

Site specific policies

Policy

EP E8 Building heights

- a)** The majority of buildings across the estate must be of a height similar and harmonious to surrounding residential areas to contribute to achieving consistency with the surrounding character. Building heights must be based on a comprehensive townscape appraisal and visual assessment which builds on the analysis included in this document. Any strategy for building heights must make a positive contribution to the existing townscape, character and local distinctiveness of the area.
- b)** Buildings taller than this may be considered appropriate to facilitate intensified use of the site. Taller buildings are most appropriately located towards the centre of the site and must be informed by the existing mature trees. They should complement, rather than compete with the scale of this vegetation.
- c)** Taller building may also be appropriate at the intersection of north-south and east-west streets and to a lesser extent along Acacia Road and Mulholland Close, to signify main routes into the estate and relate to St. Marks Academy.
- d)** When viewed from outside the estate, taller buildings must not be seen to dominate the landscape or skyline.

3.95 Taller buildings must be carefully placed so as not to create poor microclimates or large areas of shaded streets or spaces. Where taller buildings are proposed, they should also be used to reinforce the sense of space or the character of a street, rather than fragment it with excessively varied building heights.

Justification

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





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

Further guidance

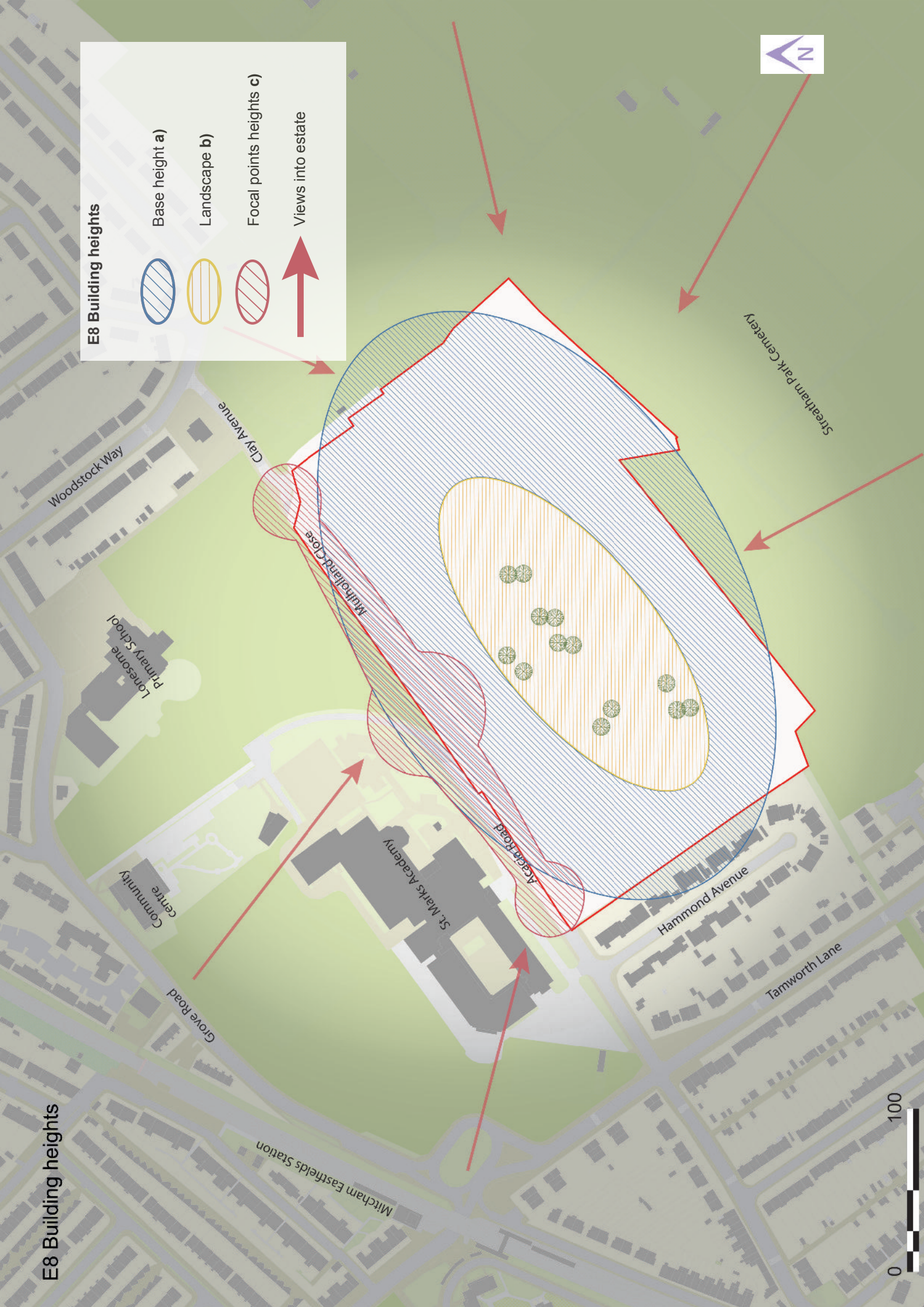
3.94 Taller buildings may be appropriate in certain places and careful consideration should be given to ensure they are located so as to appear in harmony and complement the mature vegetation and physically define open spaces. Buildings should not have a negative impact on the surroundings on account of their height and should relate well to the surrounding context and public realm particularly at street level.



E8 Building heights

- Base height a) 
- Landscape b) 
- Focal points heights c) 
- Views into estate 

E8 Building heights



Analysis and planning policies - High Path

SOU

OUTH WIMBLEDON
(MERTON)

Location

High Path Estate

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

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



Merton High Street

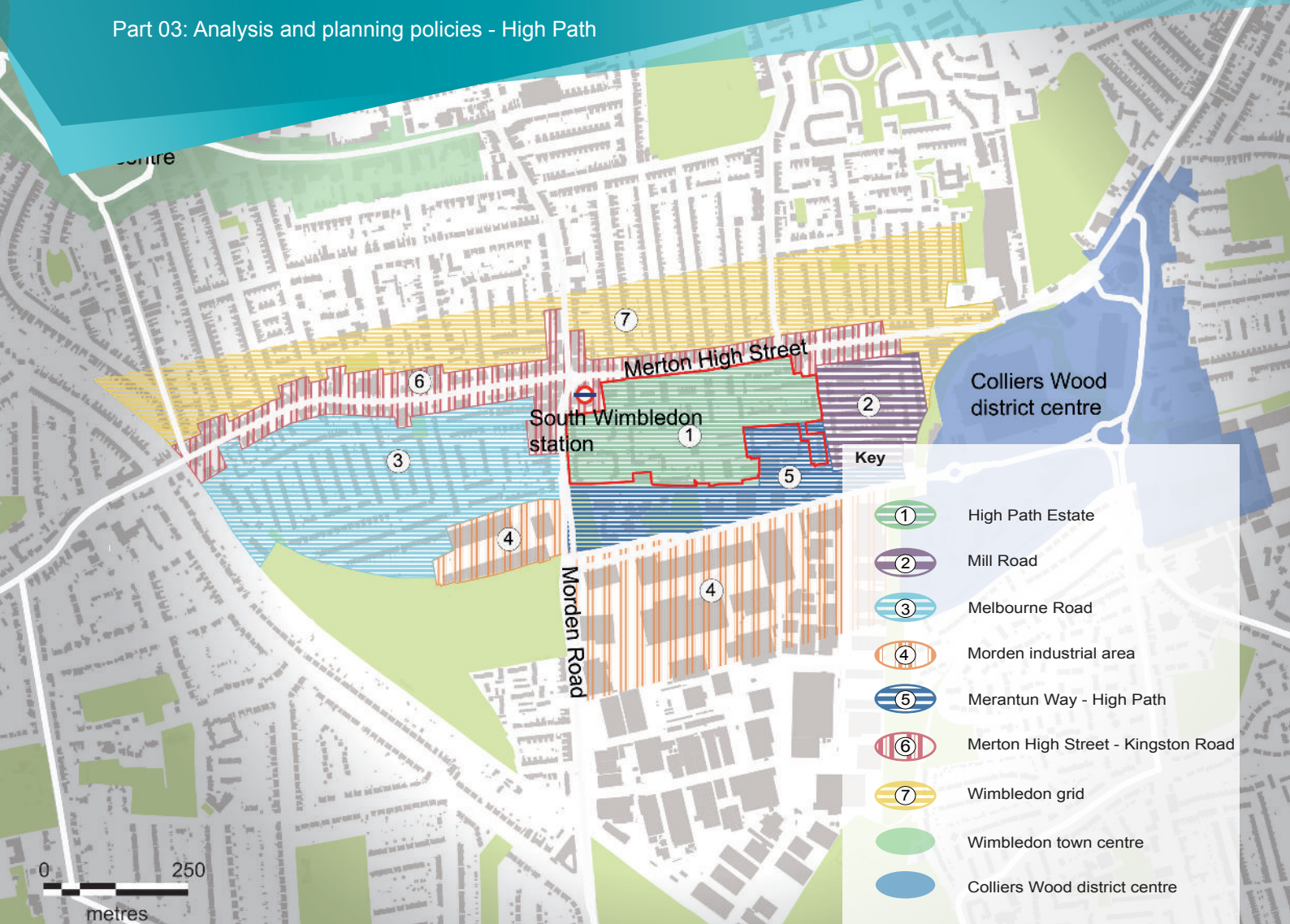
Abbey Road

High Path

South Wimbledon station

Morden Road

Nelson Gardens



Site analysis

1. Character areas

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

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

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

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

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

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



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



Character area 6: Merton High Street



Character area 2: Mill Road



Character area 1: High Path Estate



Character area 3: Brisbane Road



Character area 5: Merantun Way - High Path



Character area 4: Morden industrial area



Site analysis

2. Current land use

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

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



Nelson Gardens



Houses on Croft Road



The Trafalgar Pub High Path



High Path



Merton High Street



St. John the Divine Church



Residential - High Path Estate












Site analysis

3. Transport connectivity

3.107 Public transport links are excellent with the area having a PTAL Level of *4 to 6a*. South Wimbledon underground station is located on Merton High Street, there are two Tramlink stops approximately 10 minutes' walk to the south and west. There is also a relatively dense network of bus routes serving Merton High Street, primarily linking Wimbledon and Colliers Wood. Wimbledon is 20 minutes' walk away or a short bus ride, with mainline rail, tram and district line connections.

Key

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



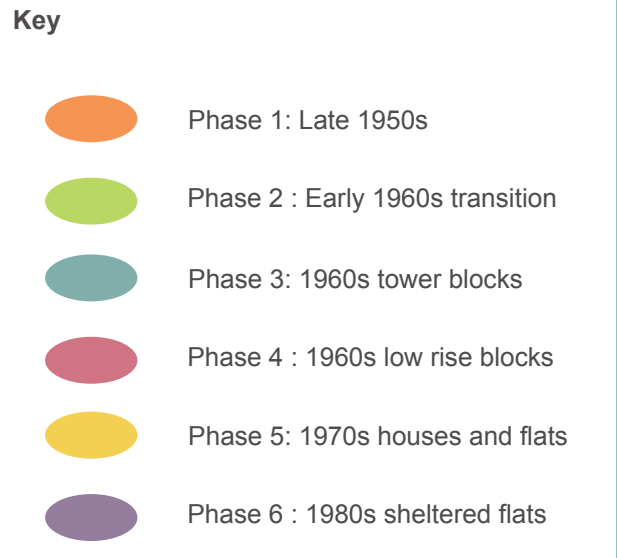
Phase 1: 1950s



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

4. Estate development time-line

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



Site analysis

5. Existing building heights



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

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



3 storey flats on Nelson Grove Road



2 storey flats fronting Merton High Street



3 storey commercial buildings fronting Merton Road



Merton High Street - Merton Road junction



12 storey tower block on High Path Estate



Morden Road (showing Spur House under construction)

Site analysis

6. Public realm and open space



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

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

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

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



Green spaces with little amenity value



Large areas dedicated to vehicle parking



Unplanned exercise area



Fragmented public realm



Poorly defined pavements and parking arrangement



Large areas of tarmac



Figure-ground plan

Site analysis

7. Streets and frontages



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

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

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



Lack of defensible space



Ambiguous front and backs



Rear of building block along street frontage



Unclear communal entrance with blank street frontage



Poorly defined public realm
















Unclear communal entrance



Site analysis

8. Townscape analysis

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

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



South Wimbledon underground station



Nelson Arms on Merton High Street



The three tower blocks dominate the skyline



Merton Abbey Mills is in close proximity to the estate



St. John the Divine Church

Site analysis

9. Landscape analysis



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

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



Some buildings on High Path have a negative visual impact



Lack of defined street frontage on Pincott Road

Issues and opportunities

Issues summary

Street frontage to Merton High Street

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

Sense of place and active frontage on Morden Road

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

Mix of building styles, forms and orientation

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

Development density

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

Connections to surroundings

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

Nearby buildings and sites

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

Issues and opportunities

Opportunities summary

Frontage to Merton High Street

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

Frontage to Morden Road

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

Create a clear internal network of clearly identifiable streets

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

Use land efficiently and create a consistent urban character

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

Good quality landscaping and vegetation

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

Attractive and functional open space

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

Improved links into the estate

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

Adjacent development potential

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

Site specific policies

Policy

EP H1 Townscape

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

Further guidance

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

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

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

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

Justification

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

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

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

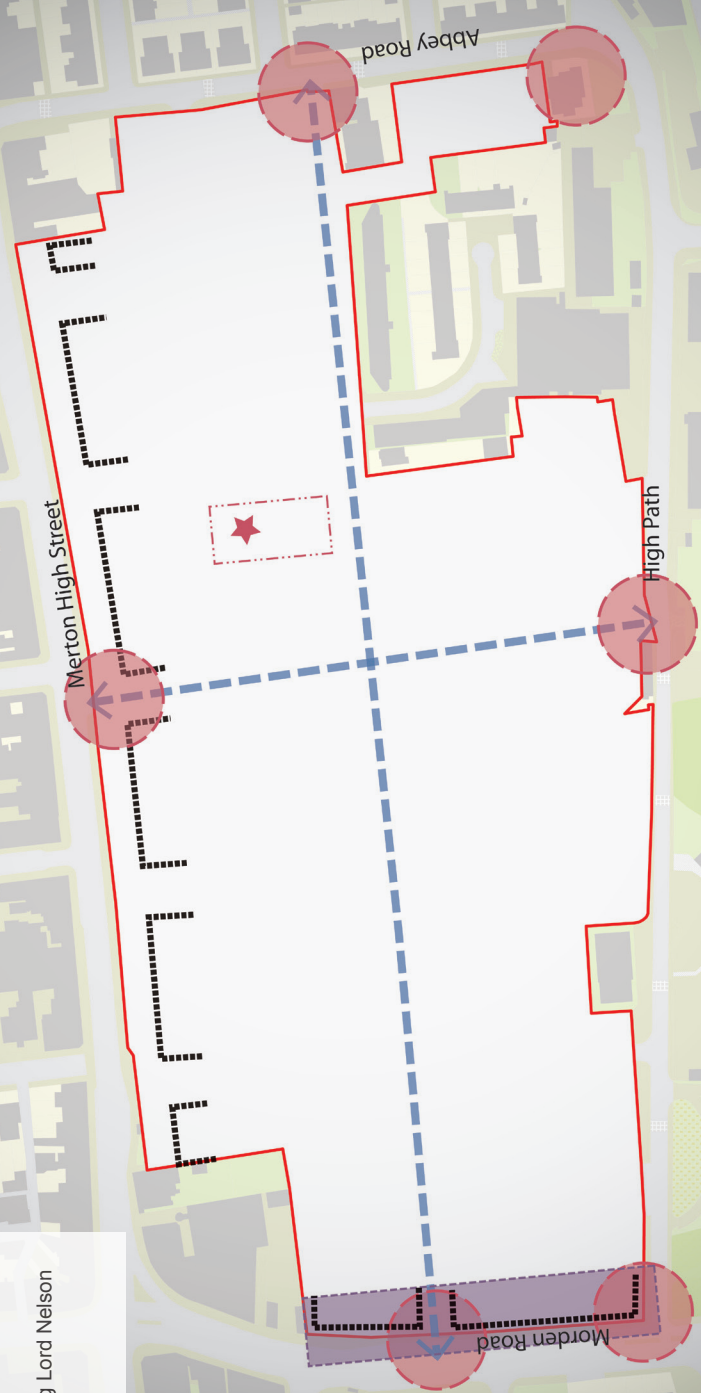
3.136 Landmark buildings should be designed to be sympathetic to surrounding buildings and spaces. The layout of the estate should be designed to ensure it seamlessly integrates into the surrounding area. It will also help enable any future development on adjacent sites and the wider area to integrate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



H1 Townscape

H1 Townscape

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



Site specific policies

Policy

EP H2 Street network

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

Further guidance

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

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

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

3.140 Mews Street style development should be reserved for shorter streets - *the existing Rodney Place is a good example*.

3.141 Whilst Rodney Place, is outside the estate boundary, linking it *better* into the *new* street pattern should be *considered in order to both protect its character and improve access from it to the surrounding streets*.

Justification









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

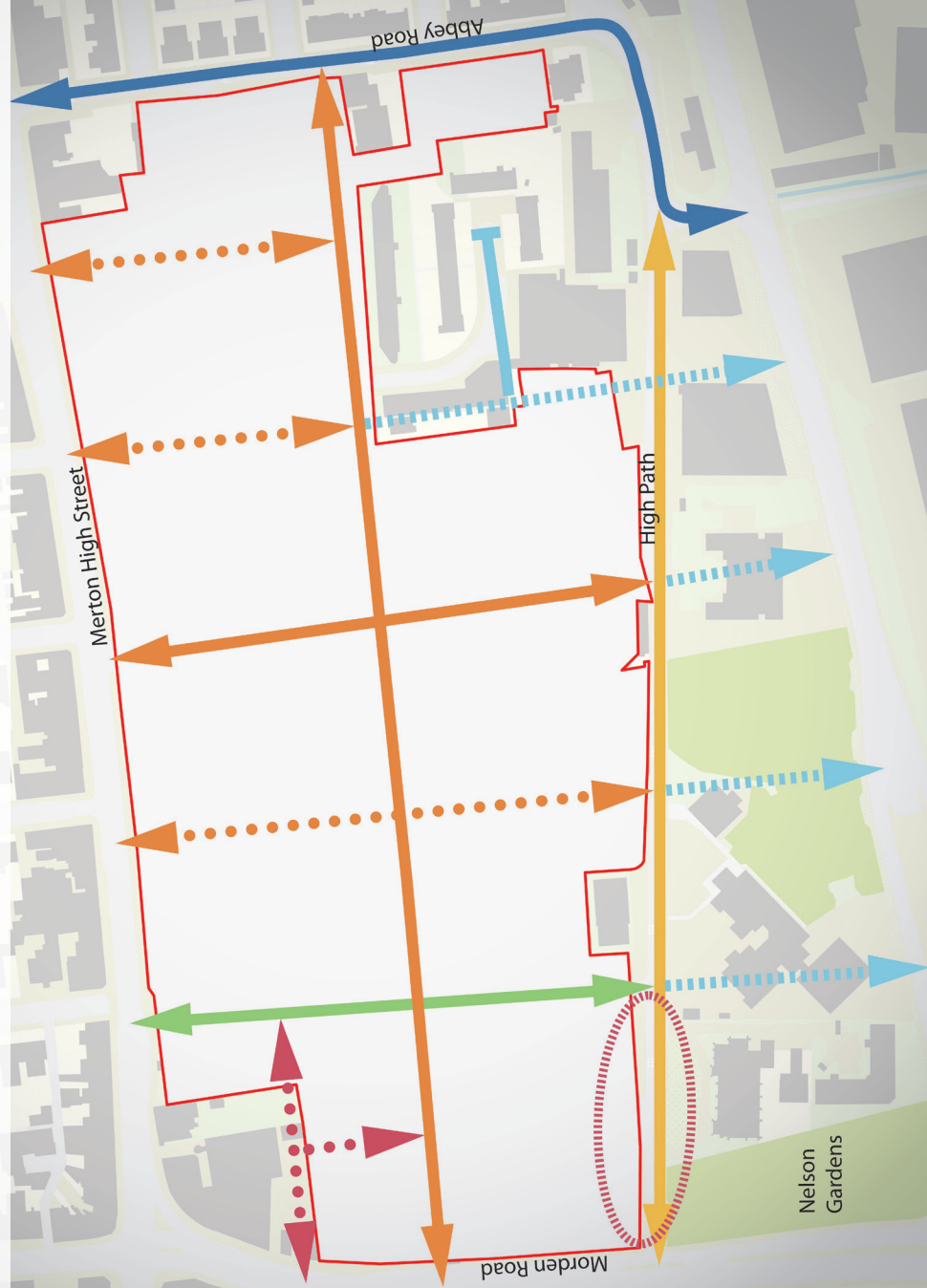
3.143 Development of a new network of streets should ensure that the neighbourhood is easy to get around and understand, and be accessible for all users. This includes ensuring clear and seamless links between the estate and the surrounding neighbourhoods (which do not currently exist), and extends the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

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

H2 Street network

H2 Street network

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



Site specific policies

Policy

EP H3 Movement and access

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

Further guidance

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

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

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

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

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

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

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

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

Justification

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

3.154 Parking on the estate will be provided in accordance with the London Plan (2016) parking standards taking into account specific local conditions and requirements. This should be supported by a Parking Management Strategy.

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

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

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

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

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

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

Site specific policies

Justification

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













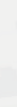

3.162 Preparation of development proposals for the estate will require the applicant to engage with TfL to ensure future delivery of the necessary transport infrastructure, including for the tram should it affect the estate.

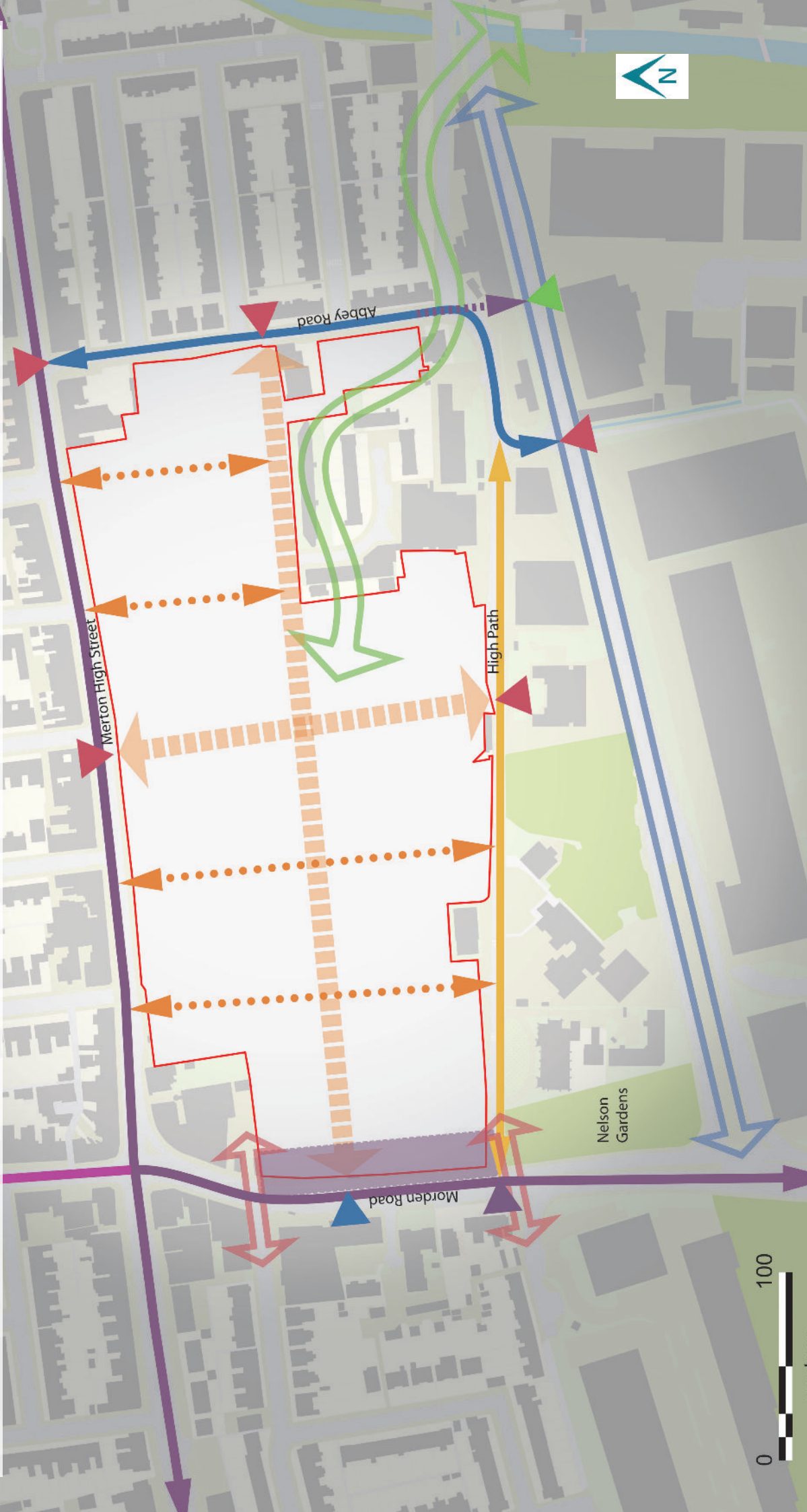
3.163 Delivery of the Tramlink extension would increase access to public transport in an area identified for intensification in the London Plan and population growth.

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

H3 Movement & access

H3 Movement and access

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



Site specific policies

Policy

EP H4 Land use

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

Further guidance

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

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

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

Justification

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

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

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

3.171 In accordance with policy DM E4 (Local Employment Opportunities) major development proposals will be expected to provide opportunities for local residents and businesses to apply for employment and other opportunities during the construction of developments and in the resultant end-use. Merton's Local Plan identifies a local deficiency in convenience retail provision to the east side of the estate. Any proposals for retail provision will need to accord with Merton's Local Plan policies including CS7 (Centres) and DM R2 (Development of town centre type uses outside town centres).



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

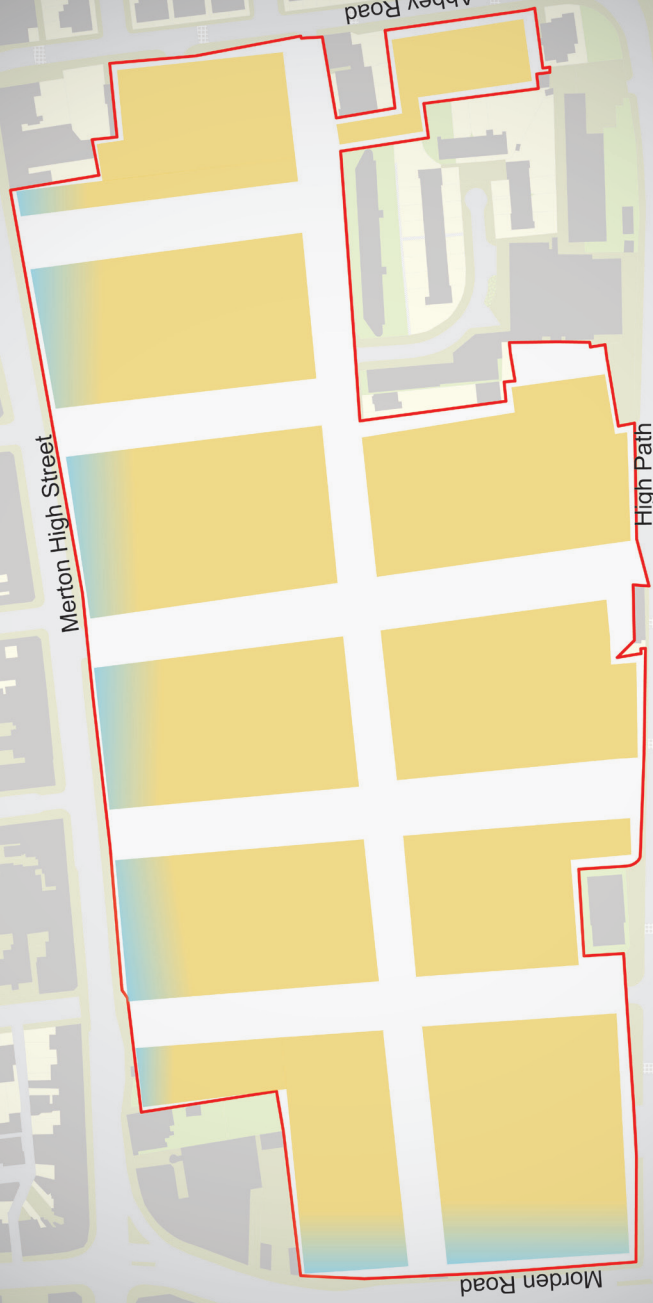
3.173 Based on the Local Plan Sites and Policies Plan policy DM R2, the council supports the replacement of the existing convenience shop (i.e. shop selling everyday essential items) in Pincott Road. Any proposed new local convenience shop which is located outside the designated town centre and parades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



H4 Land use

H4 Land use

-  Primary land use : residential
-  Commercial and community (subject to meeting relevant Local Plan Policies)



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Site specific policies

Policy

EP H5 Open space

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

Further guidance

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

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

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

Justification

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

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

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

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

H5 Open space

H5 Open space



Mature tree groups to inform design of open spaces

Indicative locations of mid sized open spaces

Indicative location of large open space

Existing open space



metres

Site specific policies

Policy

EP H6 Environmental protection

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

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

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

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

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

(iii) *Evidence that the CHP has been designed and built in line with the London Plan and associated guidance (e.g. the Mayor's draft Air Quality SPG) which seeks high air quality standards and mitigates air quality impacts as well as reducing carbon emissions.*

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

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

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

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

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

Justification

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

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

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

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

Site specific policies

Justification

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

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

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

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

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

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

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

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

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

3.193 Energy performance data on existing buildings will be held for many sites in the form of Energy Performance Certificates which measures the predicted energy consumption per m² in a development. By providing the energy performance data from Energy Performance Certificates, building energy performance can be compared between existing and future development using a metric that is suitable and easily comparable, thus helping to clearly demonstrate the potential for environmental improvements.

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

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

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

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

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






kWp – Kilowatt Peak (Size of PV System)
S – Annual Solar Radiation kWh/m² (See SAP)
ZPV – Overshading Factor (See SAP)

3.197 Consultation responses from residents living within and near High Path have raised concerns about the potential for disruption and disturbance caused by building works taking place in phases over a long period of time. As with other planning applications, the council will require the submission of a working method statement and a construction logistics plan prior to development proposal commencement. Working method statements must ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and comply with London Plan (2016) policies 6.3 and 6.14, Merton's Core Strategy policy CS20 and policy DM T2 of Merton's Sites and Policies Plan (2014). Construction logistics plans must demonstrate how environmental impacts of the development on the local environment, including the surrounding highway network and the amenities of the surrounding occupiers will be minimised. These must also accord with guidance published by the mayor of London / TfL and London Plan (2016) policies including 7.14 and 7.15. These are particularly important over such a long-term programme to ensure that each new phase of development minimises the impact on residents living within and beside the estate.



H6 Environmental protection

H6 Environmental protection

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



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Site specific policies

EP H7 Landscape

Required

a) Regarding the following specific tree groups:

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

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

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

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

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

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

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

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

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

Further guidance

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

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

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

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

Justification

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

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

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

H7 Landscape

H7 Landscape



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



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



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



Site specific policies

Policy

EP H8 Building heights

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

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

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

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

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

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

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

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

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

Further guidance

3.205 Taller buildings must be carefully placed so as not to create poor microclimates or large areas of shaded streets or spaces. Where taller buildings are proposed, they should also be used to reinforce the sense of space or the character of a street, rather than fragment it with excessively varied building heights. Building heights should be similar along the lengths of street and one either side in order to maintain a consistent character.

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

Justification

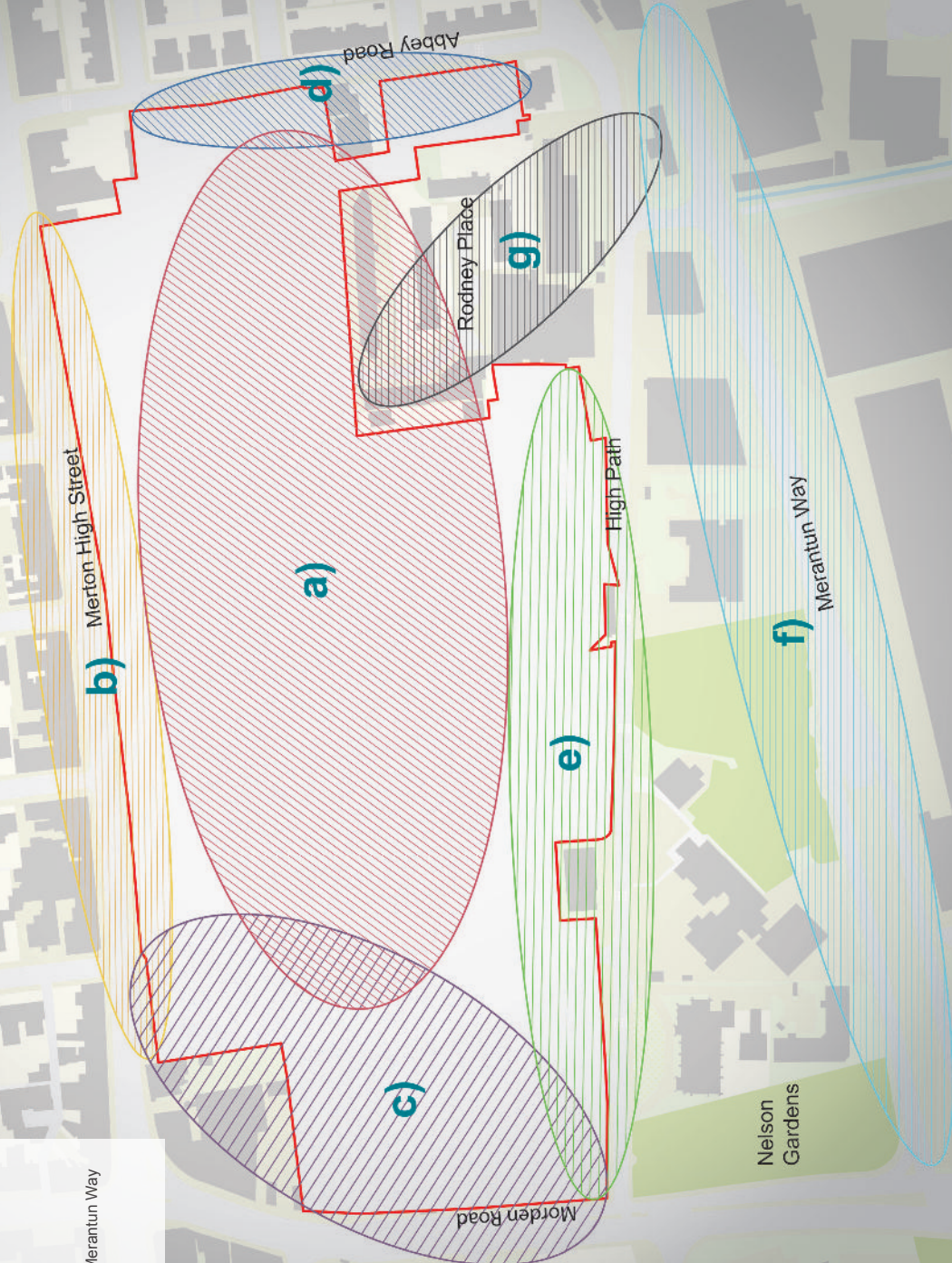
3.207 The existing estate has a wide range of building styles and heights. A more even distribution of heights will reduce these negative characteristics and help new development fit in comfortably with its surroundings. It will also create neighbourhood streets that are easy to understand. In order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



H8 Building heights

H8 Building heights

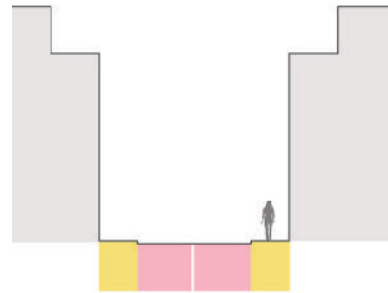
- a) General building height
- b) Merton High Street
- c) Morden Road
- d) Abbey Road
- e) High Path
- f) Merantun Way
- g) Station Road, Abbey Road & Merantun Way



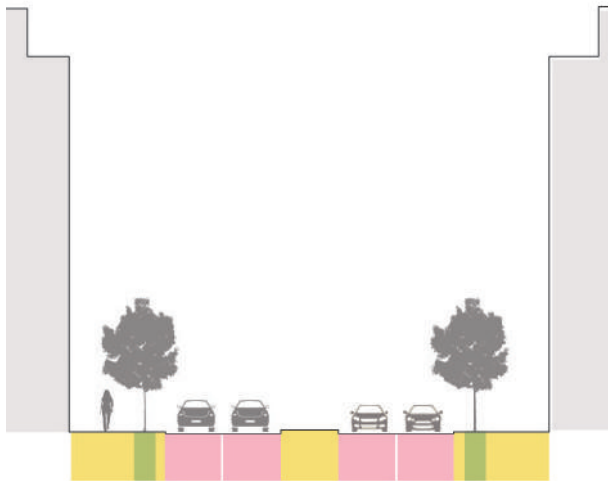
Indicative street sections - street character in relation to building height



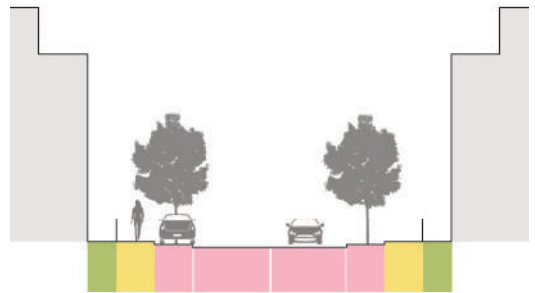
High street layout e.g Merton High Street **(b)**



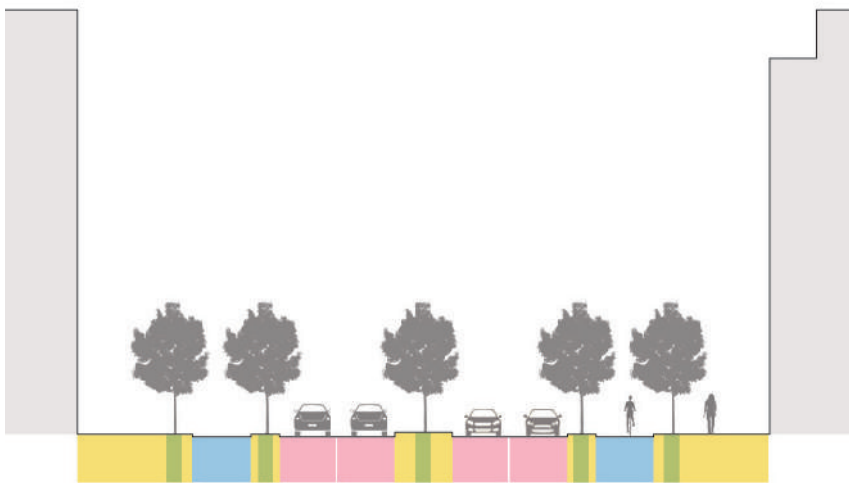
High Path - historic section **(e)**



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



Typical estate street **(a)**



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



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

Analysis and planning policies - Ravensbury



Ravensbury Park

Location

Ravensbury Estate

3.208 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 the busy Morden Road, to the north and west, Ravensbury Park to the south and Morden Road Industrial Estate to the east.

3.209 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.

3.210 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.

3.211 Orlit is a prefabricated reinforced concrete method of construction, that was common after the Second World War. Approximately 85% of the properties are Clarion Housing Group tenanted and the rest privately owned.



Ravensbury Park

Ravensbury Grove Road

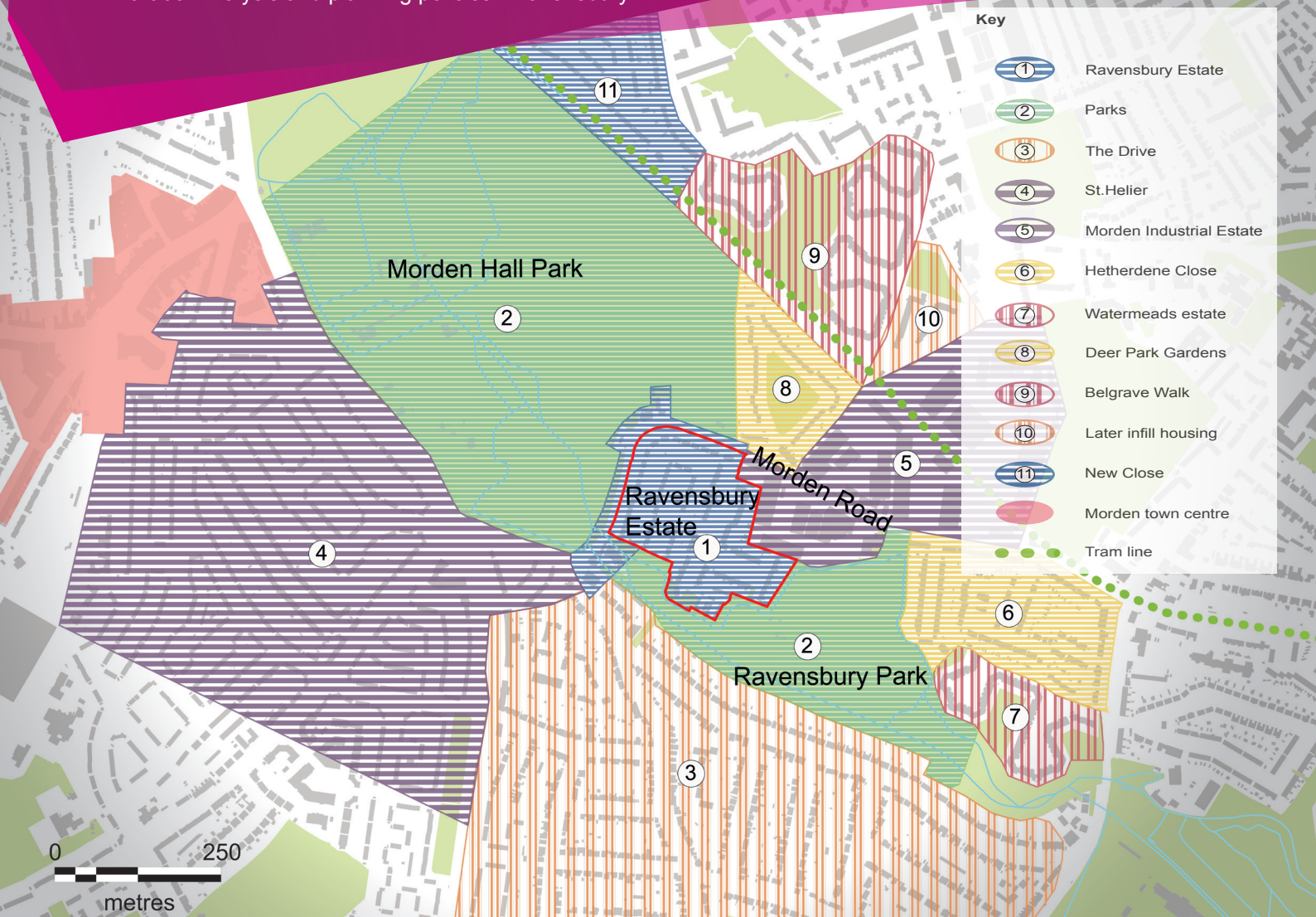
Morden Road

Wandle Road

Morden Hall Park

100

metres



Site analysis

1. Character areas

3.212 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.

3.213 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.

3.214 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

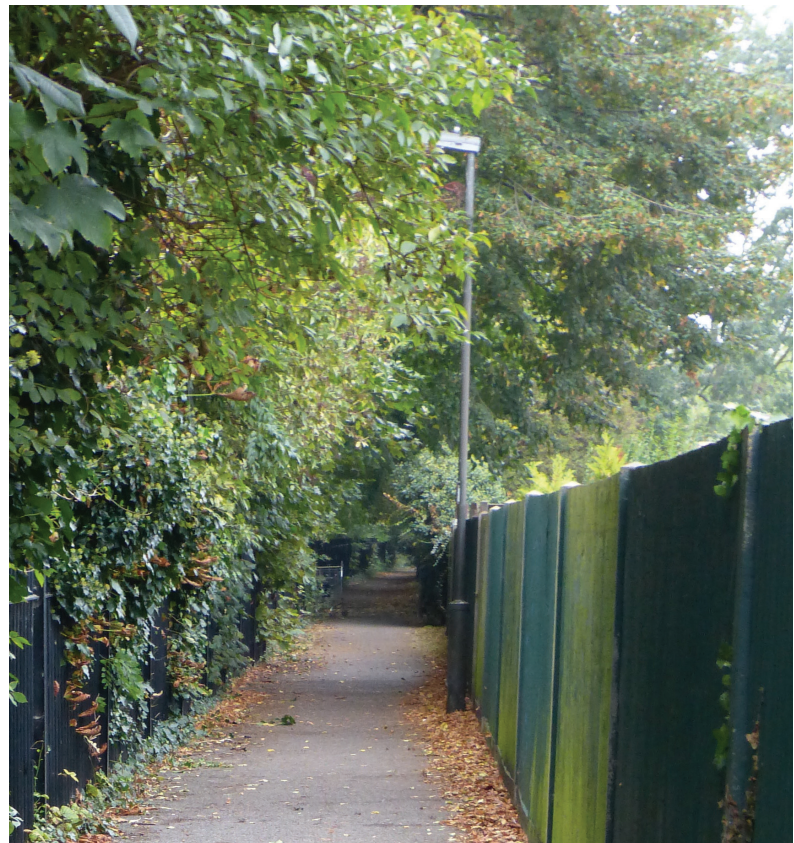


Site analysis

2. Land uses

3.215 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 quite 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

3.216 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.

3.217 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 *rating varies between 2 and 3*. 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

4. Estate development time-line



3.218 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 - Orlit
	Phase 2 : Late 1950s - Other
	Later addition - garages



Phase 1: Orlit homes



Phase 2: Hengelo Gardens



Later addition: Ravensbury garages



Phase 2: Ravensbury Grove







Phase 1: Morden Road

Site analysis

5. Existing building height



3.219 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 reflects both 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 Court flats



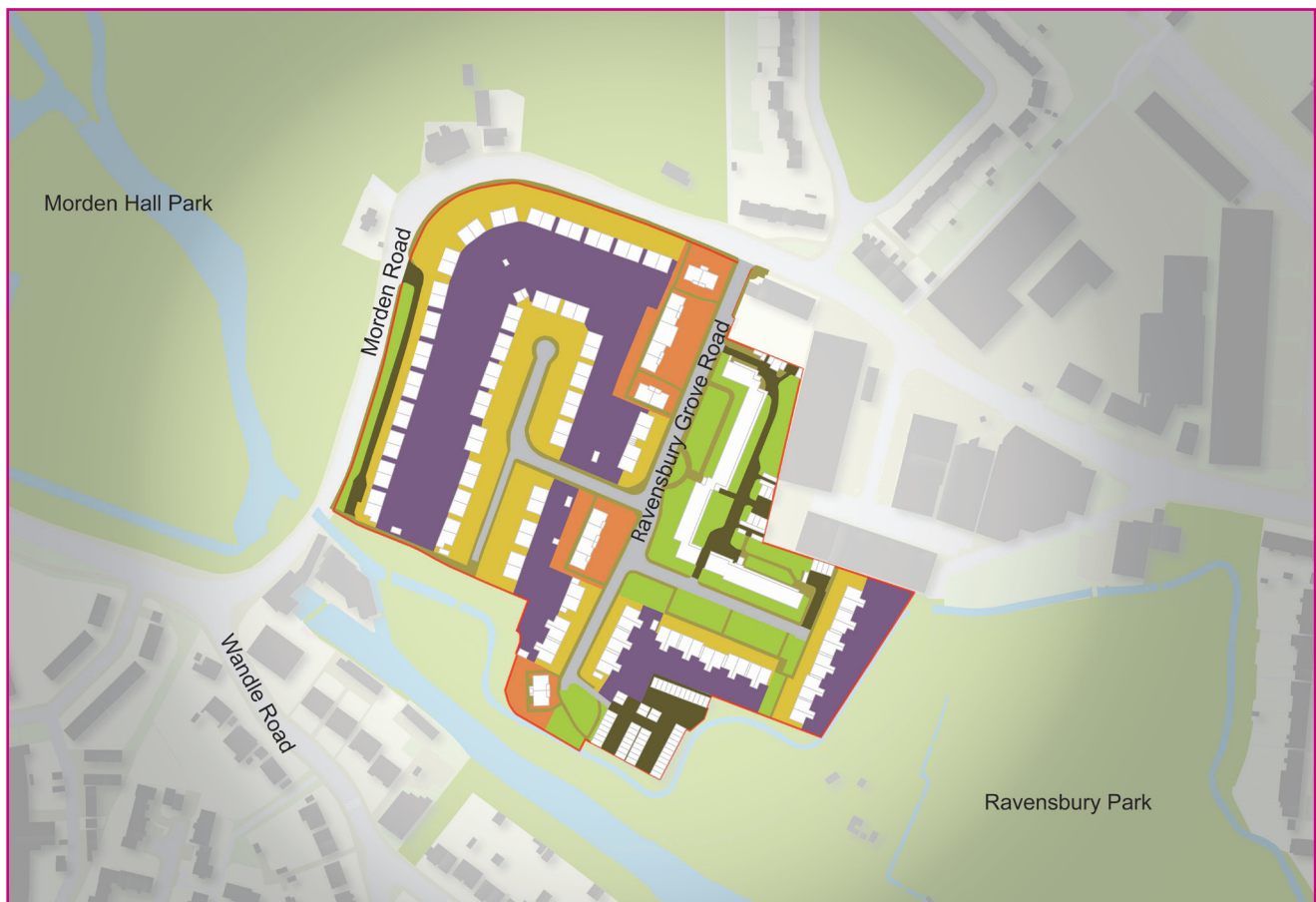
South end of Ravensbury Grove

6. Public realm and open space

3.220 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, however some of the space is 'left over' and ambiguous, for example, at the end of Ravensbury Grove. 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.

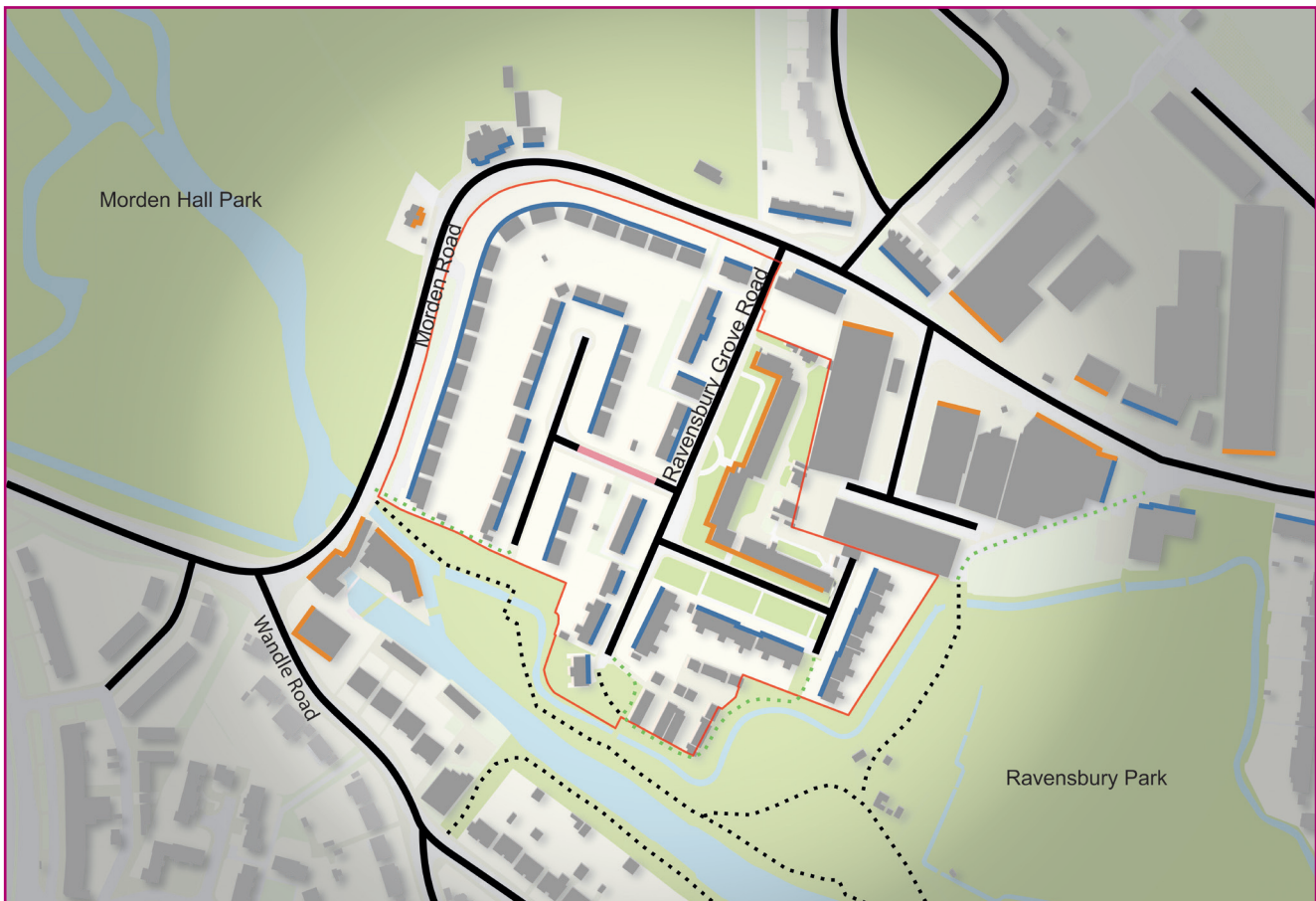
Key

-  Semi-private amenity space
-  Communal amenity space
-  Pedestrian areas
-  Parking courts
-  Estate roads
-  Front gardens
-  Back gardens



Site analysis

7. Streets and frontages



3.221 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



Rear entrances Ravensbury Grove



Surrey Arms fronting onto Morden Road



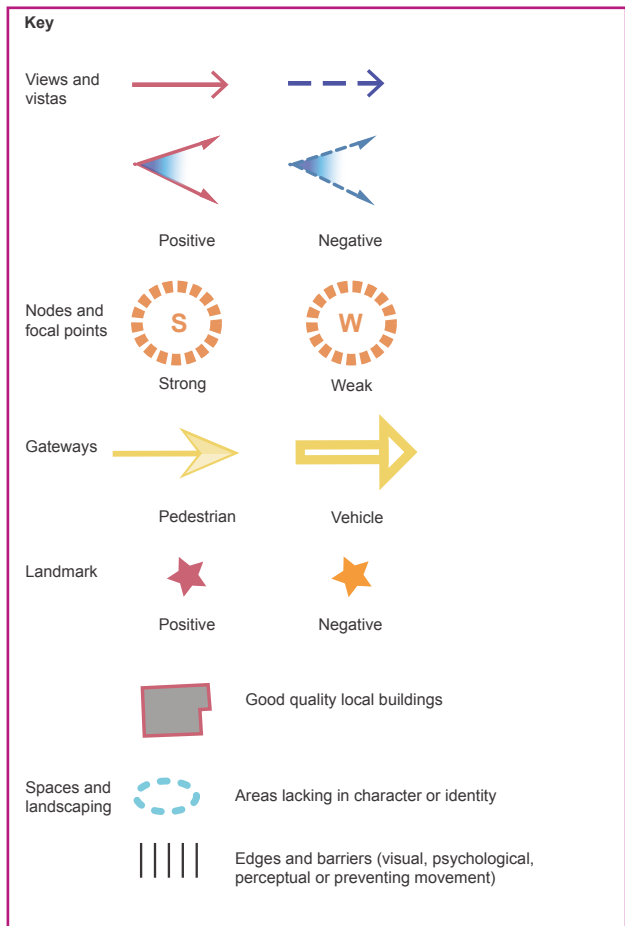
Morden Hall lodge



Site analysis

8. Townscape analysis

3.222 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.





River Wandle in Ravensbury Park



View of Ravensbury Park



Morden Hall Park



Ravensbury Mill







Surreys Arms Pub and White Cottage

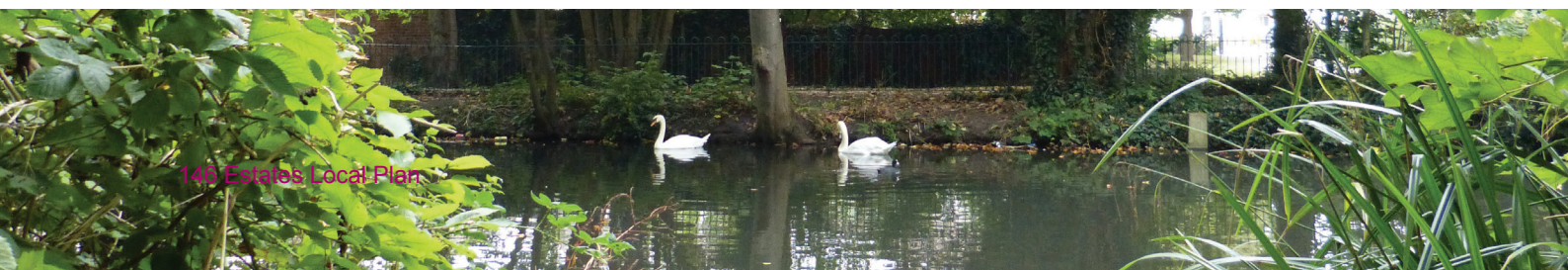
Site analysis

9. Landscape analysis



3.223 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, 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 flats from the industrial areas outside the estate. 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

3.224 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 significantly increase the accessibility of the area for residents of the estate and local area.

Defined space on Morden Road

3.225 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.

3.226 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 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

3.227 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

3.228 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

3.229 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

3.230 The estate is in close proximity to the River Wandle. 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 of the area.

Biodiversity

3.221 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

3.232 The estate is in close proximity to the River Wandle. Introduce swales in open space to mitigate flooding. Swales will provide natural habitat for nearby wildlife in the park without undermining the landscape character of the area.

Pedestrian and cycle links

3.233 Improve pedestrian and cycle crossing facilities 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

3.234 Reinforce historical spine road of Ravensbury Grove and create new streets in the form of traditional residential streets with active frontages onto public space. Improve accessibility from the estate to Morden Road.

Ravensbury Park

3.235 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 the landscaping setting of the estate is not undermined.

Local history

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

Biodiversity

3.237 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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