necessary transport infrastructure, including for the tram should it affect the estate.

**3.163** Delivery of the Tramlink extension would increase access to public transport in an area identified for intensification in the London Plan and population growth.

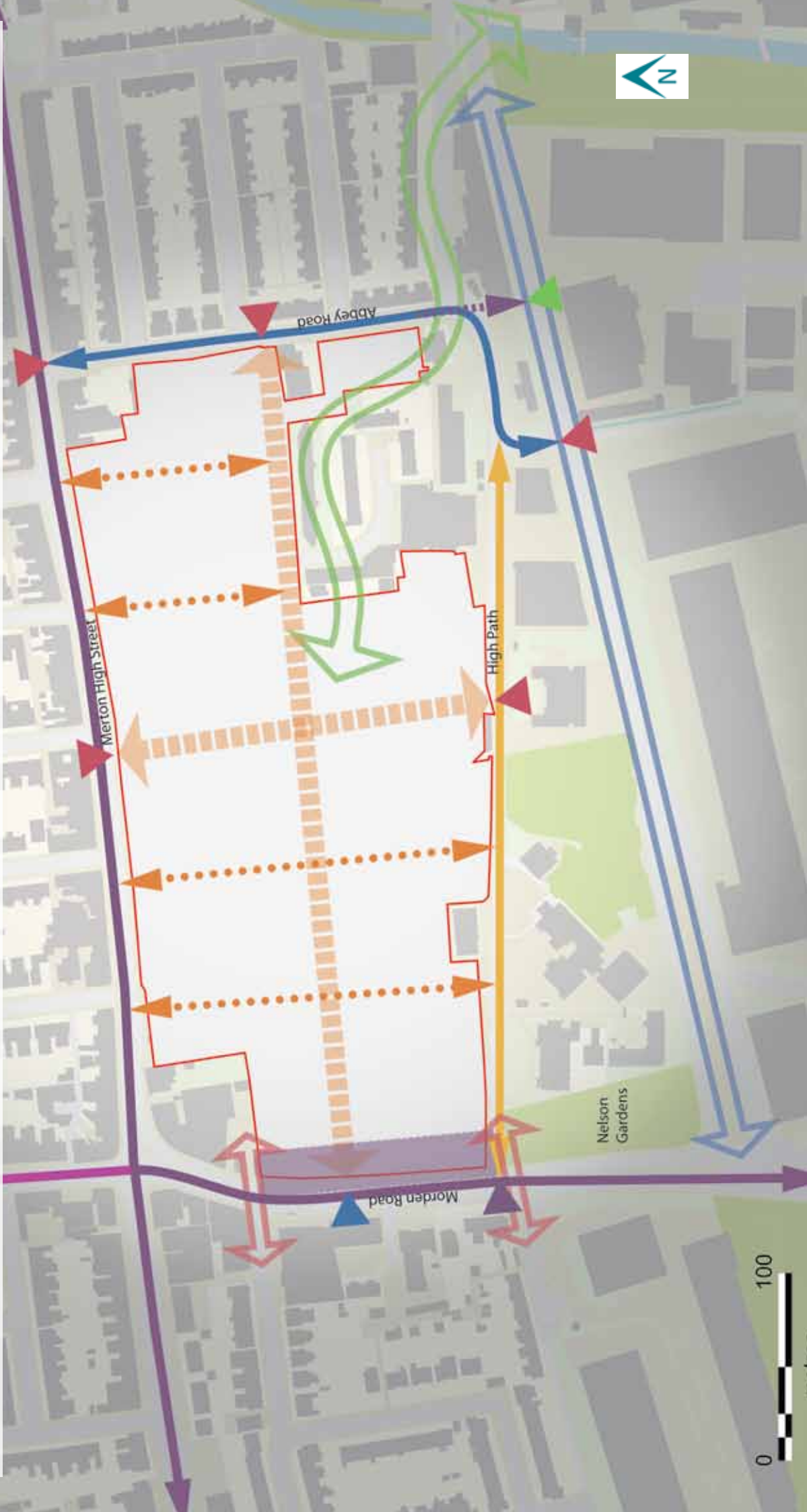
**3.164** Located beside South Wimbledon underground Station, the estate is attractive to commuters to central London as well as parking from nearby businesses. This has led to parking on the estate by businesses and commuters causing parking problems for residents. This is possible because existing parking controls have been implemented in a piecemeal manner, resulting in a disjointed and ineffective regime overall.



# H3 Movement & access

## H3 Movement and access

-  Merton High Street-Kingston Road-Morden Road (Strategic Road Network)
-  Merton Road (London Distributor Road)
-  Abbey Road
-  Nelson Grove Road - Pincott Road (Main vehicle routes)
-  Merton High Street to High Path / Station Road (illustrative North-South street alignments)
-  Extension of Abbey Road to create new junction
-  High Path (Required historic street alignment)
-  Main access point
-  Improved cycle and pedestrian access
-  Potential new access point
-  Potential new access point
-  Explore feasibility of redesigning Merantun Way
-  Improve pedestrian and cycle links to Merton Abbey Mills
-  Reduce severance on Morden Road



## Site specific policies

### Policy

#### EP H4 Land use

- a)** The primary land use for the site will be residential, to accord with the predominant land use of the existing site and surrounding area. Non-residential uses may be appropriate to support employment, community activities and street vibrancy.
- b)** Densities should not be solely focused around figures, but must be assessed as a product of a range of relevant design, planning, social, environmental and management factors. Exceeding the current indicated density ranges may be considered appropriate where proposals will create developments of exceptional urban design quality.
- c)** All new buildings must maximise the number of entrances and windows facing onto the street (active frontages) and for residential uses must provide well defined semi-private space between the front of the building and the street (defensible space) e.g. for landscaping and the storage of bins etc.

### Further guidance

**3.165** Wherever practicable, different types of residential development (e.g. apartments, maisonettes and houses) should be arranged across the estate in a way that reinforce local character.

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

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

### Justification

**3.168** High Path and most of the surrounding area streets are predominately residential. High Path is located within an area with a good level of Public Transport Accessibility (PTAL). Development proposals must make more efficient use of land by providing schemes which are higher than the current density and result in improving the urban design quality of the estate. Development proposals should accord with the London Plan density matrix and any other emerging or updated relevant policy requirements. As outlined in the London Plan, the density matrix should be used flexibly and in conjunction with other development plan policy requirements.

**3.169** Proposals should also consider transport capacity, employment connectivity, the location and characteristics of the site and social infrastructure when determining an appropriate density. Development proposals should contribute to the delivery of a sustainable neighbourhood by building more and better quality homes and demonstrate how the density responds to the local context, particularly in terms of design. Proposals should demonstrate graphically how density is sympathetic to the surrounding townscape and distributed in appropriate locations in a mix of buildings to deliver a variety of well-designed new homes and public spaces.

**3.170** Development proposals will be expected to contribute to optimising the latest borough and London housing supply requirements in order to meet local and strategic need. Development proposals should contribute to the provision of a greater choice and mix of housing types sizes and tenures, including affordable housing provision to meet the needs of all sectors of the community, in accordance with relevant National, Local and London Plan policies. Development proposals will be expected to provide replacement homes and should include a mix of 1, 2, 3 and 3+ bed units, in a variety of house types to meet residents individual needs.

**3.171** In accordance with policy DM E4 (Local Employment Opportunities) major developments proposals will be expected to provide opportunities for local residents and businesses to apply for employment and other opportunities during the construction of developments and in the resultant end-use. 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).

**3.172** The site is bounded by major roads on two sides, lined predominantly by shops, cafes, restaurant and similar uses. Subject to meeting the Local Plan policies, provision of such uses ( e.g. retail shops, financial and professional services, café/ restaurants, replacement of public houses, offices, community, health, leisure and entertainment uses) may contribute to meeting the day to day needs of the local population. This would complement the area and provide services and facilities that may be needed. This also supports the principles of local context, sustainable development and active frontages.

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



### H4 Land use

H4 Land use

Primary land use : residential

Commercial and community  
(subject to meeting relevant Local Plan Policies)



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## Site specific policies

### Policy

#### EP H5 Open space

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

### Further guidance

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

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

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

### Justification

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

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

**3.179** Where the provision of a large public open space is justified, the design of the space should be flexible enough in terms of scale, layout and design so that it is capable of accommodating a variety of activities such as food growing, playgrounds, sports courts, informal and flexible space which can support occasional use for a broad range of community events. Development proposals must be in accordance with para.74 of the NPPF and Sport England's Land Use Policy Statement 'Planning for Sport Aims and Objectives'.

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

# H5 Open space

H5 Open space



Mature tree groups to inform design of open spaces



Indicative locations of mid sized open spaces



Indicative location of large open space



Existing open space



## Site specific policies

### Policy

#### EP H6 Environmental protection

- a)** Retention of the existing mature tree groups and street trees, including the trees fronting Merton High Street east of the junction with Pincott Rd, should help to form the basis of new open spaces, a network of biodiversity enhancing green corridors across the estate, and assist with managing air and noise pollution, slowing rainfall runoff and mitigating the urban heat island effect.
- b)** Applicants must demonstrate how their plans contribute to improving air quality and provide evidence to demonstrate that passive ventilation strategies employed to prevent overheating will not inadvertently expose residents to poor air quality or unacceptable levels of external noise during periods of warm weather.
- c)** New street trees should be planted and maintained, particularly on Pincott Rd and Nelson Grove Road to form the basis of a green corridor network across the estate based on the existing avenue of Hayward Close. All new or altered tree pits should be considered as part of sustainable urban drainage systems.
- d)** The proposed development must aim to reduce post-development runoff rates as close to greenfield rates as reasonably possible.
- e)** Development proposals must demonstrate how surface water runoff is being managed as high up the London Plan drainage hierarchy as possible.
- f)** Sustainable Drainage Systems (SuDS) must be part of any major development proposals. Drainage and SuDS should be designed and implemented in ways that deliver other policy objectives, for each of the following benefits:
- Blends in and enhances amenity, recreation and the public realm
  - Enhances biodiversity
  - Improves water quality and efficiency
  - Manages flood risk

**g)** The development must be made safe from flooding, without increasing flood risk elsewhere for the lifetime of the development. Potential overland flow paths should be determined and appropriate solutions proposed to minimise the impact of the development, for example by configuring road and building layouts to preserve existing flow paths and improve flood routing, whilst ensuring that flows are not diverted towards other properties elsewhere.

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

**(i)** An assessment of the secondary heat sources within a 400 metre radius of the site boundary (e.g. river water heat recover from the Wandle; heat extraction from the London Underground).

**(ii)** Evidence to demonstrate ongoing engagement with key stakeholders associated with the potential secondary heat sources such as Transport for London and the Environment Agency feasibility.

**(iii)** Consideration of air quality issues should include an investigation in to the potential benefits that a district heat network could deliver to the wider area through the connection to existing buildings or development sites outside of the high path regeneration.

**(iv)** Energy strategies should clearly demonstrate that development delivers energy efficiency improvements at each level of the Mayors Energy Hierarchy when compared to the existing buildings on the estate. Outlining how improvements have been achieved according to the hierarchy of; improved building fabric, increasing the efficiency of supply and renewable energy generation, and how this compares to existing development on the sites.



**(v)** When preparing development proposals in accordance with Policy 5.3 of the London Plan, proposals should include suitable comparisons between existing and proposed developments in order to fully demonstrate the expected improvements. All new developments proposals should consider the following sustainable design and construction principles: avoidance of internal overheating; efficient use of natural resources (including water); minimising pollution; minimising waste; protection of biodiversity and green infrastructure and sustainable procurement of materials.

**l)** Technological improvements in battery storage have started to provide a potential energy storage solution suitable for use in connection to domestic solar PV systems. The use of on-site storage offers a potential technological solution that would increase on-site renewable energy consumption, reduce utility costs and provide in-situ demand side management. Battery storage can therefore be considered to sit within the 'be lean' or middle level of the mayors energy hierarchy. Domestic PV installations should therefore not be considered without exploring the potential for on-site energy storage. Carbon savings from the incorporation of appropriately sized battery storage can be calculated by assuming that distribution losses from battery connected solar PV systems are zero.

**k)** Development proposals must be accompanied by a working method statement and construction logistics plan.

**k)** Development proposals should apply the waste hierarchy where waste is minimised, re-used and recycled, and residual waste is disposed of sustainably in the right location using the most appropriate means.

## Justification

**3.181** An open section of the Bunces ditch (which is a designated main river) exists to the south of Merantun Way. There is a possibility that this may have origins or an historic connection within the High Path estate and this should be fully investigated prior to the finalisation of any masterplan and development taking place.

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

**3.183** There are, however, areas with groups of mature and semi-mature trees that can form the basis of green corridors, SuDS and a sustainable 'green' network of spaces across the estate. They should help to link the estate with Abbey Recreation Ground to the west and the River Wandle to the east. Trees can also help with air and noise pollution strategies.

**3.184** The close proximity of the River Wandle and it's tributaries means that the western areas of the estate are within Flood Zone 2. Some areas of the estate are also shown to be at high risk of surface water flooding identified on Environment Agency flood maps, so it is important that its redevelopment does not increase flood risk and where possible, seeks to improve matters.

## Site specific policies

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### Justification

**3.185** As already set out in national policy, the London Plan and Merton's adopted development plan,

- Development proposals will need to include appropriate flood mitigation measures to ensure the development is safe and does not increase the risk of flooding both from and to the development.
- Any development coming forward will be subject to a Sequential Test, Exception Test and site-specific Flood Risk Assessment to deal with all sources of flooding, which must have regard to Merton's Strategic Flood Risk Assessment and Local Flood Risk Management Strategy.
- Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk and following the sequential approach. This includes careful consideration of where buildings should be located within the site.

**3.186** As different parts of High Path have been identified as at risk from surface water and river flood risk and there have been historic incidences of surface water flooding in the area, development proposals must demonstrate they have aimed to achieve as close to greenfield run-off rates as possible, using SUDS and considering surface water management as high up the London Plan (policy 5.13) drainage hierarchy as possible.

**3.187** SUDS can include a wide range of measures such as rain gardens, green roofs, balancing ponds, filter strips, green verges and swales. It is important that development proposals demonstrate how SUDS measures are not only considered as drainage solutions but as features to improve the townscape and public realm of the High Path estate, to enhance biodiversity, to provide recreation and to improve water quality and efficiency.

**3.188** Developers are advised that tools such as the Suds management train will assist with this process and with demonstrating that all of these issues have been considered. This approach will help create an attractive estate with the benefit of cost efficiencies.

**3.189** The Mayor of London's Sustainable Drainage Action Plan (draft) and Sustainable Design and Construction supplementary planning guidance and the government's National Standards for Sustainable Drainage set out the requirements for the design, construction operation and maintenance of SuDS.

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

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

**3.192** Central to the case for regeneration is the need to improve the environmental performance of the new dwellings on the estate compared with the existing homes. However, the measurement of local sustainability policies (CS15) and regional policy targets (London Plan Chapter 5) for new build developments are based on improvement that are also measured through Part L of the Building Regulations. While this information is useful to help measure performance, it does not make it easy to compare the energy performance of existing buildings with new buildings.

**3.193** Energy performance data on existing buildings will be held for many sites in the form of Energy Performance Certificates which measures the predicted energy consumption per m<sup>2</sup> in a development. By providing the energy performance data from Energy Performance Certificates, building energy performance can be compared between existing and future development using a metric that is suitable and easily comparable, thus helping to clearly demonstrate the potential for environmental improvements.

**3.194** The principals of sustainable design and construction are designed to be holistic, and are more wide ranging than energy performance alone. Development proposals should demonstrate wherever possible, using the comparison of quantifiable measures where possible and qualitative appraisals where appropriate. In this way the environmental improvements that will be delivered through regeneration should be compared with the performance of existing buildings in an easily comparable manner.

**3.195** Passive ventilation strategies cannot be considered in isolation of potentially negative external environmental factors such as air quality or noise. Energy strategies that rely on passive ventilation should clearly demonstrate that occupants will not be adversely affected by air and noise pollution during periods of warmer weather.

**3.196** Technological improvements in the field of energy storage have resulted in the improved feasibility of deploying battery storage in connection with domestic solar PV systems and the need to develop policies to support Innovative Energy Technologies is outlined in London Plan Policy 5.8. Battery storage can be utilised as a method of increasing on-site renewable energy consumption and provide in-situ energy demand management to reduce pressure on the national grid during peak time and increasing the efficiency of energy supply. In this way battery storage can be considered to be a 'be lean' measure within the Mayors energy hierarchy. The standard approach from calculating the energy output from solar PV assumes that 20% of the energy produced is lost through transmission across the national electricity grid. Therefore at present, there is no method of

capturing these benefits of on-site energy storage within the Standard Assessment Procedure (SAP) or recognising the benefits of energy storage through the planning process. In order to recognise the benefits of on-site energy storage to residents and the grid operator the incorporation of appropriately sized solar PV systems should calculate solar output using the following equation, assuming that distribution losses are zero.

**Output of System (kWh/year) = kWp x S x ZPV**






kWp – Kilowatt Peak (Size of PV System)  
S – Annual Solar Radiation kWh/m<sup>2</sup> (See SAP)  
ZPV – Overshading Factor (See SAP)

**3.197** Consultation responses from residents living within and near High Path have raised concerns about the potential for disruption and disturbance caused by building works taking place in phases over a long period of time. As with other planning applications, the council will require the submission of a working method statement and a construction logistics plan prior to development proposal commencement. Working method statements must ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and comply with London Plan (2015) policies 6.3 and 6.14, Merton's Core Strategy Policy CS20 and policy DM T2 of Merton's Sites and Policies Plan (2014). Construction logistics plans must demonstrate how environmental impacts of the development on the local environment, including the surrounding highway network and the amenities of the surrounding occupiers will be minimised. These must also accord with guidance published by the mayor of London / TfL and London Plan (2015) policies including 7.14 and 7.15. These are particularly important over such a long-term programme to ensure that each new phase of development minimises the impact on residents living within and beside the estate.



# H6 Environmental protection

**H6 Environmental protection**

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



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## Site specific policies

### EP H7 Landscape

#### Required

**a)** Regarding the following specific tree groups:

**i)** The existing mature tree group fronting Merton High Street east of the junction with Pincott Road must be retained. The isolated trees to the west of Pincott Road must be retained and augmented with new planting. This is in order to retain and enhance the trees as a key linear landscape asset and to mitigate against local traffic pollution.

**ii)** The mature trees along Hayward Close must be retained and augmented with new tree planting along the whole length of the street. This is in order to strengthen the attractive 'avenue' character of this street.

**iii)** The mature trees in the vicinity of the playground within the 'Priory Close' block must be retained.

**iv)** The line of mature trees in the car park between the 'Ryder House' and 'Hudson Court' blocks must be retained.

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

**vi)** The mature trees to the west and south of the 'Merton Place' block, and to the north of the 'DeBurgh House' block must be retained.

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

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

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

#### Further guidance

**3.198** The mature trees and vegetation on the south side of High Path should be retained with good management.

**3.199** The case for retention or felling of trees - other than those groups specifically identified in this policy - on the estate, will be based on the tree survey undertaken by the Council's arboricultural officer.

**3.200** Proposals should ensure the provision of a good variety and quantity of street trees.

**3.201** The design of streets should include the provision of soft landscaping that is appropriate, robust and efficient to maintain.

#### Justification

**3.202** The retention of trees has clear benefits in promoting biodiversity, sustainable development and contributing to flood risk mitigation and help reduce air pollution.

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

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

# H7 Landscape

## H7 Landscape



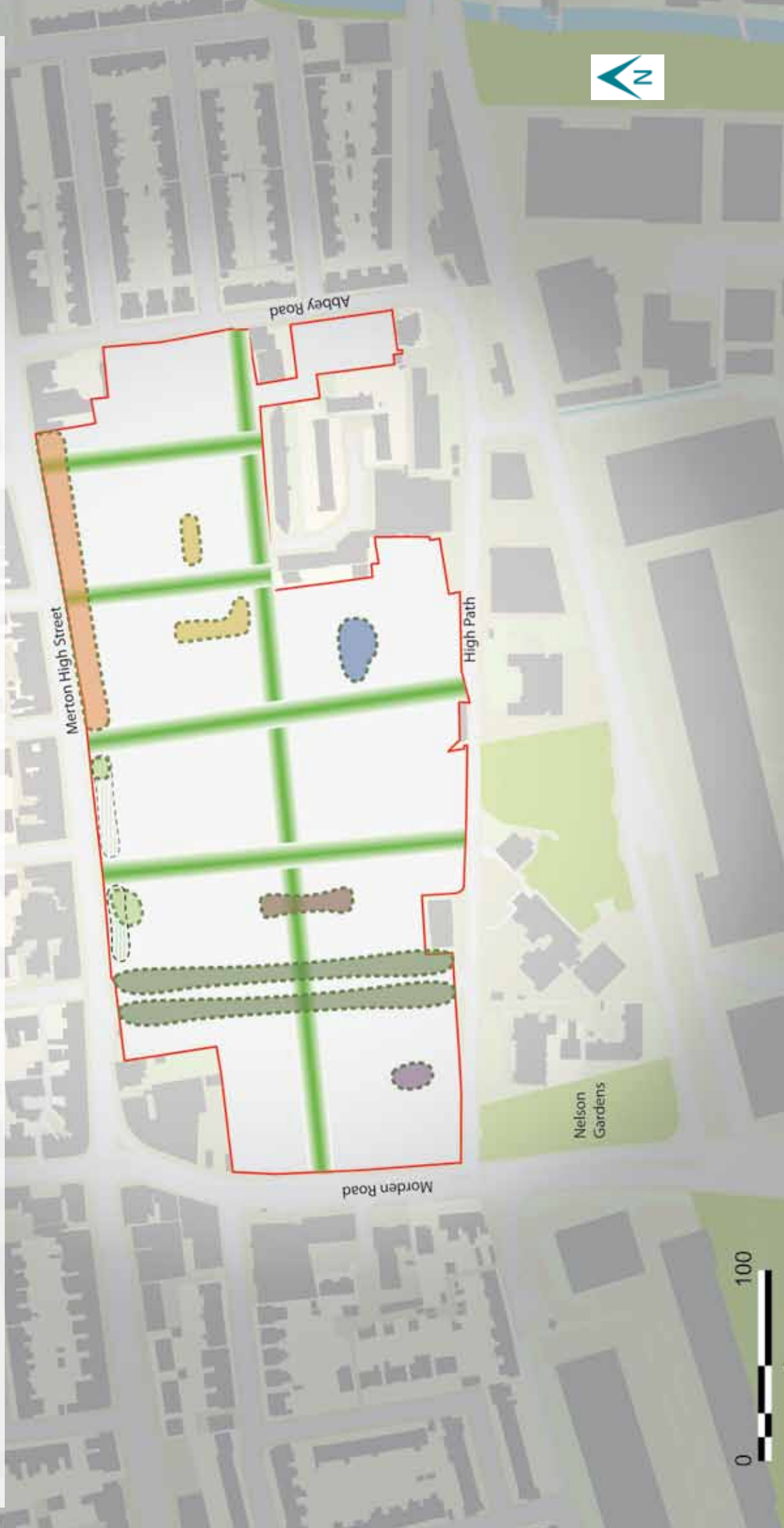
- Mature trees groups and street trees fronting Merton High Street east of the junction with Pincott Road
- Trees lining Hayward Close
- Mature trees within 'Priory Close' block



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



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



## Site specific policies

### Policy

#### EP H8 Building heights

**a) General building height:** The existing estate suffers from a mix of discordant characters, due to the wide variety in heights, styles and siting of the buildings. Redevelopment of the estate must create a consistent character that fits in harmoniously with the surrounding development. A consistency in building heights is important in achieving this. The prevailing height across the estate must be lower than the heights along Morden Road and Merantun Way, but marginally higher than heights in the more sensitive areas of High Path, Abbey Road, Rodney Place and Merton High Street.

Building heights must be based on a comprehensive townscape appraisal and visual assessment which builds on the analysis included in this document. Any strategy for building heights must make a positive contribution to the existing townscape, character and local distinctiveness of the area.

Taller buildings may be considered appropriate to facilitate intensified use of the site. Such buildings must be located in appropriately and relate well to the surrounding context and public realm, particularly at street level.

**b) Merton High Street:** Buildings fronting Merton High Street must be of a scale that relates well to the building heights on the north side. They must not result in a lop-sided feel to the street or create unacceptable shadowing or blocking of sunlight. They must contribute to 'mending' the high street and stitching the estate seamlessly back into the existing urban fabric.

**c) Morden Road:** Land around the Tube station and Morden Road is part of the focus of activity and uses in the local area. The street is quite wide and taller buildings are beginning to be built along Morden Road. This is the most suitable location on the estate for the tallest buildings and cues must be taken from emerging buildings to guide what is appropriate. Along Morden Road a consistent height must be sought, which is complementary to creating a boulevard feel to the street.

**d) Abbey Road:** Buildings on the west side of Abbey Road must relate well to the existing housing on the east side and newer flats on the west side. Building heights should help create a consistent feel to the street, integrate well visually with the existing housing and not create a lop-sided feel to the street. It is likely these will be lower in height than the buildings in the main part of the site.

**e) High Path:** High Path currently lacks a sense of enclosure as the buildings along it do not address the street. New development should rectify this. There is scope to reinforce the narrow enclosure and intimate feel of this street particularly from Morden Road to Pincott Road. Building heights along High Path must reflect its historic character as a narrow historic street and ensure that it sensitively takes account of the setting of St John the Divine Church.

**f) Merantun Way:** Land outside the estate boundary fronting Merantun Way is suitable for taller buildings to promote the transformation of this road into a boulevard street. Appropriate heights here will depend on the dimensions of a redesigned street and the possibility of urbanised development on the south side of the road. Heights similar to those appropriate for Morden Road are likely to be appropriate here.

**g) Station Road, Abbey Road & Merantun Way:** Where Station Road, Abbey Road and Merantun Way meet is a sensitive area as there are likely to be awkward shaped sites. The close proximity of Rodney Place and Merantun Way create a need to respect existing low-rise development as well as retaining the most of the potential for taller buildings fronting Merantun Way. Building heights in this area must particularly respect, and be sensitive to, these constraints and opportunities.



## Further guidance

**3.205** Taller buildings must be carefully placed so as not to create poor microclimates or large areas of shaded streets or spaces. 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. Building heights should be similar along the lengths of street and one either side in order to maintain a consistent character.

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








## Justification

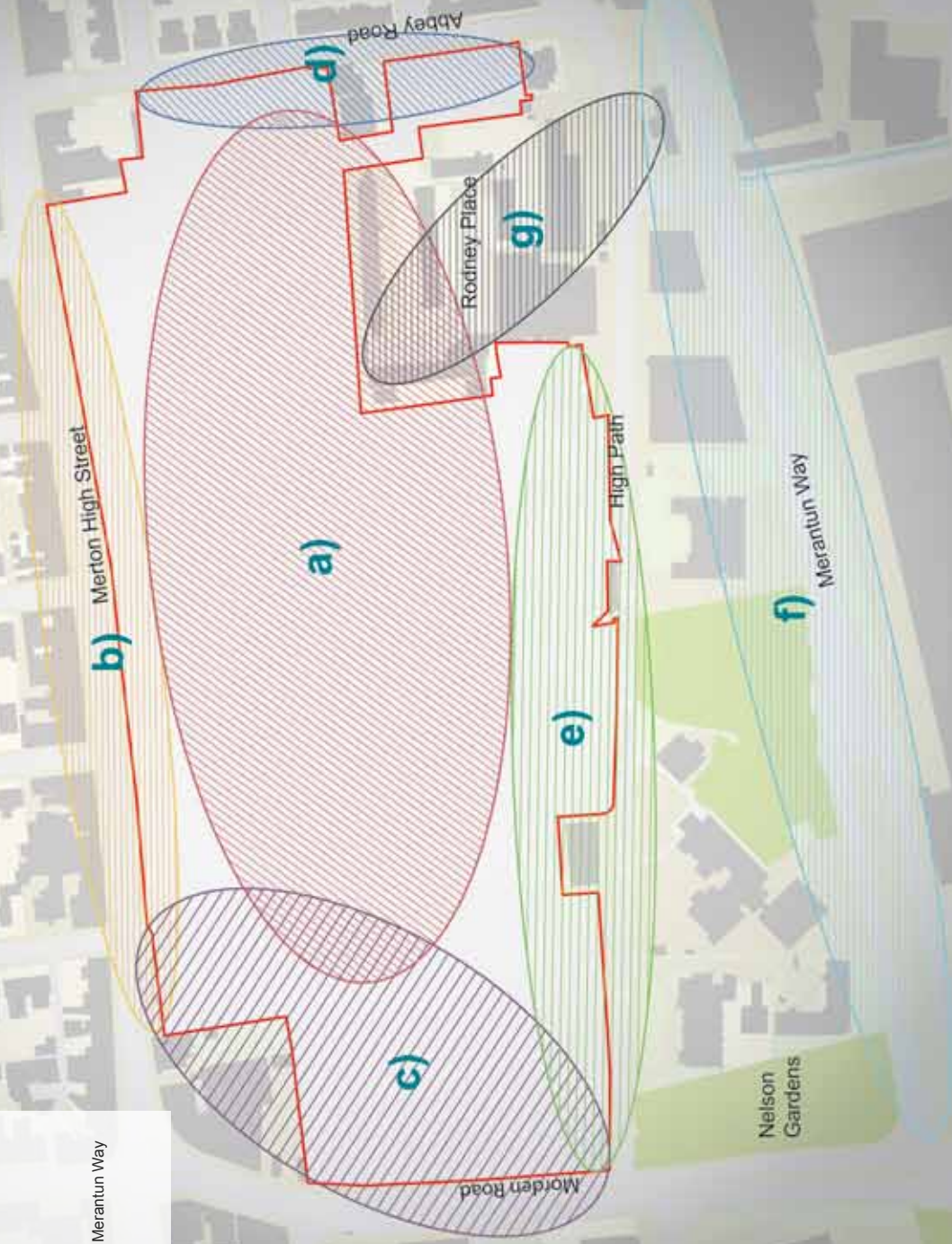
**3.207** The existing estate has a wide range of building styles and heights. A more even distribution of heights will reduce these negative characteristics and help new development fit in comfortably with its surroundings. It will also create neighbourhood streets that are easy to understand. In order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



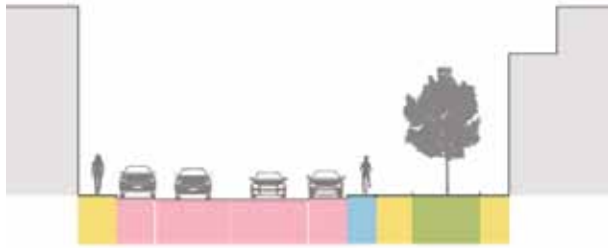
# H8 Building heights

## H8 Building heights

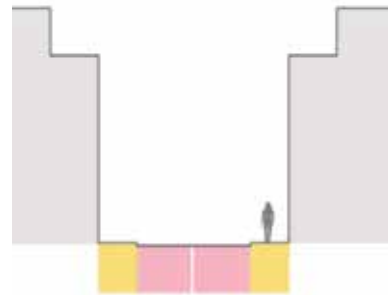
-  a) General building height
-  b) Merton High Street
-  c) Morden Road
-  d) Abbey Road
-  e) High Path
-  f) Merantun Way
-  g) Station Road, Abbey Road & Merantun Way



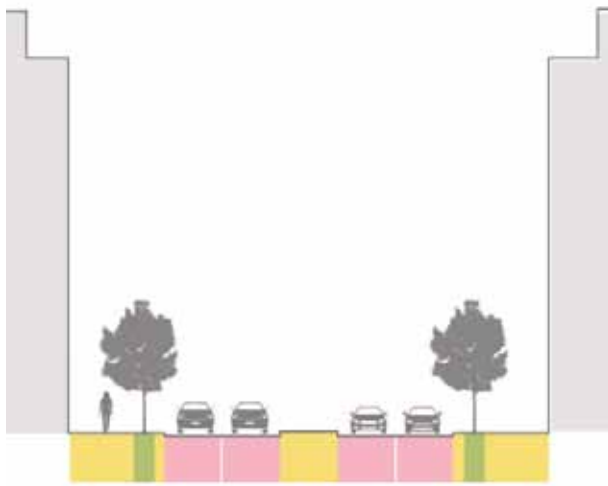
## Indicative street sections - street character in relation to building height



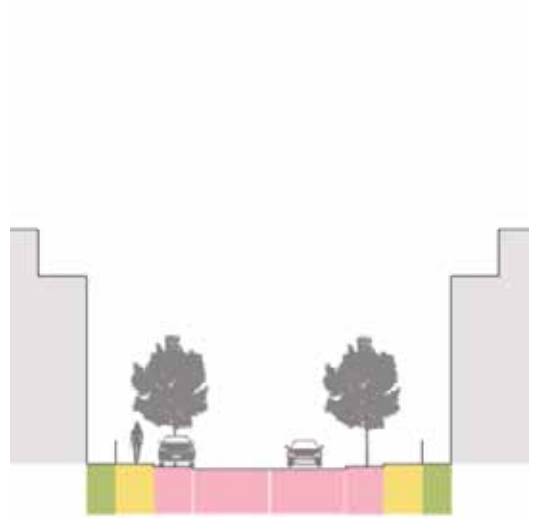
High street layout e.g Merton High Street **(b)**



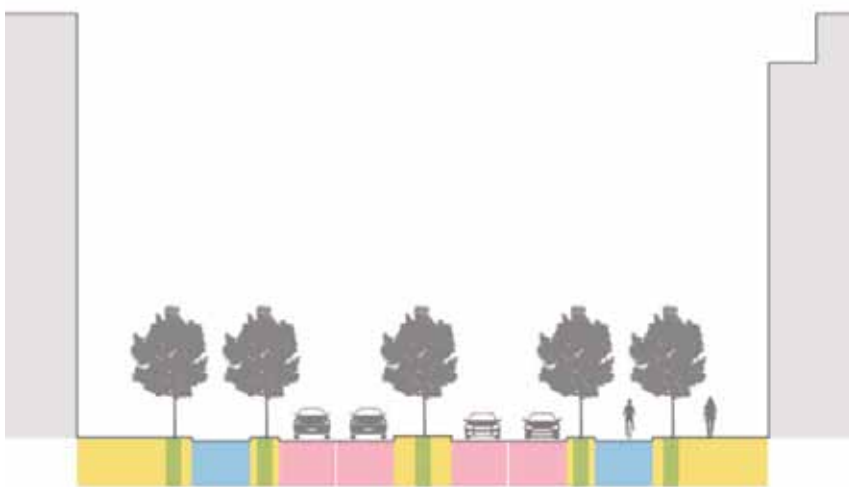
High Path - historic section **(e)**



Urban boulevard e.g Morden Road **(c)**



Typical estate street **(a)**



Wider boulevard with segregated cycle lane e.g Merantun Way **(f)**



Mews street **(a) & (g)**

# Part 04 Design requirements for planning applications





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

# Design requirements for planning applications

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## Introduction

**4.1** This part of the Plan identifies aspects of design that the Council considers particularly relevant to the successful and long-lasting regeneration of the 3 estates. 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, Urban Design Principles and Site-Specific Policies of the Plan can be delivered. Good urban design is inherently sustainable, the aim of the design requirements is to deliver an estate which is underpinned by good urban design principles, examples of this include streets designed from the outset to carry out a number of functions, permeable legible street layouts will create walkable environments which enable sustainable modes of transport such as walking and cycling, flood mitigation and drainage measures integrated into street design will create a long-lasting resilient estate.

**4.2** At the outline planning application stage and as part of their masterplans, the applicant, will be expected to include as part of their application, detailed proposals for each estate on how these particular aspects of design will be addressed, based on the guidance set out in this section. This should include, but not necessarily be limited to, the specific subject areas outlined below. The following guidance lists the subject areas that must be covered to enable the delivery of the 8 policy areas for each respective estate and gives guidance on how these subjects will be expected to be addressed.

**4.3** In developing this guidance applicants should consult with residents to ensure they have a say in how their neighbourhood will be developed and help to maintain and enhance community spirit.

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

## Guidance

### Architecture and elevations

**4.5** *Set out the approach intended to guide architectural style and the design of building elevations.* A general approach to architectural style should be defined which allows different phases of development to have their own character. This is important in order to prevent a monotonous urban form and character. This requires setting out some common rules and this could be in the form of a more formal design code.

**4.6** The guidance should include 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 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

**4.7** *Define a general palette of materials and where they should be used on the estate and on buildings.* This should build on the guidance for architecture and elevations and support the visions for each estate that are complementary to their context. Criteria for the selection of building materials and components should also include a life cycle assessment and the environmental performance of materials and components, the aim being to select materials which reduce the environmental impact of the buildings and hard landscaping.

## Landscape and biodiversity

**4.8 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.

## Climate change and energy performance

**4.9 Clearly set out and energy strategy for each site that demonstrates the environmental improvements achieved at each level of the Mayors Energy Hierarchy.** In support of the case for regeneration the energy strategy for each estate must clearly demonstrate that developments have achieved significant environmental performance compared to existing dwellings at each site using easily comparable metrics such as energy performance (w/m<sup>2</sup>). Wherever possible available quantifiable and qualitative data comparisons should be presented.

## Flooding and drainage

**4.10 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

**4.11 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. The London Housing Design Guide should be used as a benchmark for good internal design standards.

## Building and dwelling layouts

**4.12 Set 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 and windows for example, should be avoided.

## Cycle Parking

**4.13 Set out principles for the good design and location for cycle parking.** Cycle parking must be well located, convenient and easy to use if people are to be encouraged to cycle. Parking should be integral to buildings and secure. It should be based on good practice as set out in TfL and Cambridge City Council guidance on cycle parking design.

## Building to street interface

**4.14 Set out principles of how buildings meet streets to manage the transition from the private to the public realm.** This 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. This 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.

## Design requirements for planning applications

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### Street design characteristics

**4.15** *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 provision of on-street parking should be promoted as the first-choice means of provision. It must be shown how parking will integrate with street trees, street furniture and on-kerb parking will be avoided.

**4.16** 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 be developed, as well as landscaping guidance. Guidance must ensure the creation of liveable, attractive streets by having street width to building height ratios that ensure taller buildings do not create oppressive environments at ground level.

**4.17** 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

**4.18** *Set 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. There should also be qualitative guidance relating to issues such as shape, usability, microclimate, sunlight/daylight, general outlook and issues of privacy and security.

### Refuse storage and collection

**4.19** *Identify 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.

### Servicing and deliveries

**4.20** *Develop a strategy for the management of servicing and deliveries.* Increased density combined with evolving retail trends will create an increased level of demand for servicing and deliveries. Proposals should investigate a range of traditional and innovative methods of addressing and managing servicing needs that aim to minimise trip generation and parking requirements.

### Maintenance and management

**4.21** *Develop a strategy for the management and maintenance of communal spaces.* Well maintained communal spaces particularly green open spaces create a sense of community and wellbeing. Ongoing maintenance of internal and external communal spaces should inform the design of places, space should be designed from the outset to minimise the need for maintenance however not to the detriment of design quality. Shared or communal areas must have robust management structures that deliver a secure, supportive and safe environment and provide for management and maintenance activities including the cleaning of common parts, maintenance of lifts, upkeep of soft and hard landscaping, management of parking to favour residents.



**4.22** The strategy should clearly set out how maintenance will be funded taking into consideration a fair and reasonable service charge. Maintenance of the public realm should include strategies for hard and soft landscape features, green open space, trees, play areas and sports facilities where applicable. The strategy should address resident's responses to the Estates Local Plan consultation in which they asked about how the estate would be managed in future with particular emphasis on the maintenance of streets and the management of car parking to ensure dedicated parking spaces for residents use.

## Technical requirements

**4.23** All proposals should provide an appropriate level of technical and graphic detail which is easy to understand and use by non-technical people. Proposals should include detailed drawings, elevations, cross-sections and plans to clearly demonstrate the design details. Proposals should develop the design vision for each estate and where appropriate provide a clear set of design guidance informed by context to deliver this vision.

# Part 05 Delivery, Implementation and Monitoring



Estates  
First class

Eastfields Station, Mitcham

## Delivery, Implementation and Monitoring

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**5.1** Regeneration of Merton's three estates 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 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.

### Financial viability

**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.

### Infrastructure

**5.5** Where the provision or re-provision of necessary engineering and social infrastructure needs to be provided within the site boundaries, the delivery of these facilities will be secured by means of planning conditions or obligations as appropriate.

In these instances where off-site provision would be acceptable, planning obligations would be sought.

The GLA Intelligence Unit's Population Calculator and Single Year Age Tool (SYA), which uses the most up to date census data, should be used for all development occupation estimations in Merton and can be downloaded at this site:

<http://data.london.gov.uk/dataset/population-yield-calculator>

### Construction impact

**5.6** The council will use planning conditions to ensure the impact of construction on residents, businesses and the general public is minimised during the construction phase of development. Construction times will be subject to planning condition to safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policy 7.15 of the London Plan 2011 and policy DM EP2 of Merton's Sites and Polices Plan 2014.

Construction logistic plans and construction vehicles will be subject to planning condition to ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies 6.3 and 6.14 of the London Plan 2011, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Polices Plan 2014.

## Phasing

**5.7** The SA/SEA Health Impact Assessment and Equalities Impact Assessment have identified phasing and implementation as critical elements in minimising the disruption to existing residents as far as possible. Development proposals will be expected to include phasing plans with details of build phase dates for each regeneration site. These phasing plans will inform any planning conditions to control development implementation.

## Planning obligations

**5.8** 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>

## Monitoring

**5.9** The delivery of Merton's Estate's Local Plan will be monitored via the Annual Monitoring Report. Assessment of delivery of the Plan will be monitored to determine whether and what intervening action needs to be taken.

ELP Policy Name & C.S. Reference	Method of Delivery & Implementation	Estate & Policy No.
<p><b>Townscape</b></p> <p>C.S Strategic Objective 2: a), b), c).</p> <p>C.S. Strategic Objective 3: a)</p> <p>C.S. Strategic objective 5: f)</p> <p>C.S. Strategic Objective 8: a), b), c).</p>	<p>This policy will be delivered through the development management process. Design and Access Statements (DAS) will be expected to demonstrate how the Local Plan policy requirements have been addressed, particularly the Estates Local Plan. Emerging elements of the council’s Design SPD will also be used as they are published.</p> <p>The council’s Design Review Panel and the Design Champion will advise on development proposals.</p> <p>Regard will also be given to the best practice in urban design, the public realm and accommodating different modes of traffic. This will be done by working with partners such as Urban Design London, and Transport for London, as well as reference to key publications as set out in paragraph 6.37 of Merton’s Sites and Policies Plan.</p>	<p>Eastfields EP E1</p> <p>High Path EP H1</p> <p>Ravensbury EP R1</p>
<p><b>Street Network</b></p> <p>C.S. Strategic Objective 1: e)</p> <p>C.S. Strategic Objective 5: f)</p> <p>C.S. Strategic Objective 7 b), c).</p> <p>C.S. Strategic Objective 8 b), c)</p>	<p>This policy will be delivered through the development management process. Design and Access Statements (DAS) will be expected to demonstrate how the Local Plan policy requirements have been addressed, particularly the Estates Local Plan. Emerging elements of the council’s Design SPD will also be used as they are published.</p> <p>The council’s Design Review Panel and the Design Champion will advise on development proposals.</p> <p>Regard will also be given to the best practice in urban design, the public realm and accommodating different modes of traffic. This will be done by working with partners such as Urban Design London and Transport for London, as well as reference to key publications set out at paragraph 6.37 of Merton’s Sites and Policies Plan.</p>	<p>Eastfields EP E2</p> <p>High Path EP H2</p> <p>Ravensbury EP R2</p>

Indicator	Target	Contingencies
Provision of clear building lines, legible street networks and focal points and clear views to open space and landmark buildings.	Creation of high quality and responsive townscapes that relates positively to the local context.	If these targets are not likely to be met, planning interventions may be considered. These could include further negotiation at application stage, refusal of planning permission or a reassessment of the policy in the context of other aspects of the proposals – i.e., whether, nevertheless, it is considered the policy objective has been mostly met.
Provision of clear building lines and views along key streets, landmark buildings and links to surroundings, legible street networks and active frontages.	Enhancement and protection of the built environment including the townscape and landscape and provision of new buildings and spaces that are well designed and an enhanced local character.	
Improvements to Ravensbury Park entrance, landmark buildings, use of historical references, interpretation of Ravensbury Manor, enhancements to Ravensbury Court and dialogue with the National Trust.	Conservation and enhancement of heritage assets and their settings.	
Provision of core streets and pocket parks.	Provision of a network of recognisable traditional streets that link well with each other, the wider neighbourhood and allow for other future developments to link seamlessly with them.	If these targets are not likely to be met, planning interventions may be considered. These could include further negotiation at application stage, refusal of planning permission.
Provision of core streets, pedestrian/cycle links and connectivity to the surrounding neighbourhood.	Reduction in road congestion by improving travel choices, promoting public transport, walking and cycling, and reducing the need to travel by private vehicle.	
Retention of Ravensbury Grove, improved links to Ravensbury Park and Morden Road and traffic calming on Morden Road.	Enhancement and protection of the built environment including the townscape and landscape and provision of new buildings and spaces that are well designed and an enhanced local character.	

ELP Policy Name & C.S. Reference	Method of Delivery & Implementation	Estate & Policy No.
<p><b>Movement &amp; Access</b></p> <p>C.S. Strategic Objective 1: e).</p> <p>C.S. Strategic Objective 7: a), b), c).</p>	<p>The policy will be delivered through the development management process. A Transport Assessment will be required to appraise the effects of the development and to ensure that effective mitigation measures are in place to alleviate any adverse impacts.</p> <p>We will continue to work with local and regional transport partners in delivering public transport improvements and with schools, developers and employers to progress a range of initiatives aimed at encouraging the use of alternatives to the private car.</p> <p>All developments will be assessed in accordance with London Plan parking standards.</p>	<p>Eastfields EP E3</p>
		<p>High Path EP H3</p>
		<p>Ravensbury EP R3</p>



Indicator	Target	Contingencies
Improvements in overall connectivity of the estate with its surroundings, including development of the E-W street, improved cycle and pedestrian links and potential changes to bus services.	To achieve efficient and convenient movement of people and goods by all modes, that aims to reduce the need to travel, promotes sustainable transport, and aims to address and potentially resolve existing movement and access issues.	If these targets are not likely to be met, planning interventions may be considered. These could include further negotiation at application stage, refusal of planning permission. The use of C.I.L. and S106 payments will be considered in order to achieve policy aims.
Provision of a movement strategy for the whole estate and surroundings addressing issues such as access into the estate and movement around the estate for all modes; severance; parking; servicing, facilitating boulevards and accommodating any future tram proposals.	Reduction in road congestion by improving travel choices, promoting public transport, walking and cycling, and reducing the need to travel by private vehicle.	
Improvements to pedestrian and cycle links to the parks and to nearby public transport services and the environment and facilities along Morden Road for pedestrians and cyclists; and provision of a secondary vehicular access to Morden Road.	A reduction in the risk of air pollution to human health and in the environment.	

ELP Policy Name & C.S. Reference	Method of Delivery & Implementation	Estate & Policy No.
<p><b>Land Use</b></p> <p>C. S. Strategic Objective 2: a), b).</p> <p>C.S. Strategic Objective 3: a), b).</p> <p>C. S. Strategic Objective 4: b)</p>	<p>The policy will be delivered through the development management process and monitored via the Authorities Monitoring. The council will work with Registered Providers, developers and the Homes and Communities Agency to ensure development proposals provide a greater choice and mix of housing types, sizes and tenures, including affordable housing provision.</p> <p>Local employment opportunities will be expected to be delivered through Merton's Employment and Skills Action Plan and Policy DME4 Local Employment Opportunities of Merton's Sites and Policies Plan and Policies Map which aims to increase employment opportunities and the range of jobs for Merton residents.</p>	<p>Eastfields EP E4</p> <p>High Path EP H4</p> <p>Ravensbury EP R4</p>

Indicator	Target	Contingencies
Achievement of a residential-based land use at an appropriate density with local open space.	To achieve predominantly residential development, with appropriate policy compliant supporting land uses; and at a density that makes efficient use of land whilst creating high quality, locally relevant design.	If these targets are not likely to be met, planning interventions may be considered. These could include further negotiation at application stage, refusal of planning permission. Departures from the policy requirements will require evidence to back up the changes as well as clear demonstration that there are no dis-benefits in other policy areas.
Achievement of a residential-based land use at an appropriate density, with high levels of natural surveillance and defensible space.	To ensure development optimises the use of land to benefit residents, businesses, other occupiers and the surrounding area.  Enhancement and protection of the built environment including the townscape and landscape and provision of new buildings and spaces that are well designed and an enhanced local character.	
Achievement of a residential land use at an appropriate density.	A contribution to meeting the borough's housing needs and increasing the opportunity for people to live in a decent and affordable home.  An improvement in community cohesion by supporting diversity and equality.  An improvement in economic growth and business development.  The delivery of viable development.	

ELP Policy Name & C.S. Reference	Method of Delivery & Implementation	Estate & Policy No.
<p><b>Open Space</b></p> <p>C. S. Strategic Objective 5: a), D).</p> <p>C. S. Strategic Objective 6: c)</p> <p>C. S. Strategic Objective 8: a)</p>	<p>This policy will be delivered through the development management process. Private and public open space provision and facilities will be assessed according to identified deficiencies in accordance with Development Plan policies.</p>	<p>Eastfields EP E5</p>
	<p>More specifically, proposals will have to address the areas deficient in access to public open space, as calculated by Greenspace Information for Greater London (GiGL) and the proposals will have to provide play spaces for the various age groups in accordance with the Mayor of London’s Play and Informal Recreation SPG.</p>	<p>High Path EP H5</p>
	<p>By means of the development management process, long term maintenance plans will be secured for all the green infrastructure and the provision of sufficient open space and play space will be secured for each phase.</p>	<p>Ravensbury EP R5</p>
	<p>The council will work with its partners such as the GLA, Environment Agency, Natural England and the National Trust to create, protect and enhance open space, the natural environment, biodiversity and improved access to it in accordance with development plan policies.</p>	

Indicator	Target	Contingencies
<p>Demonstration of re-provision, number, amount and quality of open space, integration of trees, play provision, gardens and connectivity of open space.</p>	<p>To achieve adequate and appropriate provision of open space in terms of number and location of spaces, and its design quality and usability.</p> <p>To protect and enhance biodiversity.</p>	<p>If these targets are not likely to be met, planning interventions may be considered. These could include further negotiation at application stage, refusal of planning permission.</p>
<p>Proposals addressing deficiency, play provision, gardens and the number, amount and location of spaces.</p>	<p>Enhancement and protection of the built environment including the townscape and landscape and provision of new buildings and spaces that are well designed and an enhanced local character.</p> <p>Maintenance and improvement in soil and land quality.</p>	
<p>Demonstration of the re-provision, number and size of spaces and how they link to flood mitigation measures, as well as play provision and gardens.</p>		

ELP Policy Name & C.S. Reference	Method of Delivery & Implementation	Estate & Policy No.
<p><b>Environmental Protection</b></p> <p>C.S. Strategic Objective 1: a), b), c), d).</p> <p>C.S. Strategic Objective 6: a), b), c), d).</p>	<p>This policy will be delivered through the development management process and the following will be required as part of submitted planning applications: Energy Assessment; Air Quality Assessment; Flood Risk Assessment; Sustainability Statement; Construction Management Plan; Transport Assessment. The council will work with the Environment Agency to deliver appropriate flood risk management measures and sustainable drainage as an integral part of new development in accordance with development plan policies. Planning obligations may be used to achieve delivery of these policy aims.</p> <p>Emissions reductions will be secured through planning conditions. The council will continue to work closely with the GLA and the Heat Network Delivery Unit in order to deliver a site-specific energy strategy appropriate for each development site location, in accordance with development plan policies.</p>	<p>Eastfields EP E6</p> <p>High Path EP H6</p> <p>Ravensbury EP R6</p>

Indicator	Target	Contingencies
Provision of proposals facilitating biodiversity, providing SUDS, achieving energy efficiency and sustainable design and construction and improving air quality.	<p>To ensure issues of flooding, biodiversity and climate change are adequately addressed and fully integrated into the designs for all proposals.</p> <p>To protect and enhance biodiversity.</p>	<p>If these targets are not likely to be met, planning interventions may be considered. These could include further negotiation at application stage, refusal of planning permission.</p>
Provision of proposals facilitating biodiversity, providing SUDS, CHP, achieving energy efficiency and sustainable design and construction and improving air quality through tree retention.	<p>To address the causes of climate change through reducing greenhouse gas emissions and adapting to the long-term effects of climate change.</p> <p>To reduce water pollution and improve water quality and resources in the river</p> <p>Wandle and Beverly Brook.</p>	
Minimising and planning for flood risk, facilitating biodiversity, providing SUDS, achieving energy efficiency and sustainable design and construction and improving air quality.	<p>To reduce water consumption and ensure water saving measures and adequate water and wastewater infrastructure supports new development.</p> <p>To improve amenity by minimising the impact associated with noise.</p> <p>To reduce the flood risk to people and property from all sources of flooding including surface water flooding.</p> <p>A reduction in the risk of air pollution to human health and in the environment.</p> <p>Provision of specific measures in the development, to improve energy and reduce greenhouse gas emissions.</p> <p>Application of the Waste Hierarchy to minimise waste by re-use, recycling and increasing energy derived from residual waste.</p>	

ELP Policy Name & C.S. Reference	Method of Delivery & Implementation	Estate & Policy No.
<p><b>Landscape</b></p> <p>C.S. Strategic Objective 2: b).</p> <p>C.S. Strategic Objective 5: a), d), f).</p> <p>C.S. Strategic Objective 6: c).</p> <p>C.S. Strategic Objective 8: b), c).</p>	<p>By means of the development management process, long term maintenance plans will be secured for all the green infrastructure and the provision of sufficient open space and play space will be secured for each phase.</p>	<p>Eastfields EP E7</p> <p>High Path EP H7</p> <p>Ravensbury EP R7</p>
<p><b>Building Heights</b></p> <p>C.S. Strategic Objective 2: a), b), c).</p> <p>C.S. Strategic Objective 3: a), b), d).</p> <p>C.S. Strategic Objective 8: b), c)</p>	<p>The policy will be delivered through the development management process which will include a detailed assessment of development proposals against the character and context of the estate, assessment of statutory development plan policy context, including the council's tall buildings policies, relevant design guidance and the application of principles of good urban design as set out in development plan policies and key publications as referenced at paragraph 6.37 of Merton's Sites and Policies Plan. The council's Design Review Panel and the Design Champion will advise on development proposals.</p>	<p>Eastfields EP E8</p> <p>High Path EP H8</p> <p>Ravensbury EP R8</p>



Indicator	Target	Contingencies
Tree retention, planting and design; creation of green and visual links; scrub removal and provision of pocket parks.	To achieve a coherent and integrated approach to providing and improving landscaping, including trees and vegetation, that supports open space, biodiversity, flooding and climate change policy aims.	If these targets are not likely to be met, planning interventions may be considered. These could include further negotiation at application stage, refusal of planning permission.
Tree retention, planting and design; the provision and design of communal and defensible space and the quality and maintenance of landscaping.	To protect and enhance biodiversity.  Enhancement and protection of the built environment including the townscape and landscape and provision of new buildings and spaces that are well designed and an enhanced local character.	
Tree retention, planting and design; integration of landscaping in layouts; supporting biodiversity and flooding; and links to surrounding open spaces.		
Building heights responding appropriately to the different character areas.	To achieve building heights that are appropriate to a range of factors, including efficient use of land, density guidance and good relationship to surrounding context.	If these targets are not likely to be met, planning interventions may be considered. These could include further negotiation at application stage, refusal of planning permission.
Building heights responding appropriately to the different character areas.	Enhancement and protection of the built environment including the townscape and landscape and provision of new buildings and spaces that are well designed and an enhanced local character.	
Building heights responding appropriately to the different character areas.		

# Appendices





South Park Gardens, Wimbledon

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

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

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

### Eastfields: Areas deficient in access to Local Open Spaces

15 Dec 2015

Scale 1 : 3,000 @A4

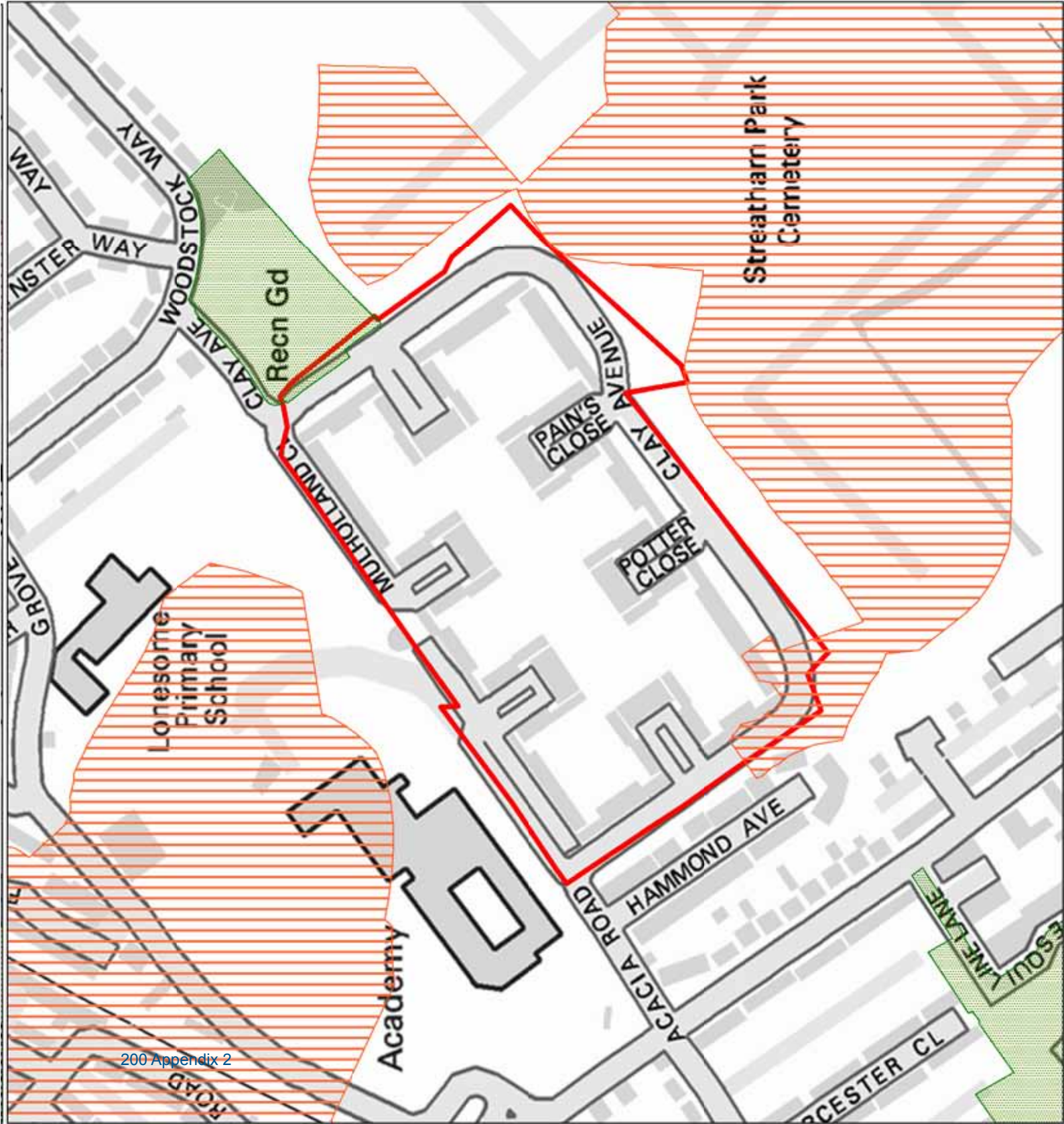
#### Legend

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

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

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

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



# High Path: Areas deficient in access to Local Open Spaces

15 Dec 2015

Scale 1 : 3,000 @A4

### Legend

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

The map shows updated Greenspace Information for Greater London (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



### Ravensbury: Areas deficient in access to Local Open Spaces

15 Dec 2015

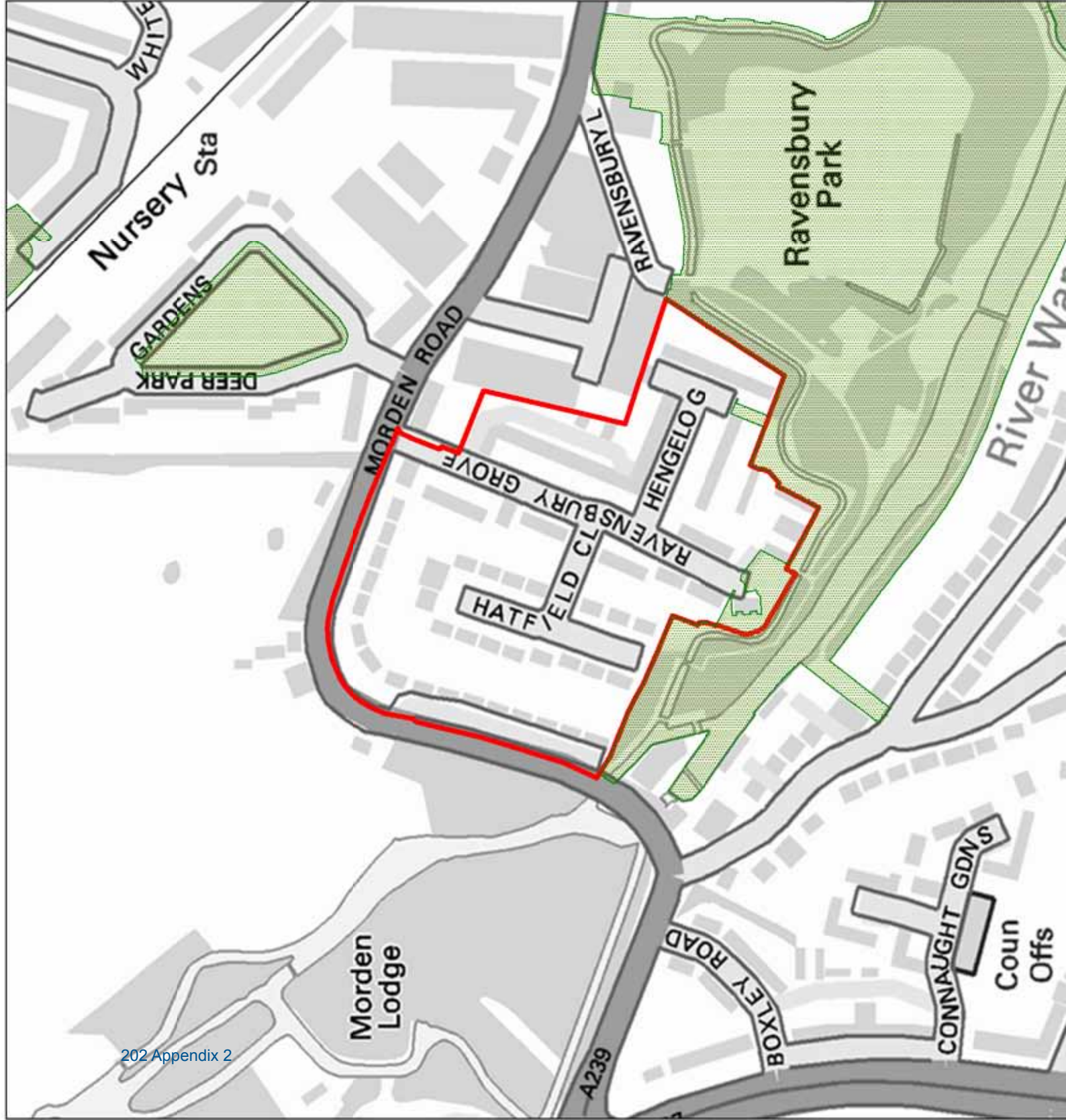
Scale 1 : 3,000 @A4

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





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# Glossary





Three Kings Pond, Mitcham

## Glossary

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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.

### Defunct

No longer in operation.

### Delineate

To show the alignment, boundary or shape of something.

## Glossary

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### Density

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

### Discordant

At variance or not in harmony with something.

### 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 unbuilt space, with buildings usually shown 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.

### Frontage

This is generally the side of the building which faces the public realm or street and has windows and entrances facing the street.

### Future-proof

To design something to accommodate later anticipated changes.

### 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.

# Glossary

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## 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.

## 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.

## Life Cycle Assessment

A technique intended to quantify the total environmental impact of a material or product during its production, distribution, use and recycling, treatment or disposal.

## 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

Development made up of buildings of generally 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 at 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 prefabrication 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.

## Glossary

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### 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.

### 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.

### Planning condition

A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

### 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.

### Placemaking/Places shaping

The process and methods used to create urban environments, encompassing all aspects of that environment.

### 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 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 Level 1 being poor and Level 6 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. A lack of streets and routes can also cause severance.

### Sequential Test

A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example in terms of flooding the aim is to steer new development to areas with the lowest probability of flooding.

### Siltation

Build up of very tiny soil particles (silt).

### Single aspect

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

### Site of Importance for Nature Conservation (SINC)

Locally important sites or nature conservation adopted by local authorities for the 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 and the surface to crack and fall off.

### Stagnation

Lack of motion in water that holds pollutants in place.

### 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 Flood Risk Assessment (SFRA)

An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

### 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).

## Glossary

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### 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.

### Traditional street

A public street, which has a clearly defined arrangement of a central carriageway with pavements either side, enclosed by buildings, usually on both sides. It can accommodate a variety of users such as pedestrians, cyclists and motorists.

### Transition zone

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

### Tree canopy

The upper part, or 'crown' of a tree, used 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

A type of building or layout such as houses or flats, perimeter blocks, mixed use, etc.

### Undeveloped

A piece of land which has not been built on (or used for activities such as mining).

### 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.

### Velocity

The speed and the direction at which a body of water moves (metres per second).

### 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 townscapes.

### 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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