

MERTON COUNCIL
futureMerton



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

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

*Please note the page numbers reflect the whole plan - to see
whole plan please visit www.merton.gov.uk/estatesplan

www.merton.gov.uk



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Draft Estates Local Plan – Stage 2 consultation

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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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Part 01 Introduction



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

Merton's Sustainable Community Strategy (2009-2019)



Draft Estates Local Plan - second consultation

What is this consultation about?

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

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

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

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

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

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

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

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

What has happened so far?

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

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

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

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

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

Tell us what you think

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

www.merton.gov.uk/estatesplan

We would like to hear your views about your estate.

How to respond

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

by on-line questionnaire located here:

www.merton.gov.uk/estatesplan

or by e-mail to:

estatesplan@merton.gov.uk

or in writing to:

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

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

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

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

Next steps

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

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

Part 02 Background



Merton Abbey Mills

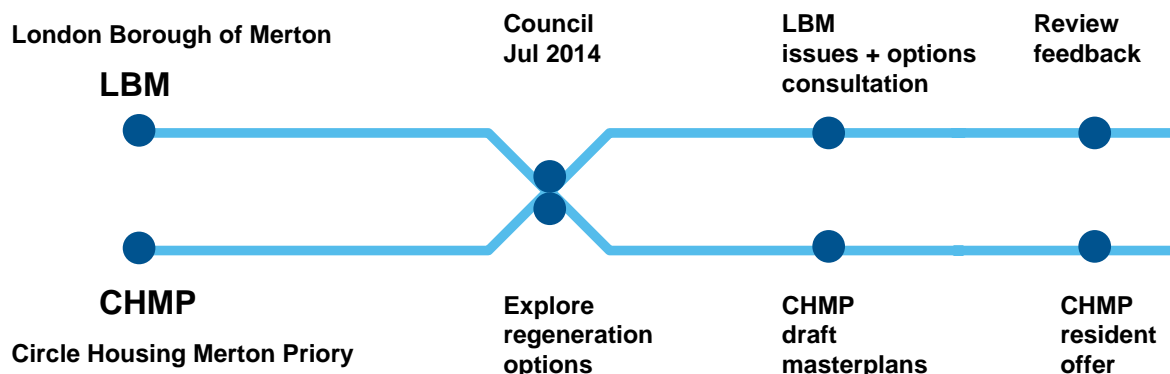
Background

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

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

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

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



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



Ravensbury Estate



Eastfields Estate



High Path Estate

**LBM
first draft
consultation**

**Review
feedback**

**LBM
second draft
consultation**

**LBM decide
on regeneration
option**

**Publication of
final plan for
Inspector**

**Submission
to Planning
Inspector**

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

**CHMP Planning
Application**

Key drivers

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

The Community Plan

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

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

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

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

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



Merton's Core Planning Strategy

strategic objectives

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

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

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

Sustainability Appraisal

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

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

Health Impact Assessment

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

Key drivers

Equality Impact Assessment

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

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

Habitat Regulation Assessments

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

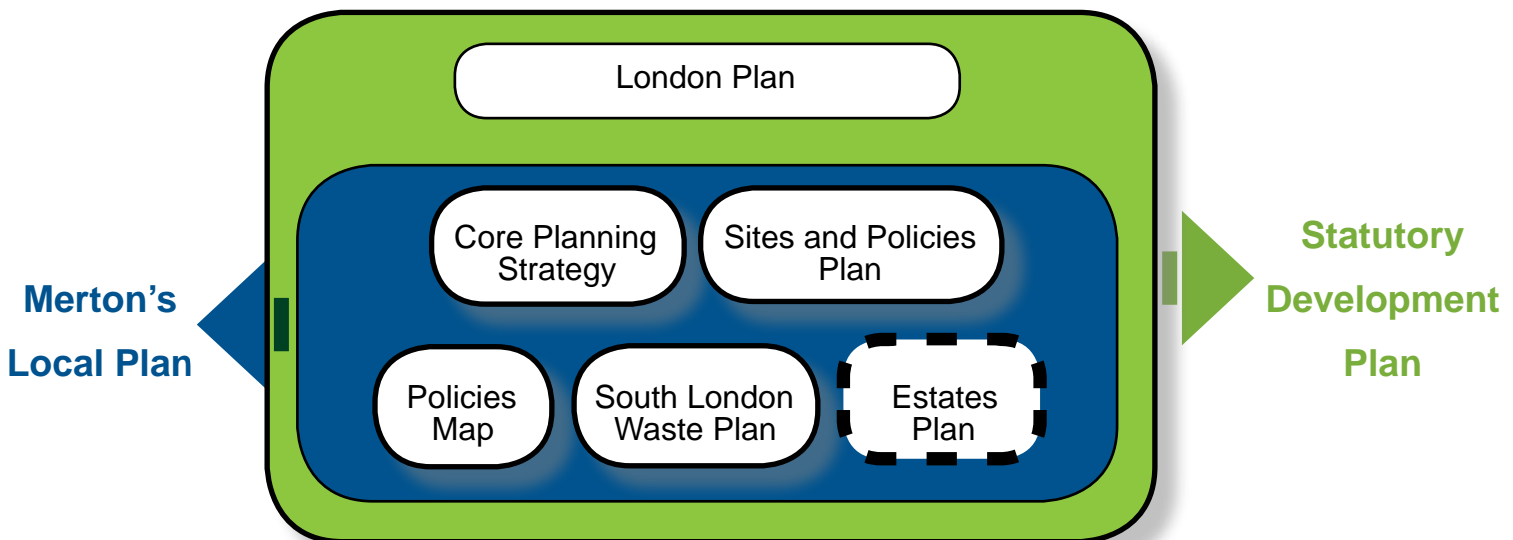
Policy context

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

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

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

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



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

2.20 The Sites and Policies Plan and Policies Map contains

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



Key drivers

Presumption in favour of sustainable development

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

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

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

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

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



Case for regeneration

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

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

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

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

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

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

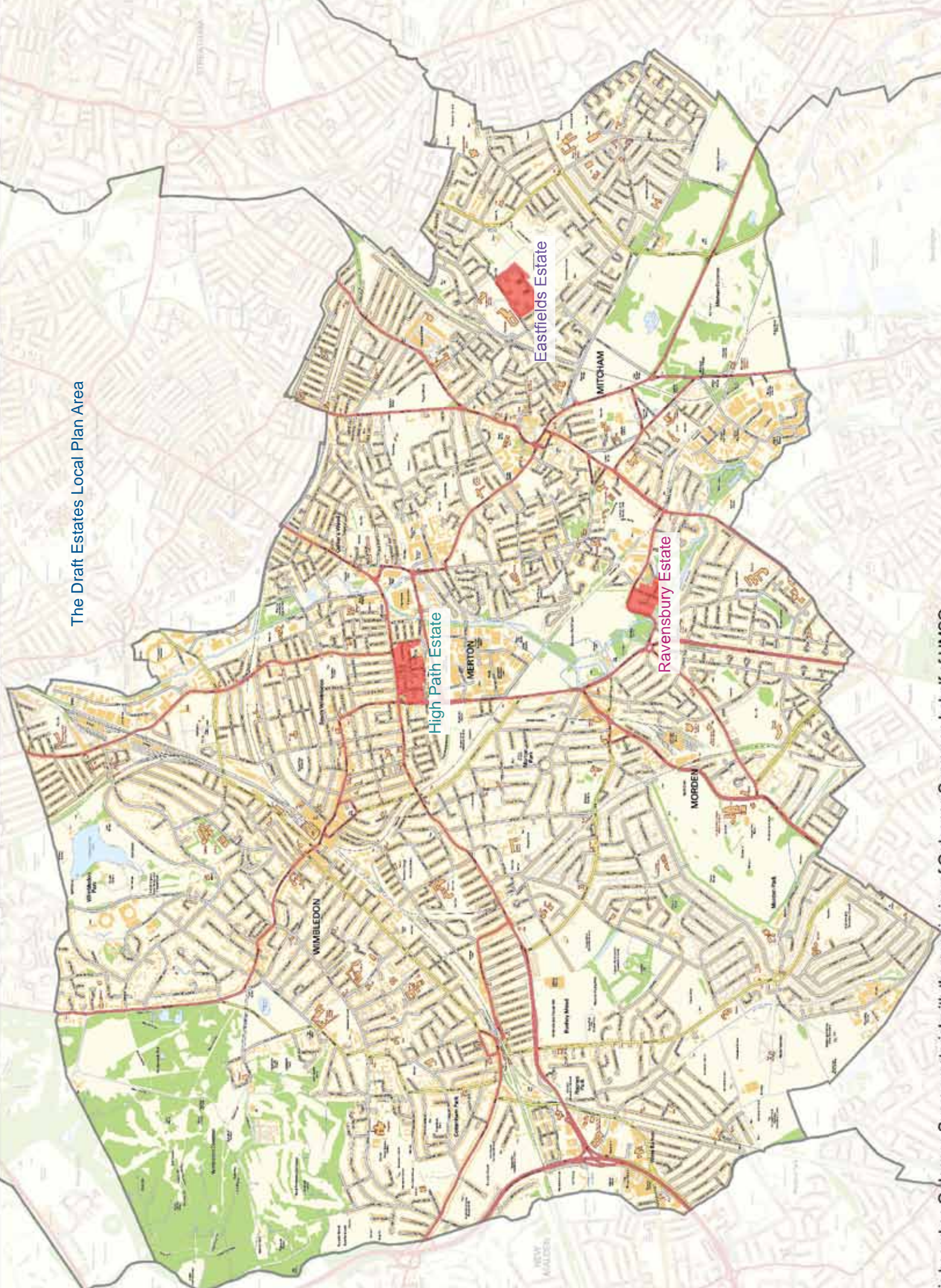
2.30 A key expectation of any regeneration proposals that comes forward will be a commitment to keeping the existing community together in each neighbourhood, and for existing residents to have a guaranteed right to return to a new home in their regenerated neighbourhood.

The Draft Estates Local Plan Area

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

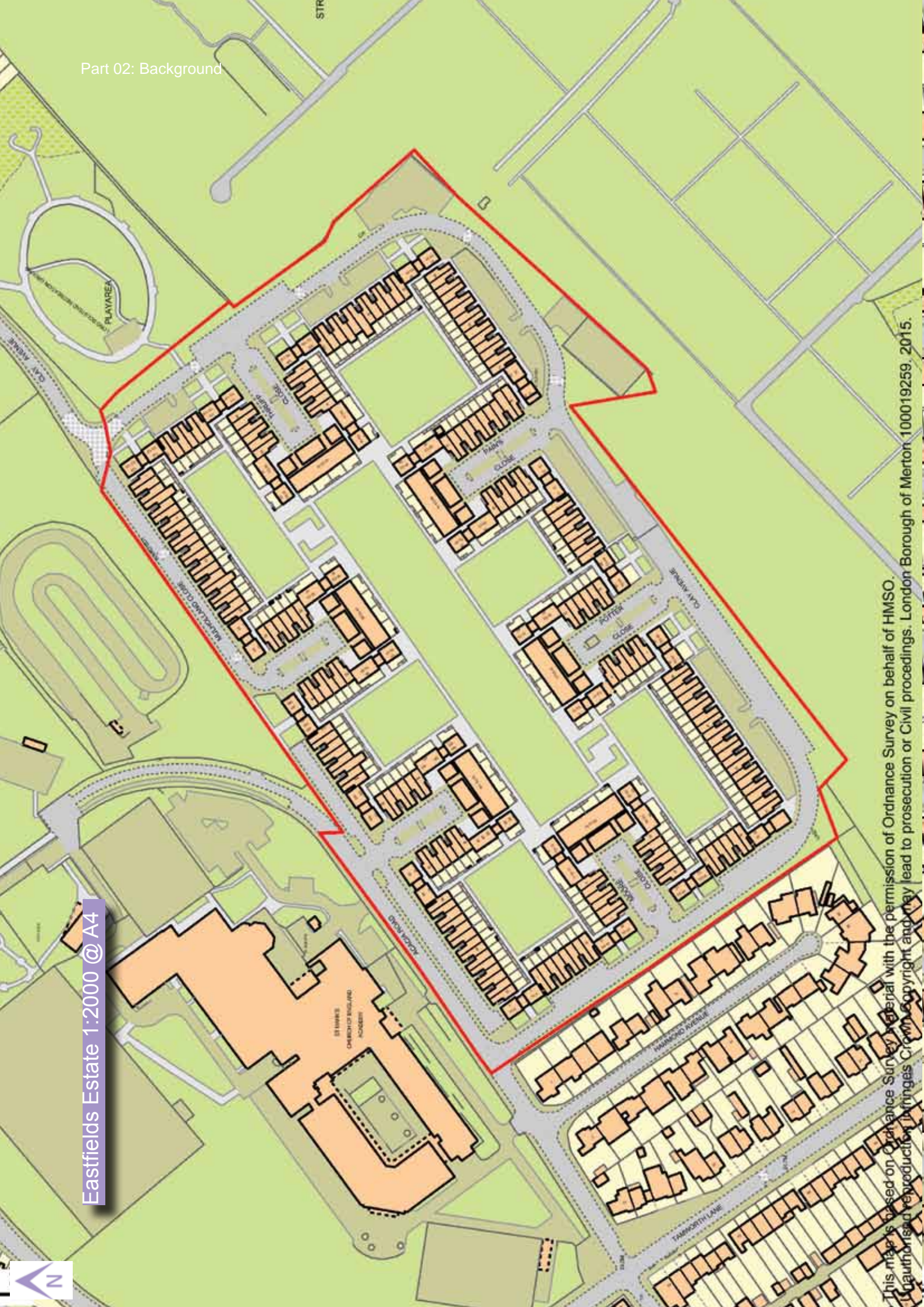


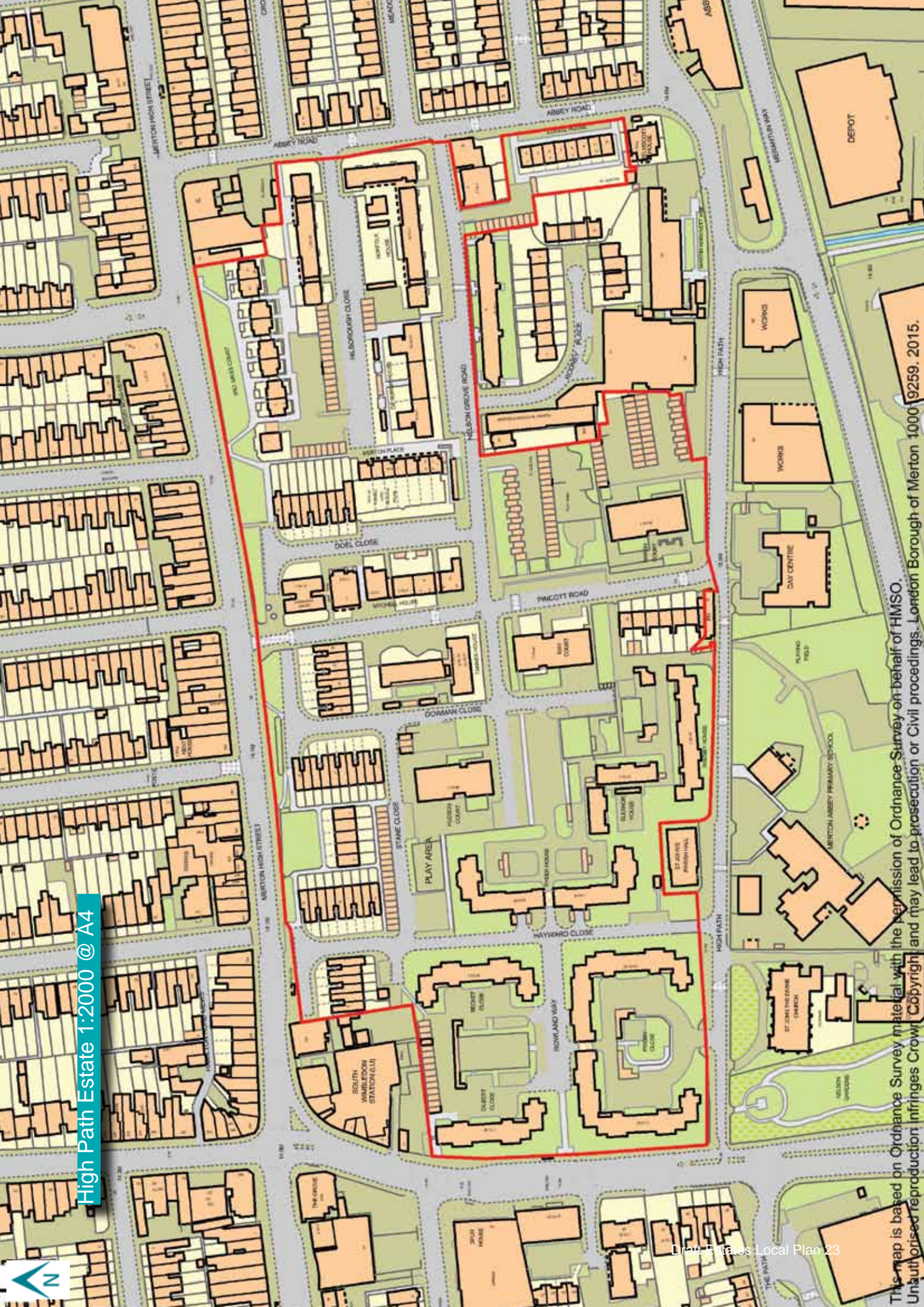
The Draft Estates Local Plan Area



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Eastfields Estate 1:2000 © A4





High Path Estate 1:2000 @ A4



Digit: Estates Local Plan 23

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Ravensbury Estate 1:2000 @ A4



MORDEIN WALL PARK

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The vision

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

Overarching vision

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

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

The visions for each estate

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

Eastfields: Contemporary Compact Neighbourhood

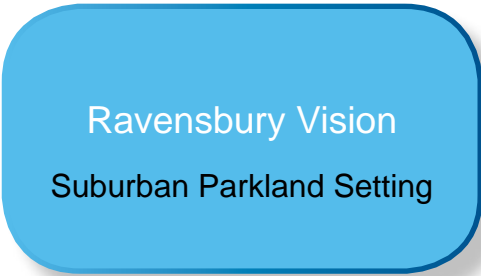
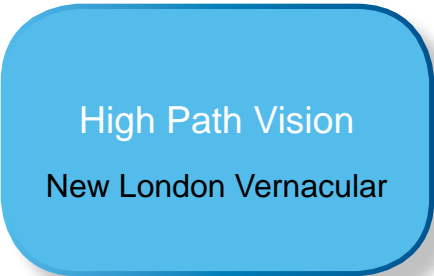
A new neighbourhood which recognises the existing estate’s experimental design and maintains a distinctive character through the creation of a contemporary architectural style encompassing a variety of types, sizes and heights for new homes overlooking traditional streets and the improvement of links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

High Path: New London Vernacular

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

Ravensbury: Suburban Parkland Setting

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



Design principles

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Design principles

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

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

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

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





Part 03 Analysis and planning policies



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

Introduction

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Land use: Suitable land uses for each neighbourhood.

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

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

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

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



Vanity
Hair & Beauty

Analysis and planning policies - Ravensbury



ft Estates Local Plan 123

Ravensbury Park

Location

Ravensbury Estate

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

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

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



Ravensbury Park



Ravensbury Grove Road

Morden Road

Wandle Road

Morden Hall Park

100

metres



Historical context

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

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

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

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

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



Artists impression of old Ravensbury Mill (date unknown)

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

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

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

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

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



Ravensbury Park 1929

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

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

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

Historical context

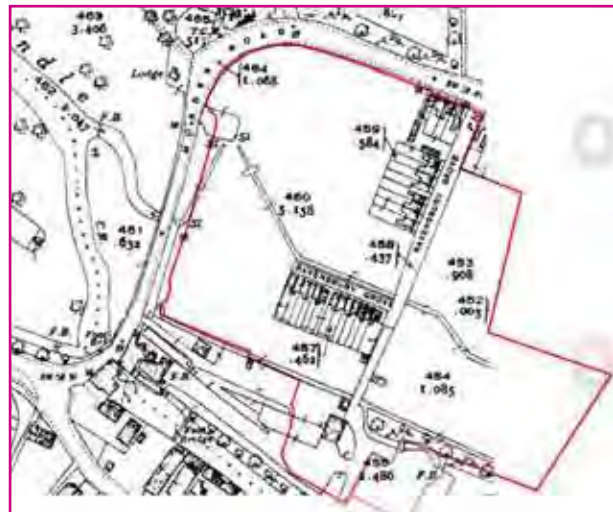
3.215 The lake was created in the 1970s when an old tributary was diverted to accommodate the adjacent Watermeads Housing Estate. The opportunity was also taken to extend the riverside walk eastwards to Bishopsford Road. The children’s playground facing onto Ravensbury Lane was redeveloped into the Ravensbury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

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

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



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



1935 Site prior to redevelopment.



Ravensbury Park 1930



Hengelo Gardens 1952



Ravensbury Mill waterwheel



Ravensbury Estate 1956



Ravensbury Estate 1956



Ravensbury Club room 1959



Ravensbury Mill pond 1987

Source: Merton Memories Photographic Archive



Site analysis

1. Character areas

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

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

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



Morden Hall Park



St. Helier Estate



Ravensbury Estate



Industrial area Morden Road



Watermeads Estate



The Drive



Heatherdeane Close



Site analysis

2. Land uses

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

Poorly surveyed route to tramstop





Shopping parade Morden Road



View of Watermeads Estate from Ravensbury Park

3. Transport connectivity

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

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






Site analysis

Estate development timeline



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

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



Phase 1: Orlit homes



Phase 2: Ravensbury Grove



Phase 2: Hengelo Gardens



Later addition: Ravensbury garages







Phase 1: Morden Road

Site analysis

Existing building height



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

Key	
	Single storey
	Two storey
	Three storey
	Four storey



Ravensbury Grove




Ravensbury Grove

Public realm and open space

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

Key

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



Site analysis

Streets and frontages



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

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



Poorly defined space in front of houses on Morden Road



Hengelo Gardens



Ravensbury Grove Road



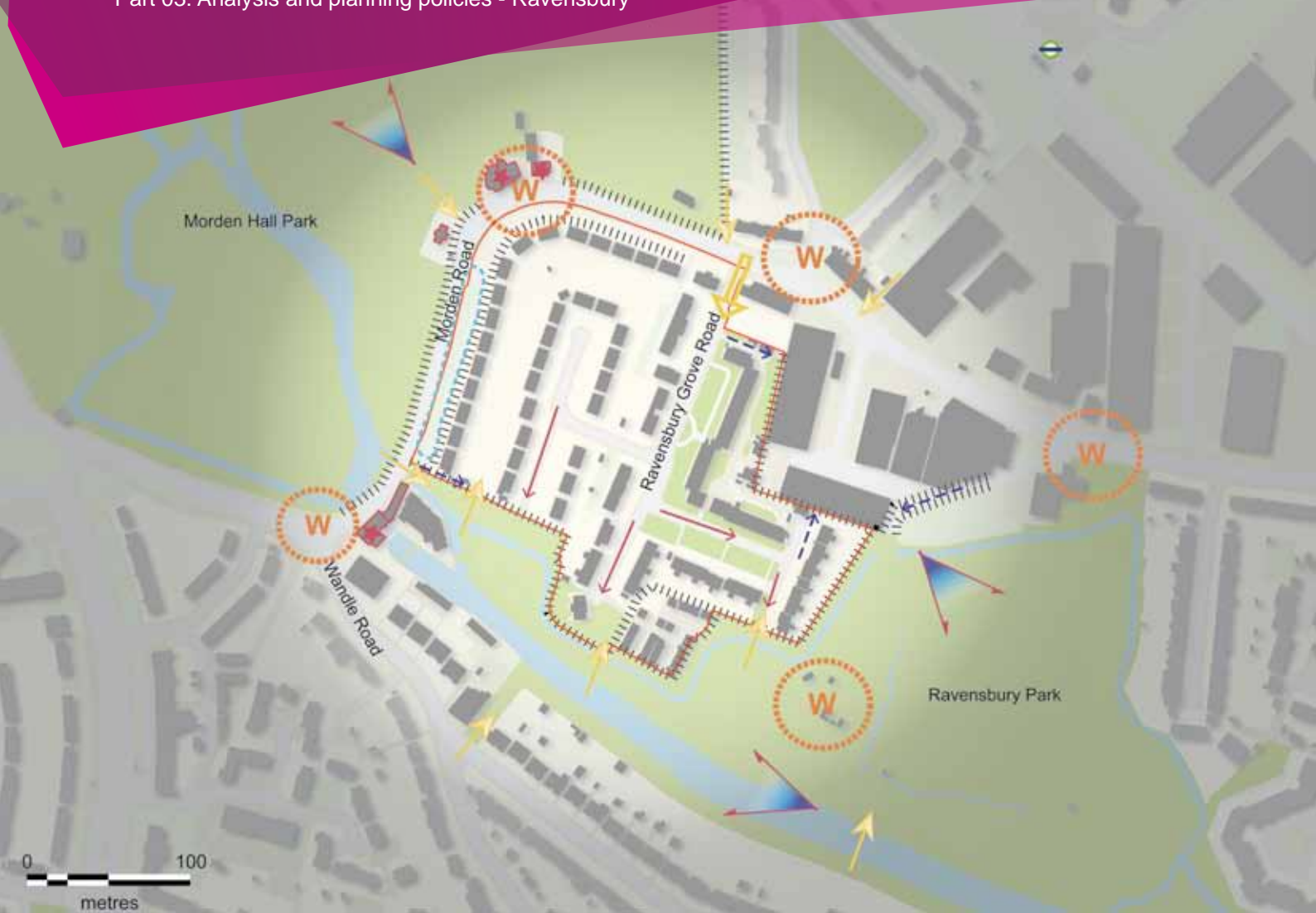
Rear entrances Ravensbury Grove Road



Surrey Arms fronting onto Morden Road



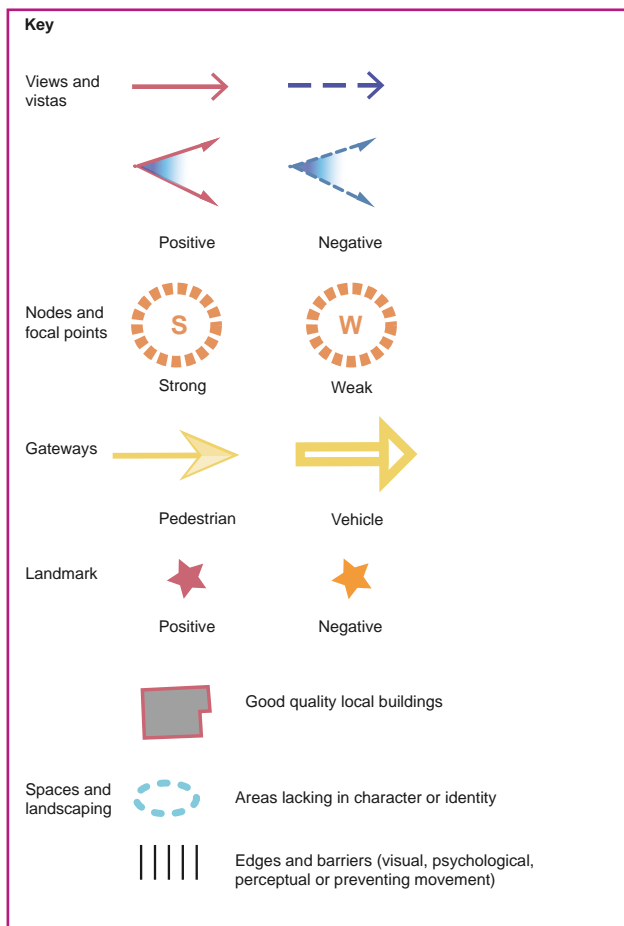
Morden Hall lodge



Site analysis

Townscape analysis

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

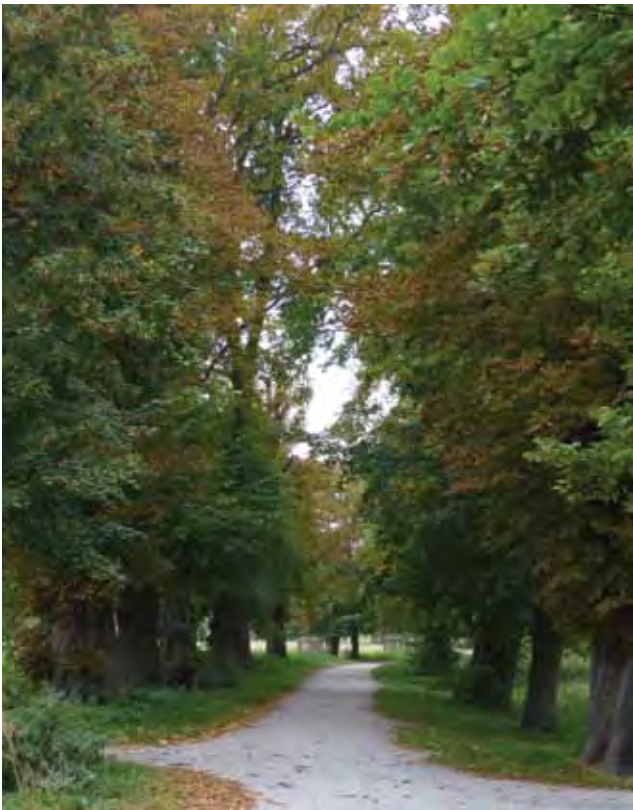




View of river in Ravensbury Park



View of Ravensbury Park



Morden Hall Park



Ravensbury Mill







Surreys Arms Pub and White Cottage

Site analysis

Landscape analysis



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

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



Issues and opportunities

Issues summary

Accessibility to Morden Road and Wandle Road

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

Defined space on Morden Road

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

Pedestrian and cycle links between parks, estate and tramstops.

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

Integration between Ravensbury Park and estate

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

Development density

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

Protecting the high quality landscape and retained buildings

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

Flood mitigation

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

Biodiversity

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

Issues and opportunities

Opportunities summary

Mitigate flooding

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

Pedestrian and cycle links

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

Street hierarchy

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

Ravensbury Park

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

Local history

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

Biodiversity

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

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Site specific policies

Policy

EP R1 Townscape

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

Further guidance

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

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

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


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

Justification

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

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

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



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

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

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

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

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

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



R1 Townscape



Morden Hall Park

Ravensbury Grove Road





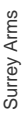








Ravensbury Park

Morden Road

Wandle Road



R1 Townscape

-  Ravensbury Park entrance (enhancement and widening)
-  Reinforce prominent corner (address sympathetically the Surrey Arms)
-  Prominent position on Morden Road (architectural expression)
-  Highlight Ravensbury Manor remains
-  Surrey Arms
-  Ravensbury Mill (original building)
-  White Cottage
-  Bolster Wandie Trail
-  Boundary treatment enhancement (Morden Hall Park)
-  Reconfiguration of refurbished flats
-  Park heritage focal point
-  Cafe and playground focal point
-  Existing buildings

Site specific policies

Policy

EP R2 Street network

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

Further guidance

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

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

Justification

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

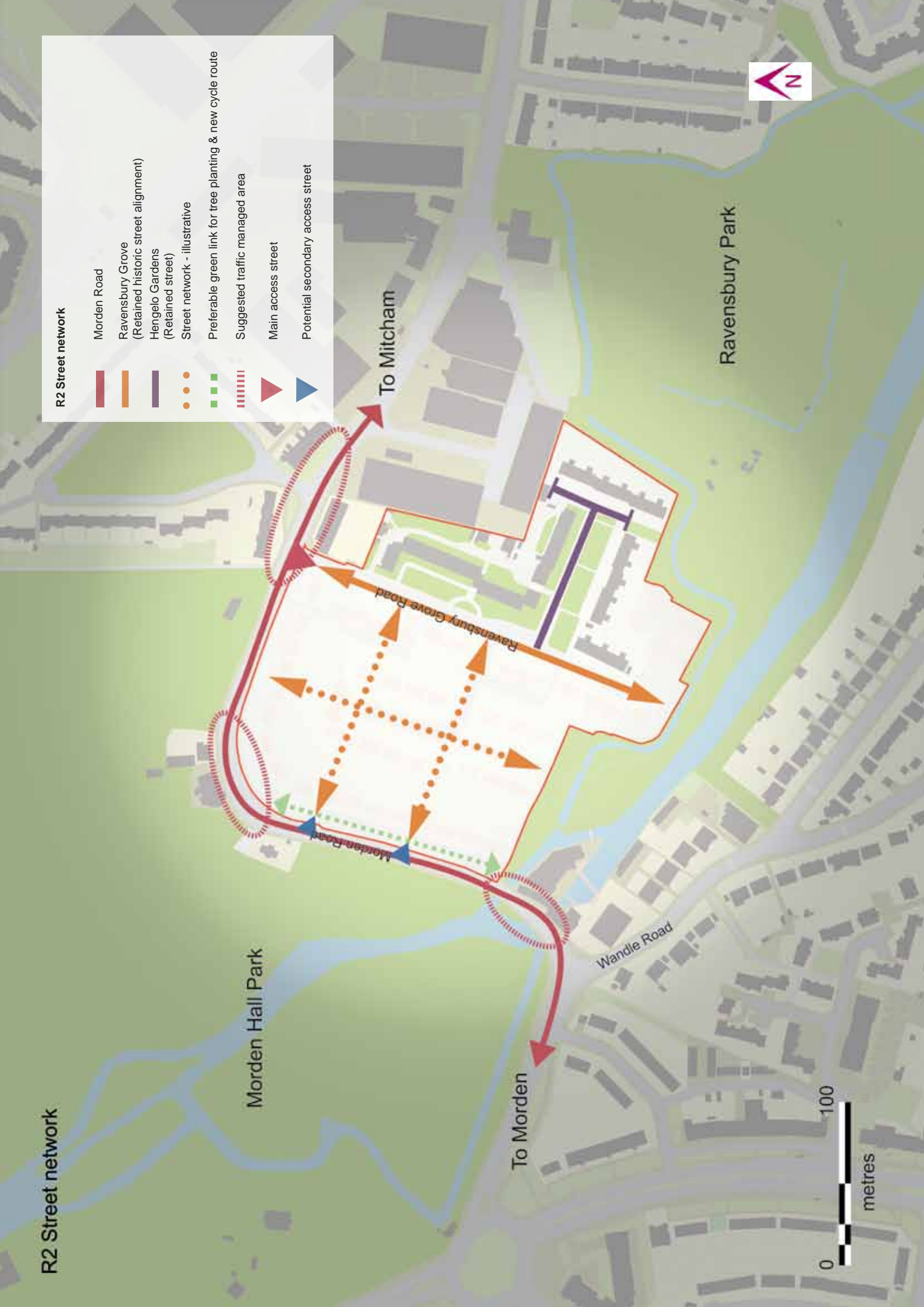
3.260 Despite the relative isolation of the estate and its physical constraints of the river and park, there is significant potential to improve links towards Morden town centre, by opening up the frontage onto Morden Road via new street and footpath connections.

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

R2 Street network

R2 Street network

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



Site specific policies

Policy

EP R3 Movement and access

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

Further guidance

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

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

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

Justification

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

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

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

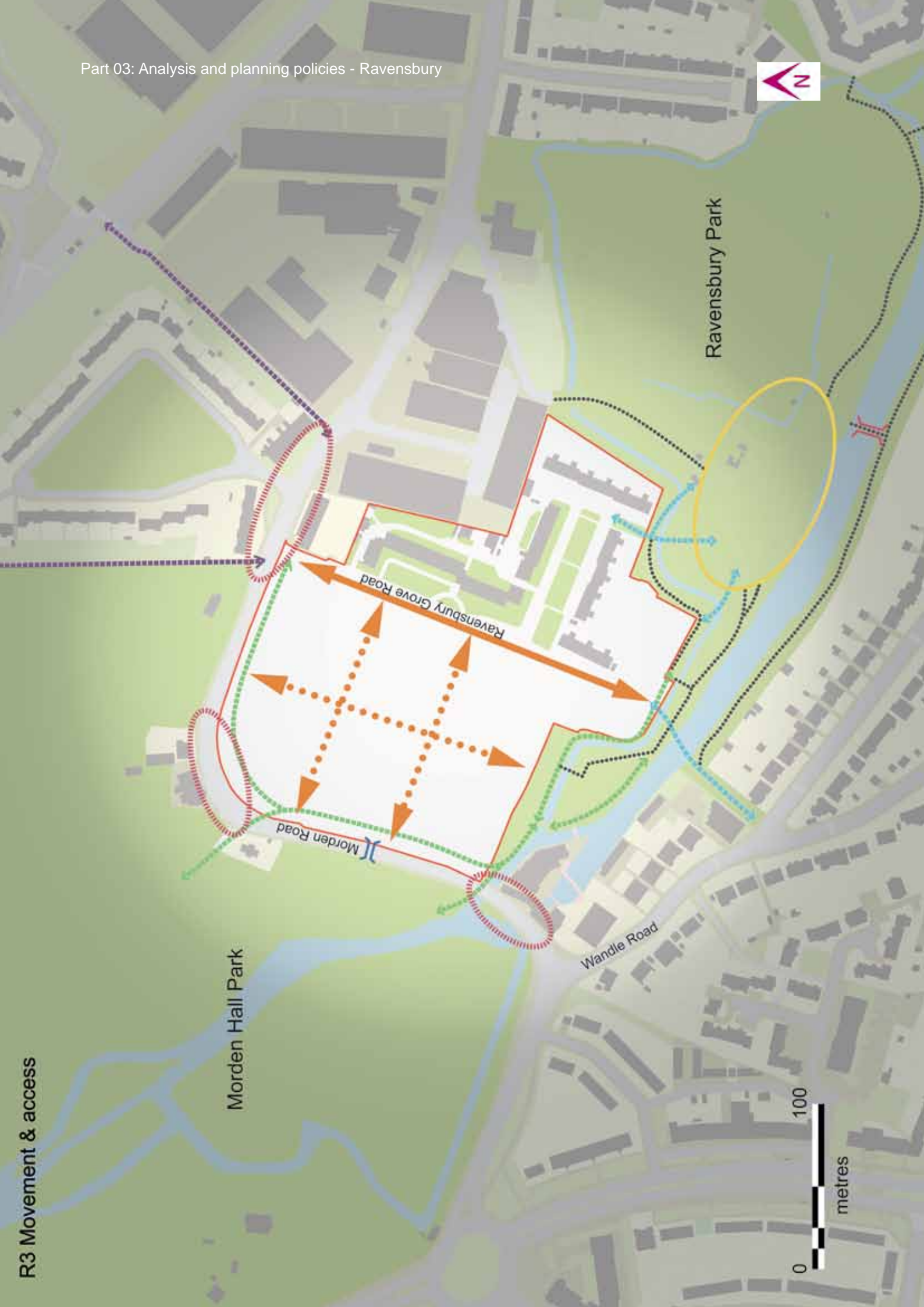
3.268 Links from within the estate towards Morden consist of either a back alley or detour to the north. The pedestrian routes between the parks and cycling facilities on Morden Road are also unclear. The paths through Ravensbury Park are poorly overlooked with few escape points into the surrounding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

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

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



R3 Movement & access



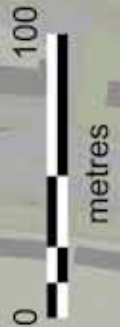
Morden Hall Park

Ravensbury Park

Ravensbury Grove Road

Morden Road

Wandle Road



Site specific policies

Policy

EP R4 Land use

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

Further guidance

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

Justification

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

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

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

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



R4 Land use

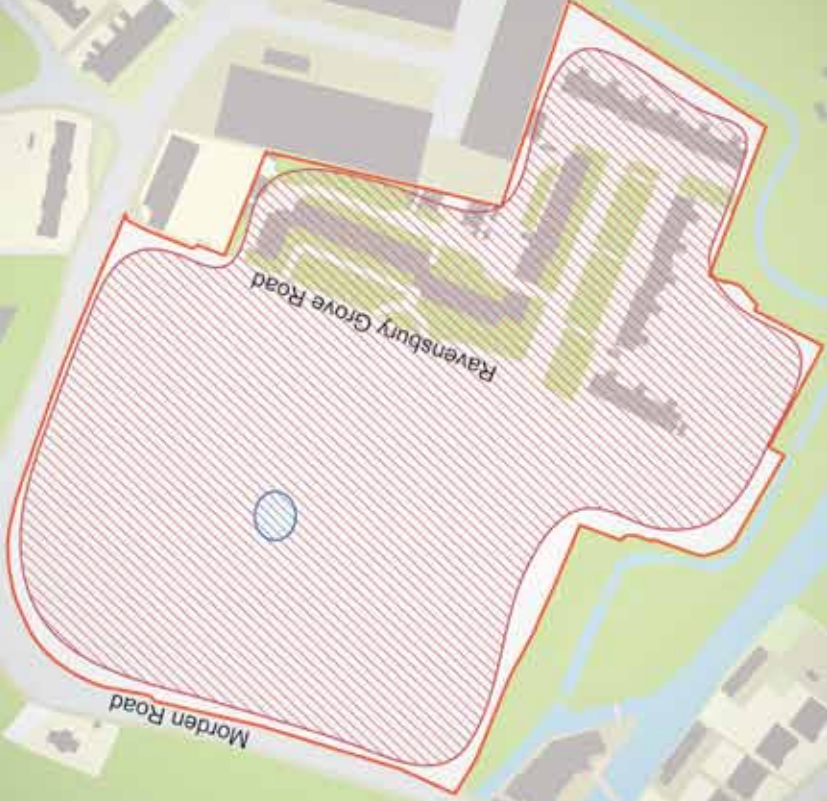
Residential land use

Illustrative community use

R4 Land use

Morden Hall Park

Ravensbury Park



Wandle Road

Morden Road



metres

Site specific policies

Policy

EP R5 Open Space

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

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

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

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

Further guidance





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

Justification

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

R5 Open space

R5 Open space

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



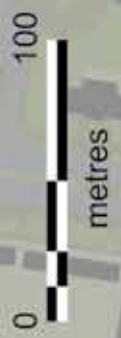
Morden Hall Park

Ravensbury Park

Morden Road

Ravensbury Grove Road

Wandle Road



Site specific policies

Policy

EP R6 Environmental Protection

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

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

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

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

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

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

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

Further guidance

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

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

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

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

Justification

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

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

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

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

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

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



R6 Environmental protection

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

Morden Hall Park

Morden Road

Ravensbury Grove Road

Wandle Road

Ravensbury Park



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Site specific policies

Policy

EP R7 Landscape

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

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

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

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

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

Further guidance

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

Justification

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

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



R7 Landscape

Morden Hall Park

Ravensbury Park

Wandle Road

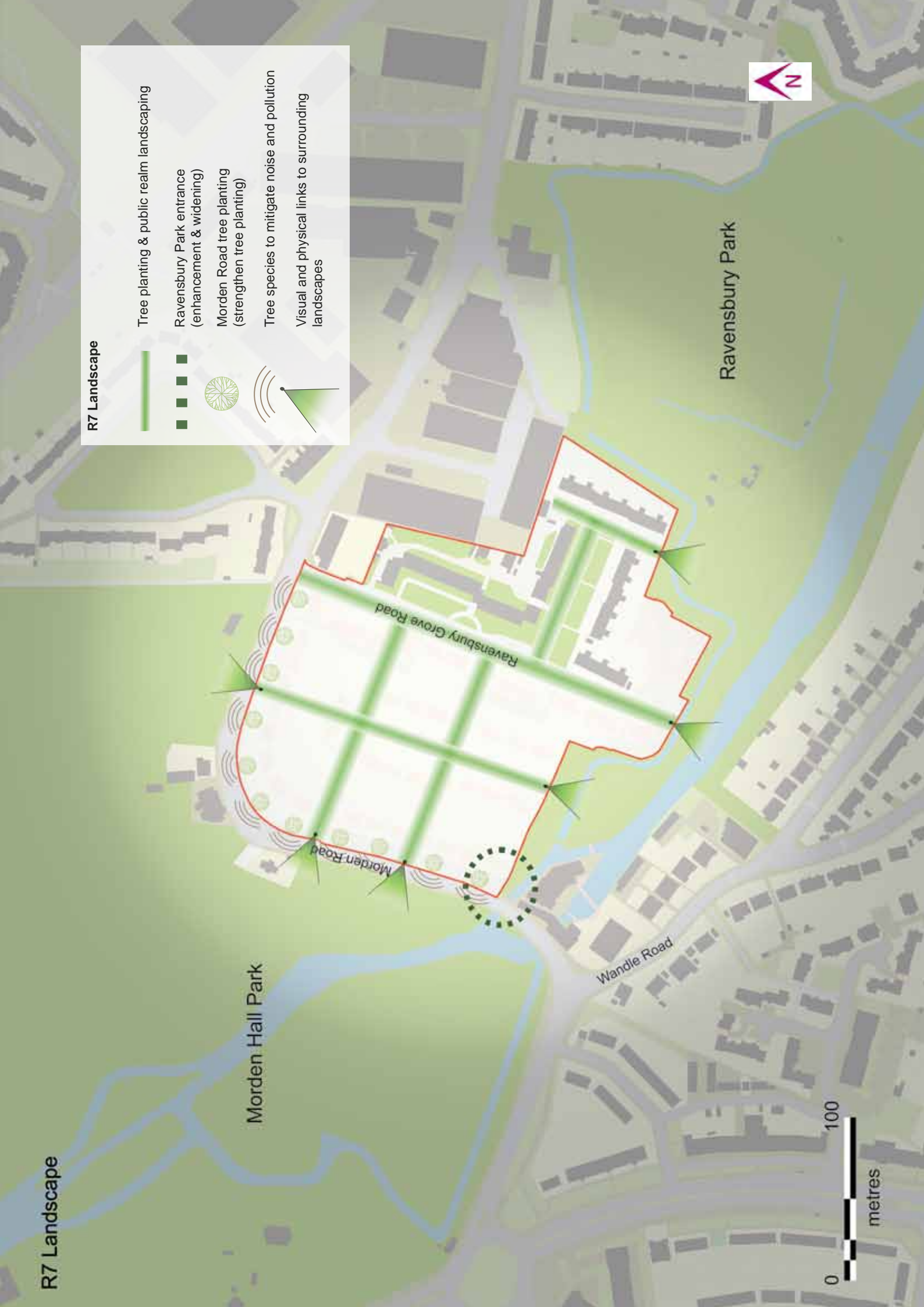
Morden Road

Ravensbury Grove Road



R7 Landscape

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



Site specific policies

Policy

EP R8 Building Heights

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

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

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

Further guidance

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

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

Justification

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

R8 Building heights



Morden Hall Park

Morden Road

Ravensbury Grove Road

Wandle Road

Ravensbury Park



Part 04 Design codes





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

Design code requirements

Introduction

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

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

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

Design Codes

Architecture and elevations

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

Materials

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

Landscape and biodiversity

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

Flooding and drainage

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

Internal space standards

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

Building and dwelling layouts

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

Building to street interface

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

Street design characteristics

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

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

Amenity space

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

Refuse storage and collection

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

General requirements

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

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

Part 05 Delivery and implementation



Draft Estates

Delivery and implementation

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

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

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

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

Keeping communities together – first phase of development for Eastfields Estate

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

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

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

Options for first phase of development on Eastfields

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

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

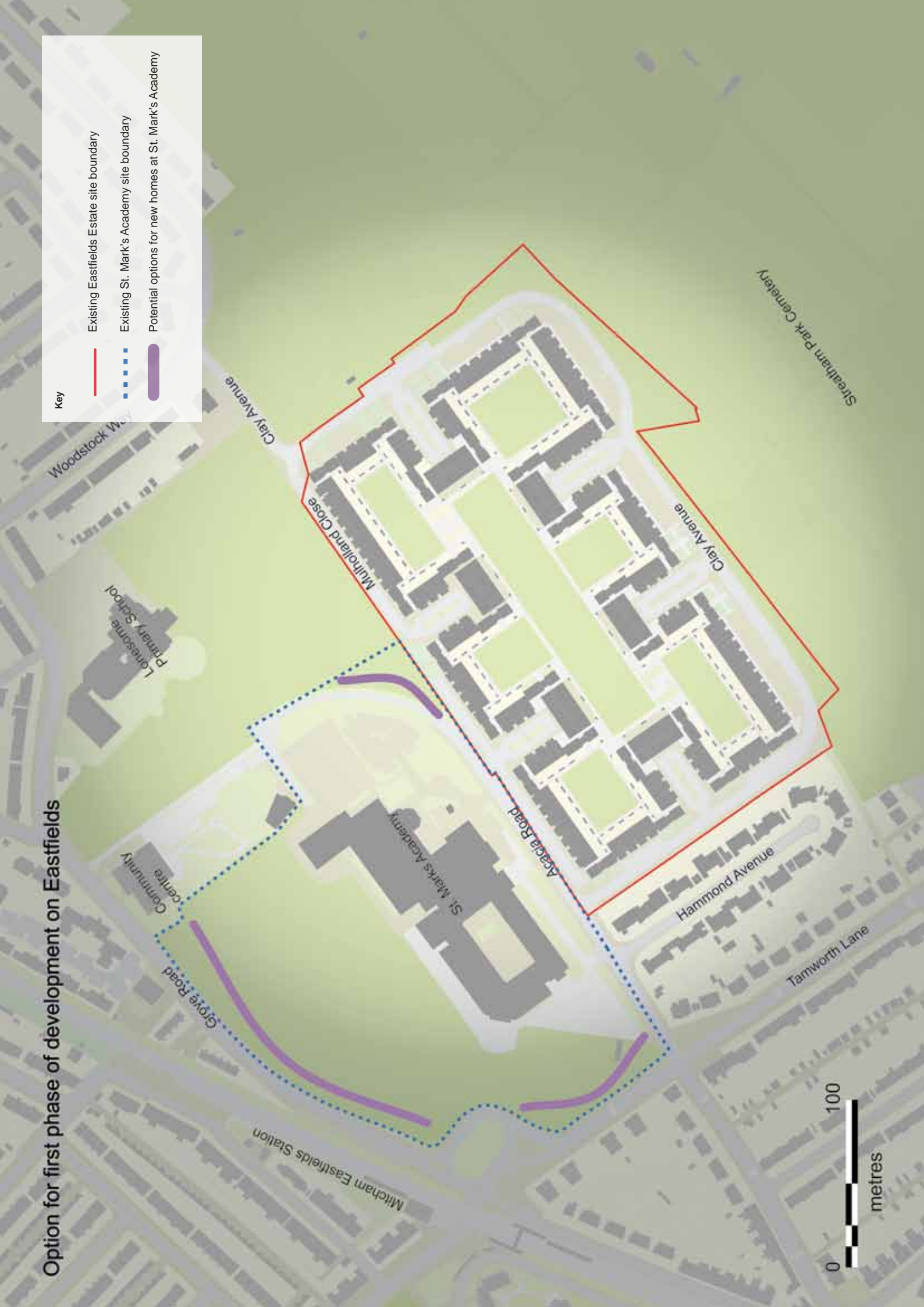
5.9 An option to provide a site for new homes is land on the edge of the boundary of St Mark's Academy.

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

Option for first phase of development on Eastfields

Key

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



Delivery and implementation

Risks of development around St Mark's Academy

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

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

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

Other alternative options

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

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

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

Section 106 planning obligations information can be found at:

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

CIL information can be found at:

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

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Appendices





South Park Gardens, Wimbledon

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

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

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

Eastfields: Areas deficient in access to Local Open Spaces

15 Dec 2015

Scale 1 : 3,000 @A4

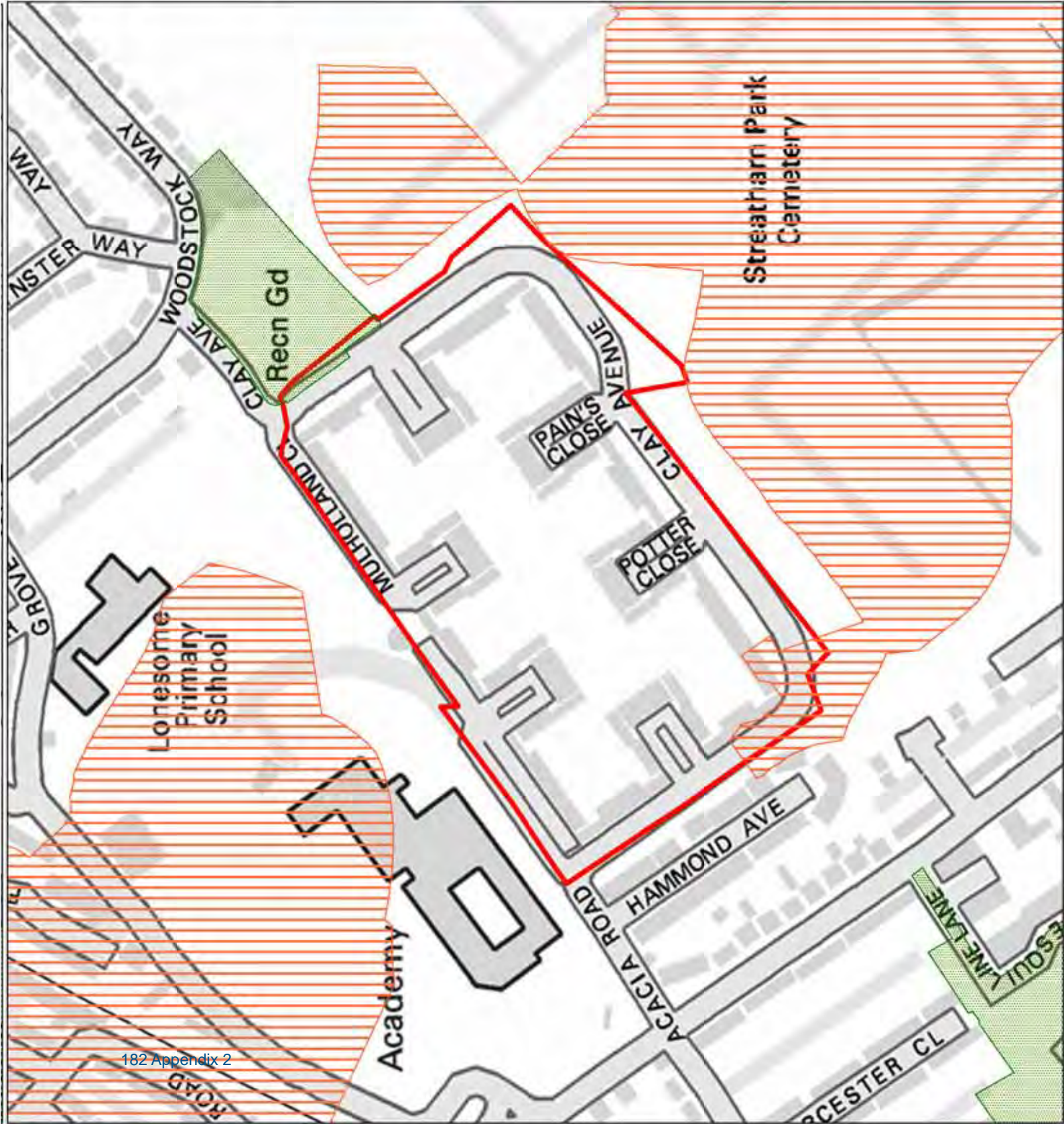
Legend

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

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

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

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



High Path: Areas deficient in access to Local Open Spaces

15 Dec 2015

Scale 1 : 3,000 @A4

Legend

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

The map shows updated Greenspace Information for Greater London (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
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- Linear Open Spaces



Ravensbury: Areas deficient in access to Local Open Spaces

15 Dec 2015

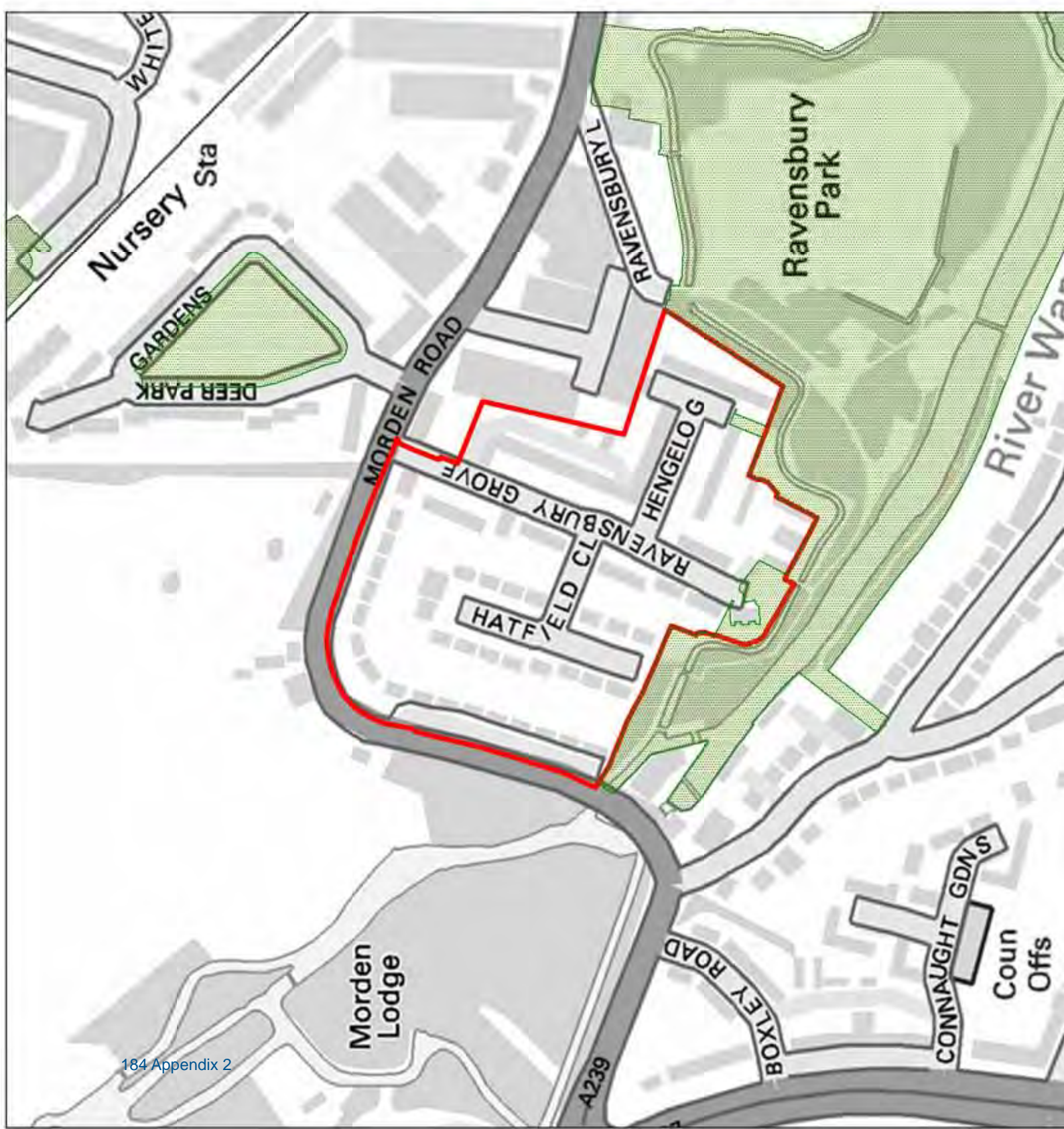
Scale 1 : 3,000 @A4

- 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
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- Linear Open Spaces



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Glossary





Three Kings Pond, Mitcham

Glossary

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

Active design

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

Active frontage

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

Alluvium

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

Ambiguous

Unclear or having several possible meanings or answers.

Amenity space (communal)

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

Amenity space (private)

Private balconies to individual flats or gardens to houses.

Anglo Saxon

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

Art Deco

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

Attenuation

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

Axis

The point about which something turns.

Balancing Pond

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

Barriers

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

Basement parking

Parking below ground level.

Biodiversity

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

Block

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

Boulevard

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

Buffer

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

Building elevations

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

Building line

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

Built form

The arrangement of buildings in a neighbourhood.

Build-out

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

Calico

Plain white cotton cloth.

Campus (style)

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

Carriageway

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

Cladding

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

Classical

A style based on ancient Greek and Roman architecture.

Cohesive

Appearing well integrated or unified.

Combined Heat and Power (CHP)

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

Combined sewer

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

Comparison shops

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

Component

A part of something larger.

Connectivity

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

Context

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

Convenience shops

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

Cul-de-sac

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

Culvert

An underground channel carrying a stream, river or drain.

Dead frontage

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

Defensible space

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

Defunct

No longer in operation.

Delineate

To show the alignment, boundary or shape of something.

Glossary

Density

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

Disparate

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

District heating network

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

Dual-aspect

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

Enclave

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

Era

A period in history.

Exacerbate

To make a situation more excessive, extreme or intense.

Exceedance

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

Figure-ground

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

Filter drain/strip

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

Fluvial flood plain

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

Focal point

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

Framework

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

Garden City

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

Gateways

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

Green chain

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

Green corridor

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

Green roof

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

Green-field run-off

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

Grid-iron streets

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

Habitable room(s)

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

Habitats

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

Hard-standing

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

High-rise

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

Historic environment

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

Home zone

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

Horticultural

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

Huegenot

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

Iconic

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

Idyllic

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

Incidental

Something that is a minor part of something else larger.

Inclusive design

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

Incoherent

Something that is unclear and difficult to understand.

Incremental

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

Infrastructure

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

In-situ

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

Insular

Inward-looking

Integrated

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

Glossary

Interface

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

Intergenerational centre

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

Inter-war

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

Landmark

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

Landscape

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

Legibility

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

Linear

Arranged, constructed, or laid out in a line.

Linoleum

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

Listed (building)

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

Local Nature Reserve (LNR)

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

Local Open Spaces

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

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

London Plan

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

London Plan density matrix

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

Low-rise

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

Massing

The general size and shape of a building.

Mews

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

Mitigate

To make the effects of something less acute or severe.

Mixed-use

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

Nascent

Beginning to exist, or the early stages of development.

Natural surveillance

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

Nodes

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

On-street parking

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

Open space

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

Organically developed

Gradually developed over time with little or no overall planning.

Orientation

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

Orlit

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

Palette

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

Paradox

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

Parameters

A boundary or limit within which something takes place.

Parking courts

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

Passive

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

Perceptible

Able to be seen or noticed.

Perimeter

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

Perimeter blocks

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

Peripheral

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

Glossary

Permeability

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

Permeable paving

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

Perpetuate

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

Philosophies

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

Pocket park

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

Podium

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

Prefabricated

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

Prevalent

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

Public realm

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

Public Transport Accessibility Level (PTAL)

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

Rain garden

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

Reveals

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

Riparian

The land around and immediately adjacent to rivers and streams.

Run-off

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

Secondary heat source

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

Separate sewer

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

Severance

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

Single aspect

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

Site of Importance for Nature Conservation (SINC)

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

Soakaway

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

Spalling

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

Strategic Environmental Assessment (SEA)

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

Strategic Road Network

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

Suburban (Suburbia)

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

Supplementary Planning Document (SPD)

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

Sustainable development

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

Sustainable Urban Drainage System (SUDS)

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

Swale

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

Sylvan

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

Thoroughfare

A route between places, often a main road

Townscape

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

Transition zone

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

Glossary

Tree canopy

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

Tributary

A stream that flows into a larger stream or river.

Typology

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

Under-croft parking

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

Urban

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

Urban fabric (urban form)

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

Utilisation

The use of something.

Vegetation

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

Vernacular

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

Views and vistas

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

Watercourse

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

Wetland

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

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