

Site specific policies

Policy

EP R1 Townscape

- a) Proposals will be expected to provide widening and landscape improvements into the Ravensbury Park entrance adjacent to Ravensbury Mill and clearer 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 will be expected to 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 must be improved and enhanced. The architecture and design of buildings should draw upon the surrounding good quality townscape such as Ravensbury Mill, The Surrey Arms and White Cottage.
- e) Proposals must show how they 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

3.238 Townscape and landscape features should be used as a design framework in which to deliver the vision for Ravensbury, of building as part of a Suburban Parkland Setting. Within this framework proposals should create development that sits comfortably within, and is highly respectful to, its unique landscape whilst making efficient use of the land. Proposals will be expected to demonstrate how they form an integral part of the landscape

setting and retain this character through building forms, layouts, streets, use of landscaping and choice of materials. Integrating better to the wider setting is also important. How well proposals respond to these requirements will be a key means by which design quality is assessed.

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

3.240 Proposals should 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.

3.241 Proposals should 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.

3.242 *At the time of the preparation of this plan, there are currently no proposals to refurbish Ravensbury Court that would require planning permission. Any future proposals to refurbish Ravensbury Court flats should be explored in partnership with residents. Subject to residents' views, these could consider providing doors to the living rooms of the ground floor flats to provide direct access from the open space on Ravensbury Grove. There is also scope to improve the space to the rear of the flats for the benefit of residents.*

Justification

3.243 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.

3.244 The Orlit houses fronting Morden Road provide a strong building edge to the estate, which helps define the character of Morden Road, and reinforces 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.

3.245 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.

3.246 The architecture of the adjacent mill building provides inspiration for creative interpretation in the design of buildings at this prominent corner of the estate adjacent to Ravensbury Park. Cues should be used to inform the design of new homes whilst ensuring proposals integrate well into a high quality landscape setting.

3.247 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 the opportunity to reinforce these key elements.

3.248 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.

3.249 Visibility into Morden Hall Park on Morden Road is poor due to the current boundary treatment. Regeneration of the estate provides an opportunity to work in conjunction with the National Trust to enable views from the estate into 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.













3.250 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.



R1 Townscape



R1 Townscape

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

• *Note: the map has been amended in accordance with modification recommended for paragraph 3.242.*

Site specific policies

Policy

EP R2 Street network

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

Further guidance

3.251 The estate is bounded by Morden Road, which is a busy traffic route. Targeted traffic management measures along Morden Road at key points should be considered to improve pedestrian connectivity to the surrounding area, reduce severance caused by traffic and improve road safety.

3.252 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.

3.253 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.

Justification

3.254 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 R3.

3.255 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.

3.256 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.

R2 Street network

R2 Street network

- Ravensbury Grove
(Retained historic street alignment)
- Hengelo Gardens
(Retained street)
- Street network - illustrative



Morden Hall Park

Ravensbury Park

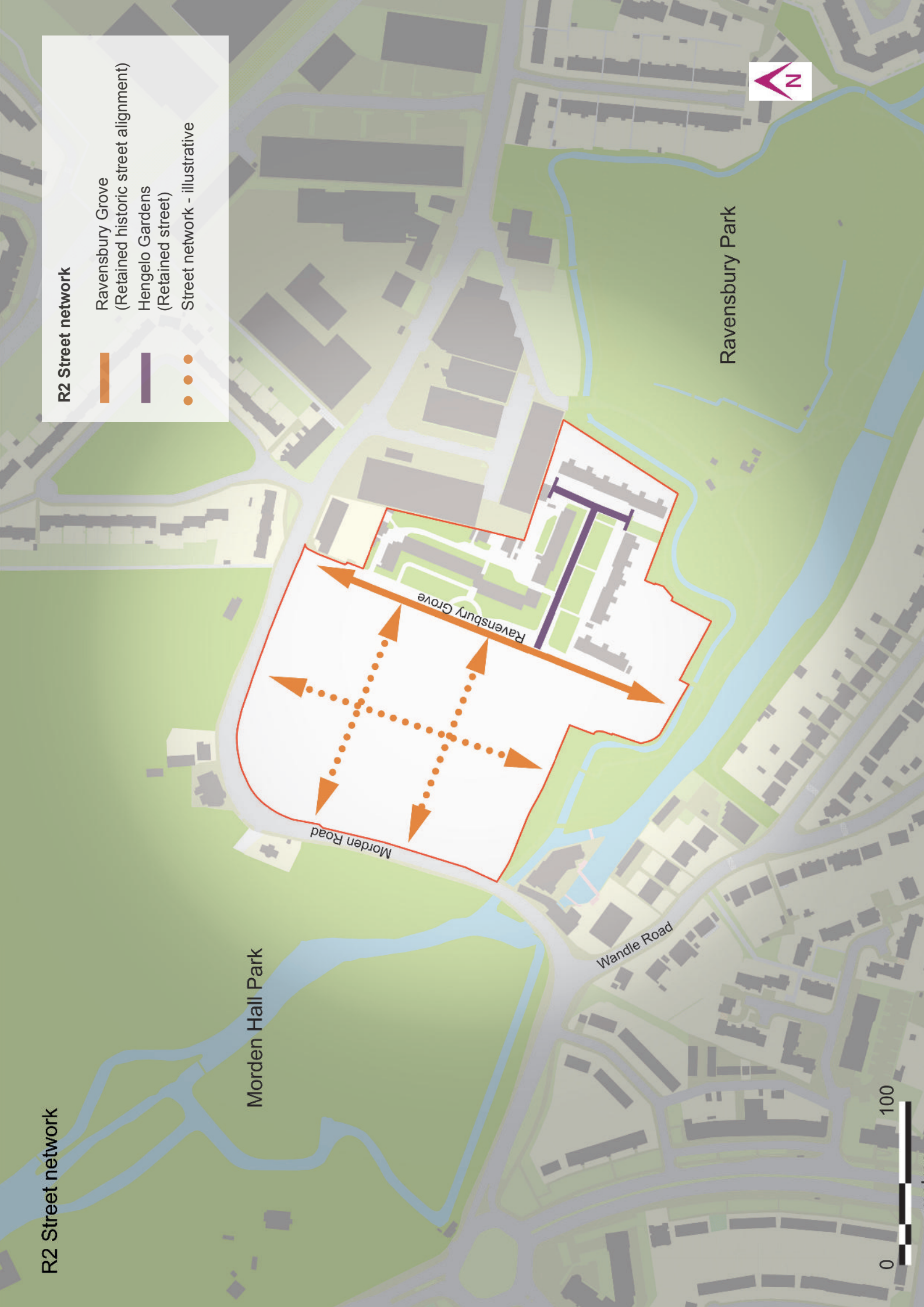
Morden Road

Ravensbury Grove

Wandle Road



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Site specific policies

Policy

EP R3 Movement and access

- a)** Proposals must 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 must be carefully designed and located to ensure accessibility into the park without undermining safety and biodiversity.
- b)** The relocation of the crossing point from Morden Hall Park to the estate to a position which allows for a direct link to the park and a new pedestrian and cycle route along Morden Road will be expected to 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 will be expected to be investigated in order to 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 must be clear and designed as traditional streets, irrespective of whether they are for vehicular use.

Further guidance

3.257 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 create a new direct north–south pedestrian link from Wandle Road to the Ravensbury Estate.

3.258 Developing cycle links further along Morden Road, for night time cycling when Morden Hall Park is less accessible, should be considered.

Justification

3.259 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.

3.260 *Vehicular and cycle* 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.

3.261 Whilst the estate does have physical 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 around The Drive. Whilst there is currently a footbridge, it is not conveniently located for north-south movement and is poorly overlooked.

3.262 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.

3.263 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.

3.264 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.

3.265 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 points which ensure pedestrians and cyclists have sufficient space to move in a comfortable environment.

3.266 The amount of traffic using Morden Road makes for an 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 to Wandle Road would improve pedestrian links to nearby tram stops and bus stops.



R3 Movement & access



R3 Movement and Access

-  New and enhanced pedestrian and cycle links to parks
-  Improve pedestrian routes to tram stops
-  Existing pedestrian routes enhanced
-  Ravensbury Grove Road
-  Street network - illustrative
-  Hengelo Gardens
-  New crossing point
-  Existing crossing point
-  Traffic management
-  New river crossing point
-  Existing river crossing point
-  Tram stop
-  Main access point
-  Potential pedestrian / cyclist access point

Site specific policies

Policy

EP R4 Land use

- a)** The predominant land use for this estate is to be retained as residential with the re-provision of *the existing number of affordable homes and* the existing community room.
- b)** Densities outputs 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.

Further guidance

3.267 Applicants may propose other land uses, though these must be appropriate to the site and comply with local planning policies. However, it is considered unlikely there will be any demand for other non-residential uses.

Justification

3.268 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 the currently vacant mill. Morden town centre is a 15 minute walk away.

3.269 Ravensbury estate is located within an area with a low level of Public Transport Accessibility. Development proposals need to 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 must 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.

3.270 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.

3.271 The Council will aim to optimise the latest London Plan requirements. 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.

3.272 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).



R4 Land use

Residential land use

Illustrative central community use

R4 Land use

Morden Hall Park

Morden Road

Ravensbury Grove

Wandle Road

Ravensbury Park



Site specific policies

Policy

EP R5 Open Space

- a)** The area of designated open space at the boundary with Ravensbury Park must be reprovided in terms of quantity and quality to a suitable location within the estate, with high quality landscaping and recreational uses.
- b)** Proposals must retain and enhance the existing communal gardens on Hengelo Gardens and Ravensbury Grove. New landscaping should connect to, and complement these existing spaces.
- c)** 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).
- d)** All new houses and flats must have gardens or amenity space that meet or exceed current space standards.

Further guidance

3.273 The number of open spaces and their individual size is not prescribed. Open space can be provided in the form of a single space or a number of smaller spaces. However, any new public open space should link into flood mitigation measures and the surrounding parkland landscape.

Justification

3.274 The relatively small portion of designated open space adjacent to Ravensbury Park is of poor quality. The regeneration of this site provides an opportunity for the on-site re-provision of this open space to a better quality. *In September 2016 Merton Council's Planning Applications Committee resolved to grant permission for a scheme in this location (Ref 16/P1968). Should a decision notice be issued and this scheme be capable of being*

delivered, then this will have a bearing on the designation of open space at this location.

3.275 The estate is 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. As such, the estate is 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.







3.276 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.

3.277 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). 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'.

3.278 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.

R5 Open space

R5 Open space

-  Ravensbury Park entrance (Widening and improvement of access)
-  Ravensbury Park (Enhancement of existing access)
-  Existing communal garden space (Retain and enhance)
-  Surrounding parkland (Improve pedestrian and cycle links)
-  Designated open space
-  Illustrative surrounding tree canopy

Morden Hall Park

Morden Road

Ravensbury Grove

Wandle Road

Ravensbury Park



Site specific policies

Policy

EP R6 Environmental Protection

- a)** As the estate is in close proximity to the River Wandle and modelled as at risk of fluvial flooding, 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)** The proposed development must aim to reduce post-development runoff rates as close to greenfield rates as reasonably possible.
- c)** Development proposals must demonstrate how surface water runoff is being managed as high up the London Plan drainage hierarchy as possible.
- d)** 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
- e)** 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.
- g)** 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.

- h)** Development should not encroach on the river bank buffer zone, which should be managed for the enhancement of biodiversity along the river corridor and to allow maintenance access to the watercourse, where required.
- i)** 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.
- j)** 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.
- k)** 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. 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.

m) 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.

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

o) 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.

Further guidance

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

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

3.281 There is potential to enhance the back channel tributary 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, as well as better management of habitats.

3.282 There is also potential to undertake in-channel and river bank enhancements to the main channel of the River Wandle to the south of the site within Ravensbury Park, providing this does not increase flood risk. Any such works will be subject to Environment Agency flood defence consent. This enhancement could involve the

narrowing of the channel to increase the normal flow velocity, in order to help reduce siltation and stagnation in this stretch of the Wandle.

Justification

3.283 Being adjacent to the River Wandle, its tributaries and two large historic parks makes issues of enhancing the attractiveness of the river corridor and surrounds while managing flood risk, and improving 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.

3.284 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.

Site specific policies

3.285 As surface water flood risk and drainage have been identified as a key issue for Ravensbury, development proposals must demonstrate they have achieved greenfield run-off rates as reasonably possible, using Sustainable Drainage Systems (SuDS) and considering surface water management as high up the London Plan (policy 5.13) drainage hierarchy as reasonably possible.

3.286 The interface between any proposed development and Ravensbury Park 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 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.

3.288 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 South East Rivers Trust (The Wandle Trust).

3.289 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. Merton seeks a similar 5m wide strip on either side of ordinary watercourses, where possible these distances should be exceeded.

3.290 Of particular importance should be the enhancement of the river corridor and its environment, including dealing with flood risk and surface water drainage issues. Currently surface water drainage from Ravensbury discharges directly into the Thames Water sewer network, increasing the risk of the sewers being at or over

capacity and surcharging during a flood event. The regeneration of this area presents an opportunity to manage this risk and to discharge to the River Wandle at a restricted rate.

3.291 To improve surface water drainage and achieve as close to greenfield run-off rates as possible, there are a number of mitigation solutions which should be considered including an open network of swales, permeable paving surfaces, rain gardens, areas of landscaping, front and rear gardens.

3.292 As set out in this policy, swales and other SuDS (such as rain gardens, green roofs, balancing ponds, filter strips and green verges) are designed holistically, as features to improve the attractiveness of the estate, to enhance biodiversity, to provide recreation, to improve water quality as well as as a drainage solution. Development proposals must demonstrate they have considered surface water management through sustainable urban drainage systems (SuDS) as high up the London Plan (policy 5.13) drainage hierarchy as possible.

3.293 Developers are advised that tools such as the SuDS management train approach 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.

3.294 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.

3.295 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.

3.296 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.

3.297 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 metrics, the environmental improvements that will be delivered through regeneration compared with the performance of existing buildings.

3.298 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.

3.299 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)

3.300 Consultation responses from people living within and near Ravensbury 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 provisions are particularly important to help identify and minimise the causes of potential disruption to residents at Ravensbury Court while the wider estate regeneration programme is being delivered.



R6 Environmental protection

R6 Environmental protection

- Flood mitigation measures (illustrative)
- 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

Ravensbury Park

Morden Road

Ravensbury Grove

Wandle Road



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Site specific policies

Policy

EP R7 Landscape

- a)** Landscaping must 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)** The estate currently has groups of established mature trees to the north, along Morden Road, on Ravensbury Grove and Hengelo Gardens. These trees must be retained and be used to inform the design of landscape arrangements, for example to provide cues for the location of focal points.
Any plans should also seek to retain other mature trees within the estate
- c)** Street tree planting and landscaping must be incorporated into streets whilst integrating with existing open space functionality, biodiversity enhancements and flood mitigation measures.
- d)** Along Morden Road tree planting must 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.
- e)** The significant widening and enhancement of the entrance to Ravensbury Park from Morden Road, will be expected to be an integral part of any development proposals for the site.

Further guidance

3.301 Landscaping measures should be designed to improve the green corridor link between Ravensbury Park and Morden Hall Park.

Justification

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

3.303 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 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, to the tram-stops to the north, to local bus stops and into Morden.

3.304 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.

3.305 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 can create a landscape buffer between new development and traffic on Morden Road.

3.306 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.



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
- Illustrative location of established tree groups



Morden Hall Park

Morden Road

Ravensbury Grove

Wandle Road

Ravensbury Park



Site specific policies

Policy

EP R8 Building Heights

a) General building height: Whilst there is a need to increase density, to do so too much would undermine the dominant landscape character of the area. Buildings heights must not compete with established mature trees which envelop the estate. Relatively open views from within the estate to the surrounding tree canopy are a defining characteristic of the estate and should generally be retained.

To ensure this, *no buildings must* extend higher than the existing Ravensbury Court flats. 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 should make a positive contribution to the existing townscape, character and local distinctiveness of the area.

b) Core of the estate: Within the estate, building heights must generally be lower than other parts of the estate around its edge. Heights should allow views to the surrounding established trees.

c) Morden Road: Buildings along Morden Road must relate to the surrounding established tree canopy but not adversely affect views of it from the centre of the estate. Buildings here can be higher than the middle of the estate.

d) Ravensbury Grove: Building heights along Ravensbury Grove must relate to the character and scale of existing buildings such as Ravensbury Court and the established trees.

e) Ravensbury Garages: Building heights in the vicinity of Ravensbury garages must relate to the surrounding established tree canopy and to the scale of adjacent existing buildings.

Further guidance

3.307 Housing types, whether houses or flats, should preserve the landscape character of the estate.

3.308 Where landscaping features allow, the creation of wider streets with width to height street proportions which enable wider and longer views should be considered.

3.309 Redevelopment proposals should give very careful consideration as to the site layout, landscaping, building heights and street widths to ensure the unique landscape character of the estate is retained. Any proposals to increase density should demonstrate how this will not result in undermining this character.

Justification

3.310 All existing buildings are two storey with the exception of the one larger four-storey block, Ravensbury Court. 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 envelop 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

Wandle Road

Ravensbury Park

R8 Building heights

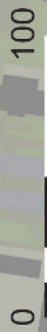


b) Core of the estate

c) Morden Road

d) Ravensbury Grove Road

e) Ravensbury garages



Part 04 Design requirements for planning applications





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

Design requirements for planning applications

Introduction

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

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

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

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

Architecture and elevations

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

4.6 The guidance should include palette of common characteristics in basic architectural features, such as materials, height and proportions, yet allows scope for individual creativity for each building and phase. This should also contain specific guidance on the appearance of elevations, notably to ensure they contain sufficient three-dimensional depth, human scale detail, visual interest and that sufficient attention to detail is given to the design of windows, their materials, proportions and depth of reveals.

Materials

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

Landscape and biodiversity

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

Climate change and energy performance

4.9 Clearly set out and energy strategy for each site that demonstrates the environmental improvements achieved at each level of the Mayors Energy Hierarchy. In support of the case for regeneration the energy strategy for each estate must clearly demonstrate that developments have achieved significant environmental performance compared to existing dwellings at each site using easily comparable metrics such as energy performance (w/m²). Wherever possible available quantifiable and qualitative data comparisons should be presented.

Flooding and drainage

4.10 Set out a strategy and plans for flood mitigation and drainage measures for all estates. Based upon the findings of any required flood risk assessments, methods of mitigation should be detailed along with their location and extent where relevant.

Internal space standards

4.11 Set out principles for adhering to National Planning Policy, London Plan and the Mayor's Housing SPG requirements on residential internal space standards. The philosophy should be to design beyond the minimum space standards, not to them. The London Housing Design Guide should be used as a benchmark for good internal design standards.

Building and dwelling layouts

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

Cycle Parking

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

Building to street interface

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

Design requirements for planning applications

Street design characteristics

4.15 *Set out principles for the design of streets.*

This should define different street types and set out how space will be used. This should include all space between building elevations and be based on the creation of traditional, recognised street forms as linear public spaces. The provision of on-street parking should be promoted as the first-choice means of provision. It must be shown how parking will integrate with street trees, street furniture and on-kerb parking will be avoided.

4.16 For example parked cars could be interspersed with build-outs with trees where appropriate. Build-outs also enable additional crossing points and space for landscaping on a street. A palette of surface materials and street furniture should be developed *that is well considered and well laid out to minimise street clutter, and includes* landscaping guidance. Guidance must ensure the creation of liveable, attractive streets by having street width to building height ratios that ensure taller buildings do not create oppressive environments at ground level.

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

Amenity space

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

Refuse storage and collection

4.19 *Identify a strategy for the design and operation of refuse storage and collection.* *All proposals for* refuse stores must *ensure they are* convenient for residents and for collection, and accord with the Council's guidelines on this. Flats should have communal bin stores *that are well integrated into their building.* Houses must have *individual* 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. *The council may also consider alternative refuse collection methods, such as subterranean street-based refuse bins. Such systems must be convenient for residents and collection as well as being seamlessly and unobtrusively integrated into the townscape.*

Servicing and deliveries

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

Maintenance and management

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

the cleaning of common parts, maintenance of lifts, upkeep of soft and hard landscaping, management of parking to favour residents.

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

Technical requirements

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

Part 05 Delivery, Implementation and Monitoring



First class

Eastfields Station, Mitcham

Delivery, Implementation and Monitoring

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

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

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

Financial viability

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

Infrastructure

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

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

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

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

Construction impact

5.6 The council will use planning conditions to ensure the impact of construction on residents, businesses and the general public is minimised during the construction phase of development. Construction times will be subject to planning condition to safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policy 7.15 of the London Plan 2016 and policy DM EP2 of Merton's Sites and Polices Plan 2014.

Construction logistic plans and construction vehicles will be subject to planning condition to ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies 6.3 and 6.14 of the London Plan 2016, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Polices Plan 2014.

Phasing

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

Planning obligations

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

Section 106 planning obligations information can be found at:

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

CIL information can be found at:

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

Monitoring

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

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

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

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

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

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

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

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

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

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

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

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

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

Appendices





South Park Gardens, Wimbledon

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

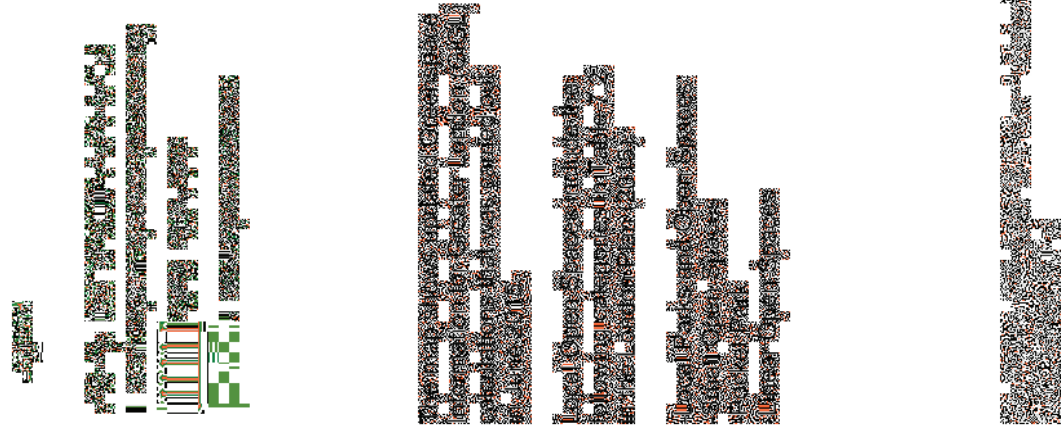
Estate Local Plan policy	Local Plan Strategic Objectives (Core Planning Strategy 2011 part of Merton’s Local Plan)							
	Strategic objective 1	Strategic objective 2	Strategic objective 3	Strategic objective 4	Strategic objective 5	Strategic objective 6	Strategic objective 7	Strategic objective 8
EP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

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

Eastfields: Areas deficient in access to Local Open Spaces

15 Dec 2015

Scale 1 : 3,000 @A4

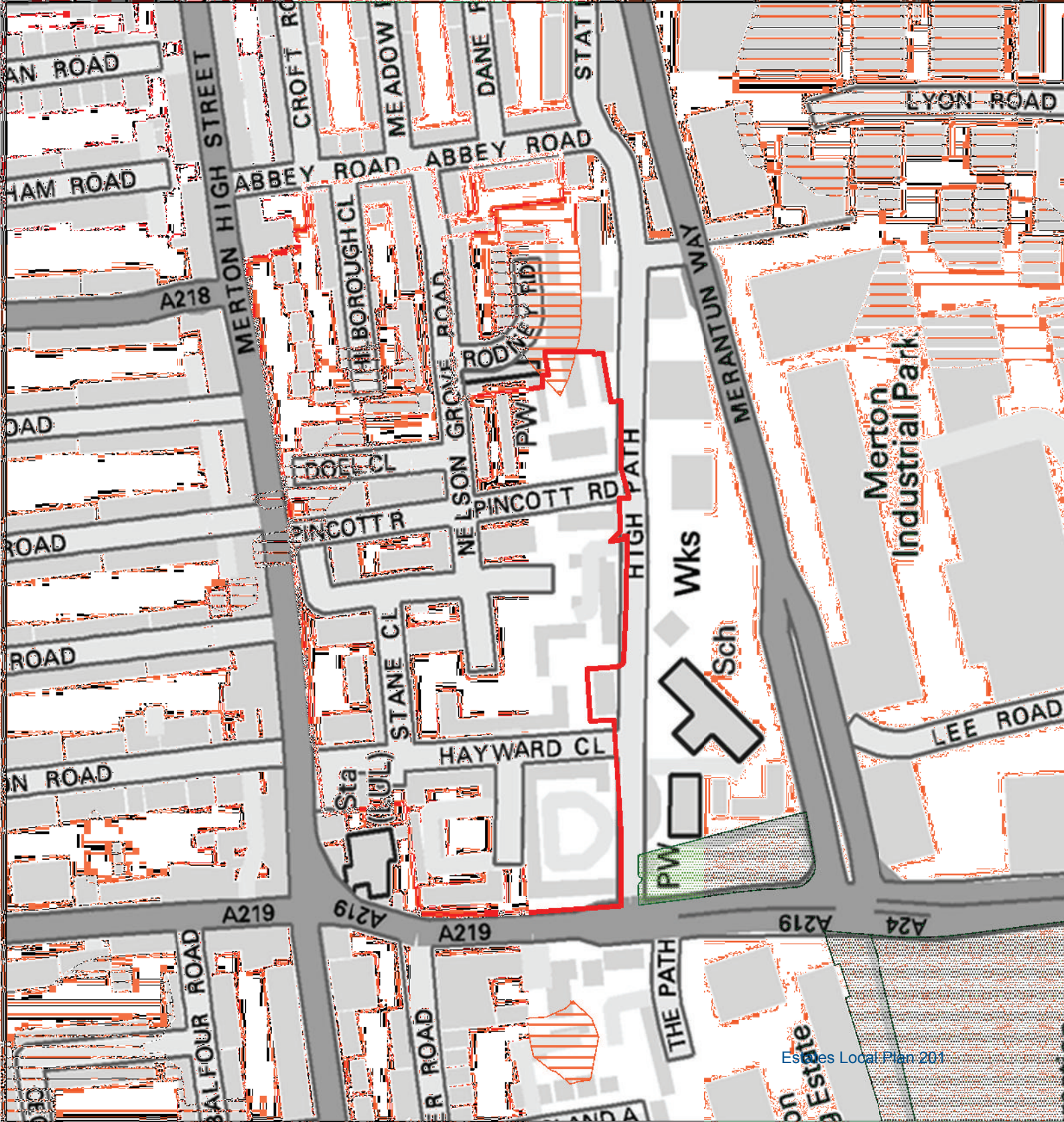


Local Open Spaces
 High Path Areas deficient in access to Local Open Spaces

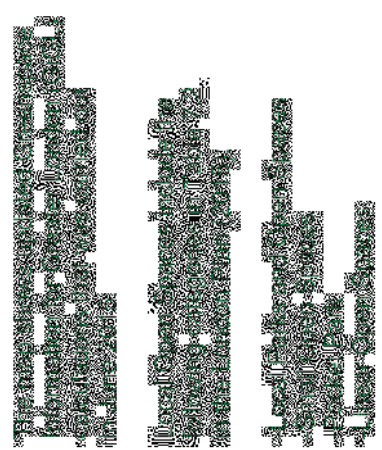
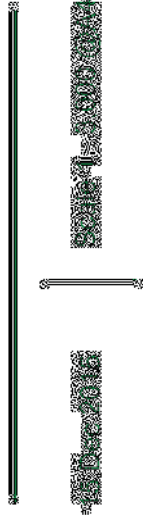
Legend:

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

Contains OS data © Crown copyright 1999/2005/2011

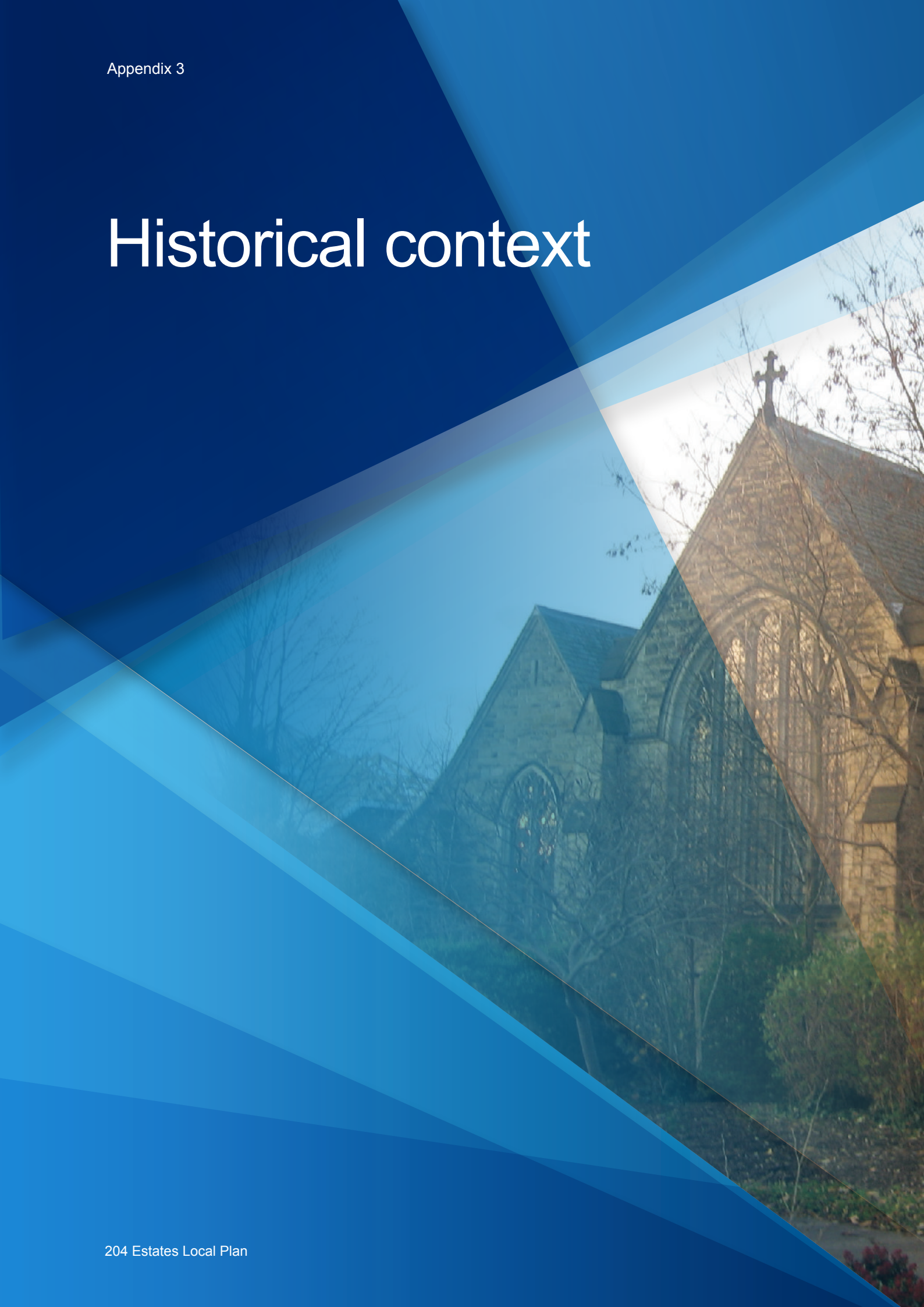


Ravenbury
Ravenbury
Ravenbury



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Historical context





St. John the Divine Church, South Wimbledon

Historical context

A3.1 The Eastfields area played a significant part in the early history of Mitcham. It was the site of a number of local and world renowned businesses that brought employment to the area. Up until the 1880's however, Eastfields retained a medieval open field system. The neighbourhood takes its name from the East or Common fields which were cultivated in strips with different crops. Much of the area was used for the cultivation of herbs, roses and lavender. Adjacent to the estate, Mitcham Little Wood once occupied the site of the Streatham Park Cemetery and a few isolated oaks from the hedgerows still remain today.

A3.2 In 1868 the Mizen family established a flourishing horticultural business in the Eastfields area. As was the tradition in Mitcham, the Mizen family for a time grew lavender, as well as culinary herbs such as chervil and tarragon. By the late 1880's, Eastfields Farm was thriving with extensive glasshouses covering much of the area

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

A3.3 As industry expanded in the area, the crops were affected by the coal smoke and the family business was moved. Pain's fireworks factory stood from the 1870's on a site known as Oak Stubbs comprising three different parts. One of these was on the site of the Eastfields Estate off Clay Avenue. Pains fireworks mounted displays for Queen Victoria and at their height traded across the world. Firework production stopped in 1965 and shortly after this the housing estate was developed.

A3.4 To the east of Pains Fireworks was Mitcham Little Wood. This remained as woodland until 1907 when it was gradually cleared for use as Streatham Park Cemetery. The cemetery is formally laid out towards the crematorium and

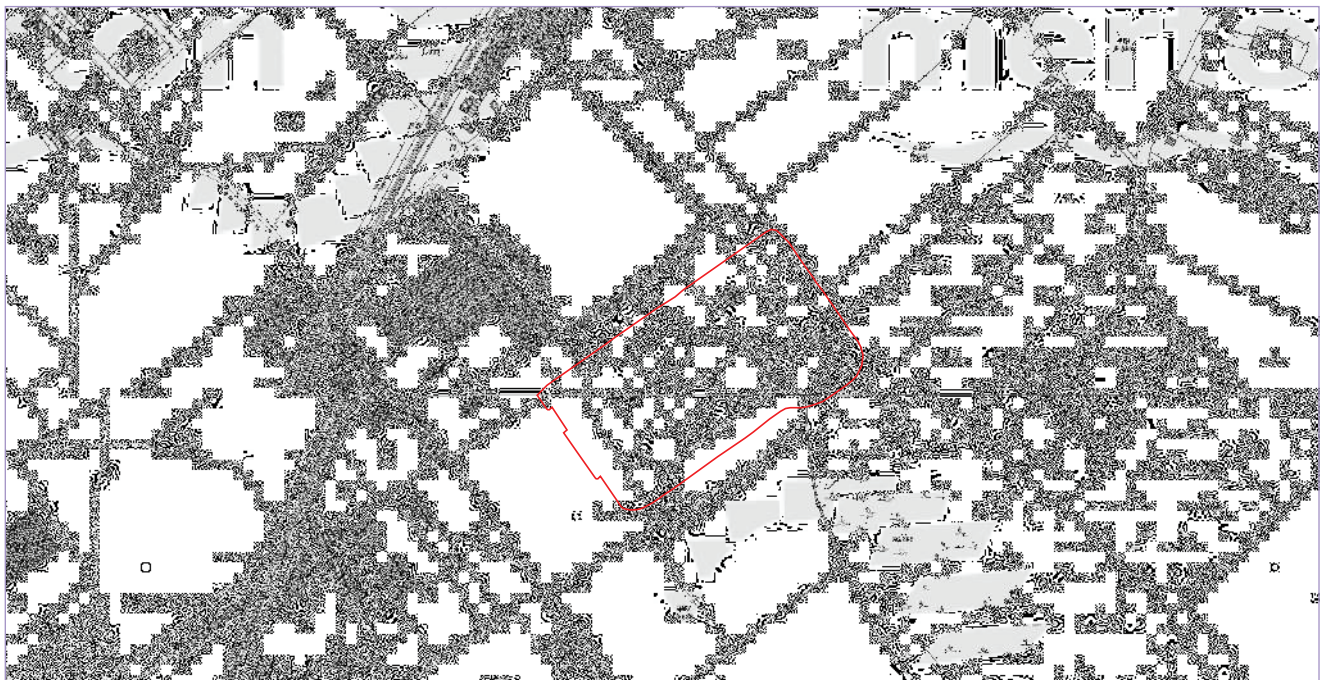


Mizen Brothers nursery, Eastfields, Mitcham

Source: Merton Memories Photographic Archive

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

A3.5 To the north of the Eastfields estate there was once a rural area known as Lonesome. This area was one of the most isolated parts of Mitcham and was reached by rural lanes from the surrounding areas, such as Mitcham and Streatham, but which did not quite establish themselves as a through route between places. The arrival of the railway in 1868 created a physical barrier between its east and west sides, particularly north of the level crossing at Locks Lane, ensuring the area of Lonesome became even more isolated. As recently as the 1930s much of this area consisted of little more than dirt tracks, which quickly turned into quagmires during wet weather. Even today, this area retains something of an 'in between' feel on the way from Mitcham to Streatham.



Map of Eastfields area 1896-1899

Source: Ordnance Survey

Historical context

A3.6 The Lonesome Chemical Works operated in the second half of the nineteenth Century, being established here due to the sparse population. The presence of industry continued into the 1960s when Beck and Company manufactured petrol pumps on the site. At the end of the 19th Century Lilian Road and Marian Road were laid out and developed. In the second half of the twentieth century a further phase of residential development occurred with the redevelopment of the remaining industrial land into Veronica Gardens and Ebenezer Walk.

A3.7 Tamworth Park, an area between Tamworth Lane and Commonsides East was partially laid out as building plots by 1868, but by the turn of the century only a few medium-sized houses in large grounds had been completed. There were aspirations to transform the area into an affluent Victorian suburb as had happened in nearby Streatham, however development was stagnated by economic depression and the area's attractiveness for residential development was adversely affected by fumes emitted from local industries. Maps from 1896 also show a street of detached villas south of the chemical works known as Blake's Folly. However these were never completed and subsequently demolished in 1927.

A3.8 The housing development which followed was smaller modest housing and in the 1930s the area steadily became suburbanised and housing estates began to appear along Tamworth Lane, Oakleigh Way and Woodstock Way. The rapid suburbanisation of the area resulted in an increase in traffic particularly at the level crossing; work began in the 1960s to ease this by widening the crossing and the creation of a new roundabout. Public transport provision in Eastfields was poor right up until 2008, when Mitcham Eastfields station opened at the level crossing providing an regular train service into Central London.

A3.9 Up until the late 1960s the appearance of the Eastfields site was much the same as at the turn of the century. The site was approached from 'Firework Lane' now Acacia Road. The area retained a rural appearance due to the proximity of the site of Mizen Brothers market gardens and the landscaping around the adjacent cemetery. The

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

A3.10 Transformation of the Eastfields site began in the early 1960s with the demolition of Mizens' greenhouses. This site was developed as Eastfields School and sports ground – now St. Mark's Church of England Academy. The Pains fireworks factory changed ownership and eventually ceased production in 1965. Part of the site passed into municipal ownership and was redeveloped into the Eastfields estate. The estate comprises 466 houses and flats and was completed in 1972

A3.11 The estate consists of three-storey terraces throughout, in a mix of houses and flats in a uniform architectural style. The terraces enclose a large, long rectangular open space with smaller squares leading off it. It was designed as an alternative to the high rise schemes of the previous decade and was in a tight pattern of buildings in a "castellated" pattern. The layout and design concept of the estate is an example of high density low rise social housing of the 1970's and forms part of a group of estates in the borough by the same architects, which include Pollards Hill, Watermeads and the Cherry Tree Estate which were designed along similar principles.

A3.12 On completion the estate was considered iconic. However, over time the appearance of the estate has weathered poorly, cladding panels have deteriorated and replacement glazing has diluted the initial design intent of the scheme. The generous spaces in front of the houses and flats have also fared less well, becoming ill-defined spaces of tarmac and concrete.



Industrial building Lonesome area



Lonesome Lane circa 1895



Pains fireworks factory 1965



Eastfields level crossing 1961



Eastfields Estate 1975



Mitcham Eastfields station 2008

Source: Merton Memories Photographic Archive



Historical context

A3.13 The High Path Estate is adjacent to Merton High Street which is at the core of the neighbourhood known as South Wimbledon. It was once a thriving high street however now feels placeless, congested and unsure of its identity. With frontages on Merton High Street and Morden Road, redevelopment of the estate provides the opportunity to repair the urban fabric and strengthen the identity of a place that is actually quite rich in local history.

A3.14 During the Roman period the line of the Roman Road 'Stane Street', the major Roman thoroughfare from London to Chichester, crossed the River Wandle to the south-east of the High Path Estate through what is now Merton Abbey Mills. Stane Close on the High Path estate takes its name from this Roman association. During the Medieval period the area around this river crossing was developed as part of the Merton Priory estate. The main building of Merton Priory Church was located on the alignment of the Roman Road where it crossed the river to the south east of the High Path Estate.

A3.15 The remains of the Priory complex are situated under the SavaCentre supermarket and Merantun Way road. The Chapter House is today preserved in a viewing chamber, visible from under Merantun Way, it is a Scheduled Ancient Monument (equivalent to a Grade I listing). The names of roads such as Priory Close and Abbey Road make reference to this early monastic settlement. Following Dissolution, the former site of Merton Priory became commonly known as "Merton Abbey" and due to its proximity to the River Wandle and its mills, became a textile manufacturing centre.

A3.16 Merton Abbey Mills is a small enclave of former textile factory buildings, which lie to the south west of the High Path Estate and is the site of the former Liberty of London silk printings works. The printworks buildings date from the 18th and 19th century and are the few remaining physical remnants of the area's industrial past. Most of the buildings are either locally or statutorily listed. The textile industry further intensified in the area, which became home to two of the country's major influences in textile design - William Morris and Arthur Liberty - who utilised adjacent factory buildings on the banks of the Wandle at Merton Abbey.



Artists impression of Merton Place

A3.17 The wider area remained predominantly rural until the development of Merton Place upon which the High Path Estate stands. Merton Place was the most notable large house in the area. It was built on part of the old Merton Priory estate during the 1750s. It had a number of owners prior to its most famous residents Admiral Lord Nelson and Lady Hamilton. The estate consisted of 52 acres but most of the land was separated from the house by a turnpike road which is now Merton High Street.

A3.18 After Nelson's death the house was demolished in 1823. The estate was then sold in lots suitable for detached villas. The first Ordnance Survey maps from 1865 show the area as largely farmland dotted with some cottages and houses along Merton High Street. Central to the area were the remnants of Merton Place then known as Nelson Fields. Following its further subdivision into farmland the area became gradually developed by small scale housing. This was the first concentration of urban housing development in the area as long rows of cottages and other artisan dwellings were built along new roads such as Pincott Road and Nelson Grove Road.

A3.19 In 1868, the Tooting Merton and Wimbledon Railway opened a branch line from the Wimbledon and Croydon Railway at Merton Park, cutting through Nelson's former estate and the site of Merton Abbey to the east of Nelson's Fields. Merton Abbey Station was built to the south east of the High Path Estate, directly on top of part of the Abbey complex. It served the then burgeoning industry in proximity to the River Wandle.

A3.20 Most of the land surrounding Merton High Street remained undeveloped until the end of the 19th century. Around this time most of the residential streets that remain today were laid out. These remain quiet, desirable residential streets of Victorian and Edwardian terraces with roads names such as Victory, Nelson, Hardy, Hamilton and Trafalgar, all alluding to Lord Nelson. It was during this period that Merton High Street was developed with purpose built commercial buildings



Merton Abbey Mills circa 1913

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

A3.21 Another building in memorial to Nelson is the Grade II listed St. John the Divine Church and the adjacent Nelson Gardens. The church and gardens were built in 1913-14 to mark the 100th anniversary of the death of Admiral Lord Nelson. The building and gardens are on the Nelson Trail, a walking route which encompasses a number of sites in the locality associated with the life of Nelson.

A3.22 Today, one of the most prominent buildings in the area is the Modernist form of South Wimbledon underground station originally South Wimbledon (Merton) a Grade II listed station designed by Charles Holden and built in 1926.

A3.23 Industrial uses in the surrounding area continued to intensify, particularly during the late 1920s. The combination of tram services and the extension of the underground from Tooting to Morden in 1926 reduced demand for passenger services on the Merton Abbey branch line, and these were withdrawn in 1929. Merantun Way, an incomplete attempt to by-pass Merton High Street and Kingston Road, was built along the former railway in the 1980s.

A3.24 From the 1950s, the organically developed housing on Nelson Fields was gradually replaced with the current council housing now known as High Path Estate. The development of the estate was incremental over a number of years, from the 1950s to the 1980s. The name 'Merton Place' was given to a block of maisonettes which is thought to cover the site of Nelson's former residence. There is a plaque on an adjoining terrace of houses on Doel Close making reference to the likely position of the house in the vicinity of Merton Place. However, it is clear that, as no plans of the original house have come to light, the exact location of house is unknown. Part of the High Path Estate is within the Merton Place Archaeological Priority Area.

Historical context

A3.25 The earliest part of the estate to be built is its western end, fronting Morden Road. It consists of 4-storey red-brick blocks arranged in courtyards by A. J. Thomas. The next stage to be built, at the centre of the area are the three high-rise towers which dominate the skyline. These are by William Ryder and date from 1964, 1968 and 1970. They were built according to a master plan of 1956 by Clifford Culpin & Partners and A. J Thomas. These prefabricated, 12-storeys, rectangular towers are arranged at an angle, in a row, surrounded by adjacent car parking and play area. The towers are built in a mix of red brick and concrete giving a striped appearance. The towers are set back from the street with murals on the ground floor walls depicting the local historical link to Lord Nelson.

A3.26 Surrounding these towers, and comprising the central part of the estate, are blocks of flats of varying but similar sizes. These also date from the 1960s and are low-rise, 3-storey flats and maisonettes mostly in a mottled sandy coloured brick.

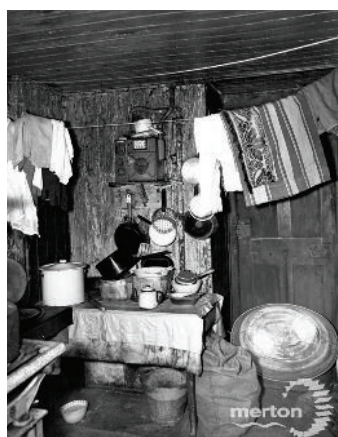
A3.27 The last part of the estate to be developed was that fronting Merton High Street. This area dates from the 1970s and into the early 1980s. As recently as 1982, Will Miles Court – the most recent part of the estate - had not yet been built. This area consists of a number of short terraces of houses or small blocks of flats – the most recent ones designed to look like pairs of semi-detached houses. Buildings are two or three storeys and are finished in a darker red/brown brick. Much of this phase was completed by William Ryder and Partners.

A3.28 Although there was an initial estate master-plan, and it could be said to have been conceived using Modernist principles, the piecemeal execution of the concept over three decades has undermined its successful realisation. There is lots of space between buildings, but no actual designed, designated public parks or gardens designed for people to use. There is a lack of distinction between roads and the parking courtyards. They often seem to merge into each other with no clear sense of what is public or private. The estate has become a collection of poorly related buildings sitting in ill-defined spaces.

A3.29 An array of remnants and buildings in proximity to the High Path Estate provide clues to the once rich local history, such as the Chapter House, St. John the Divine Church, Merton Abbey Mills and the Nelson Arms. These local features and historic associations also provide much inspiration from which to draw upon in the future regeneration of the estate.



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



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



Opening of Merantun Way 1989



Merton Abbey Station



Merton High Street 1910



High Path 1913



Merton High Street 1910



Pincott Road 1953



South Wimbledon station 1926

Source: Merton Memories Photographic Archive



Historical context

A3.30 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 original 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 in the park.

A3.31 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.

A3.32 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 all 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.

A3.33 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 just 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 north-west of 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.

A3.34 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.

A3.35 On 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.

A3.36 The site 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.

A3.37 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.



Source: Merton Memories Photographic Archive

Ravensbury Park 1929

A3.38 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.

A3.39 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, due to the coming of the railway, 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.

A3.40 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 250 years old.

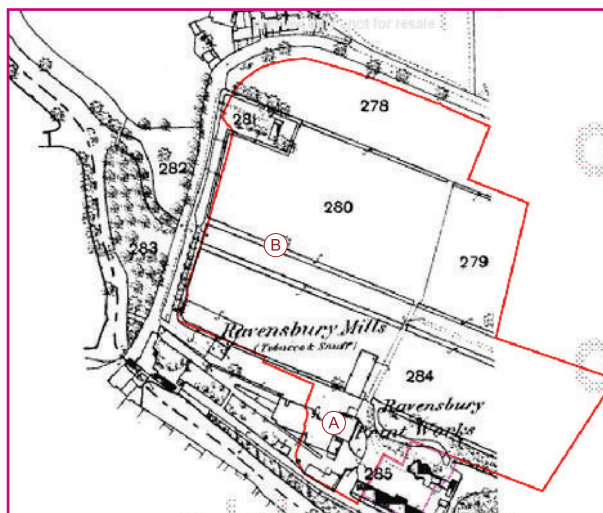
A3.42 Following the end of World War II, the area soon became further suburbanised. Remnants of the area's agricultural past, such as the timber-framed and weathered boarded barn of Ravensbury Farm on Wandle Road

Historical context

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.

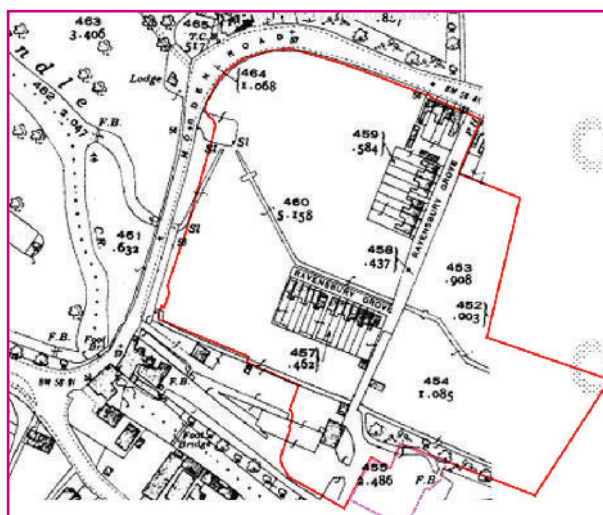
A3.43 Local history associations informed some of road names in the estate. Hatfeild Close is named after Gilliat Hatfeild of Morden Hall, and Rutter Gardens is named after the tobacco and snuff makers. Hengelo Gardens was named after the Dutch town of Hengelo which was twinned with Mitcham in 1945. 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 having given the houses a very limited lifespan. This has created an imperative to replace this housing with some urgency.

A3.41 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 to the rear. Today the park forms part of the Wandle Trail and is included in the Wandle Valley Conservation Area.



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

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.

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 floorspace for any given area of land.

Discordant

At variance or not in harmony with something.

Disparate

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

District heating network

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

Dual-aspect

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

Enclave

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

Era

A period in history.

Exacerbate

To make a situation more excessive, extreme or intense.

Exceedance

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

Figure-ground

A map that shows the relationship between built and unbuilt space, with buildings usually shown in black.

Filter drain/strip

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

Fluvial flood plain

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

Focal point

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

Framework

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

Frontage

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

Future-proof

To design something to accommodate later anticipated changes.

Garden City

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

Gateways

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

Green chain

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

Green corridor

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

Green roof

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

Green-field run-off

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

Grid-iron streets

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

Habitable room(s)

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

Habitats

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

Hard-standing

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

High-rise

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

Historic environment

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

Home zone

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

Horticultural

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

Huegenot

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

Iconic

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

Idyllic

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

Incidental

Something that is a minor part of something else larger.

Inclusive design

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

Incoherent

Something that is unclear and difficult to understand.

Incremental

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

Infrastructure

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

Glossary

In-situ

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

Insular

Inward-looking.

Integrated

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

Interface

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

Intergenerational centre

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

Inter-war

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

Landmark

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

Landscape

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

Legibility

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

Life Cycle Assessment

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

Linear

Arranged, constructed, or laid out in a line.

Linoleum

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

Listed (building)

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

Local Nature Reserve (LNR)

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

Local Open Spaces

A collective term for the following open space categories as listed in Table 7.2 in the London Plan 2016:

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

London Plan

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

London Plan density matrix

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

Low-rise

Development made up of buildings of generally 2-4 storeys that have a large footprint in relation to the number of storeys they contain.

Massing

The general size and shape of a building.

Mews

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

Mitigate

To make the effects of something less acute or severe.

Mixed-use

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

Nascent

Beginning to exist, or at the early stages of development.

Natural surveillance

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

Nodes

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

On-street parking

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

Open space

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

Organically developed

Gradually developed over time with little or no overall planning.

Orientation

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

Orlit

A method of concrete prefabrication used to construct houses following the Second World War.

Palette

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

Paradox

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

Parameters

A boundary or limit within which something takes place.

Parking courts

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

Passive

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

Perceptible

Able to be seen or noticed.

Glossary

Perimeter

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

Perimeter blocks

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

Peripheral

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

Permeability

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

Permeable paving

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

Perpetuate

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

Planning condition

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

Philosophies

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

Placemaking/Placeshaping

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

Pocket park

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

Podium

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

Prefabricated

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

Prevalent

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

Public realm

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

Public Transport Accessibility Level (PTAL)

A measure of accessibility by public transport, based on a range of factors including distance from public transport, number of modes, number of services, their frequency and opportunity for interchange. There are six accessibility levels with Level 1 being poor and Level 6 being excellent.

Rain garden

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

Reveals

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

Riparian

The land around and immediately adjacent to rivers and streams.

Run-off

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

Secondary heat source

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

Separate sewer

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

Severance

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

Sequential Test

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

Siltation

Build up of very tiny soil particles (silt).

Single aspect

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

Site of Importance for Nature Conservation (SINC)

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

Soakaway

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

Spalling

Rust or cracks below the surface of a material, causing the material to expand and the surface to crack and fall off.

Stagnation

Lack of motion in water that holds pollutants in place.

Strategic Environmental Assessment (SEA)

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

Strategic Flood Risk Assessment (SFRA)

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

Strategic Road Network

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

Glossary

Suburban (Suburbia)

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

Supplementary Planning Document (SPD)

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

Sustainable development

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

Sustainable Urban Drainage System (SuDS)

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

Swale

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

Sylvan

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

Thoroughfare

A route between places, often a main road.

Townscape

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

Traditional street

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

Transition zone

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

Tree canopy

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

Tributary

A stream that flows into a larger stream or river.

Typology

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

Undeveloped

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

Under-croft parking

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

Urban

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

Urban fabric (urban form)

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

Utilisation

The use of something.

Vegetation

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

Velocity

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

Vernacular

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

Views and vistas

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

Watercourse

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

Wetland

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

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