

# **Merton Council**

## **Cabinet**

**15 January 2018**

### **Supplementary agenda 1**

6 Adoption of Merton's Estates Local Plan – Appendix B

1 - 248

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# London Borough of Merton Estates Local Plan

Adoption February 2018





## Request for document translation

### Estates Local Plan – Adoption February 2018

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- Urdu** اگر آپ اس دستاویز کے کسی حصے کا ترجمہ اپنی زبان میں حاصل کرنا چاہتے ہیں تو دیئے گئے باکس میں صحیح کا نشان لگائیے اور ہمارے درج ذیل رابطے پر یا تو ٹیلیفون کے ذریعے یا پھر تحریری طور پر رابطہ کریں۔

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## Foreword

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

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

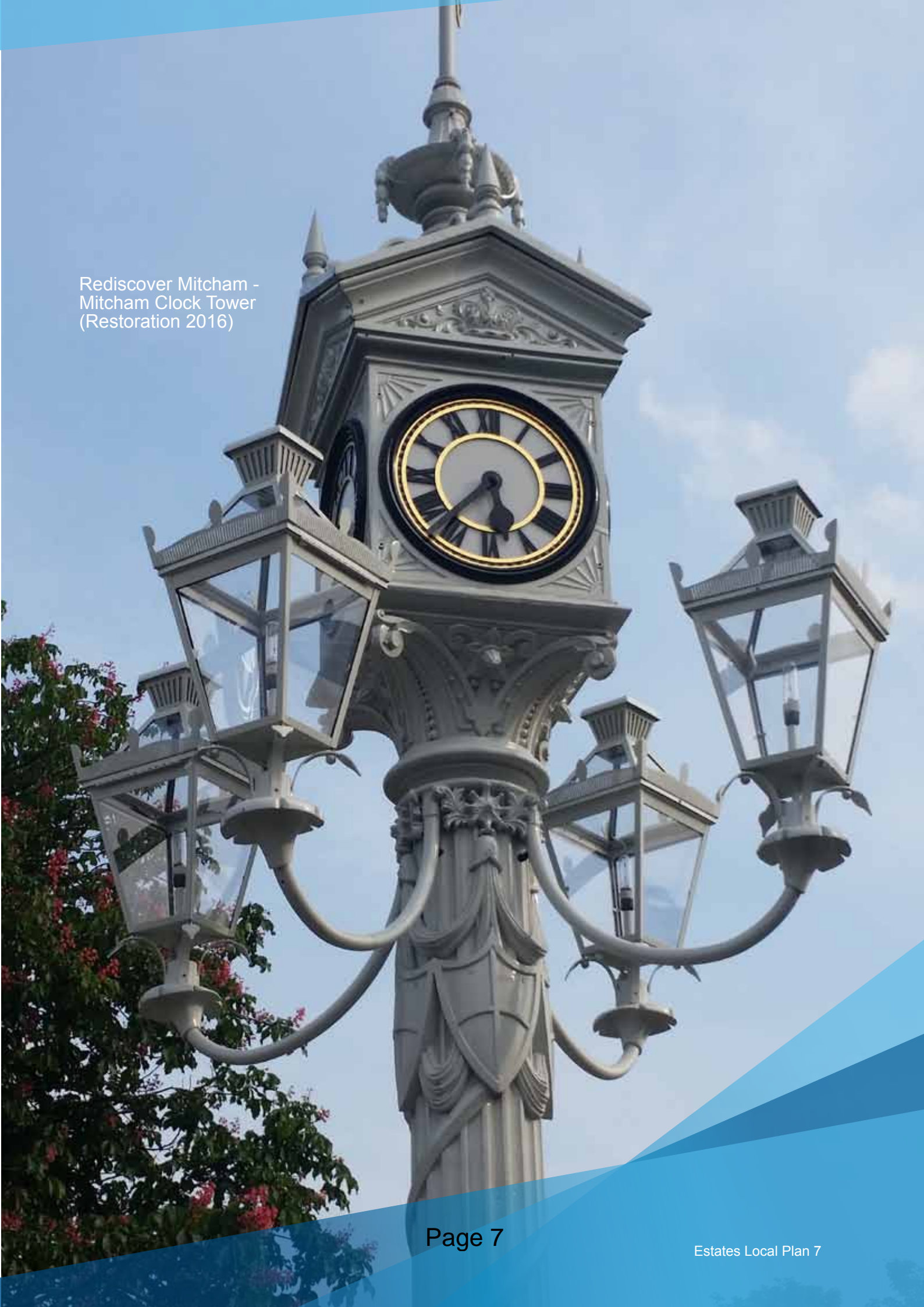
An important aspect of the development of the Estates Local Plan is the invaluable input we received from residents and community groups who are keen to have a hand in shaping the guiding framework. Our consultations drew many comments and ideas which we have tried to include in the final version.

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




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

Rediscover Mitcham -  
Mitcham Clock Tower  
(Restoration 2016)





# Part 01 Introduction and Background



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

Merton's Sustainable Community Strategy (2009-2019)





## Introduction

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### What is the Estates Local Plan?

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

- **Part 1** outlines the background to the document. It sets out its relationship to other plans and policies, the key drivers for the Plan, the case for regeneration, the overall design principles and the council's vision for each of these new neighbourhoods. It also defines the geographic area where the Plan applies, known as the **Policies Map**.
- **Part 2** sets out the overarching policies for the plan. The council's Vision for the three estates (OEP1), the Strategy through which the vision will be achieved (OEP2) and the Urban Design Principles which will be used in the process (OEP3). They will be used both as a guide to the high level aspirations of the Council and, along with the more detailed policies in part 3, used to assess planning applications.
- **Part 3**, the main part of the document, looks at each of the three estate neighbourhood in turn. It proposes a set of detailed policies to guide development. This is based on a detailed site analysis of the current neighbourhoods and a study of the historical context (Appendix 3) of the three estates.
- **Part 4** sets out detailed design requirements for planning applications to enable the delivery of site specific policies and ensure design consistency across each estate. The plan ends by outlining how the plan will be delivered and implemented.

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



## Background

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

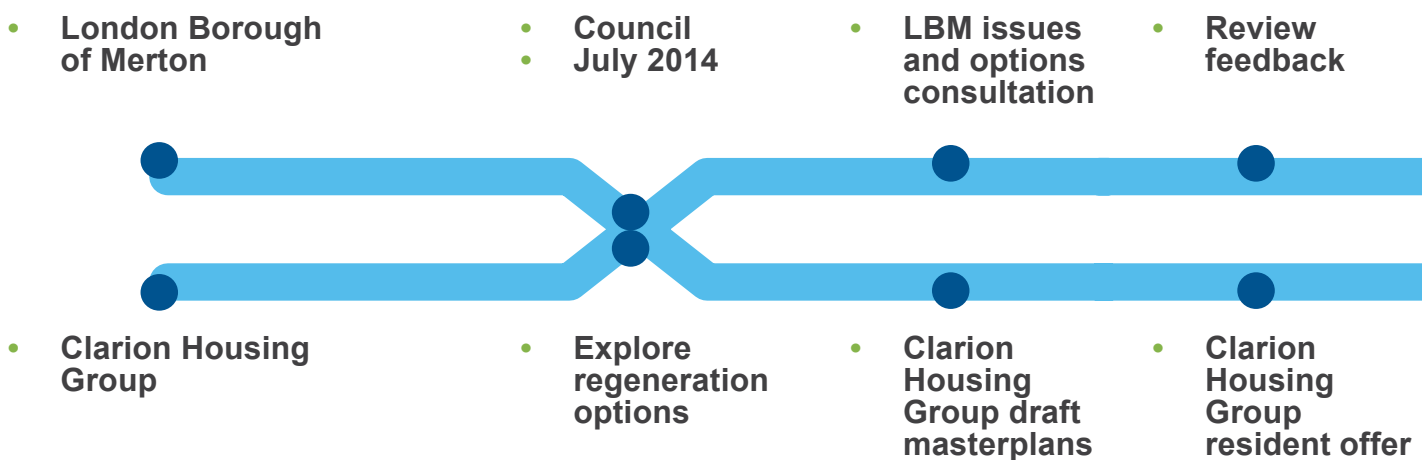
**1.4** However in preparing the plans to undertake these works across homes in Merton, Clarion Housing Group came to doubt the case for investing in what Clarion Housing Group regard in some instances as homes and neighbourhoods of a poor standard. In 2013 Clarion Housing Group started exploring regeneration-based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

**1.5** Since 2014 the council has been exploring the regeneration of these three estates in consultation with residents, the Mayor of London's

office, Clarion Housing Group, Transport for London and other interested parties. As well as engagement, we have analysed the evidence carried out by Clarion Housing Group to support the case for regeneration. The 10 Commitments signed between the council and Clarion Housing Group have formed the backbone of this project to ensure residents remain at the heart of decision-making. The council has now concluded that the regeneration of these estates should be supported.

**1.6** This Estates Local Plan is an essential tool in shaping and managing the redevelopment process of Eastfields, High Path and Ravensbury to create new, well designed, high quality neighbourhoods aimed at fundamentally improving the quality of life for existing and future generations living in the area.

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



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





Ravensbury Estate



Eastfields Estate



High Path Estate

**LBM first draft consultation**



**Review feedback**



**LBM decide on regeneration option**

**Publication of final plan for Inspector**



**Submission to Planning Inspector**

**To agree pending Clarion Housing Group Boards sign off**



**Clarion Housing Group Planning Application**

## What informs the Estates Local Plan?

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

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



### Presumption in favour of sustainable development

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



**1.10** Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.



**1.11** Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

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



## Appraising the Estates Local Plan for sustainability

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

**1.13** In accordance with an EU Directive, councils are required to undertake Strategic Environmental Assessments of new plans. Government guidance allows both assessments to be combined. An assessment of the Estates Local Plan has been carried out which integrates both a Sustainability Appraisal and a Strategic Environmental Assessment and is referred to by the single term “Sustainability appraisal”. Merton’s Estates Local Plan Sustainability Appraisal Report 2016 contains the full assessment of the policies and proposals in the Estates Local Plan.

## Health and wellbeing

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

## Ensuring equality

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

## Protecting the environment

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

## Key drivers

### Improving homes and neighbourhoods

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

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

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

### Delivering new homes

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

### Delivering regeneration across all three estates

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

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

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

## Delivering Merton's Community Plan

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

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

**1.26** The Estates Local Plan helps to deliver the long-term vision for the Community Plan, which is

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



## Key drivers

### Delivering Merton’s Core Planning Strategy

**1.27** The Estates Local Plan helps to deliver Merton’s Core Planning Strategy objectives:

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

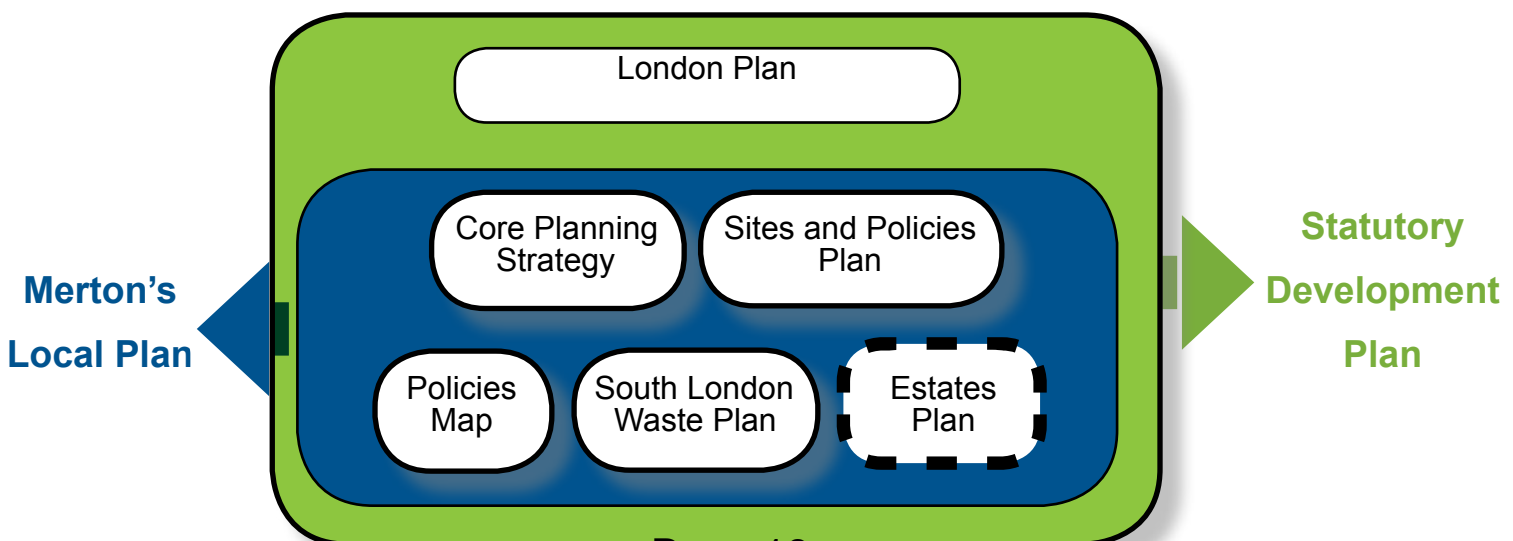
- To promote a high quality urban and suburban environment in Merton where development is well design and contributes to the function and character of the borough.

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

**1.29** In the wider planning context there are a number of documents that make up the Statutory Development Plan for the borough. These are as follows:

- The Mayor’s London Plan 2016
- Merton’s Core Planning Strategy 2011
- South London Waste Plan 2012
- Sites and Policies Plan 2014
- Policies map 2014

**1.30** The above five documents make up the Statutory Development Plan for the borough. These contain the planning policies that guide development in Merton. Merton’s Estates Local Plan, once adopted, will sit alongside these documents and form part of Merton’s Local Plan. Development proposals must meet the requirements of the whole Statutory Development Plan. Please also refer to Appendix 4 for further details.









## Case for regeneration

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

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

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

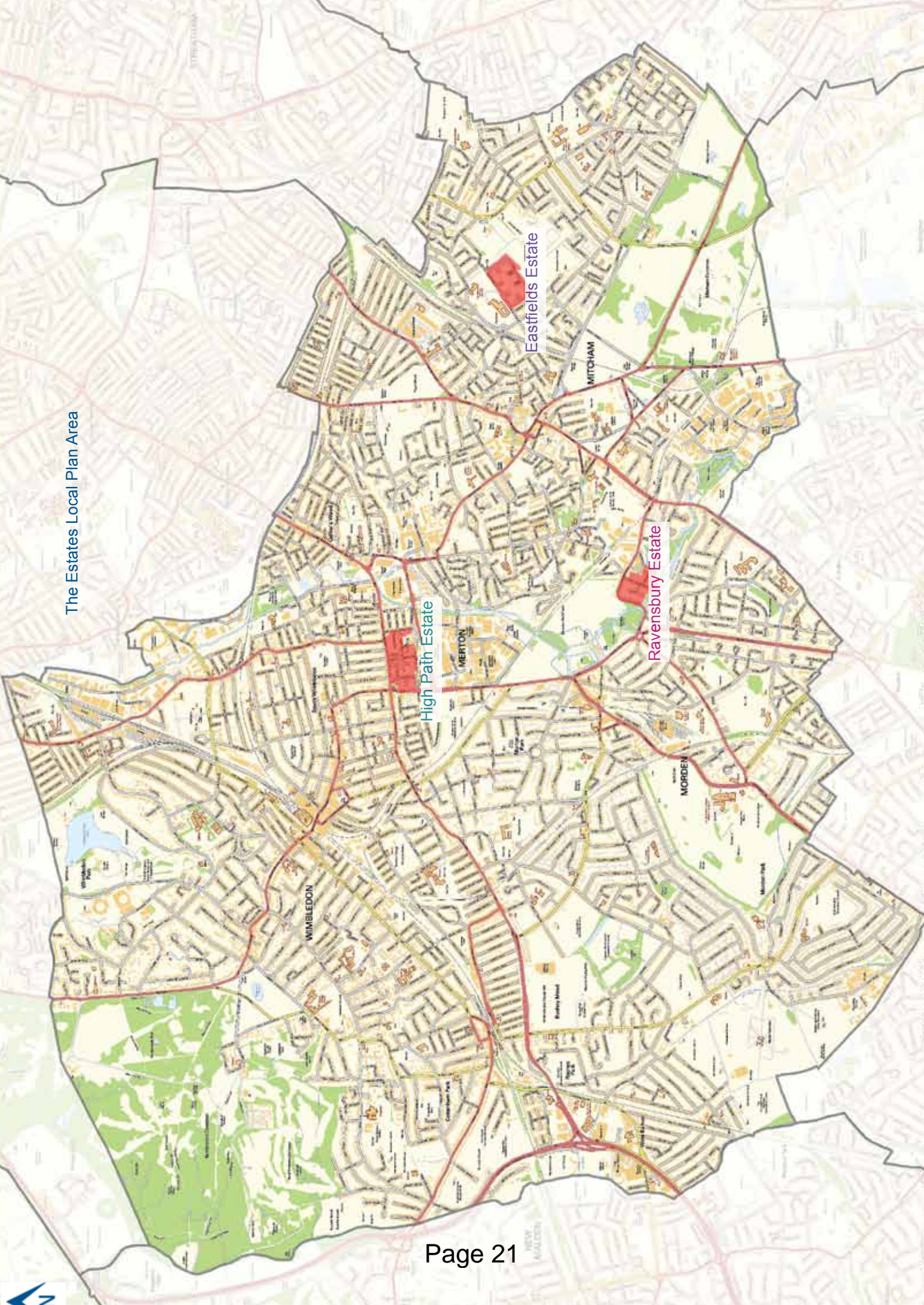
**1.34** Regeneration will be expected to provide a range of choices and benefits including high quality well-designed neighbourhoods, wider housing mix, more private space for residents, better quality green spaces and community facilities and job creation opportunities. It will also be an opportunity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

## The Estates Local Plan Area

**1.35** The Estates Local Plan area covers three existing neighbourhoods of Eastfields, High Path and Ravensbury estates as indicated in the respective maps overleaf. These indicate specific boundaries for the Policies Map of the three estates to which the Estates Local Plan policies apply. Upon adoption of the Estates Local Plan, Merton's statutory Policies Map will be updated to include the Estates Local Plan regeneration area as set out in the adjacent map.

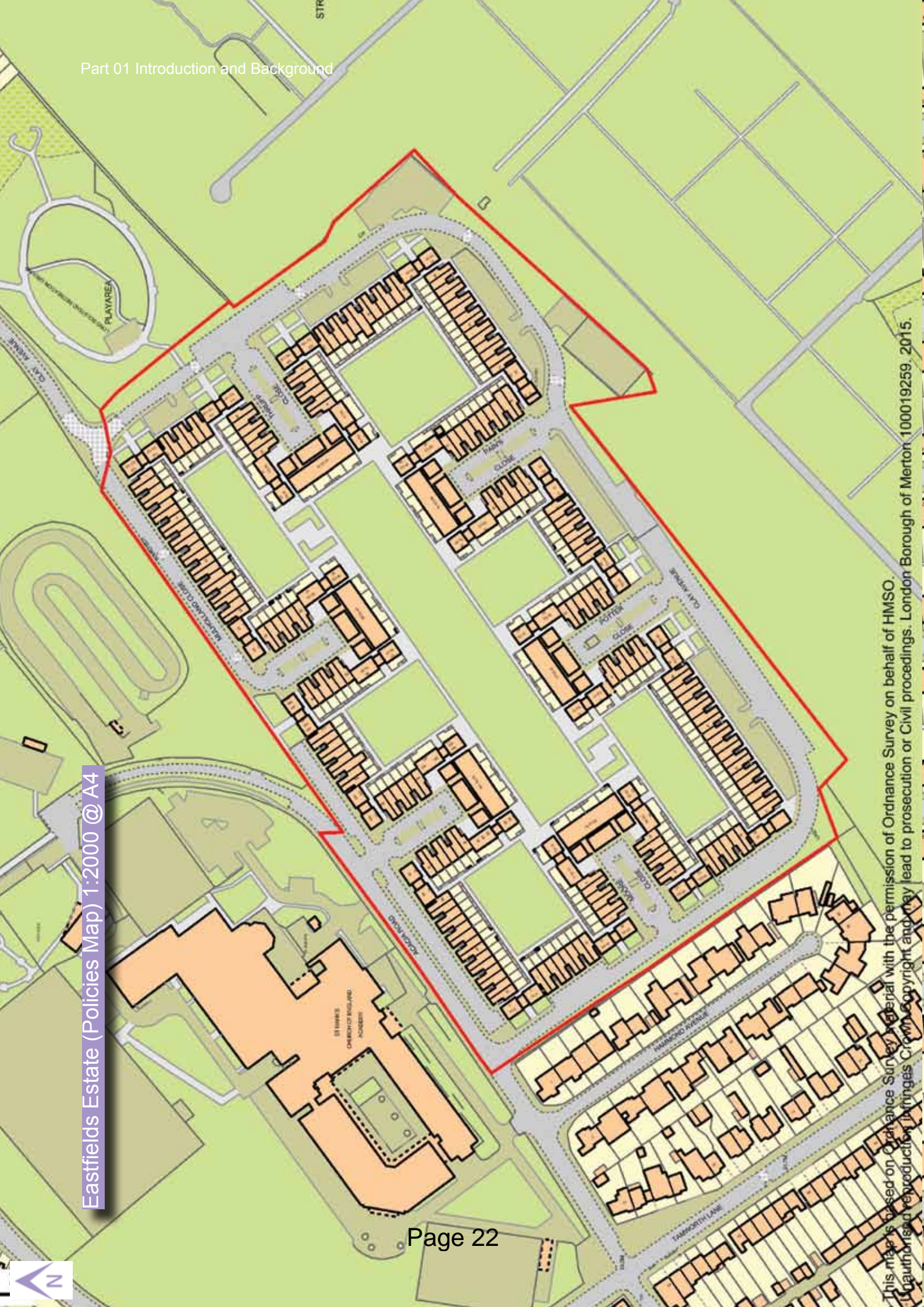
**1.36** This section sets out the vision for the regeneration of the estates. This provides the framework for the Estates Local Plan. This vision is informed by a number of other documents and requirements that are detailed elsewhere in the document.





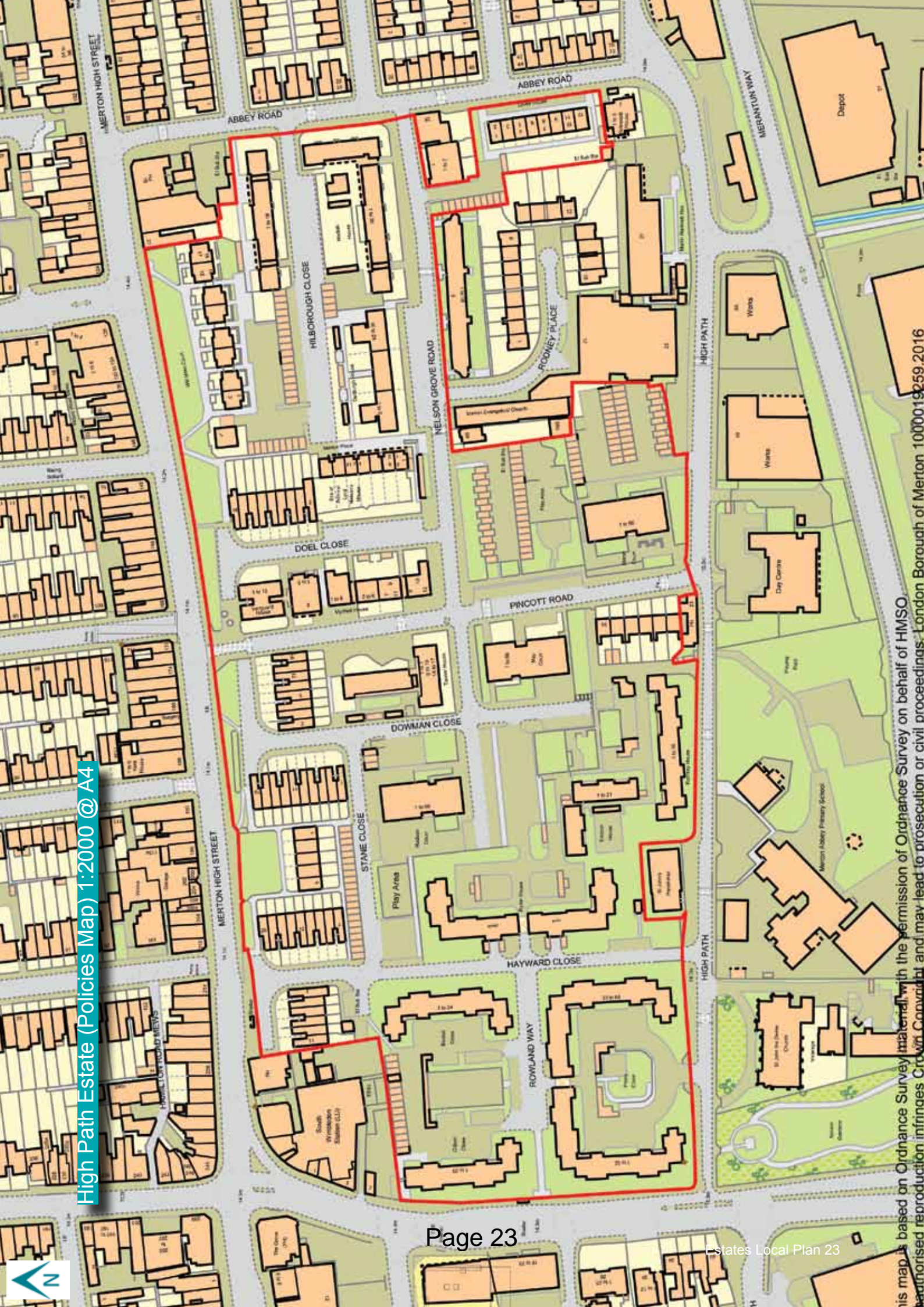


Eastfields Estate (Policies Map) 1:2000 @ A4





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





Ravensbury Estate (Policies Map) 1:2000 @ A4



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# Part 02 Overarching Policies







# Overarching Policies

## Policy

### OEP1 Vision

#### Overarching Plan Vision

**a)** Development proposals for Eastfields (Mitcham), High Path (South Wimbledon) and Ravensbury (Mitcham/ Morden) must create sustainable, well-designed, safe neighbourhoods with good quality new homes that maintain and enhance a healthy local community, improve living standards and create safe environments.

#### Estates Vision

**b)** Having regard to the overarching vision and also the particular characteristics of each estate the vision for each estate is as follows:

##### **Eastfields:** Contemporary Compact Neighbourhood

**i)** A new neighbourhood which demonstrates innovative design, reimagining suburban development by maintaining a distinctive character through the creation of a contemporary architectural style encompassing a variety of types, sizes and heights for new homes overlooking traditional streets and the improvement of links to the surrounding area.

##### **High Path:** New London Vernacular

**ii)** The creation of a new neighbourhood with traditional streets and improved links to its surroundings, that supports the existing local economy while drawing on the surrounding area's diverse heritage and strong sense of community. Buildings will be of a high quality internally and externally, have a consistency in design with a strongly urban form and character, optimising the most efficient use of land that makes the most of the excellent public transport services, and has access to quality amenity space.

##### **Ravensbury:** Suburban Parkland Setting

**iii)** The creation of a new neighbourhood that relates well to the wider parkland and which protects and enhances local heritage, landscape quality and biodiversity. Characterised by buildings arranged as traditional streets and spaces that improve links to the surrounding area, allow for the landscape to penetrate the site whilst

simultaneously improving flood mitigation and increasing the number of homes whilst retaining the character of its suburban parkland setting.

## Justification

**2.1** Visions have been produced for the Plan and individual estates. Their aim is to provide a high level guide to the general way in which the council expects to see the estates developed. This is based on the prevailing local context of each estate, the historical analysis and site analysis contained in the appendices as well as an analysis of good practice in urban design, architecture and regeneration.

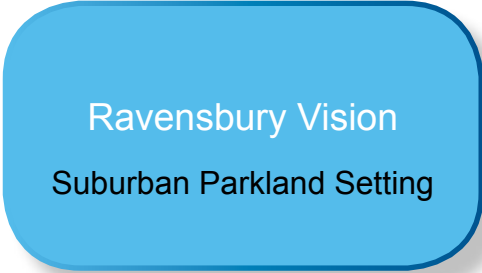
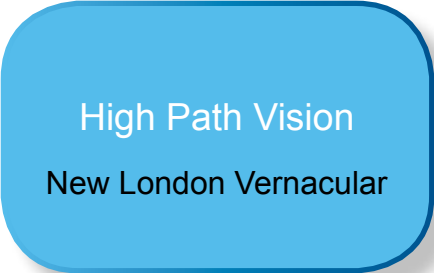
**2.2** It is considered important that there is a strong guiding theme for the regeneration of each estate given the long period of regeneration. The long period of building the original High Path estate shows what can happen when there is no high level design guidance and strategy. This has led to completely different styles of planning, design and architecture that have created a fragmented and incoherent environment. It is also important that the visions allow for flexibility of architectural expression and it is expected that differing architectural styles can and should be employed within each estate over the period of regeneration.

**2.3** Proposals for the estates will be expected to show how they have had regard to the visions and what their interpretation of this means in terms of their proposals. This is most appropriate to show in outline applications for the whole estate. However, this will still need to be shown in the detailed applications that follow.

**2.4** The diagram on page 29 shows how the visions relate to the planning and wider policy context. The images on pages 32, 34 and 36 show, for each estate show good examples of recent and planned contemporary development that is considered of high quality and appropriate in form, style and scale for the estates. This is not exhaustive, but should serve as a good guide for applicants and architects. These images demonstrate the scope for variety within each Vision.

**2.5** The diagrams on pages 33, 35 and 37 that follow are composites of the individual diagrams accompanying the site specific policies found in Part 03. These constitute the 'Vision Diagram' for each estate. Keys to the content of the diagrams accompany the individual policy diagrams in Part 03.

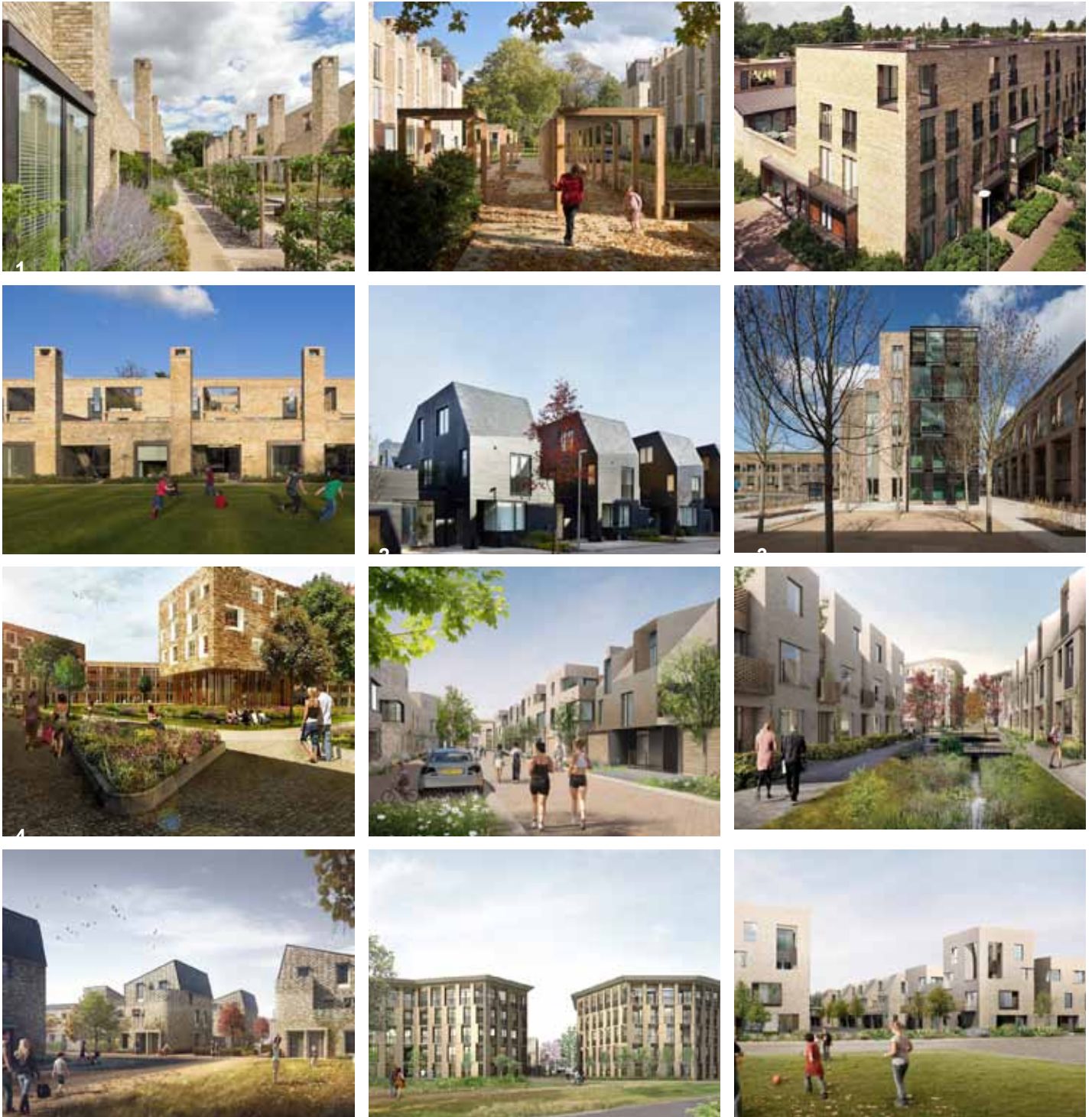
**2.6** The images and diagrams referred to above constitute part of the justification statement for this policy OEP1.



## The vision

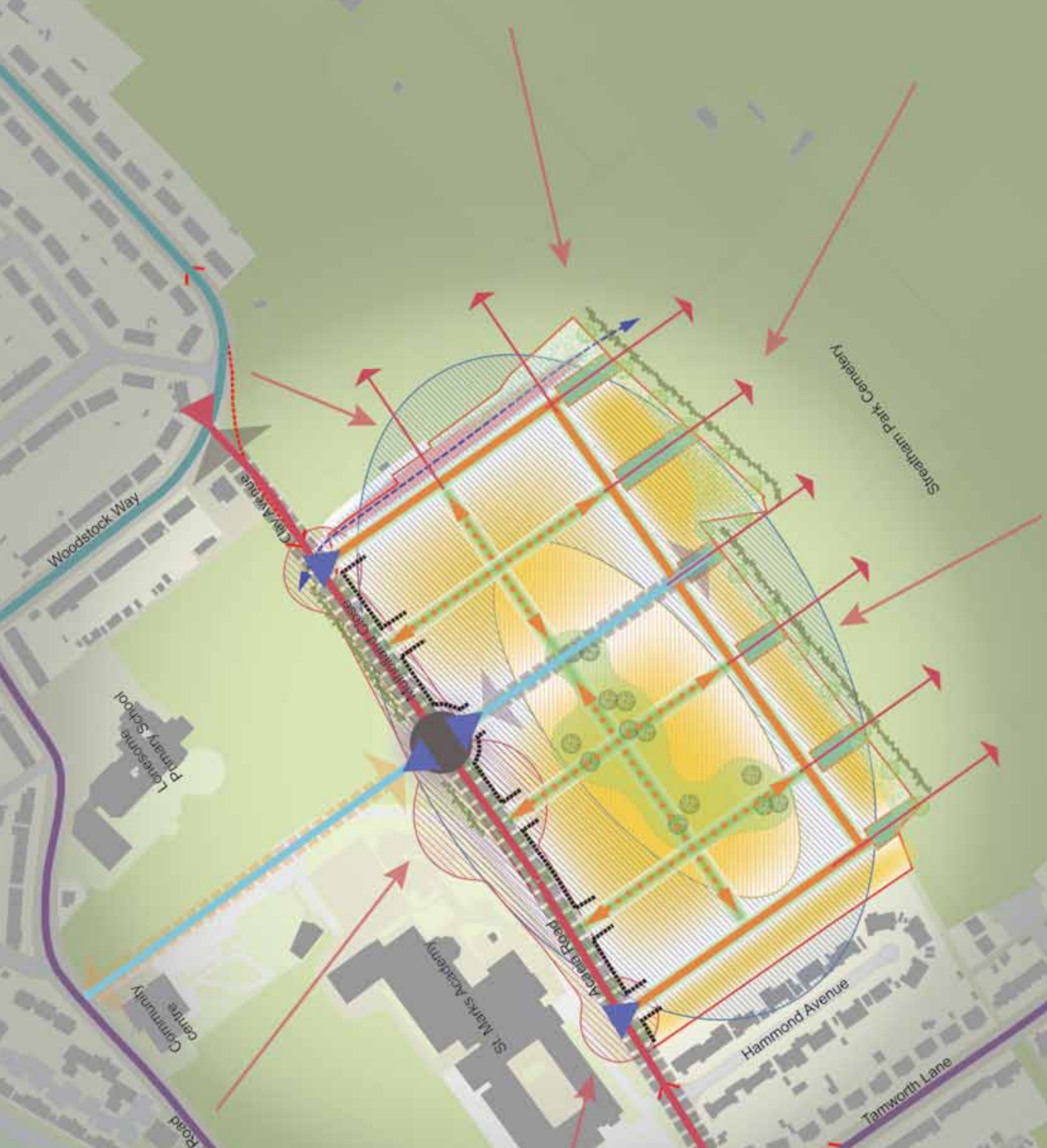
1. Accordia, Cambridge - Feilden Clegg Bradley
2. Newhall Be, Harlow - Alison Brooks Architects
3. Abode at Great Kneighton - Procter & Matthews Architects
4. North West Cambridge - Alison Brooks Architects & Pollard Thomas Edwards

### Eastfields: Contemporary Compact Neighbourhood - Inspiration



\*The above images are examples of existing and proposed residential developments in the UK which have informed the Council's design aspirations for each estate. These should be used as a guide and inspiration for what the Council expects to see built, in terms of quality, form, style appearance and scale but are not intended to be a definitive template to be slavishly copied.





### Vision Diagram

This diagram constitutes the vision diagram for the Eastfields estate. It is made up of an amalgamation of each of the eight diagrams for each policy overlaid onto each other. The drawings and diagrams associated with each policy within the Estates Local Plan were created to set out how the policy might look when applied to the site; giving a spatial dimension and a graphic illustration to the policy wording.

However there will often be more than one way that a policy can be successfully implemented on each site. Planning applications may propose something different but equally successful to that which is set out in the diagram for that particular policy. The diagrams contain some factual elements (e.g. the location of existing roads and underground stations, the location of green space and trees within the estates) and the keys to the diagrams already show where matters are considered illustrative. In particular, proposals of features outside the plan boundary are intended to show the context for ELP's policies. The wording in the plan should be used to assess planning applications; if there is any doubt, the wording in the plan takes primacy.

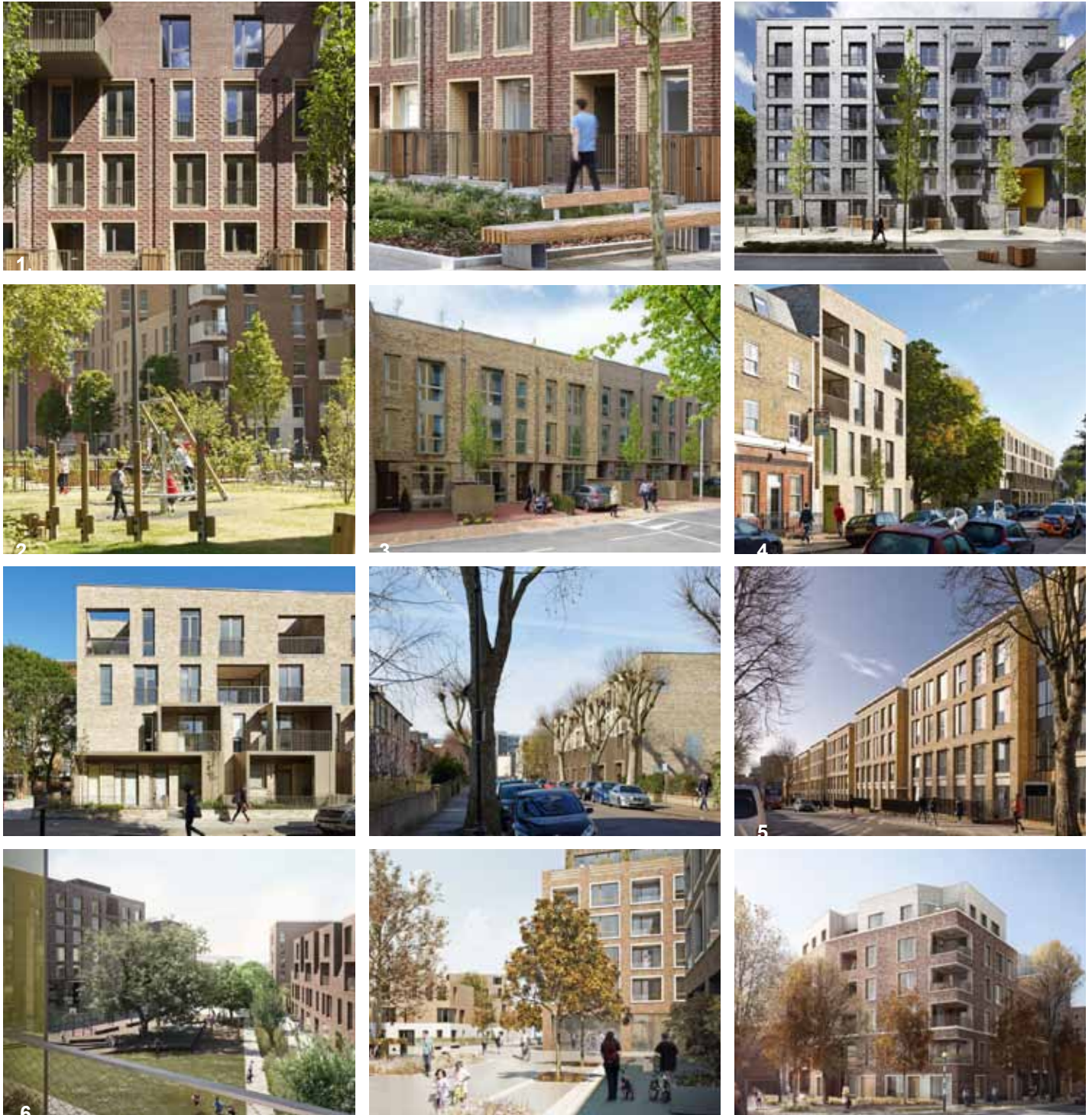




1. St. Johns Hill, Wandsworth - Hawkins Brown Architects
2. St. Andrews, Bromley by Bow - Glenn Howells / Maccreanor Lavington
3. Kidbrooke Village, Greenwich - CZWG Architects LLP
4. Ely Court, Brent - Alison Brooks Architects
5. Cambridge and Wells Court, Brent - Lifschutz Davidson Sandilands
6. Agar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

## The vision

### High Path: New London Vernacular - Inspiration



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## Vision Diagram

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

## The vision

### Ravensbury: Suburban Parkland Setting - Inspiration



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## Vision Diagram

This diagram constitutes the vision diagram for the Ravensbury estate. It is made up of an amalgamation of each of the eight diagrams for each policy overlaid onto each other. The drawings and diagrams associated with each policy within the Estates Local Plan were created to set out how the policy might look when applied to the site; giving a spatial dimension and a graphic illustration to the policy wording.

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## Overarching Policies

### Policy

#### OEP 2 Strategy

Over a 10-15 year period, the creation of sustainable well-designed safe neighbourhoods with good quality new homes for Eastfields (Mitcham); High Path (South Wimbledon) and Ravensbury (Mitcham / Morden) will be achieved by ensuring that development proposals:

- a)** Are in compliance with the Statutory Development Plan, of which the Estates Local Plan forms a part;
- b)** Are consistent with a single linked regeneration programme for Eastfields, High Path and Ravensbury;
- c)** For Eastfields and High Path, set out regeneration of the whole estate and partial regeneration of Ravensbury estate;
- d)** Will be expected to include phasing plans indicating the proposed timing of major building phases.
- e)** Provide affordable housing on a phase by phase basis, having regard to prevailing need, viability and national and local policy and guidance.

Planning obligations (also known as Section 106 agreements) and Community Infrastructure Levy (CIL) will be used by the council to mitigate the impact of development and to ensure the delivery of key infrastructure.

### Justification

**2.7** The Estates Local Plan is part of the Statutory Development Plan which consists of the London Plan, Merton's Core Planning Strategy, Merton's Sites and Policies Plan, Merton's Sites and Policies Map and the South London Waste Plan. Collectively these documents help to deliver

Merton's planning objectives which are:

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

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

**2.9** The proposed regeneration of the whole of High Path and Eastfields estate and the partial regeneration of Ravensbury Estate is based on a suite of evidence provided by Clarion Housing group which included:

- The Case for Regeneration
- Housing Needs Study
- Socio-economic analysis
- Stock Condition Analysis
- Urban Design studies
- Visual Impact studies

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

**2.11** The Estates Local Plan is a 10-15 year plan and the priority is to keep communities together and rehouse existing residents. The quantum and mix of affordable housing to be provided within each phase of development, together with a mechanism, such as Section 106 agreement, to ensure that viability is kept under review, will be determined in the light of the development and any other national, London-wide and local policy and guidance.

**2.12** The SA/SEA have identified phasing and implementation as critical elements in minimising the disruption to existing residents as far as possible.



## Overarching Policies

### Policy

#### OEP 3 Urban Design Principles

**a)** Development proposals will be expected to adhere to all of the principles listed below to ensure that they achieve the highest standards of urban design, accessibility and inclusive design:

**(i) Perimeter blocks:** Buildings should be arranged so that the fronts face outwards, towards the street;

**(ii) Active frontages:** Building entrances and windows onto the street should be maximised;

**(iii) Building lines:** Boundaries should clearly define the fronts of buildings, create spaces and define routes;

**(iv) Landscaping:** High quality usable public and communal space and landscaping should be provided and opportunities taken to provide effective management of flood risk from all sources whilst ensuring no increase in flood risk elsewhere;

**(v) Defensible space:** The transition from public to private space should be understandable and clearly defined;

**(vi) Community safety:** Provide well-defined routes with spaces and entrances promoting convenient movement without compromising security. Secured by Design principles should be used to enhance community safety and help design out crime, provide well-defined routes with spaces and entrances, promoting convenient movement without compromising security so improve access and movement;

**(vii) Promoting biodiversity:** Promoting the variety of plants, animals and other living things found in an area;

**(viii) Inclusive and active design:** Development proposals should encompass the needs of everyone and provide opportunities for healthy and active lifestyle choices

**(ix) Promoting sustainable development:** Promoting the efficient use of resources that does not prejudice future generations from meeting their own needs;

**(x) Density:** Using high quality design to determine an appropriate density for an area;

**(xi) Permeable, legible and accessible layouts:** Arrangement of streets and buildings that offer a convenient choice of routes that are easy to understand.

**(xii) Parking provision:** Vehicular parking that is provided on-street as a first choice, well managed and integrated into the rest of the street;

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

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

### Justification

**2.13** This policy outlines a set of broad design principles. Applications must demonstrate adherence to these principles in order to be in accordance with, in particular, paras. 57, 58, 61 and 69 of the NPPF, Policy 7.2 of the London Plan and Policy DM D1 of the Merton Sites and Policies Plan. As such, all development proposals will be expected to adhere to these principles in order to achieve the highest standards of urban design, accessibility and inclusive design.

**2.14** The Equality Act 2010 describes a disability as a physical or mental impairment which has a substantial and long-term adverse effect on one's ability to carry out normal day-to-day activities. All development proposals will be expected to have consideration for people with disabilities as defined

by the Equality Act. This includes physical and mental conditions - for example, dementia. Full definitions of the terms used for the principles can be found in the Glossary.

## Perimeter blocks

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

## Active frontages

**2.16** New development must be designed to have buildings with entrances and windows facing the street (active frontages) and should avoid blank walls or gable ends. This provides long term flexibility of buildings, creating activity and vibrancy in commercial areas and supporting a level of activity on quieter streets to create a good level of natural surveillance to deter criminal activity. This is particularly relevant to ground floor frontages, where maximising windows and doors is particularly important. In commercial frontages, views into shops and businesses, whether open or closed is also important.

## Building lines

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

## Landscaping

**2.18** All private, communal and public amenity space must be of a high quality of design, attractive, usable, fit for purpose and meet all policy requirements, including addressing issues of appropriate facilities, replacement space or identified shortfall. High quality designed amenity space will have good levels of privacy or public surveillance depending on their purpose and generally have an open aspect, good sun/ daylighting, be of a single regular shape and have easy and convenient access for all potential users. Landscaping also provides opportunities for sustainable urban drainage and other initiatives to address flood risk from all sources (fluvial, surface water and groundwater) and opportunities should be taken to provide effective management of flood risk from all sources whilst ensuring no increase in flood risk elsewhere.

## Defensible space

**2.19** Defensible space is the area or feature that separates the street and the buildings accessed from it. This space functions as a clearly understandable transition, or buffer zone, from public street to the private building, ensuring a good level of natural surveillance between street and building, as well as a degree of privacy. It is important in creating successful perimeter blocks and buildings with entrances and windows facing the street (active frontages) and no blank walls or gable ends. New development will be required to ensure all buildings fronting onto streets have successfully designed defensible space that is appropriate to the uses in the buildings.

## Overarching Policies

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### Promoting biodiversity

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

### Community safety

**2.21** Community safety considerations are an integral part of good urban design. The way buildings and spaces are designed and arranged affects how residents and the wider community perceive and navigate the urban environment. Secured by Design principles should be used to enhance community safety and help design out crime. Clear and well-defined routes, spaces and entrances should be provided; poorly defined space, poor sight lines and a lack of natural surveillance should be avoided. This allows for convenient movement without compromising security. Community safety considerations must be included at the earliest design stages to help prevent the need for costly, unsightly and less effective retrofitting of the development post construction. Design and Access Statements will be required at both outline and detailed planning stages which show how crime prevention measures have been considered as an integral part of the design of the proposal.

### Promoting inclusive and active design

**2.22** The design of new development and streets must promote Inclusive and Active Design. This approach will ensure that the development includes local facilities that are easily accessible and create good quality, well maintained and safe places with convenient and direct routes throughout the development. Development proposals should demonstrate how the principles in the GLA's Accessible London: Achieving an Inclusive Environment SPG has been incorporated into the development proposals. The public realm should be designed to facilitate low vehicle speeds and reduced vehicle dominance. Active Design provides opportunities for everyone to be naturally active as part of their daily life, and so improves health and wellbeing.

### Promoting sustainable development

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

### Permeable, legible and accessible layouts

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

### Density

**2.25** The London Plan Density Matrix should be used flexibly with other relevant criteria to determine an appropriate density for each estate that ensures high quality design. Development that is too dense or poorly designed may result in cramped internal layouts, overlooking or daylight issues, or a high number of single (or nearly single) aspect dwellings. Development that is not dense enough will not use land efficiently and effectively or provide sufficient good quality homes.



## Parking provision

**2.26** On street provision is the preferred option for vehicle parking. It is essential that on-street vehicle and cycle parking is well-designed, well-managed and integrated into the rest of the street. On-street parking creates activity, vitality and ensures a good level of natural surveillance. Only when on-street provision cannot accommodate all parking needs should other methods of parking be used. All methods of parking provision should be of a high quality design that is attractive, convenient and safe for people, bikes and vehicles. The council applies the parking standards set out in the Mayor's London Plan and reference should also be made to the London Housing SPG and subsequent updates.

## Local context (heritage, buildings, materials, interpretation, art)

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

## Design Review

**2.28** Design Review is a well-established method of improving the quality of design in the built environment. It is recognised in the National Planning Policy Framework (NPPF) (para. 62, page 15). Design Review is an independent and impartial evaluation process in which a panel of experts on the built environment assess the design of a proposal. Proposals relating to the whole or phases of the three estates must be reviewed at least once, ideally at pre-application stage, by Merton Council's Design Review Panel:

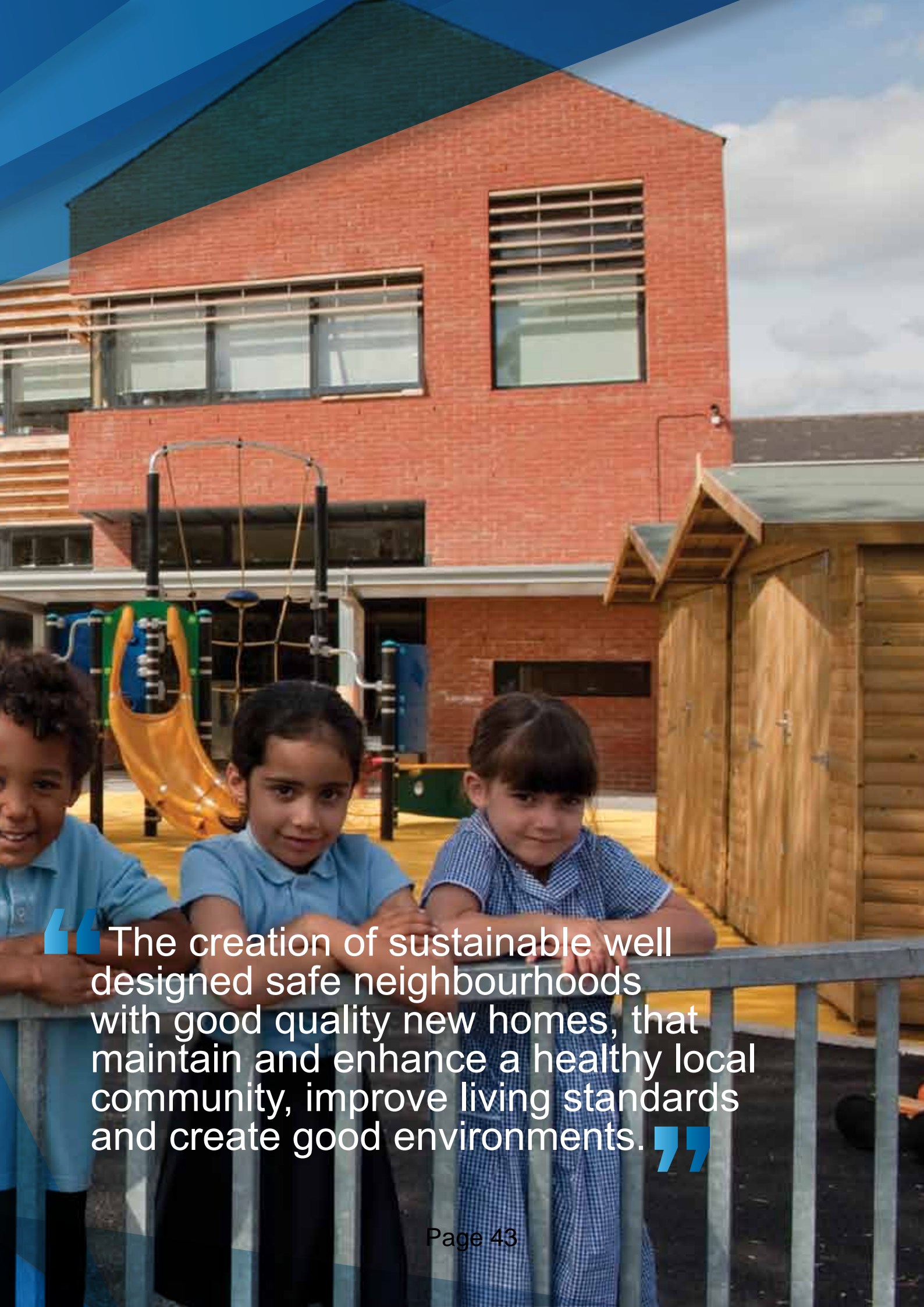
[www.merton.gov.uk/designreviewpanel](http://www.merton.gov.uk/designreviewpanel)

Depending on the significance of the proposal, applicants may want to consider other design reviews such as Urban Design London or the Mayor of London to help guide and improve their schemes.

# Part 03 Analysis and planning policies







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



## Introduction to Part 03

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

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

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

**3.3** Part 3 begins with a comprehensive design based, site analysis. This is done at the wider area level and at the estate neighbourhood level. At the wider level, the site analysis covers three areas:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Land use:** Suitable land uses for each neighbourhood.

**Open space:** How designated open space should be considered for each neighbourhood.

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

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

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







# Analysis and planning policies - Eastfields



Eastfields

Network Rail



Mitcham Eastfields

## Location

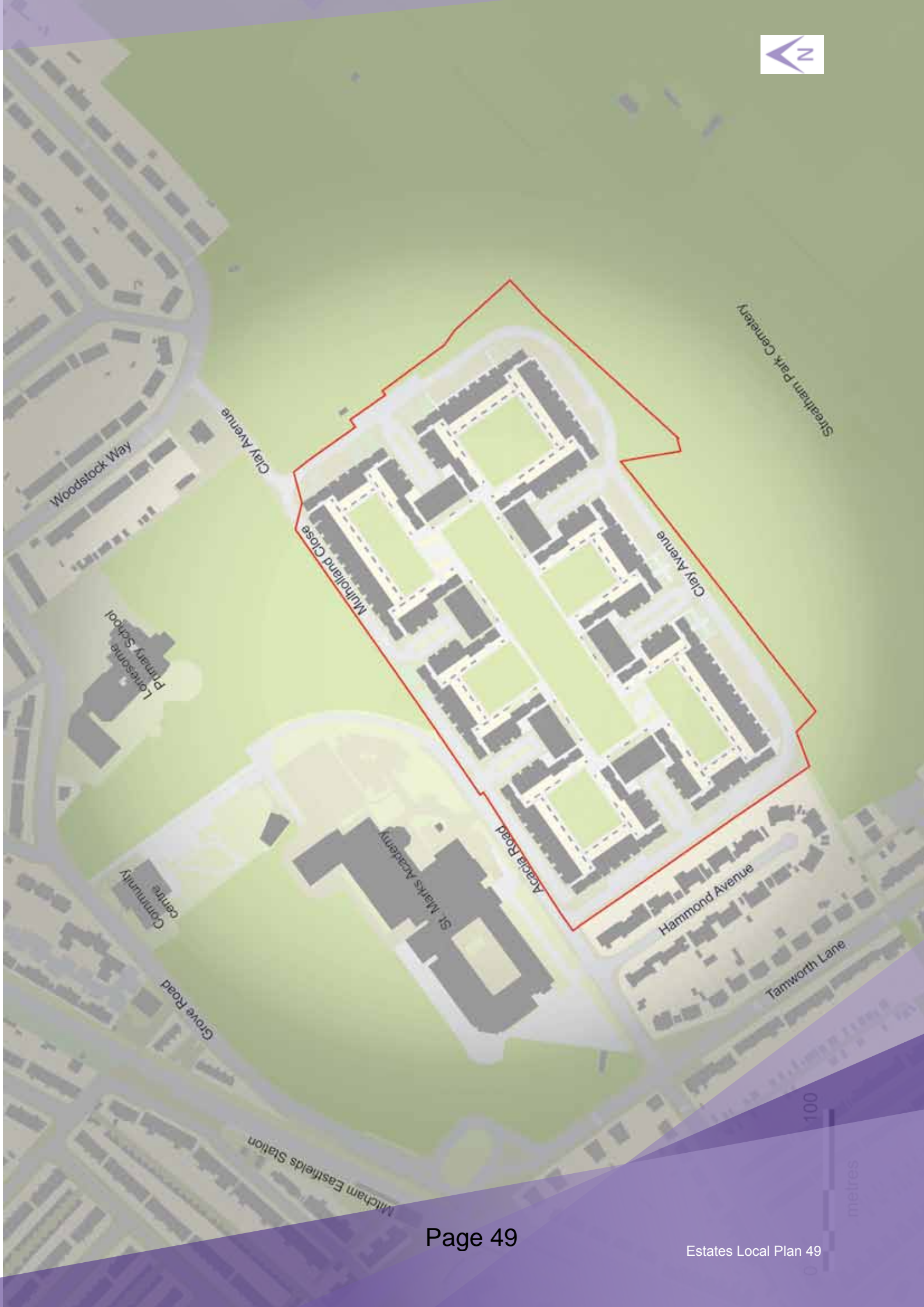
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### Eastfields Estate

**3.8** Situated in the Figge's Marsh ward, Eastfields is located to the east of Mitcham Town Centre and covers an area of approximately six hectares. The site is bounded by Acacia Road and Mulholland Close to the north, Clay Avenue to the east and south and Hammond Avenue to the west. The site is surrounded to the north by two schools (St Mark's Church of England Academy and Lonesome Primary School) and to the south by London Crematorium, Streatham Park and the Jewish Cemeteries and Long Bolstead Recreation Ground to the west. The nearby Mitcham Eastfields railway station acts as a key local transport hub.

**3.9** The estate was designed by Richard MacCormac and was built in the 1970s and consists of 466 homes. The Eastfields homes are a combination of three storey houses with integral garages and flats in three storey 'walk up' blocks each having one or two bedrooms. The homes are all of 'Wimpey no-fines' construction, clad with enamel panels. The Eastfields Estate has an inward looking layout distinct from the surrounding neighbourhood. These wider surroundings have a suburban residential character dating predominantly from the inter-war era, with some earlier late 19th Century development in Grove Road. Approximately 55% of the homes on Eastfields are affordable accommodation, the rest are privately owned.







## Site analysis

### 1. Character areas

**3.10** The Eastfields Estate is located to the east of Mitcham town centre and north of Mitcham Common. The wider area is defined by the railway line to the west, with Eastfields Station acting as a major gateway.

**3.11** The map above illustrates the main character areas in the surrounding neighbourhood including the Eastfields Estate. The estate itself is distinctive enough from its surroundings to form its own character area. This is also the case for the area occupied by St. Mark’s Academy and Lonesome Primary School. To the east is the large open space comprised of Long Bolstead Recreation Ground, Streatham Park Cemetery, Rowan Road Jewish Cemetery and Westminster City School Sports Ground.

**3.12** The surrounding residential areas are predominantly low rise inter-war suburban housing of semi-detached or short terraced houses.

However, there are some pockets of earlier late Victorian cottages and a number of late 20th century infill developments, usually replacing former industrial uses, as was the case with the Eastfields Estate.

**3.13** In the wider area a large proportion of the properties date from the 1930s and represent good quality examples of suburban design of the era. The 1970s Eastfields Estate has a very distinctive layout and architectural style that sets it apart from the surrounding street pattern and building forms. There are also two large new housing developments nearby at Brenley Park and Rowan Park, which offer good examples of how new development can fit into the area without replicating it.





Distinctive layout of the Eastfields estate



Eastfields Estate - Clay Avenue



St. Marks Academy



Streatham Cemetery



Level crossing at Mitcham Eastfields station



Long Bolstead Recreation Ground



Tamworth Lane



Woodstock Way













## Site analysis

### 2. Current land use

**3.14** The wider area is predominantly residential. Although there are some flats on the Eastfields Estate and in the area to the west of Tamworth Lane, the majority of the residential properties are two storey terraced and semi-detached houses. Lonesome Primary School and St. Marks Academy occupy a large site off Acacia Road. There is a BMX track adjacent to the estate and also the small attractive play area of Long Bolstead Recreation Ground. Within the grounds of St. Marks Academy is the recently built Acacia Intergenerational Centre with adventure playground. There are two small retail areas in the neighbourhood on Tamworth Lane and one at the northern end of Grove Road, which is designated as a neighbourhood parade. There are a number of recreation grounds and playing fields as well as the Streatham Park Cemetery which occupies a large area on the eastern boundary of the neighbourhood.

#### Key

-  Residential
-  Education - schools
-  Cemeteries
-  Open space - recreation ground
-  Industrial - warehousing
-  Local shops
-  Mitcham Town Centre
-  Railway





Residential - Woodstock Way



BMX track Mulholland Close



Acacia Intergenerational Centre



Streatham Cemetery



Eastfields Estate



Oakleigh Way Recreation Ground



Meopham Road



Tamworth Lane



## Site analysis

### 3. Transport connectivity

**3.15** Eastfields sits within a wider area which has a predominantly residential street network, to the east of Mitcham Town Centre. The railway line, school grounds and cemetery land create physical barriers in the wider area which restricts accessibility by any means into the estate.

**3.16** Eastfields is approximately 400 metres or 3-4 minutes walking distance, to the east of Mitcham Eastfields station, this opened in 2008 providing direct rail services to central London and into Surrey. It is also served by buses along Tamworth Lane, Grove Road and Woodstock Way. Bus services are limited, with only two routes (463 and 152) serving the railway station. Although accessibility has been significantly improved with the opening of the station, the isolated location of the Eastfields area, the limited number of trains

stopping and the limited number of bus routes mean that the Public Transport Accessibility Level (PTAL) score varies between 3 and 1b.





3 storey apartment blocks Eastfields



2 storey houses at Rowan Park

## Site analysis

### 4. Existing building heights

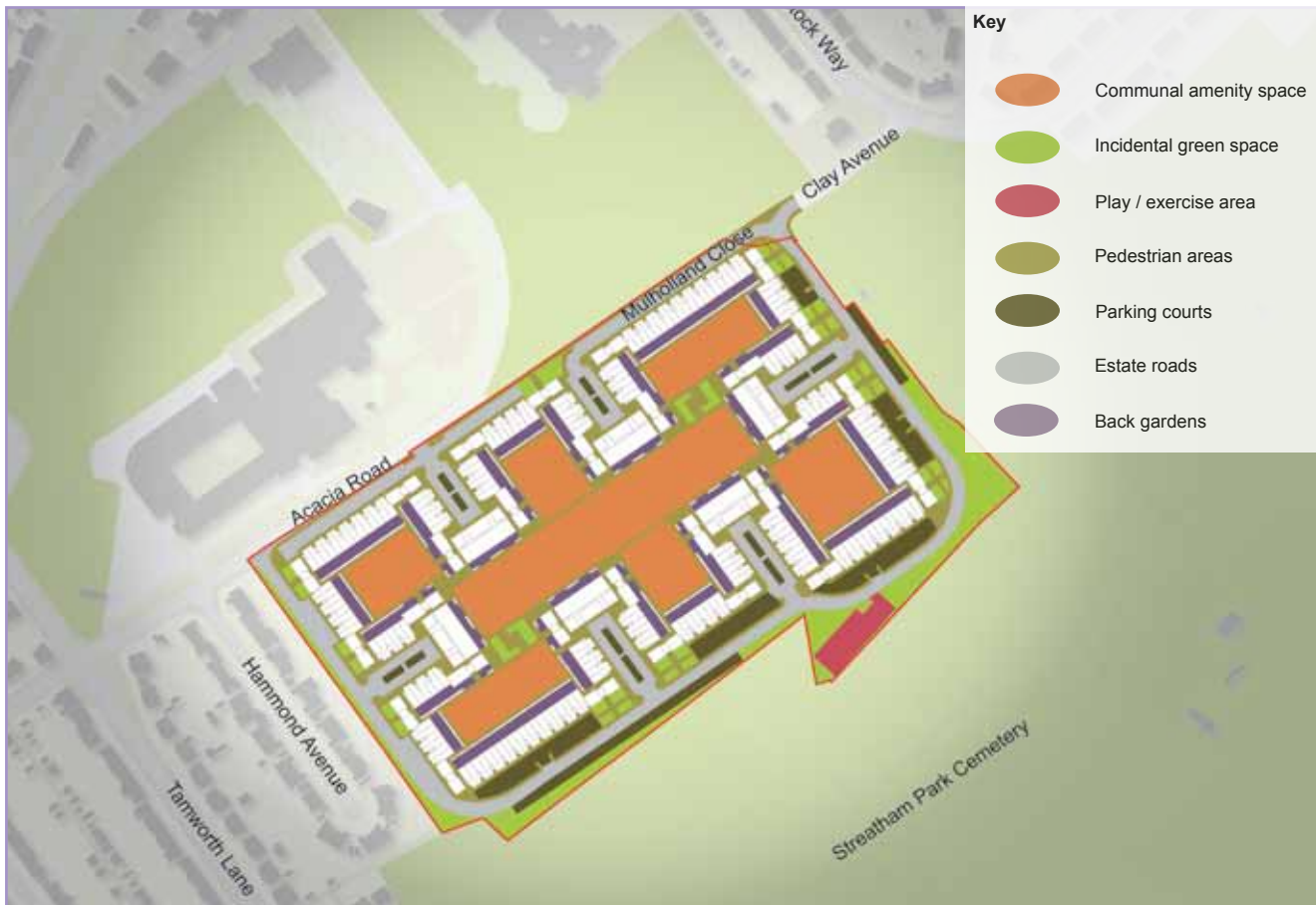
**3.17** Building heights across the estate do not vary and are consistently 3 storeys. Surrounding housing is consistently 2 storeys with pitched roofs, so there is little contrast in building heights, the character being uniform in this respect. St. Mark's Academy buildings are only 2 storey. The nearest taller buildings are by the railway station, at 6 storeys.

**3.18** In the wider area, Rowan Park, located off Rowan Road and completed in 2012, consists of a variety of housing types. The heights range from 2-4 stories. Brenley Park is a development completed in 2013, located to the south-west of Eastfields off Cedars Avenue. The development is predominantly 3-4 stories. There are very limited views of taller buildings in the distance in Croydon.



## Site analysis

### 5. Public realm and open space



**3.19** The map above shows how the land around the buildings is used. It shows a distinct contrast between the spaces around the perimeter of the buildings compared to the spaces within. The outer perimeter of the estate is dominated by garage doors to houses at the ground floor, with recessed front doors between. These are dark and unwelcoming spaces, and there is no natural surveillance at street level. The space in front of the perimeter consists of a parking access road, street parking and a general access road bounding this. This creates a large area of hard-standing that is ill-defined and unattractive. The front or 'public face' of the estate is very stark, forbidding and unattractive. The small cul-de-sacs leading off the perimeter are little better, and include bin-stores and parking in the centre.

**3.20** This poor quality exterior is in complete contrast to the calm, attractive, landscaped appearance of the interior. The (undesigned) open spaces are defined by the buildings which comprises six large areas of communal space leading off a larger central space. There is no vehicular access to this series of spaces, which are dominated by a number of impressive mature trees and enclosed by the regular form of the buildings. The houses' back gardens face onto the communal amenity space, setting up an uneasy relationship between public and private space. Despite there being twenty-eight gated pedestrian entrances into this interior space, it is completely invisible from the exterior. These entrances are so narrow and unobtrusive that they are easily missed, seeming like private back alleys, rather than entrances to parkland.





Ill defined space around perimeter of the estate



Garage doors dominate ground floor frontages



Parking dominates public space



Landscaped interior space



Narrow alleyways leading into open space



Established trees



## Site analysis

### 6. Streets and frontages



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

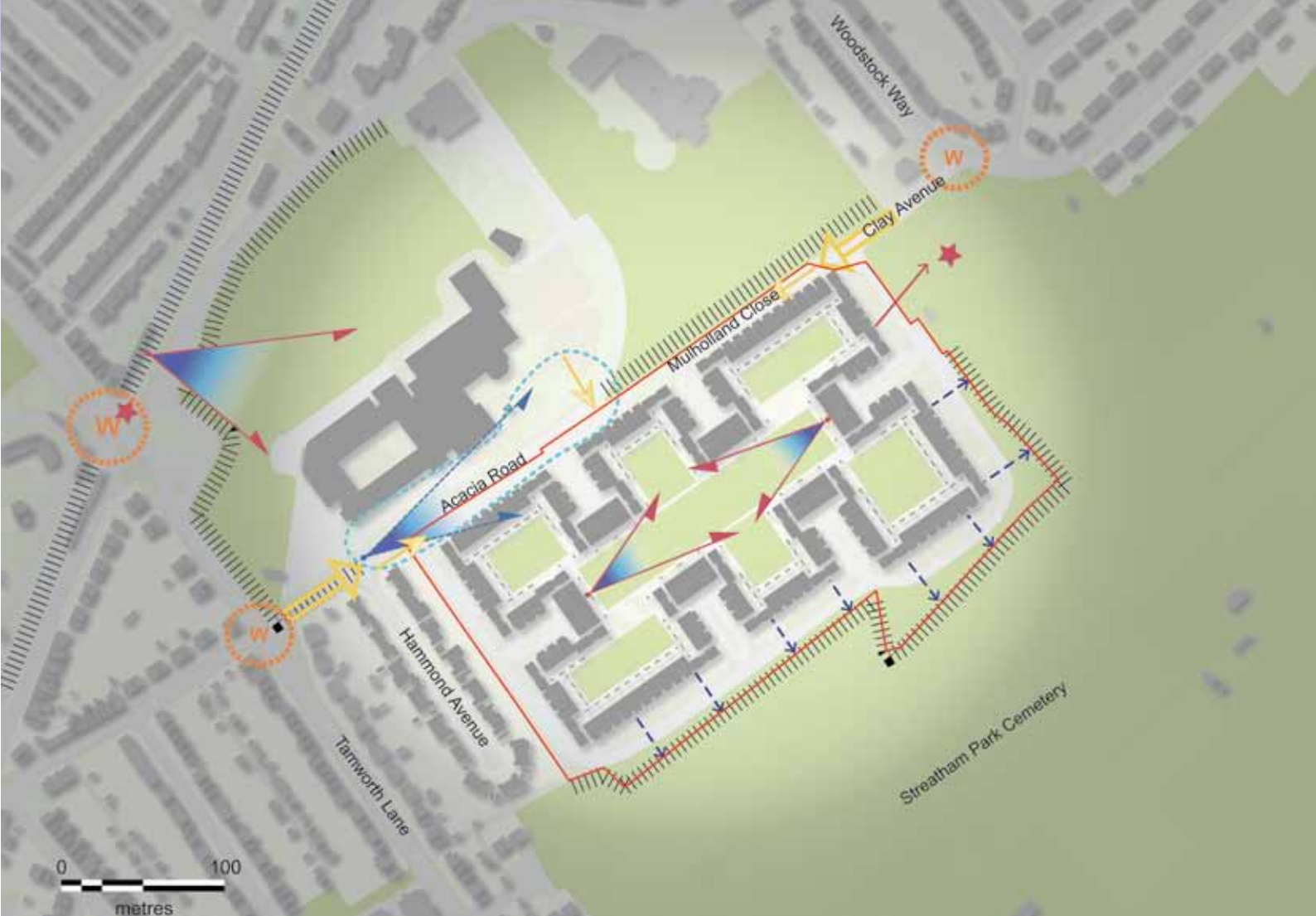
**3.22** The map above shows that although there are spaces that are physically well defined by buildings, they fail to work as traditional streets because they do not accommodate cars efficiently and unobtrusively. In addition, the buildings offer no visual interaction or surveillance with the outside world at ground floor level.

**3.23** The shape of the estate layout, garage door dominated frontages and means of access to the interior make this estate a fortress. The

access roads to and around the estate reinforce its isolation and difference from surrounding development. Access for vehicles is confusing as the estate is part accessed from Acacia Road and part from Woodstock Way. There is a natural through link between these two streets however vehicular movement is not possible due to a road closure.

**3.24** Inside the estate around the edge of the pleasant green spaces, back gardens with a variety of boundary treatments detract from the otherwise neat and pleasant communal green spaces. There is an uneasy relationship between the private back gardens and the communal areas, making the small back gardens feel less private and secure.





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

## 7. Townscape analysis

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

## Site analysis

### 8. Landscape analysis



**3.26** The Eastfields estate has a large, pleasant green space at its centre, that is cut-off from its surroundings, both for people and biodiversity. It contains pleasant grassed areas and key mature tree groups. By contrast, there is limited green space around the perimeter of the estate. It is only at the edge that patches of unmaintained scrub and unchecked boundary vegetation exist. These are generally negative and there appears to have been no planned landscape around the edge of the estate beyond roads and hardstanding for vehicles. The unchecked boundary vegetation also increases the sense of isolation, minimising the landscape effect of a number attractive individual trees and limiting views to the surroundings.

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





Poor public realm arrangement



Road closure between Acacia Road and Mulholland Close

## Issues and opportunities

### Issues summary

#### Integration

**3.27** The estate has an inward looking layout whereby the position of buildings creates one uniform edge of development distinct from the surrounding area. The main access road passes the estate, but is incomplete due to a road closure and lacking in visual and vehicular connectivity. This road and the estate street network are a series of cul-de-sacs. This inefficient layout restricts accessibility for vehicles, pedestrians and cyclists.

#### Estate architecture

**3.28** The estate has uniform architectural style. The finish on buildings is rigid and unvarying, in stark contrast to its surroundings. It projects its difference through its appearance and this adds to its visual isolation from the surrounding area. The buildings have weathered poorly in places and positive elements of the consistent architectural style have been eroded by a variety of alterations.

#### Estate layout

**3.29** The estate design has imposed a rigid road layout which prevents movement through the estate and restricts movement around the estate. The street network comprises a sole perimeter road with buildings on one side only, and a series of short cul-de-sacs. Fronts and backs are poorly arranged, with fronts dominated by garage doors and backs facing the communal green spaces. The public realm is poor because of this, and the wide expanses of tarmac.

#### Quantity vs. quality of landscaping

**3.30** The publicly accessible designated open space around the perimeter is isolated by the access road, poorly surveyed, in poor condition and essentially unusable. The large central semi-private non-designated open space in the interior is of high quality and usable, but the smaller spaces leading off this are less successful, as they are enclosed by the back gardens of the surrounding houses.

#### Visual connectivity

**3.31** There is a lack of visual connectivity to the generally attractive surroundings of the playground and cemetery, and to longer views that would visually link the estate to its surroundings. This exacerbates the estate's isolation and breaking down these barriers, such as the unchecked perimeter vegetation and opening up views across neighbouring land, could engender a wider community feel and make residents feel they are part of the wider community.



Create clear east - west street between Tamworth Lane and Woodstock Way

## Issues and opportunities

### Opportunities summary

#### Legible residential streets

**3.32** Create a legible hierarchy of streets and blocks which allow for movement of pedestrians, and where appropriate, vehicles throughout site. This would make the area feel connected to its surroundings and allow for easier access across it between the surrounding areas. Streets should be designed as traditional residential streets where fronts of buildings face each other to enclose the street and buildings overlook the public realm.

#### Street network

**3.33** Creating an east-west link will help to integrate the estate into the wider area. This could be achieved by creating a clearly visible east-west through street between Tamworth Lane and Woodstock Way by fully connecting up Acacia Road, Mulholland Close and Clay Avenue. The creation of a clearly visible north-south street from Grove Road, through the estate to the southern boundary will also help to integrate the estate into wider area. This connectivity will enable the site to overcome its isolated feel by linking it to the area beyond.

#### Create a focal point for the area that links the estate to the surrounding area

**3.34** The focal point could be at the intersection of the north-south and east-west streets. This will link the estate to its context and allow local people from the wider area to interact with the estate.

#### Reconfiguration of open space to create functional open spaces

**3.35** Develop undesignated open spaces to allow for better distribution of functional open space throughout the estate. Retain existing established mature trees in the central green space. Make this, or a similar replacement(s) publicly accessible and a basis for the creation of new open space and potential local focal points, squares, communal gardens, food growing etc.

#### Visual links to surroundings

**3.36** Create visual connectivity to the generally attractive surroundings of the playground and cemetery and to make the BMX track less visually isolated. This could be achieved by retaining the mature trees surrounding the site, whilst thinning the smaller scrub and vegetation from between them, so opening out longer and wider views.



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## Site specific policies

### Policy

#### EP E1 Townscape

**a)** Proposals should demonstrate a well-defined building line fronting the combined east-west street. Buildings should address the street, providing continuity and enclosure along the route, but broken at intervals by streets into the estate, so as not to appear as a fortress-like wall between the street and the estate beyond.

**b)** Proposals should create a principal focal point in the estate. The most suitable location for this is at the intersection of the north-south and east-west streets.

**c)** The massing and layout of proposals should enable visual connectivity from within the estate to the attractive surroundings of the playground and cemetery.

### Justification

**3.37** Townscape features should be used as a design framework in which to deliver the vision for Eastfields, of a Contemporary Compact Neighbourhood. Within this framework proposals should demonstrate innovative design and architecture to re-imagine suburban development close to both green spaces and with good access to public transport. Proposals will be expected to respond well to, and integrate well with, green and open spaces and a suburban setting. How to increase the number and quality of new homes whilst responding positively to this overall character will be a key requirement against which design quality is assessed.

**3.38** The existing estate is very uniform and fortress-like in its appearance. It is visually distinct from the surrounding housing but other than this, the uniformity of the buildings makes it difficult to understand and navigate around the estate. The internal open space is completely hidden from the outside. The continuous frontage of the estate and the prominent garage doors present a forbidding

and unwelcoming visual prospect. This, and the recessed front doors present a visually hostile frontage to the streets. Combined with the large areas of parking these elements break down any sense of there being streets at all, merely spaces that are used to access houses and park cars in.

**3.39** Redevelopment should enable the creation of a neighbourhood that is easier to get around and understand; is open, inviting and visually attractive, without necessarily encouraging large numbers of people simply to wander around. A strong active frontage will help the neighbourhood to become more outward looking and better integrated into the wider area. Streets which intersect with the frontage will enable the creation of a well-connected neighbourhood.

**3.40** A suitably located principal focal point will aid the integration of the neighbourhood in its location reducing the insularity of the estate whilst proving a key orientation focus which will help people in getting around the neighbourhood. A principal focal point at the intersection enables future development potential to the north of the estate to be brought forward in an integrated manner. Landmarks are useful in providing reference points for orientation and emphasize the street hierarchy. Other focal points may be provided where they achieve the aims set out in this policy.

**3.41** Landmark buildings should be located around the focal point at the intersection of the north-south and east-west streets.

**3.42** Landmark buildings could be differentiated by appearance and to a degree by height; however they should be designed to ensure that they are sensitive to the general character of the rest of the development.

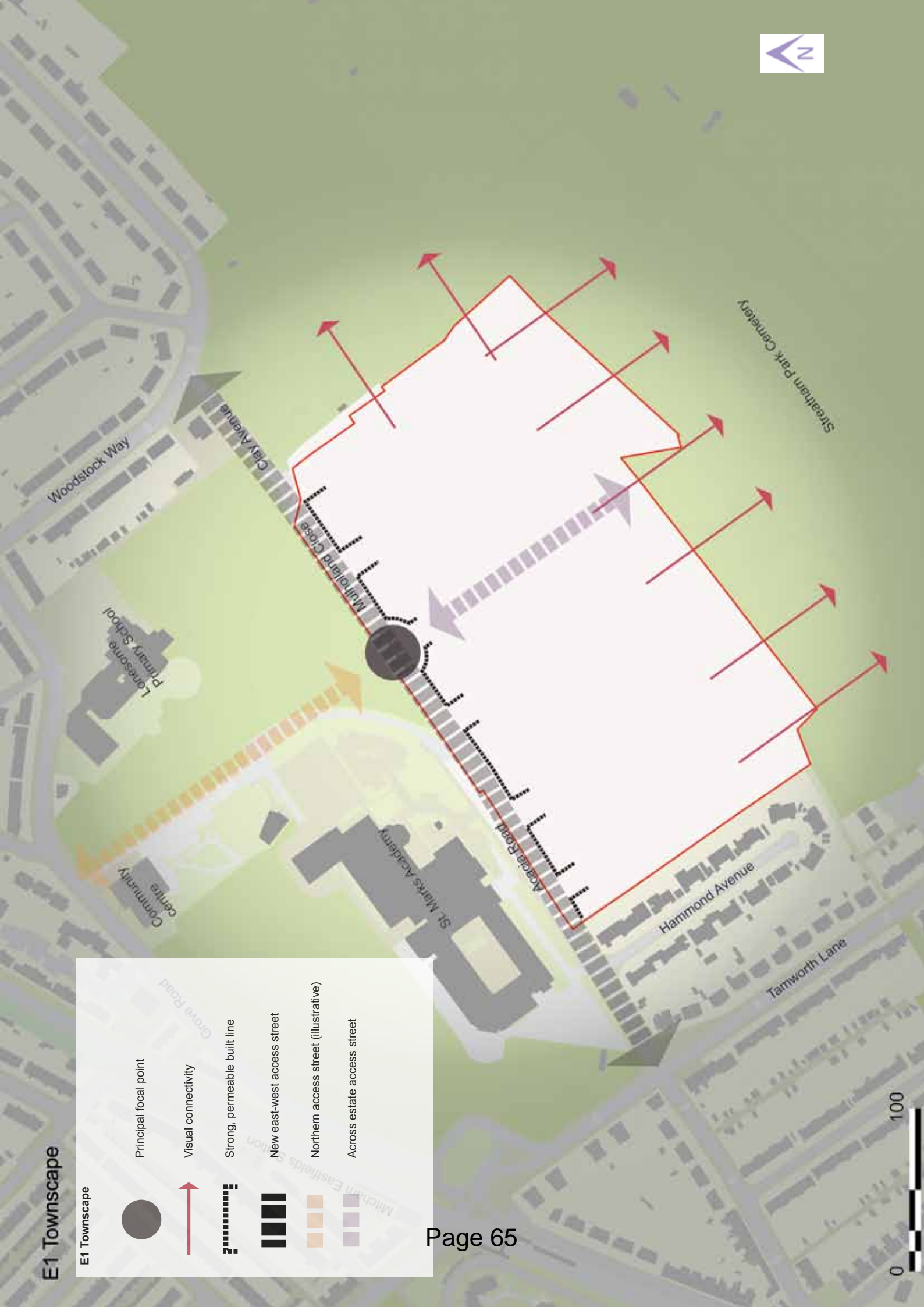
**3.43** Views through to open areas, such as the playground and cemetery, will better integrate the estate into the wider context.



# E1 Townscape

**E1 Townscape**

-  Principal focal point
-  Visual connectivity
-  Strong, permeable built line
-  New east-west access street
-  Northern access street (illustrative)
-  Across estate access street



## Site specific policies

### Policy

#### EP E2 Street network

**a)** The three streets of Acacia Road, Mulholland Close and Clay Avenue should be combined into one continuous east-west street on as straight an alignment as possible.

**b)** The estate layout should accommodate the potential for a new traditional street following the location of the existing footpath running in a straight alignment from Grove Road to form a junction with Mulholland Close. This new street should be continued clearly through the estate, creating a new north-south street to the boundary with the cemetery with uninterrupted views.

**c)** A new street should be provided parallel to Hammond Avenue such that the backs of new housing on its west side can face the backs of the existing bungalows on Hammond Avenue.

**d)** On the east side of the estate a new street should be created to face Long Bolstead Recreation Ground and the cemetery, in order to retain the visual and physical link between the estate and the recreation ground.

**e)** To the south of the estate there is a wide expanse of under-utilised road space and parking. Here, the existing perimeter street of Clay Avenue should either:

(i) be positioned closer to the estate boundary and lined with housing frontages overlooking the cemetery, the street being suitable as a mews type street; or

(ii) a new traditional street provided, set further north to enable new housing frontages to face north onto it, with backs facing the cemetery. This second option should also allow for north-south streets to penetrate this frontage and open up public views and potential future access into the cemetery.

### Justification

**3.44** 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 E3.

**3.45** The new street network should make the estate feel more open and connected to the surroundings. It will also improve integration of the new street network with the surrounding streets. However, it is acknowledged that the surrounding road network and location of open space limits the degree to which this can be done.

**3.46** The existing street network is a fragmented mix of streets created at different times. This is a major factor in making the estate feel fortress-like and impenetrable as well as difficult to navigate around the network of streets.

**3.47** Within the estate, there should be a clear, and easy to navigate network of streets, to enable free movement around, into and out of the estate. These should be a mix of traditional streets and mews type streets.

**3.48** The new east-west street should have the character of a traditional street, with carriageway flanked by footways either side. As it passes to the north of the estate, it should not be designed to feel as part of the estate, rather just as another local street.

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





**3.50** Converting the existing footpath running south from Grove Road to Acacia Road to a new street will create improved links to the existing street network in this area. It will improve pedestrian and cycle links between the estate and across the existing railway footbridge to the north and provide clear visual links to the surrounding greenspace.



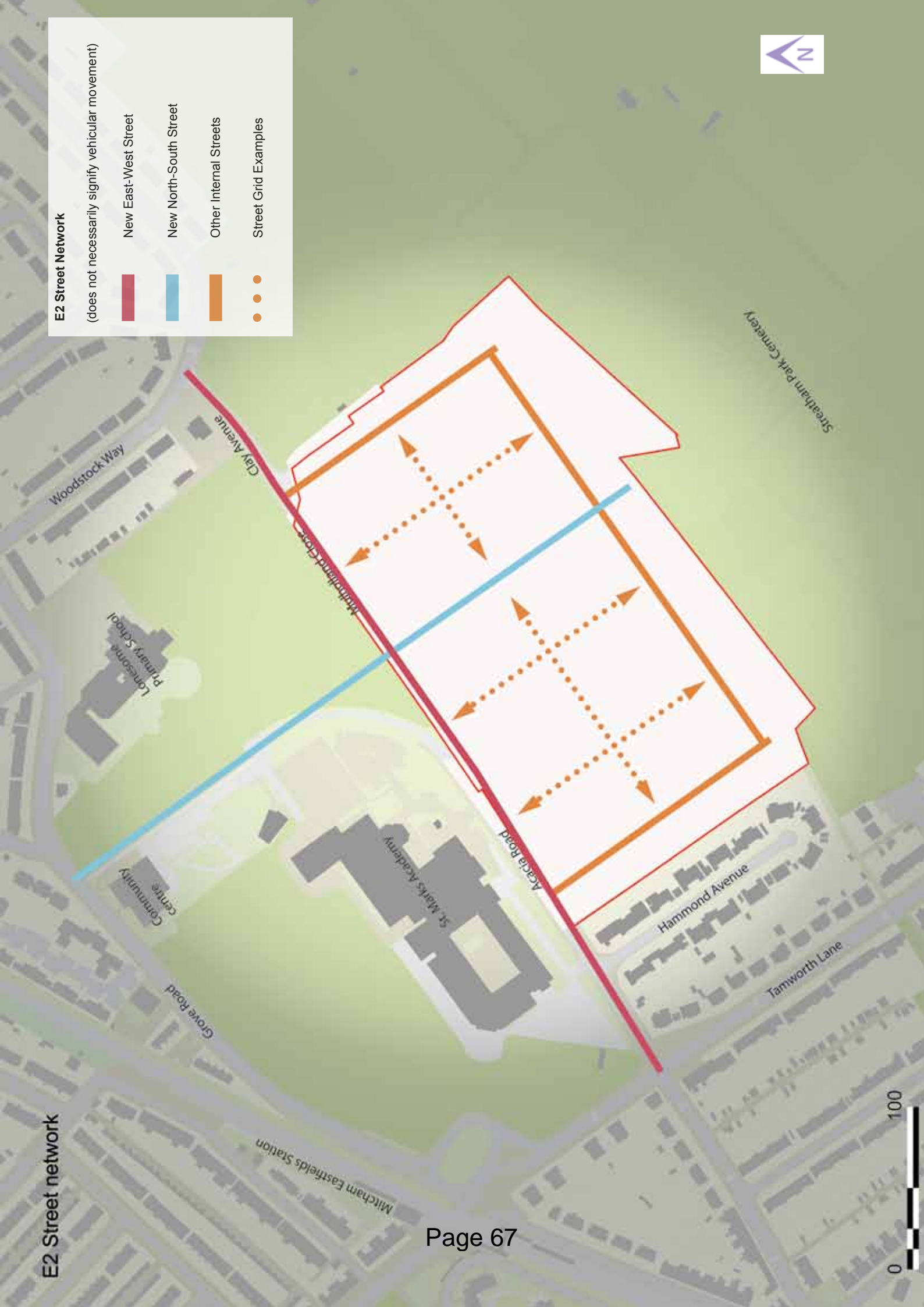


### E2 Street Network

(does not necessarily signify vehicular movement)

-  New East-West Street
-  New North-South Street
-  Other Internal Streets
-  Street Grid Examples

E2 Street network



## Site specific policies

### Policy

#### EP E3 Movement and access

**a)** Vehicular access arrangements should not divide the estate into two as is the current arrangement. Proposals for the estate must investigate the feasibility of Acacia Road, Mulholland Avenue and Clay Avenue being combined into a single street with full vehicular access at both ends.

**b)** Proposals should make provision for upgrading the existing footway/access running south from Grove Road towards Mulholland Close so as to improve pedestrian and cycle access from the north. Proposals should explore the potential to widen this link into a proper street with carriageway and footways either side.

**c)** Internal north-south streets should penetrate to the site boundary with the cemetery in a number of places on the southern boundary.

### Justification

**3.51** 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.

**3.52** 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.

**3.53** The Eastfields estate sits on the outskirts of Mitcham and is considered to be relatively isolated from the surrounding neighbourhood. Situated away from the main road network the most important traffic routes are Grove Road and Tamworth Lane, which are designated local distributor roads.

**3.54** Mitcham Eastfields Railway Station is located about 5 to 10 minutes' walk away and provides links

to Central London and Sutton. Access by bus is provided by the route 152 and 463 services. The nearest sizable retail and service offer is at Mitcham town centre, which is located about 1km to the west. The Laburnum Road Home Zone and St Marks Road provides a convenient walking and cycling route to the centre.

**3.55** For vehicular movement, the estate essentially operates as two large cul-de-sacs, accessed from either the east or west. In order for vehicles to get from a property on one side of the estate to the other, they are required to make a long and inconvenient journey via Tamworth Lane, Grove Road and Woodstock Way, joining the queuing traffic at the level crossing. Proposals must investigate the feasibility of opening up Clay Avenue, Mulholland Avenue and Acacia Road to full vehicular access, using urban design and traffic calming measures to deter speeding or rat running.

**3.56** Pedestrian/cycle access exists east-west across the north side of the estate, but the route is far from obvious, consisting of three different roads all on slightly different positions and with a visual 'block' of tree planting and scrub vegetation in the middle. Pedestrian/cycle access also exists from the north via a footpath from Grove Road. However, this is narrow and poorly overlooked and curves away from the estate at its south end. The estate layout prevents any access across it, or views to the cemetery to the south, where there are also no links into it.

**3.57** Despite the naturally isolated location, there are possibilities for improving movement and access, better linking the area to the surroundings. In particular, combining Acacia Road, Mulholland Avenue and Clay Avenue into a single street with full vehicular access at both ends should help to address the localised congestion at the level crossing, aid navigation and ease of movement around the area and estate generally. It is not intended to propose any through routes through the estate itself.

**3.58** In order to improve bus reliability and accessibility for the estate, proposals should investigate the potential implications of routing one or more bus services away from the level crossing and along this street, based on appropriate impact assessment and consultation.

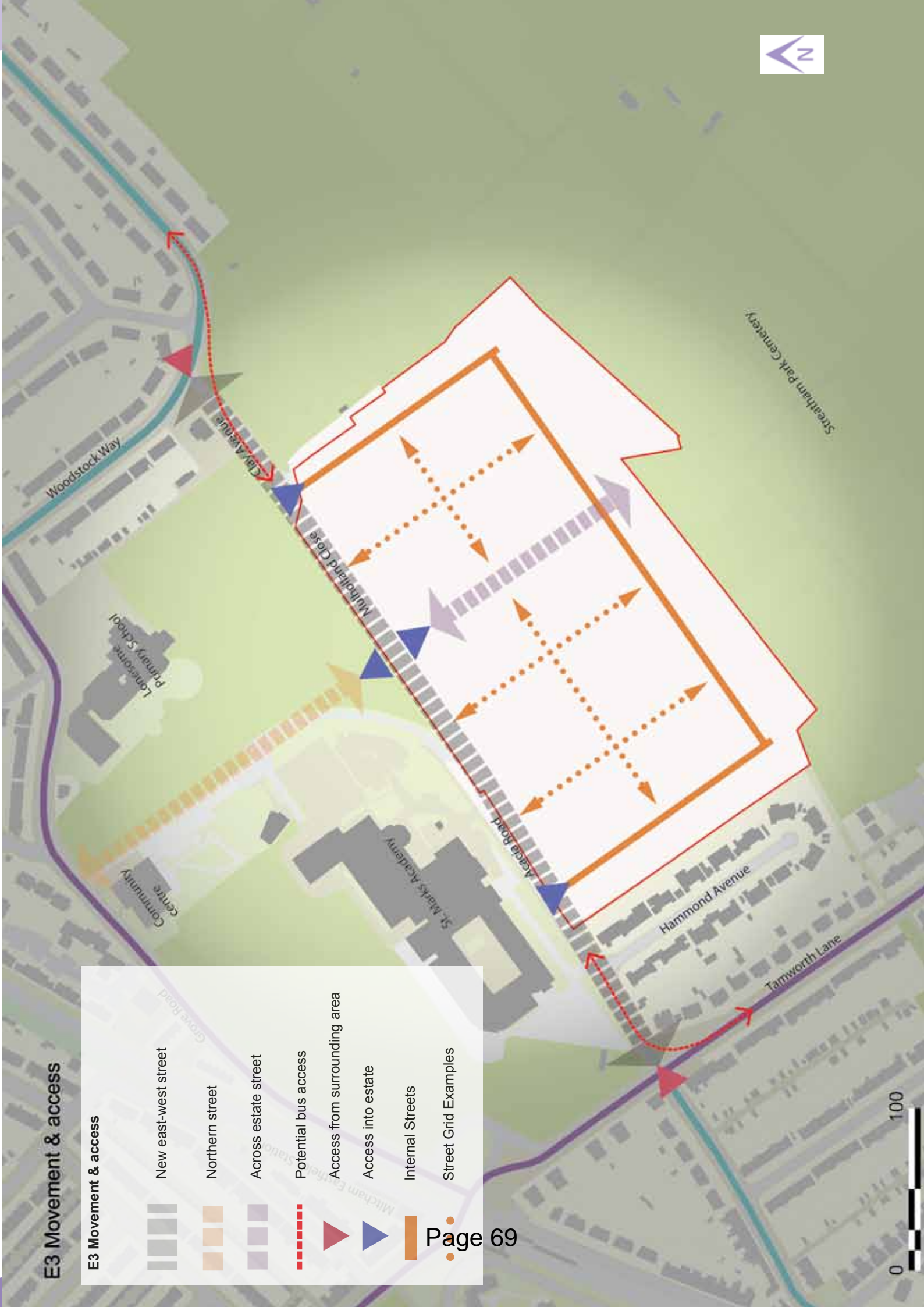
**3.59** Improvements to pedestrian and cycle access from the north could create a clear, open and well surveyed street to link up with the railway footbridge to the north and into the estate and cemetery to the south.



# E3 Movement & access

**E3 Movement & access**

- New east-west street
- Northern street
- Across estate street
- Potential bus access
- Access from surrounding area
- Access into estate
- Internal Streets
- Street Grid Examples



## Site specific policies

### Policy

#### EP E4 Land use

**a)** The land use for the estate will remain predominantly residential with associated landscaping provision and with provision of no fewer than the existing number of affordable homes, non-residential uses and designated open space to meet relevant planning policies.

**b)** Densities should not be solely focused around figures, but must be assessed as a product of a range of relevant design, planning, social, environmental and management factors. Exceeding the current London Plan density ranges may be considered appropriate where proposals will create developments of exceptional urban design quality.

### Justification

**3.60** Eastfields is located in an area with a low Public Transport Accessibility Level and a suburban character.

**3.61** Development proposals should make more efficient use of land by providing schemes which are higher than the current density and result in improving the urban design quality of the estate. Development proposals should accord with the London Plan density matrix and any other emerging or updated relevant policy requirements. Eastfields estate has a 'Suburban' setting according to the London Plan density matrix criteria. The key characteristics of a Suburban setting as set out in the London Plan are areas with predominantly lower density development such as detached and semi-detached housing, predominantly residential, small building footprints and typically buildings of 2-3 storeys. The centre of the estate is 1,200 metres walking distance from Mitcham Clock Tower, therefore being more than 800 metres from the nearest District Centre. As outlined in the London Plan, the density matrix should be used flexibly and in conjunction with other development plan policy requirements.

**3.62** 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.

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

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

**3.65** Where there is considered to be demand for, or the desire to, locate non-residential uses on the estate such as business space or local retail facilities, these should be located at the principal focal point where the north-south and east-west streets intersect (see map on following page). This will make them most easily accessible to all, including those outside the estate, and support local legibility and orientation.



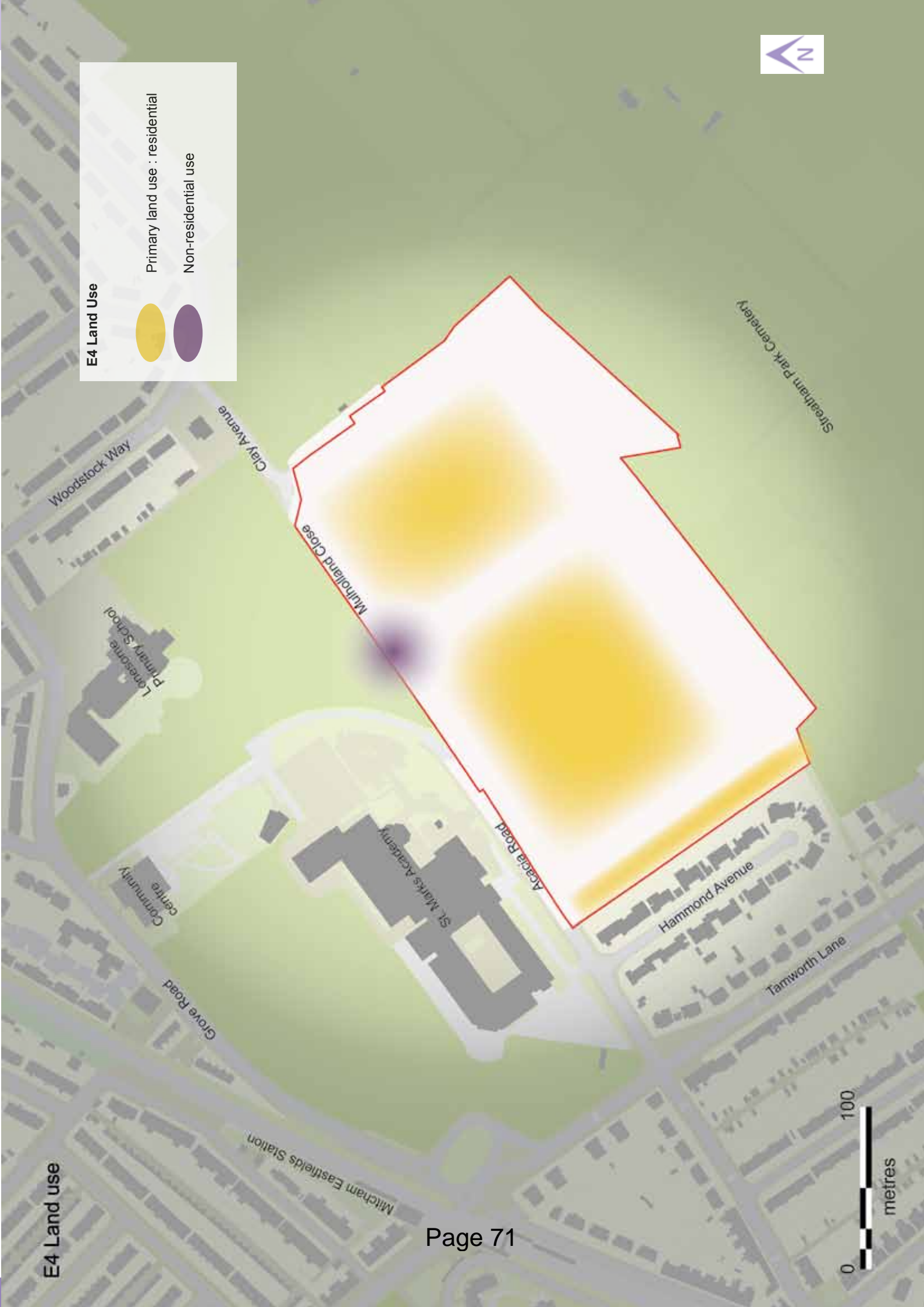


**E4 Land Use**

Primary land use : residential

Non-residential use

E4 Land use



## Site specific policies

### Policy

#### EP E5 Open space

- a)** There must be equivalent or better re-provision of the area of designated open space at the boundary with the cemetery in terms of quantity and quality to a suitable location within the estate, with high quality landscaping and recreational uses. Development proposals must provide public open space to address the identified deficiency in access to Local Open Spaces in accordance with the London Plan policy 7.18 'Protecting Open Space and addressing Deficiency'.
- b)** Suitably designed plays space(s) for all age groups must have regard to the Mayor of London's 'Play and Informal Recreation' supplementary planning guidance document (2012).
- c)** Development proposals must be supported by an analysis of the current and future need for the provision of indoor and outdoor sports facilities in order to support the population arising from the proposals. Any proposals should have regard to Sport England's Planning for Sport Aims and Objectives to protect or relocate existing facilities, enhance the quality, accessibility and management of existing facilities and provide new facilities to meet demand.

### Justification

- 3.66** Designated open space re-provided on site as required under Policy EP E5 (Open Space) (a) is anticipated to be re-provided as one larger open space. It could also be provided as a series of connected, smaller open spaces.
- 3.67** The open space reconfiguration and landscape connectivity opportunities should be tied in with the requirements for Sustainable Drainage Systems (SuDS) and a reduced rate of surface run-off and storage, and the conveyance of surface water run-off.
- 3.68** The streets meeting the southern boundary with the cemetery could be in the form of pocket parks that can be utilised for a range of uses including allotments and food growing.
- 3.69** The estate is within easy access to a variety of parks and play facilities including Long Bolstead Recreation Ground, a BMX track and the Acacia Centre with adventure play area. Following a review in 2015 of the

public open spaces surrounding the Estates Local Plan sites, updated Greenspace Information for Greater London (GiGL) calculations show that a relatively small area (0.2 hectares) at the south western corner of the site is deficient in access to Local Open Spaces (see map in Appendix 2). Any proposed development of the site should consider addressing this deficiency through the design of streets and routes through the site in accordance with Policies EP E2 (The Street Network) and EP E3 (Movement and Access). There is potential to alleviate this deficiency by creating shorter routes to nearby parks and open spaces through the use of these policies.

**3.70** The relatively narrow strip of designated open space adjacent to the cemetery is of poor quality. The regeneration of this site provides an opportunity for the on-site re-provision of this open space to a higher quality and in a more suitable location.

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

**3.72** Development proposals should demonstrate the impact that they will have on the use of existing indoor and outdoor local sports facilities. The scope and methodology of the research will be prescribed by Sport England and the local planning authority, during pre-application discussions. Any identified shortfall should be mitigated where appropriate through either a condition attached to a planning decision, a section 106 agreement or the Community Infrastructure Levy (CIL) as identified at the planning decision making stage. In accordance with the NPPF and the London Plan, Merton Council is committed to delivering a new playing pitch study in support of the planned borough-wide Local Plan.

**3.73** 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 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).



E5 Open space



Designated Open Space



Illustrative new open space



Retained tree groups

E5 Open space

Woodstock Way

Clay Avenue

Mulnland Close

Lonsome Primary School

Community centre

Grove Road

Mitcham Eastfields Station

St Marks Academy

Acacia Road

Hammond Avenue

Tamworth Lane

Sreatham Park Cemetery

0 100 metres

## Site specific policies

### Policy

#### EP E6 Environmental protection

- a)** In accordance with the London Plan policies 5.12 Flood Risk Management and 5.13 Sustainable Drainage and the supporting Design and Construction Supplementary Planning Guidance (SPG April 2014), the proposed development must aim to reduce post-development runoff rates as close to greenfield rates as reasonably practicable.
- b)** Development proposals must demonstrate how surface water runoff is being managed as high up the London Plan Policy 5.13 Sustainable Drainage hierarchy as possible.
- c)** 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 multi-functional benefits:
- Blends in and enhances amenity, recreation and the public realm
  - Enhances biodiversity
  - Improves water quality and efficiency
  - Manages flood risk
- d)** The development must be made safe from flooding, without increasing flood risk elsewhere for the lifetime of the development taking the latest climate change allowances into account. Potential surface water 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 surface water flow paths and improve flood routing, whilst ensuring that flows are not diverted towards other properties elsewhere.
- e)** When preparing development proposals in accordance with policy 5.3: Sustainable design and construction of the London Plan, proposals should include suitable comparisons between existing and proposed developments at each stage of the energy hierarchy in order to fully demonstrate the expected improvements.

**f)** All domestic solar PV should be considered in conjunction with on-site battery storage.

**g)** 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.

**h)** New development must ensure the preservation, protection and enhancement of protected species and habitats within the site and on adjacent land such as Streatham Park Cemetery, and should demonstrate that the proposals would result in net biodiversity gains.

**i)** Development proposals must be accompanied by a working method statement and construction logistics framework that are appropriate and proportionate to the scale and nature of the proposal, whether outline or detailed, the sensitivity of the context and the types and severity of the anticipated impacts.

**j)** Development proposals should demonstrate, by means of the submission of a site waste management plan, how they will apply the waste hierarchy where waste is minimised, re-used and recycled, and residual waste is disposed of sustainably in the right location using the most appropriate means.

### Justification

**3.74** As set out in earlier policies on townscape, movement and access, the creation and layout of a more traditional street network for Eastfields will allow links through and views to the spaces within and beyond the estate, such as between the school playing fields and the cemetery. Regeneration should take the opportunity to retain the existing mature trees where possible and use landscaping and vegetation along the new streets and paths to better link the surrounding green spaces, create an attractive environment and aid biodiversity.



**3.75** The land is relatively flat, however a culverted ditch (adopted by Thames Water as a surface water sewer) passes between the estate and Long Bolstead Recreation Ground. Deculverting could provide opportunities to create distinctive landscaping and improved biodiversity, as well as managing surface water flooding that occurs here – a legacy from a long silted up pond. Any deculverting of this asset will require Thames Water approval. An linear SuDS feature may also provide significant benefits, i.e. if it is not possible to deculvert the sewer.

**3.76** Eastfields is not modelled as at risk of fluvial flooding but is at risk of surface water flooding. 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 the development to the surrounding area and vice versa. Any development coming forward must provide a site-specific Flood Risk Assessment to deal with all sources of flooding, which must have regard to Merton's Strategic Flood Risk Assessment and Local Flood Risk Management Strategy. Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk and following the sequential approach. This includes careful consideration of where buildings should be located within the site.

**3.77** As surface water flood risk and drainage have been identified as a key issue for Eastfields, 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.

**3.78** SuDS can include a wide range of measures such as rain gardens, green roofs, balancing ponds, filter strips, green verges and swales. It is important that development proposals demonstrate how SuDS measures are not only considered as drainage solutions but as features

to improve the townscape, amenity and public realm of the new Eastfields estate, to enhance biodiversity, to provide recreation and to improve water quality and efficiency.

**3.79** Developers are advised that guidance tools, such as the SuDS management train approach will assist with this process and with demonstrating that all of these positive attributes have been considered together. This approach will help create an attractive estate with the overall benefit of cost efficiencies.

**3.80** 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.

**3.81** 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.

**3.82** Energy performance data on existing buildings will be held for many sites in the form of Energy Performance Certificates which measures the predicted energy consumption per m<sup>2</sup> in a development. By providing the energy performance

## Site specific policies

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.

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

**3.84** 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.

**3.85** Technological improvements in the field of energy storage have resulted in the improved feasibility of deploying battery storage in connection with domestic solar photovoltaic (PV) systems. The need to develop policies to support innovative approaches is outlined in London Plan policy 5.8: Innovative energy technologies. Battery storage can be utilised as a method of increasing on-site renewable energy consumption, providing 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 clean' measure within the energy hierarchy outlined in London Plan policy 5.2: Minimising carbon dioxide emissions.

**3.86** The Standard Assessment Procedure (SAP) approach for calculating the energy output from solar PV assumes a 20% reduction in PV output from distribution losses across the national electricity grid. Therefore, at present, there is no method of capturing the benefits of on-site energy storage within the Standard Assessment

Procedure (SAP) or recognising the benefits of energy storage through the planning process.

**3.87** Energy strategies that utilise appropriately sized solar PV in tandem with on-site battery storage may account for the associated carbon benefits by recouping the 20% of solar photovoltaic output traditionally discounted under SAP as 'distribution loss'. This additional carbon saving may be calculated using the below equation and then discounted from any carbon emissions shortfall for the wider development as a whole.

$$\text{kWh/year (Carbon savings from battery storage)} = \text{kWp} \times \text{S} \times \text{ZPV} \times 0.2$$

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

**3.88** Consultation responses have raised concerns about the potential for disruption and disturbance caused by building works taking place in phases over a long period of time. Proposals must comply with Policy DM D2 (xiii) ensuring that traffic and construction activity do not adversely impact or cause inconvenience to the day to day lives of those living and working nearby and do not harm road safety or significantly increase traffic congestion.

**3.89** As with other planning applications, the council will require the submission of a working method statement, a construction logistics framework and a site waste management plan prior to development proposal commencement. These must be appropriate and proportionate to the scale and nature of the development proposal, whether outline or detailed, the sensitivity of the context and the types and severity of the anticipated impacts.

**3.90** 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

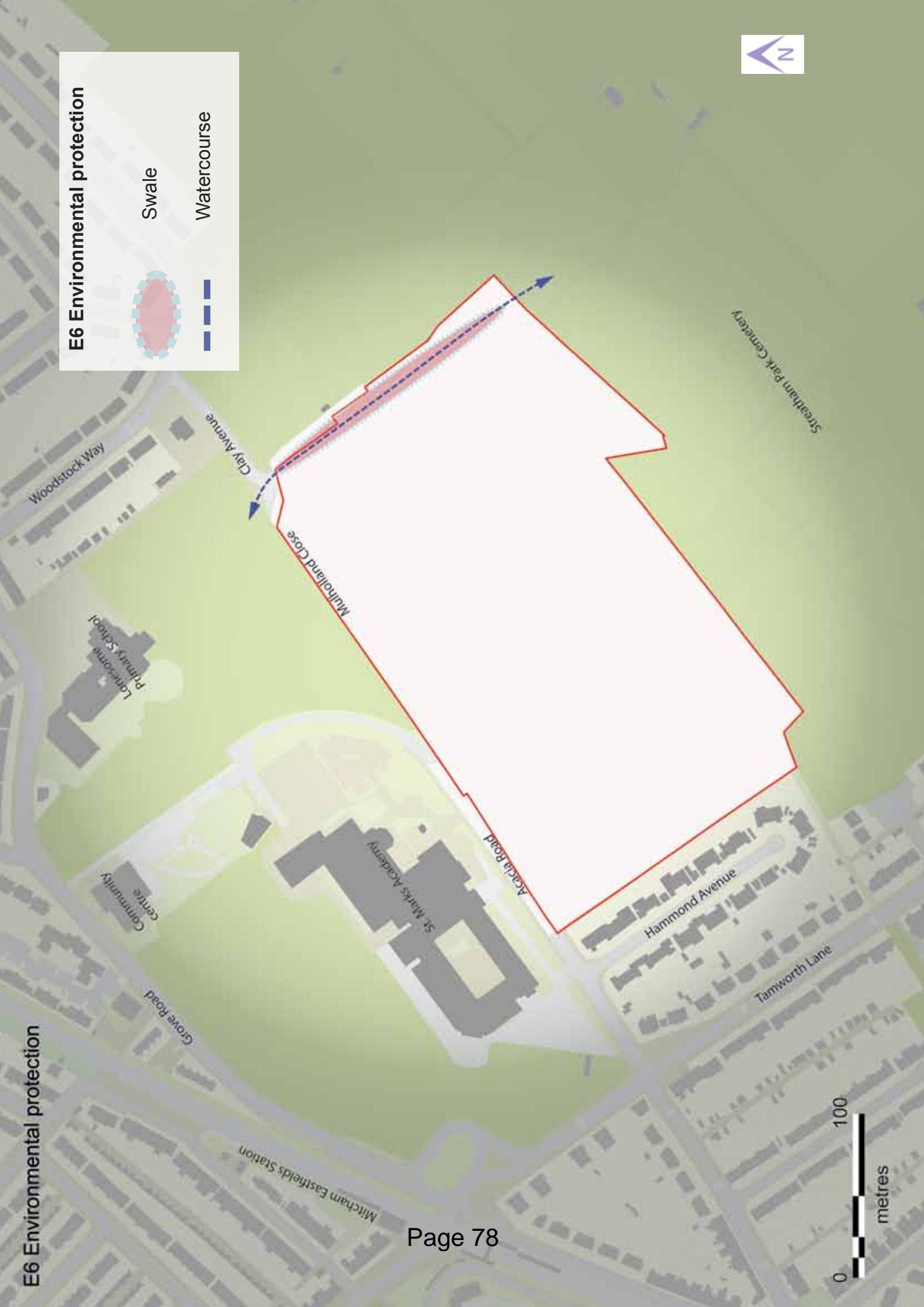


(2014). Construction logistics frameworks must demonstrate how environmental impacts of the development on the local environment, including the surrounding highway network and the amenities of the surrounding occupiers will be minimised. These must also accord with guidance published by the Mayor of London / TfL and London Plan (2016) policies including 7.14 and 7.15. These are particularly important over such a long-term programme to ensure that each new phase of development minimises the impact on residents living within and beside the estates. In accordance with policy DM D2 (xii), construction waste must be minimised on site by managing each type of construction waste as high up the waste hierarchy as practically possible.



**E6 Environmental protection**

- Swale
- Watercourse



E6 Environmental protection





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## Site specific policies

### Policy

#### EP E7 Landscape

- a)** Street tree planting must be a key feature of a landscape strategy which links into proposed open space with significant trees, the recreation ground and the adjacent cemetery.
- b)** Landscaping layouts must, where practicable, form green links between open spaces and the public realm, whilst framing visual links from the estate to the adjacent cemetery and recreation ground.
- c)** The estate currently has a group of established mature trees in the central green space. These trees must be retained and used to inform the design of landscaping, for example to provide cues for the location of focal points
- d)** There must be street tree planting on the combined east-west street of Acacia Road, Mulholland Close and Clay Avenue, including the retention of established trees as well as the planting of new trees. Tree planting should create a landscape buffer between new development and any traffic flow on this route.
- e)** Tree species must be specified to mitigate against pollution and noise. Planting layout and species need to be considered to ensure an attractive street scene whilst taking care not to restrict light or cause overshadowing to adjacent buildings.
- f)** Proposals must ensure appropriate provision of private gardens or amenity space to all new dwellings (houses and flats), having regard to relevant standards and the character of the development.

open space associated with St. Marks Academy and Lonesome Primary School to the north. This setting is also responsible for the site's isolation relative to surrounding residential development.

**3.92** At the estate level the urban form isolates the inner landscape, open space and trees from the surroundings, as does scrub vegetation around the site boundaries.

**3.93** There is much scope to improve views of, and the physical link between the surrounding landscape and the estate, without undermining the calm character it gains from its relative isolation. Linking the landscape to the surrounding area should enable the development to better integrate into the wider suburban area.

**3.94** There is scope to strengthen green links to the cemetery by terminating north-south streets adjacent to the cemetery with pocket parks. Pocket parks will strengthen green corridors and enhance views of the adjacent landscape.

**3.95** Planting arrangements help strengthen the navigation of routes and enhance views between the residential areas either side of the estate. A balance needs to be made between tree planting defining the space whilst not undermining views of the route past the estate. Merton's Sites and Policies Plan Policy DM O2 (b) to (f) sets out the council's policy on the retention, replacement and potential removal of trees and landscape features. The relevant standards for gardens and private amenity space are set out in Merton's Sites and Policies Plan DM D2 and the Mayor of London's housing supplementary planning guidance. Gardens should be provided as a single, usable, regular shaped space.

### Justification

**3.91** The estate is a highly urban form in a low density suburban landscape setting. This setting is defined largely by the surrounding large open spaces of Streatham Park Cemetery, Long Bolstead Recreation Ground and the playing fields and

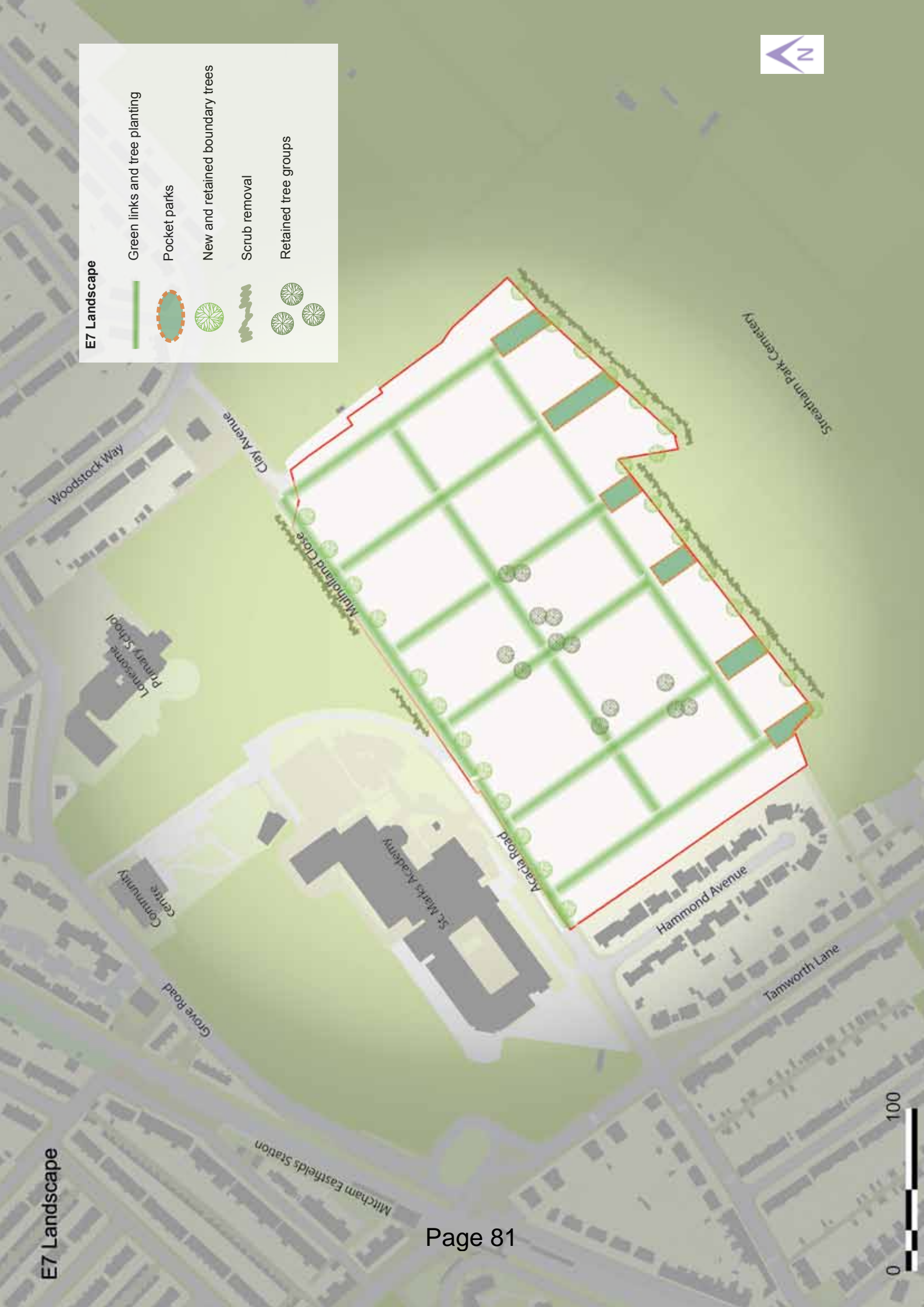




**E7 Landscape**

- Green links and tree planting
- Pocket parks
- New and retained boundary trees
- Scrub removal
- Retained tree groups

E7 Landscape



## Site specific policies

### Policy

#### EP E8 Building heights

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

and views into the estate from the wider area, across the cemetery and any other longer vantage points. A clear strategy on building heights will be needed to ensure the suburban character of the area is not unduly compromised.

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

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

### Justification





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

**3.97** Development proposals will need to demonstrate careful consideration of proposed building heights in relation to internal open space

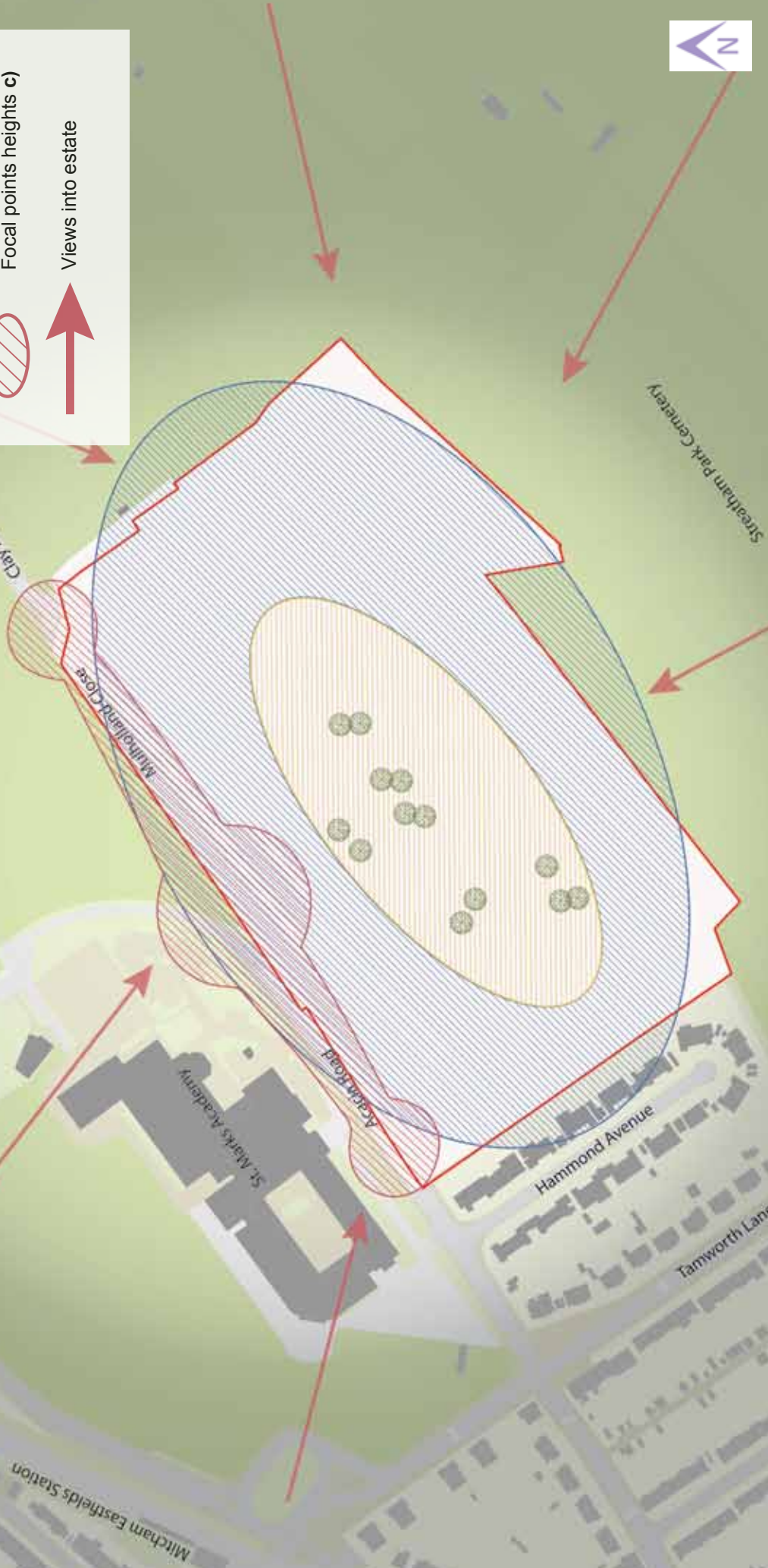




**E8 Building heights**

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

E8 Building heights



# Analysis and planning policies - High Path

SOU





OUTH WIMBLEDON  
(MERTON)

## Location

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### High Path Estate

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

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





Merton High Street

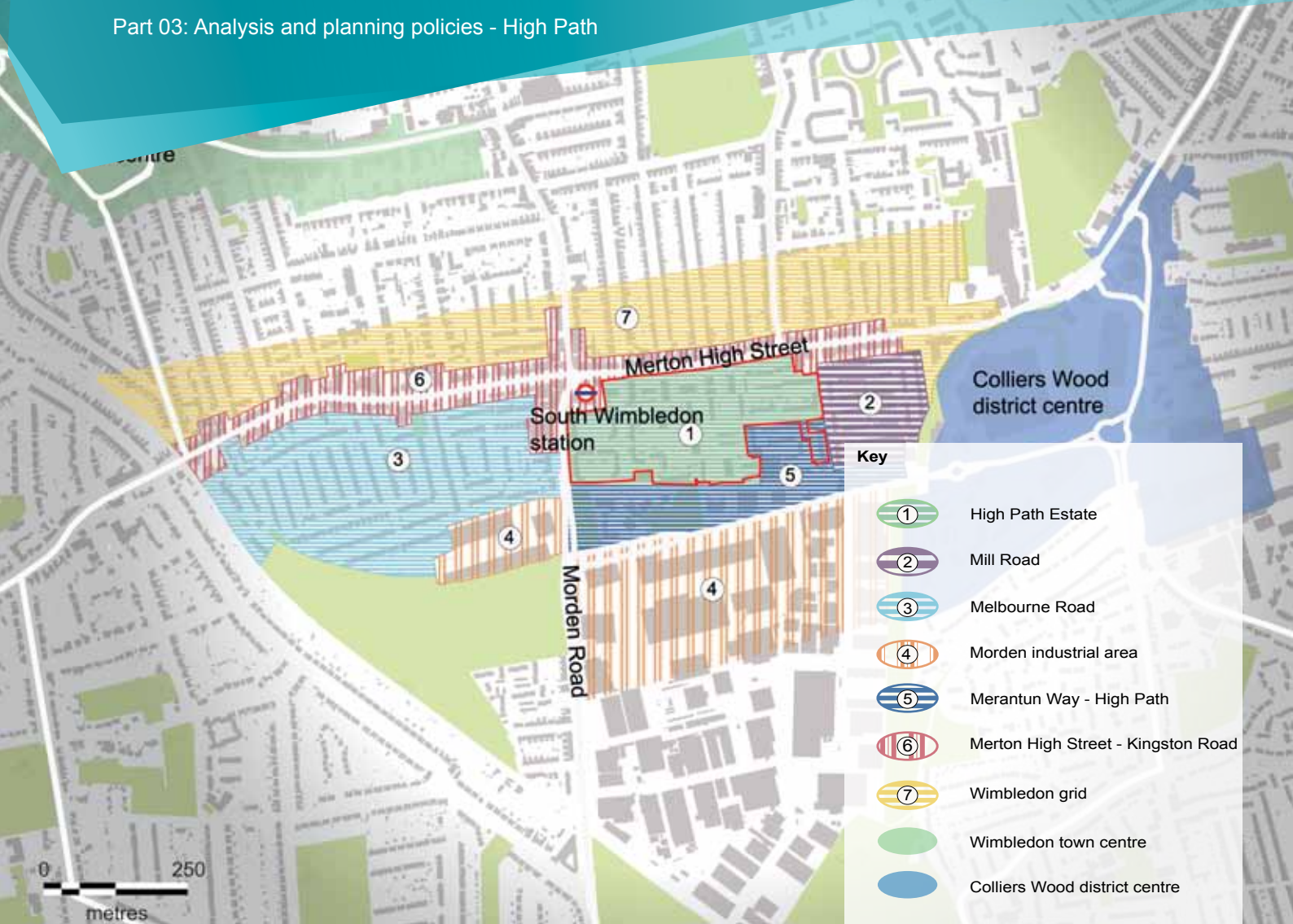
Abbey Road

High Path

South Wimbledon station

Neison Gardens

Morden Road



## Site analysis

### 1. Character areas

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

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

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

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

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

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





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



Character area 6: Merton High Street



Character area 2: Mill Road



Character area 1: High Path Estate



Character area 3: Brisbane Road



Character area 5: Merantun Way - High Path



Character area 4: Morden industrial area



## Site analysis

### 2. Current land use

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

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





Nelson Gardens



Houses on Croft Road



The Trafalgar Pub High Path



High Path



Merton High Street



St. John the Divine Church



Residential - High Path Estate











## Site analysis

### 3. Transport connectivity

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

#### Key

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





Phase 1: 1950s









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

## 4. Estate development time-line

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

### Key

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



## Site analysis

### 5. Existing building heights



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

#### Key

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





3 storey flats on Nelson Grove Road



2 storey flats fronting Merton High Street



3 storey commercial buildings fronting Merton Road



Merton High Street - Merton Road junction



12 storey tower block on High Path Estate



Morden Road (showing Spur House under construction)

## Site analysis









### 6. Public realm and open space



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

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

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

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





Green spaces with little amenity value



Large areas dedicated to vehicle parking



Unplanned exercise area



Fragmented public realm



Poorly defined pavements and parking arrangement



Large areas of tarmac



Figure-ground plan

## Site analysis

### 7. Streets and frontages



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

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

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





Lack of defensible space



Ambiguous front and backs



Rear of building block along street frontage



Unclear communal entrance with blank street frontage



Poorly defined public realm
















Unclear communal entrance



## Site analysis

### 8. Townscape analysis

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

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





South Wimbledon underground station



Nelson Arms on Merton High Street



The three tower blocks dominate the skyline



Merton Abbey Mills is in close proximity to the estate



St. John the Divine Church

## Site analysis

### 9. Landscape analysis



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

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





Some buildings on High Path have a negative visual impact



Lack of defined street frontage on Pincott Road

## Issues and opportunities

### Issues summary

#### Street frontage to Merton High Street

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

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

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

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

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

#### Development density

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

#### Connections to surroundings

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

#### Nearby buildings and sites

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

## Issues and opportunities

### Opportunities summary

#### Frontage to Merton High Street

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

#### Frontage to Morden Road

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

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

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

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

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

### Good quality landscaping and vegetation

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

### Attractive and functional open space

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

### Improved links into the estate

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



### Adjacent development potential

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

## Site specific policies

### Policy

#### EP H1 Townscape

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

### Justification

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

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

**3.134** Townscape features should be used as a design framework in which to deliver the vision for High Path of an interpretation of the New London Vernacular. Within this framework proposals should create a strongly urban re-imagining of this style with excellent access to public transport. Proposals will be expected to integrate well with the surrounding urban form in terms of layout, scale and massing, whilst making the best possible use of land. How successfully this is done will be a key requirement against which design quality is assessed.

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

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

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



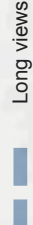


**3.138** Landmark buildings should be designed to be sympathetic to surrounding buildings and spaces. The layout of the estate should be designed to ensure it seamlessly integrates into the surrounding area. It will also help enable any future development on adjacent sites and the wider area to integrate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





# H1 Townscape

## H1 Townscape

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



## Site specific policies

### Policy

#### EP H2 Street network

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

### Justification

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

**3.140** Development of a new network of streets should ensure that the neighbourhood is easy to get around and understand, and be accessible for all users. This includes ensuring clear and seamless links between the estate and the surrounding neighbourhoods (which do not currently exist), and extends the grid-iron network of streets from the north, into the estate. The new street network supports the 'New London

Vernacular' guiding characteristic for High Path Estate which is explained in more detail in Section 2 of the Plan.

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

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

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

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




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

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








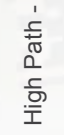
# H2 Street network

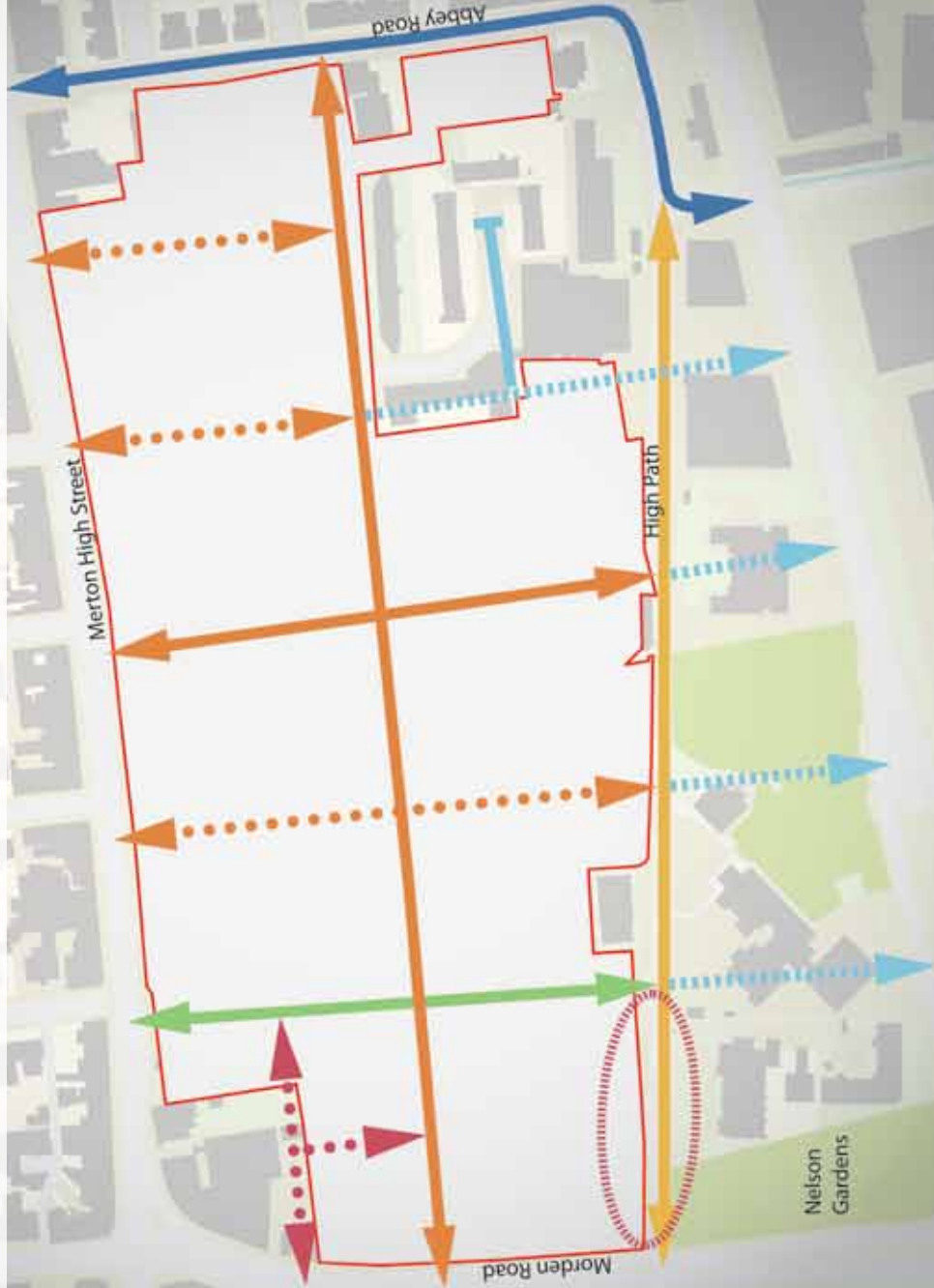
## H2 Street network

-  Nelson Grove Road - Pincott Road  
(Historic street alignments)
-  High Path  
(Historic street alignment)
-  Abbey Road

-  Hayward Close  
(Required retained tree-lined street)
-  Rodney Place  
(Required integration into street pattern)
-  North-South future extensions to Merantun Way  
(illustrative integration into street pattern)

-  Merton High Street to High Path / Station Road  
(illustrative North-South street alignments)
-  Morden Road to Hayward Close  
(illustrative link to support secondary tube entrance)
-  High Path - Morden Road junction needs improving

-  Merton High Street to High Path / Station Road  
(illustrative North-South street alignments)
-  Morden Road to Hayward Close  
(illustrative link to support secondary tube entrance)
-  High Path - Morden Road junction needs improving



## Site specific policies

### Policy

#### EP H3 Movement and access

**a)** The main vehicle routes within the estate are currently Pincott Road and Nelson Grove Road, which are located centrally within the estate. Their character and layout must resemble a traditional street and serve the needs of all users, without the need to provide separate or segregated facilities for cyclists.

**b)** Streets in the estate must connect in an open and easy to understand way that encourages movement by pedestrians and cycles. All streets must be safe, attractive and sociable places designed so as to manage vehicle speeds. Where streets are closed to vehicles at one end they must not restrict the ability of vehicular movement in the future. The existing number of vehicular links into the estate along Merton High Street must be retained.

**c)** Proposals must make provision for measures to reduce the physical barrier (severance) caused by Morden Road to east-west pedestrian and cycle movement to better link The Path and Milner Road with the estate.

**d)** The pedestrian and cycle access from the south-east corner of the estate towards Abbey Mills and Merantun Way must be improved in quality. The council's ambition is for better pedestrian facilities on the roundabout serving Abbey Mills, and reassessment of the siting of the existing pedestrian crossing by the River Wandle Bridge and its approach from Abbey Road.

**e)** Vehicular parking must, in the first instance, be provided on-street and well integrated into the street design. Any additional parking required can be provided in parking courts or under landscaped podiums. Proposals must be accompanied by a comprehensive parking management strategy.

**f)** Proposals should demonstrate how any implications of a potential Tramlink extension to South Wimbledon could be accommodated.

### Justification

**3.147** 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.

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

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

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

**3.151** Within the estate many of the pedestrian and cycle routes are poorly defined, which makes



it difficult to distinguish between public and private areas. The building layout makes the estate feel unsafe and unwelcoming.

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

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

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

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

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

**3.157** The one-way section of High Path currently experiences localised congestion - notably associated with the primary school - including conflict between vehicles and cyclists, as well as a restricted junction with Morden Road. There

is potential to review how this street operates in order to resolve these issues and improve conditions for users, notably for cyclists. The crossing of Morden Road and potential future tram extension will need to be considered as part of this.

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

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

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

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

**3.162** Located beside South Wimbledon underground Station, the estate is attractive to commuters to central London as well as parking from nearby businesses. This has led to parking on the estate by businesses and commuters causing parking problems for residents. This is possible because existing parking controls

## Site specific policies

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have been implemented in a piecemeal manner, resulting in a disjointed and ineffective regime overall.

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

**3.164** 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.

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

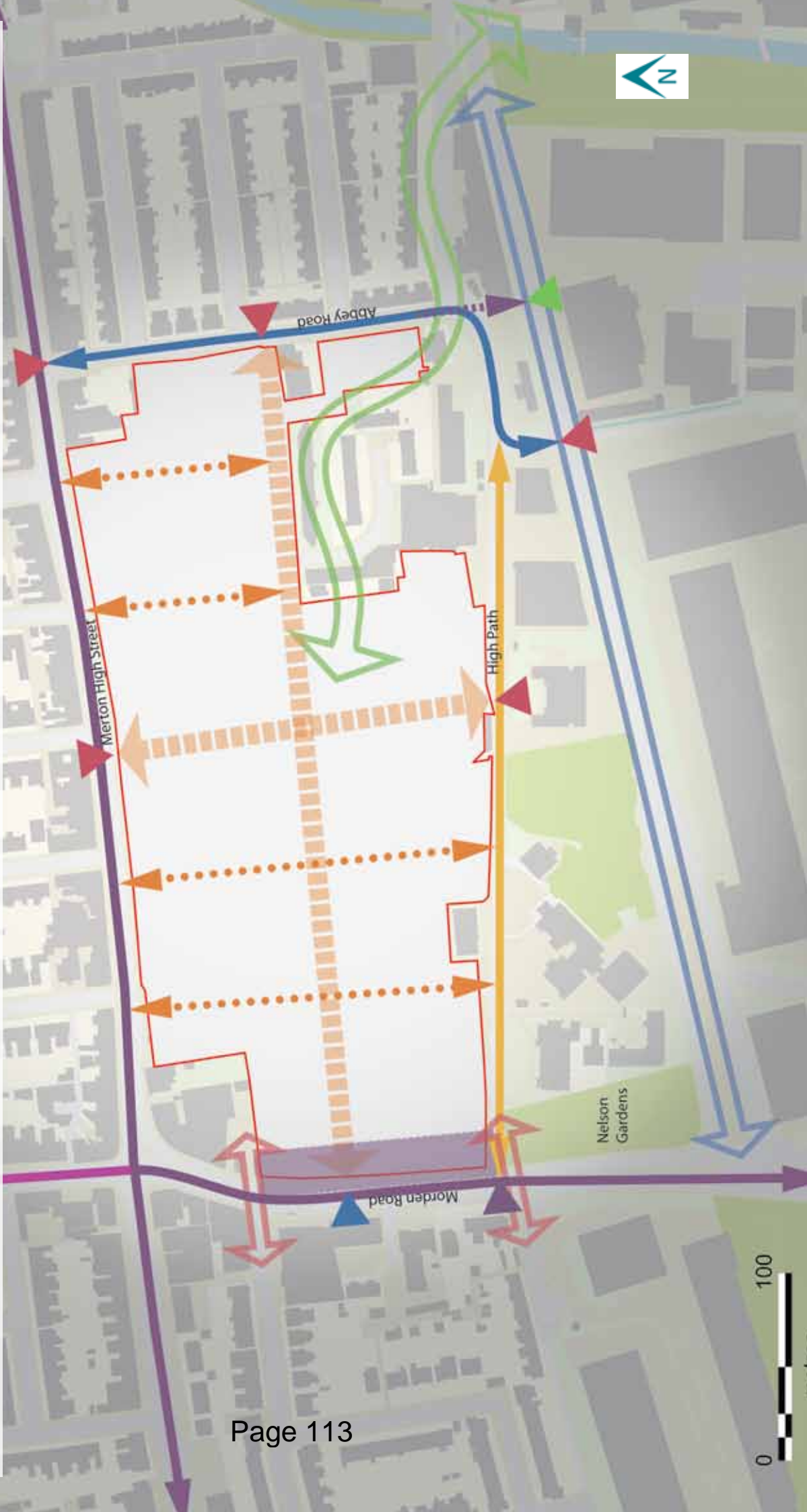
**3.166** Increased density combined with changing shopping trends will create an increased level of demand for servicing and deliveries, along with the everyday needs for refuse collection etc. Proposals should investigate a range of traditional and innovative methods of addressing and managing servicing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



# H3 Movement & access

## H3 Movement and access

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



## Site specific policies

### Policy

#### EP H4 Land use

**a)** The primary land use for the site will be residential, to accord with the predominant land use of the existing site and surrounding area, with the existing number of affordable homes re-provided. Non-residential uses may be appropriate to support employment, community activities and street vibrancy.

**b)** Densities should not be solely focused around figures, but must be assessed as a product of a range of relevant design, planning, social, environmental and management factors. Exceeding the current London Plan density ranges may be considered appropriate where proposals will create developments of exceptional urban design quality.

**c)** All new buildings must maximise the number of entrances and windows facing onto the street (active frontages) and for residential uses must provide well defined semi-private space between the front of the building and the street (defensible space) e.g. for landscaping and the storage of bins etc.

### Justification

**3.167** High Path and most of the surrounding area streets are predominately residential. High Path is located within an area with a good level of Public Transport Accessibility (PTAL). Development proposals must make more efficient use of land by providing schemes which are higher than the current density and result in improving the urban design quality of the estate. Development proposals should accord with the London Plan density matrix and any other emerging or updated relevant policy requirements. As outlined in the London Plan, the density matrix should be used flexibly and in conjunction with any other emerging or updated relevant policy requirements. High Path estate has an 'Urban' setting according to the London Plan density matrix criteria. The key characteristics of an Urban setting as set out in the London Plan are areas with predominantly

dense development such as terraced housing and mansion blocks, a mix of different uses, medium building footprints, buildings of 2-4 storeys and located within 800 metres walking distance of a District Centre or along a main arterial route. The centre of the estate is 970 metres walking distance from Colliers Wood Tube station (the focal point of the proposed new District Centre), but closer to the edge of the proposed District Centre and adjacent to two main arterial routes. It is also 840 metres from the edge of the Wimbledon Major Centre.

**3.168** 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.

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

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

**3.171** Different street types should support residential types that are suitable to them.



Therefore smaller scale, shorter and narrower streets will be more suitable for town houses and mews development. Wider, longer streets, with more vehicular traffic, will be more suitable for flats and maisonettes.

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

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

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

**3.175** Based on the Local Plan Sites and Policies Plan policy DM R2, the council supports the replacement of the existing convenience shop (i.e. a shop selling everyday essential items) in Pincott Road. Any proposed new local convenience shop which is located outside the designated town centre and parades boundary and is above 280m<sup>2</sup> will be subject to sequential test and impact assessment.



H4 Land use

H4 Land use

Primary land use : residential

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





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## Site specific policies

### Policy

#### EP H5 Open space

- a)** Development proposals must provide public open space to address the identified deficiency in access to Local Open Spaces in accordance with London Plan policy 7.18 'Protecting Open Space and addressing Deficiency'.
- b)** Suitably designed plays space(s) for all age groups must be provided having regard to in accordance with the Mayor of London's 'Play and Informal Recreation' supplementary planning guidance document (2012).
- c)** Development proposals must be supported by an analysis of the current and future need for the provision of indoor and outdoor sports facilities in order to support the population arising from the proposals. Any proposals should be in accordance with Sport England's Planning for Sport Aims and Objectives to protect existing facilities, enhance the quality, accessibility and management of existing facilities and provide new facilities to meet demand.

### Justification

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

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

**3.178** The estate is within easy access to a variety of public parks including Nelson Gardens, Wandle Park, Nursery Road Recreation Ground

and Haydens Road Recreation Ground. However, following a review in 2015 of the public open spaces surrounding the Estates Local Plan sites, updated Greenspace Information for Greater London (GiGL) calculations show that a relatively small area (0.5 hectares) on the eastern part of the site, near Doel Close and Merton Place, is deficient in access to Local Open Spaces (please refer to GiGL's revised June 2015 maps, which are attached in Appendix 2).

**3.179** Development proposals should demonstrate how proposed new public open space would address the identified deficiency in access to public open space. Any proposal should clearly demonstrate how the play space needs of all age groups will be addressed in accordance with the Mayor of London's 'Play and Informal Recreation' Supplementary Planning Guidance document (2012).

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

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

**3.182** Development proposals should demonstrate the impact that they will have on the use of existing indoor and outdoor local sports facilities. The scope and methodology of the research will be prescribed by Sport England and the local planning authority, during pre-application discussions. Any identified shortfall should be mitigated where appropriate through either a condition attached to a planning decision, a section 106 agreement or the Community Infrastructure Levy (CIL) as identified at the planning decision making stage. In accordance with the NPPF and the London Plan, Merton Council is committed to delivering a new playing pitch study in support of the planned borough-wide Local Plan.

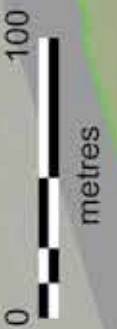




# H5 Open space

H5 Open space

- Mature tree groups to inform design of open spaces
- Indicative locations of mid sized open spaces
- Indicative location of large open space
- Existing open space



## Site specific policies

### Policy

#### EP H6 Environmental protection

- a)** Applicants must demonstrate how their plans contribute to improving air quality and provide evidence to demonstrate that passive ventilation strategies employed to prevent overheating will not inadvertently expose residents to poor air quality or unacceptable levels of external noise during periods of warm weather.
- b)** All new or altered tree pits should be considered as part of sustainable urban drainage systems.
- c)** In accordance with the London Plan policies 5.12 Flood Risk Management and 5.13 Sustainable Drainage and the supporting Design and Construction Supplementary Planning Guidance (SPG April 2014), the proposed development must aim to reduce post-development runoff rates as close to greenfield rates as reasonably practicable.
- d)** Development proposals must demonstrate how surface water runoff is being managed as high up the London Plan Policy 5.13 Sustainable Drainage hierarchy as possible.
- e)** The development must be made safe from flooding, without increasing flood risk elsewhere for the lifetime of the development taking the latest climate change allowances into account. Potential surface water 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 surface water flow paths and improve flood routing, whilst ensuring that flows are not diverted towards other properties elsewhere.
- f)** Sustainable Drainage Systems (SuDS) must be part of any major development proposals. Drainage and SuDS should be designed and implemented in ways that deliver other policy objectives, for each of the following multi-functional benefits:

- Blends in and enhances amenity, recreation and the public realm
- Enhances biodiversity
- Improves water quality and efficiency
- Manages flood risk

**g)** The feasibility of Combined Heat and Power (CHP) and district heating must be investigated. As a minimum this should include:

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

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

**(iii)** Evidence that the CHP has been designed and built in line with London Plan policy 5.6: Decentralised energy in development proposals and associated guidance. Specifically in respect to:

- Plant size and specification
- Plant-room design
- Future network connectivity
- Air quality standards

**(v)** When preparing development proposals in accordance with policy 5.3: Sustainable design and construction of the London Plan, proposals should include suitable comparisons between existing and proposed developments at each stage of the energy hierarchy in order to fully demonstrate the expected improvements.

**l)** All domestic solar PV installations should be considered in conjunction with on-site battery storage.

**j)** Development proposals must be accompanied by a working method statement and construction logistics framework that are appropriate and proportionate to the scale and nature of the proposal, whether outline or detailed, the sensitivity of the context and the types and severity of the anticipated impacts.



**k)** Development proposals should demonstrate, by means of the submission of a site waste management plan, how they will apply the waste hierarchy where waste is minimised, re-used and recycled, and residual waste is disposed of sustainably in the right location using the most appropriate means.

## Justification

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

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

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

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

**3.187** 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 site-specific Flood Risk Assessment to deal with all sources of flooding, which must have regard to Merton's Strategic Flood Risk Assessment and Local Flood Risk Management Strategy.

- Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk and following the sequential approach. This includes careful consideration of where buildings should be located within the site.

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

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

## Site specific policies

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

**3.191** 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.

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

**3.193** Local environmental conditions such as air quality, noise and overheating must be taken into consideration during the design process. The scheme should be designed and built in accordance with relevant local guidance (including London Plan policies 5.6: Decentralised energy in development proposals and 7.14: Improving air quality, the London Heat Network Manual, Merton's District Heating Feasibility - Phase 1: Heat Mapping and Energy Masterplanning study, and Merton's draft Air Quality SPG). Careful consideration should be taken in order to ensure that efforts to mitigate against these issues does not result in unforeseen negative impact on the others.

**3.194** 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.

**3.195** Energy performance data on existing

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

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

**3.197** 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.

**3.198** 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. The need to develop policies to support innovative approaches is outlined in London Plan policy 5.8: Innovative energy technologies. Battery storage can be utilised as a method of increasing on-site renewable energy consumption, providing in-situ energy demand management to reduce pressure on the national grid during peak time, and increasing the efficiency of energy supply.

**3.199** In this way battery storage can be considered to be a 'be clean' measure within the energy hierarchy outlined in London Plan policy 5.2: Minimising carbon dioxide emissions. The Standard Assessment Procedure (SAP) approach for calculating the energy output from solar PV assumes a 20% reduction in PV output from distribution losses across the national electricity



grid. Therefore, at present, there is no method of capturing the benefits of on-site energy storage within the Standard Assessment Procedure (SAP) or recognising the benefits of energy storage through the planning process.

**3.200** Energy strategies that utilise appropriately sized solar photovoltaics in tandem with on-site battery storage may account for the associated carbon benefits by recouping the 20% of solar photovoltaic output traditionally discounted under SAP as 'distribution loss'. This additional carbon saving may be calculated using the below equation and then discounted from any carbon emissions shortfall for the wider development as a whole.

$$\text{kWh/year (Carbon savings from battery storage)} = \text{kWp} \times \text{S} \times \text{ZPV} \times 0.2$$

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

**3.201** Consultation responses from residents living within and near High Path have raised concerns about the potential for disruption and disturbance caused by building works taking place in phases over a long period of time. Proposals must comply with Policy DM D2 (xiii) ensuring that traffic and construction activity do not adversely impact or cause inconvenience in the day to day lives of those living and working nearby and do not harm road safety or significantly increase traffic congestion.

**3.202** As with other planning applications, the council will require the submission of a working method statement, a construction logistics framework and a site waste management plan prior to development proposal commencement. These must be appropriate and proportionate to the scale and nature of the development proposal, whether outline or detailed, the sensitivity of the context and the types and severity of the anticipated impacts. 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).

**3.203** Construction logistics frameworks must demonstrate how environmental impacts of the development on the local environment, including the surrounding highway network and the amenities of the surrounding occupiers will be minimised. These must also accord with guidance published by the mayor of London / TfL and London Plan (2016) policies including 7.14 and 7.15. These are particularly important over such a long-term programme to ensure that each new phase of development minimises the impact on residents living within and beside the estates. In accordance with policy DM D2 (xii), construction waste must be minimised on site by managing each type of construction waste as high up the waste hierarchy as practicable.



H6 Environmental protection

**H6 Environmental protection**

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



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## Site specific policies

### EP H7 Landscape

- a)** Retention, where appropriate, of the existing mature tree groups and street trees indicated on the diagram for Policy H7 should form the basis of new open spaces, a network of biodiversity enhancing green corridors across the estate, and assist with managing air and noise pollution, slowing rainfall runoff and mitigating the urban heat island effect.
- b)** Landscaping must be a key feature in the provision of private space fronting houses and blocks of flats (defensible space). Frontages must be designed to incorporate, where feasible, soft landscaping, appropriate planting and permeable surfaces.
- c)** Street trees must be located to enable the creation of well defined on-street parking spaces. This will soften the visual impact of vehicles and enhance the appearance of the street.
- d)** To optimise the look and feel of High Path, landscaping in the public open spaces and communal gardens must be well designed, consistently well maintained and fully accessible for people with a range of needs.
- e)** Tree species must be specified to mitigate against pollution and noise. Planting layout and species need to be considered to ensure an attractive street scene whilst taking care not to restrict light or cause overshadowing to adjacent buildings.
- f)** Ensure appropriate provision of private gardens or amenity space to all new dwellings (houses and flats), having regard to relevant standards and the character of the development.

mitigation and helping to reduce air pollution. In relation to the specific tree groups identified in the diagram to this policy, together with other existing trees, regard should be had up to date arboricultural surveys and assessments and Merton's Sites and Policies Plan Policy DM 02 (b) to (f).

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

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

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

**3.208** The design of streets should include the provision of soft landscaping that is appropriate, robust and efficient to maintain. Planting arrangements help strengthen the navigation of routes and enhance views between the residential areas either side of the estate. A balance needs to be made between tree planting defining the space whilst not undermining views of the route past the estate. Merton's Sites and Policies Plan Policy DM 02 (b) to (f) sets out the council's policy on the retention, replacement and potential removal of trees and landscape features.

**3.209** The relevant standards for gardens and private amenity space are set in Merton's Sites and Policies Plan DM D2 and the Mayor of London's housing supplementary planning guidance. Gardens should be provided as a single, usable, regular shaped space.

### Justification

**3.204** Retaining significant trees or groups of trees, as with historic streets, provides the basis from which to develop design proposals. It provides benefits in terms of promoting biodiversity, sustainable development, contributing to flood risk

# H7 Landscape

## H7 Landscape



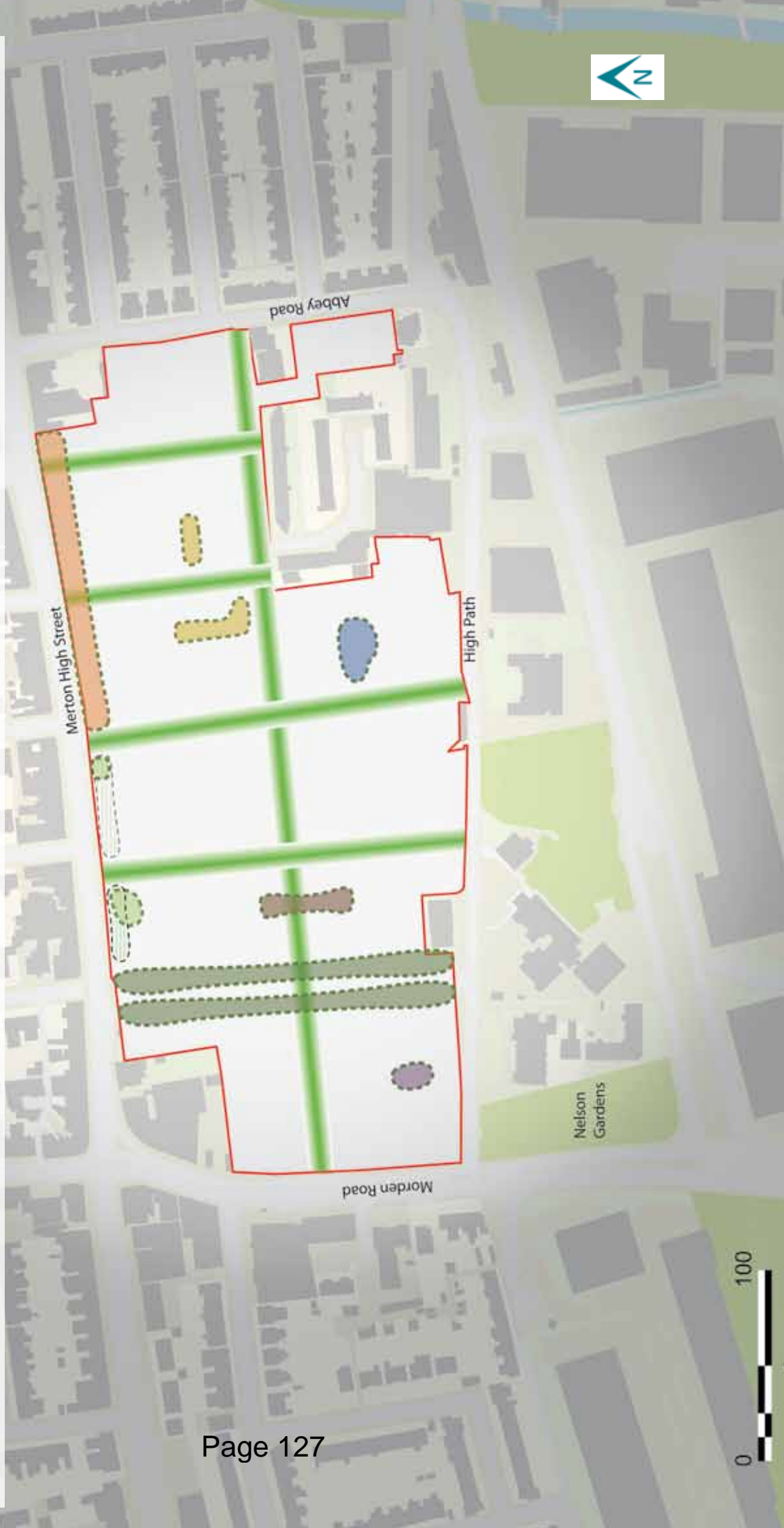
- Mature trees groups and street trees fronting Merton High Street east of the junction with Pincott Road
- Trees lining Hayward Close
- Mature trees within 'Priory Close' block



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



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



## Site specific policies

### Policy

#### EP H8 Building heights

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

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

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

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

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

street. The transition between new taller buildings on the Morden Road edge of the estate and new lower buildings further east into the estate and the effects on the visual environment should be properly managed and designed.

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

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

### Justification

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

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










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

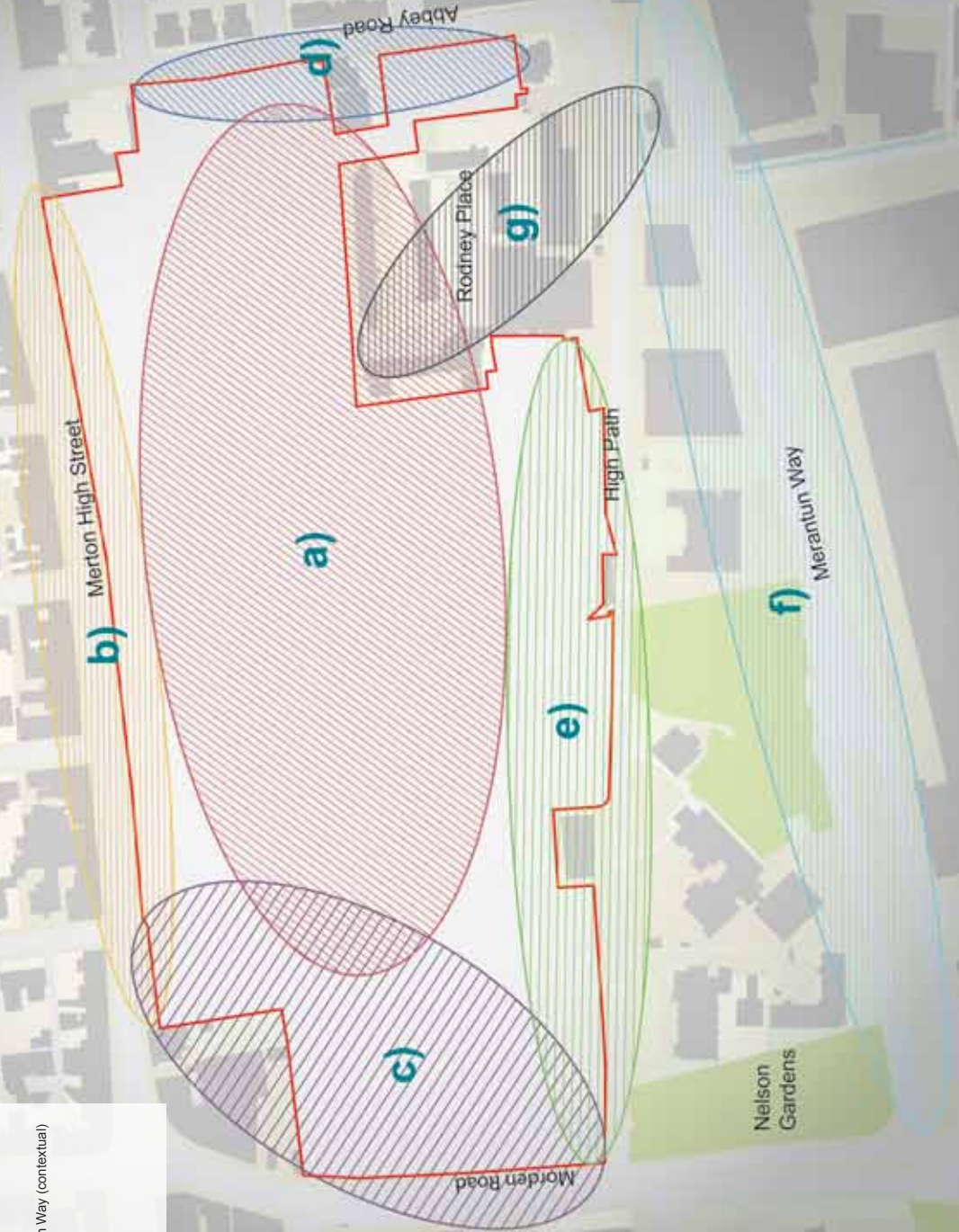
**3.213** Building heights to the south of the estate may want to have regard to the consideration that land outside the estate boundary fronting Merantun Way is suitable for taller buildings to promote the transformation of this road into a boulevard street. Appropriate heights at Merantun Way are likely to be taller than currently exists, depending on the dimensions of a redesigned street and the possibility of urbanised development on the south side of the road. Heights similar to those appropriate for Morden Road are likely to be appropriate here.



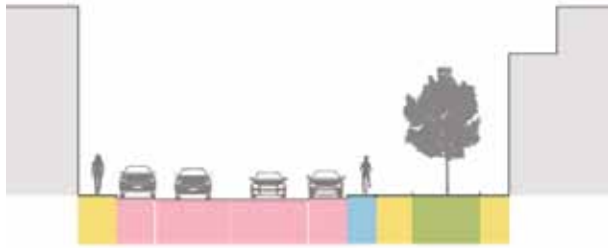
# H8 Building heights

H8 Building heights

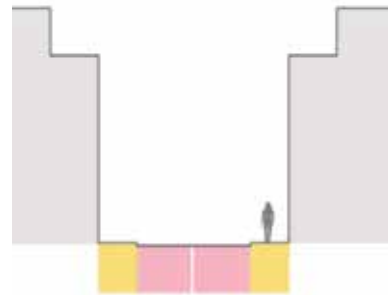
-  a) General building height
-  b) Merton High Street
-  c) Morden Road
-  d) Abbey Road
-  e) High Path
-  f) Merantun Way (contextual)
-  g) Station Road, Abbey Road & Merantun Way (contextual)



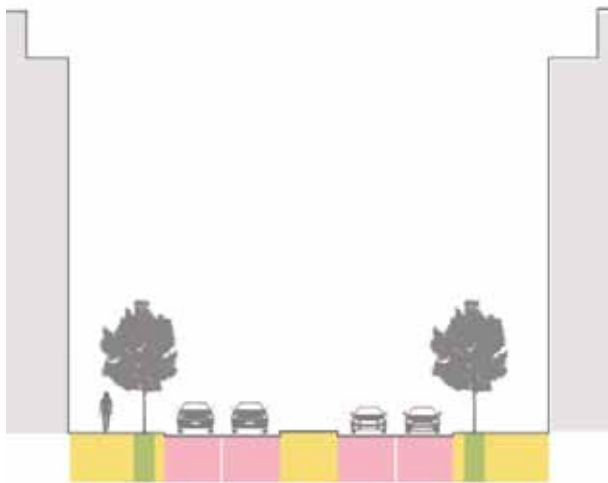
## Indicative street sections - street character in relation to building height



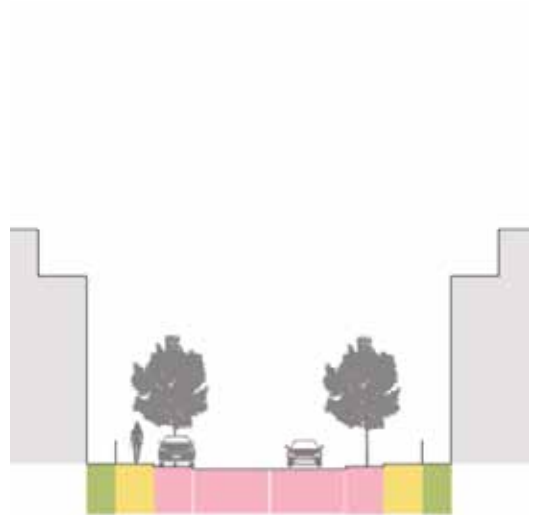
High street layout e.g Merton High Street **(b)**



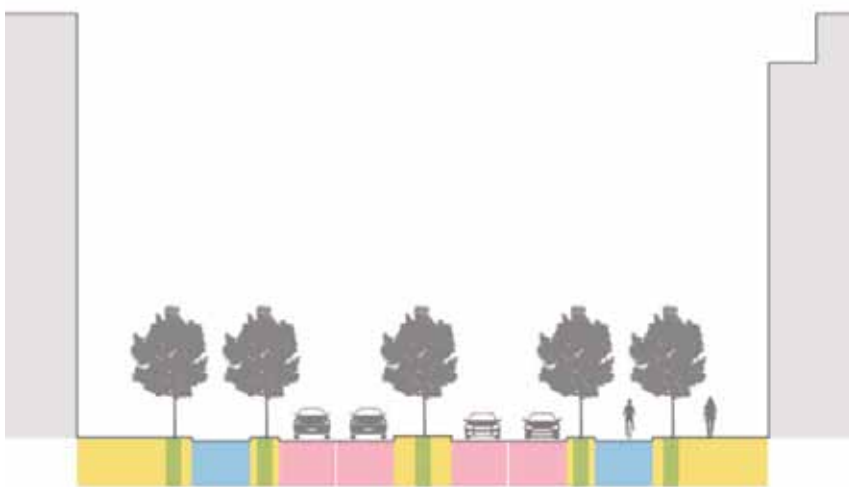
High Path - historic section **(e)**



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



Typical estate street **(a)**



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



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



# Analysis and planning policies - Ravensbury





## Location

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### Ravensbury Estate

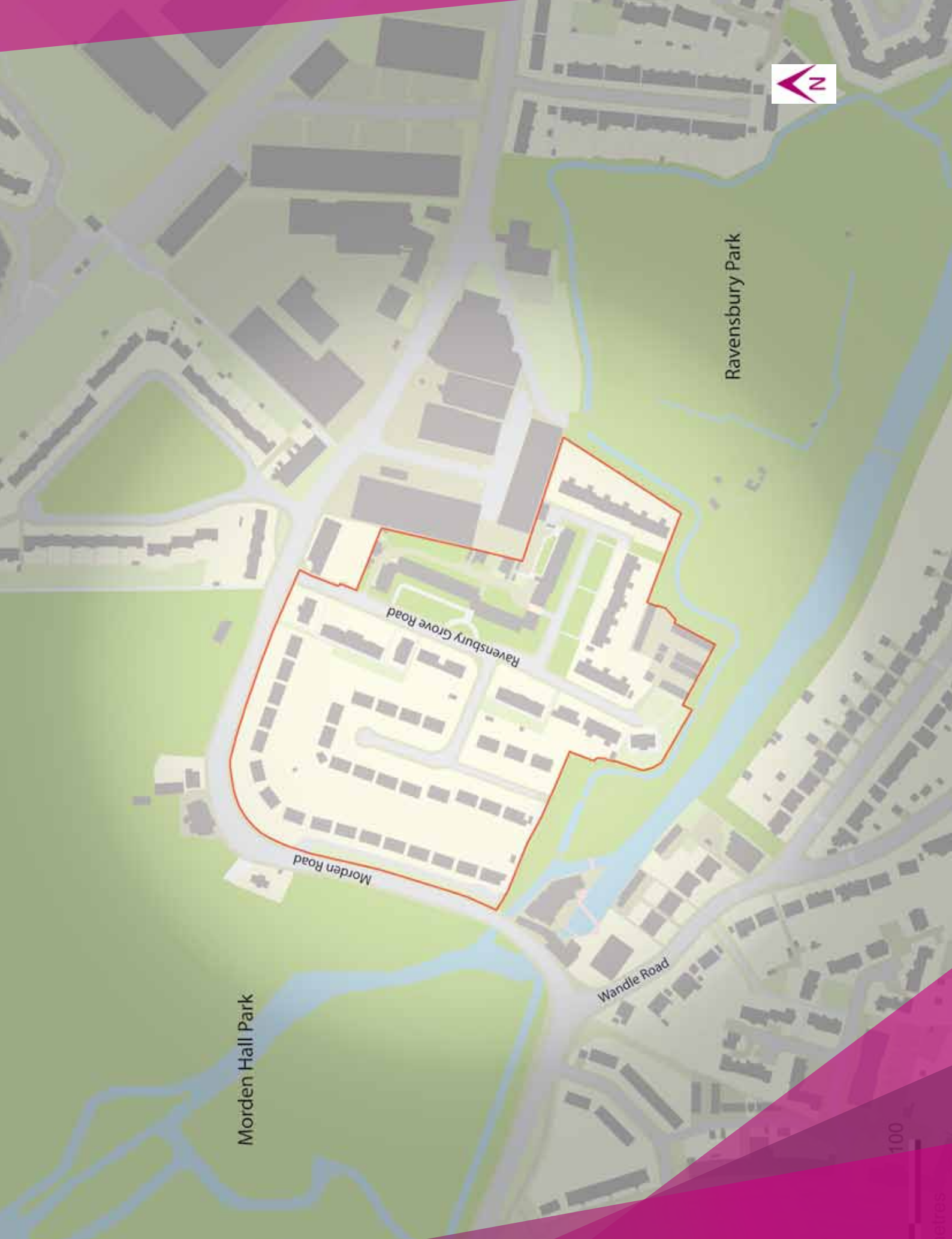
**3.214** Ravensbury Estate is located in Ravensbury Ward and covers an area of approximately 4.5 hectares. The perimeter of the estate is bound by the curved alignment of the busy Morden Road to the north and west, Ravensbury Park to the south and Morden Road Industrial Estate to the east.

**3.215** The estate sits on the north bank of the River Wandle between Morden Hall Park and Ravensbury Park and is less than 15 minutes walk from Morden Town Centre and within 5 minutes walk from Belgrave Walk tram stop. The estate is a quiet residential area with no through roads. It is almost entirely enveloped by a skyline of large mature trees that define its setting as a kind of breathing space in a wooded landscape. This landscape character is reinforced by the River Wandle running nearby.

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

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





Ravensbury Park

Ravensbury Grove Road

Morden Road

Wandle Road

Morden Hall Park

100

metres



## Site analysis

### 1. Character areas

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

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

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





Morden Hall Park



St. Helier Estate



Ravensbury Estate



Industrial area Morden Road



Watermeads Estate



The Drive



Heatherdeane Close





## Site analysis

### 2. Land uses

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

Poorly surveyed route to tram stop







Shopping parade Morden Road

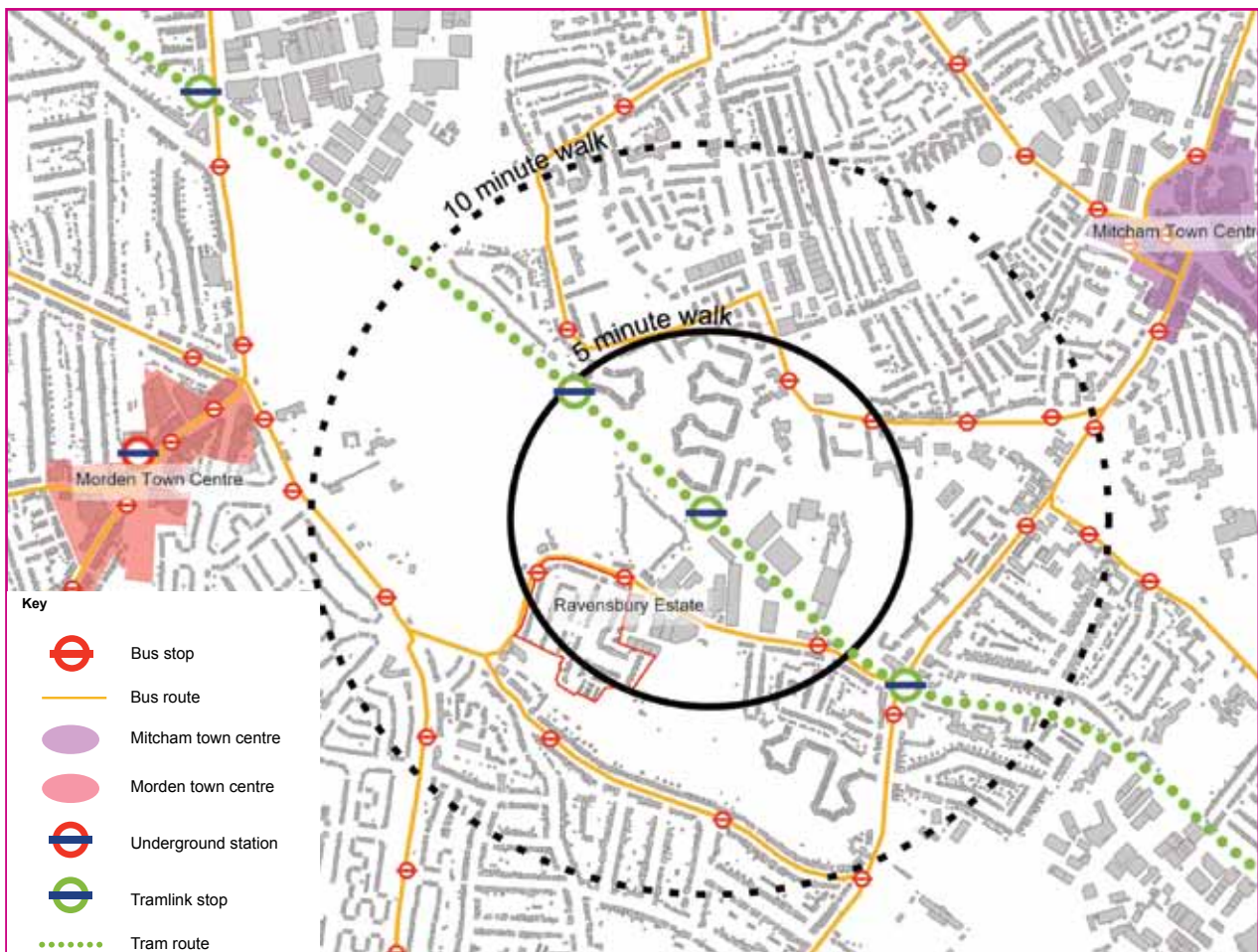


View of Watermeads Estate from Ravensbury Park

### 3. Transport connectivity

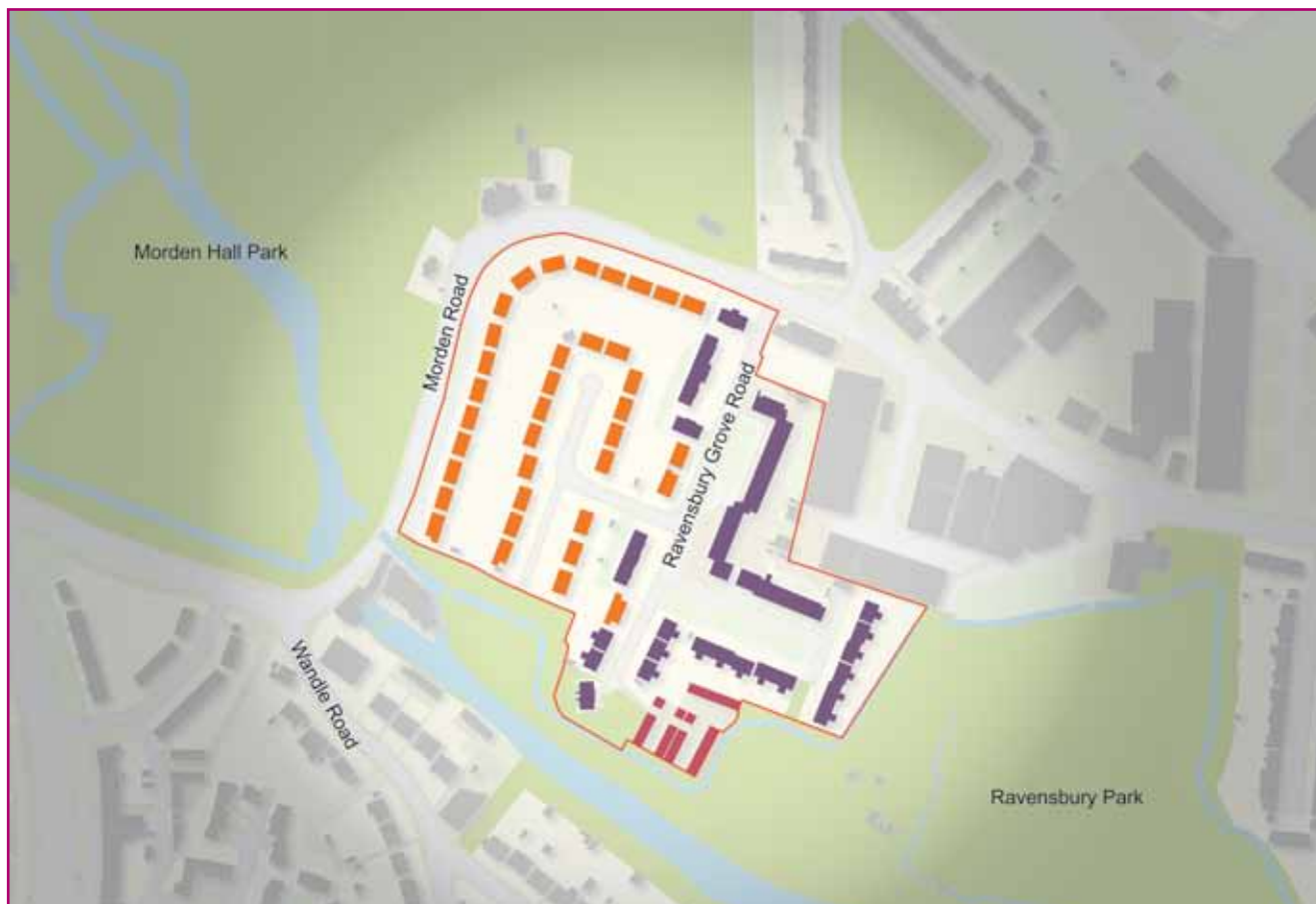
**3.222** There are positive and negative aspects to transport connectivity for Ravensbury Estate. The Tramlink network is quite close, with three stations at Belgrave Walk, Phipps Bridge and Mitcham at 5, 7 and 11 minutes' walk away respectively. However, the routes to the closest two stops are unattractive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

**3.223** The PTAL ratings within the estate compared to those for Morden Road on the outside of the estate serve to show how the lack of a direct street to Morden Road reduces accessibility. Within the estate the PTAL rating varies between 2 and 3. On Morden Road it is 3. This is partly due to the increased accessibility to the 118 bus route on Wandle Road. A direct pedestrian footbridge across the River Wandle at the end of Ravensbury Grove would also improve the accessibility and PTAL rating of the estate and create better accessibility to buses for residents.






## Site analysis

### 4. Estate development time-line



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

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





Phase 1: Orlit homes



Phase 2: Ravensbury Grove



Phase 2: Hengelo Gardens



Phase 1: Morden Road







Later addition: Ravensbury garages

## Site analysis

### 5. Existing building height



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

Key	
	Single storey
	Two storey
	Three storey
	Four storey





Ravensbury Court flats







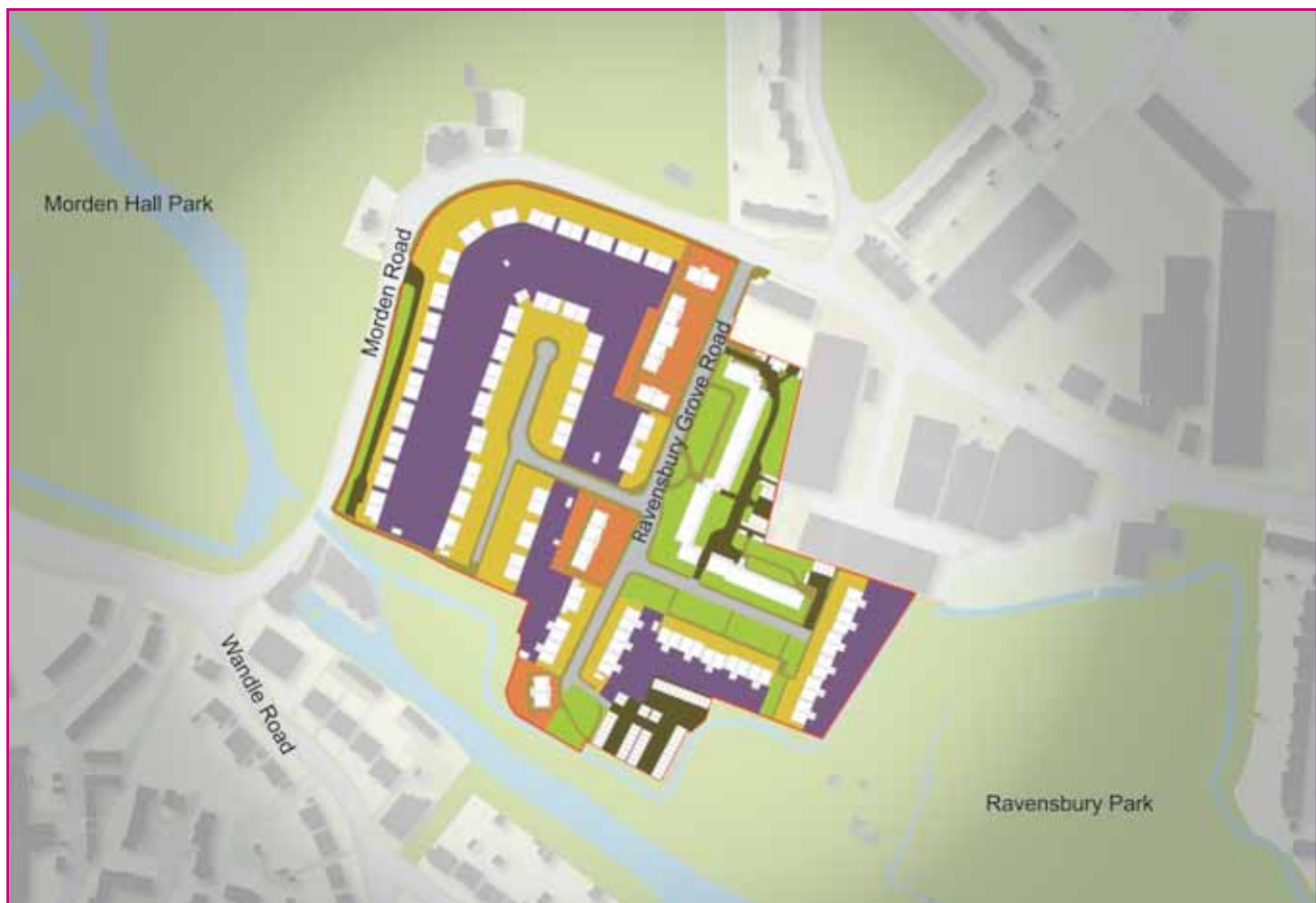
South end of Ravensbury Grove

## 6. Public realm and open space

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

### Key

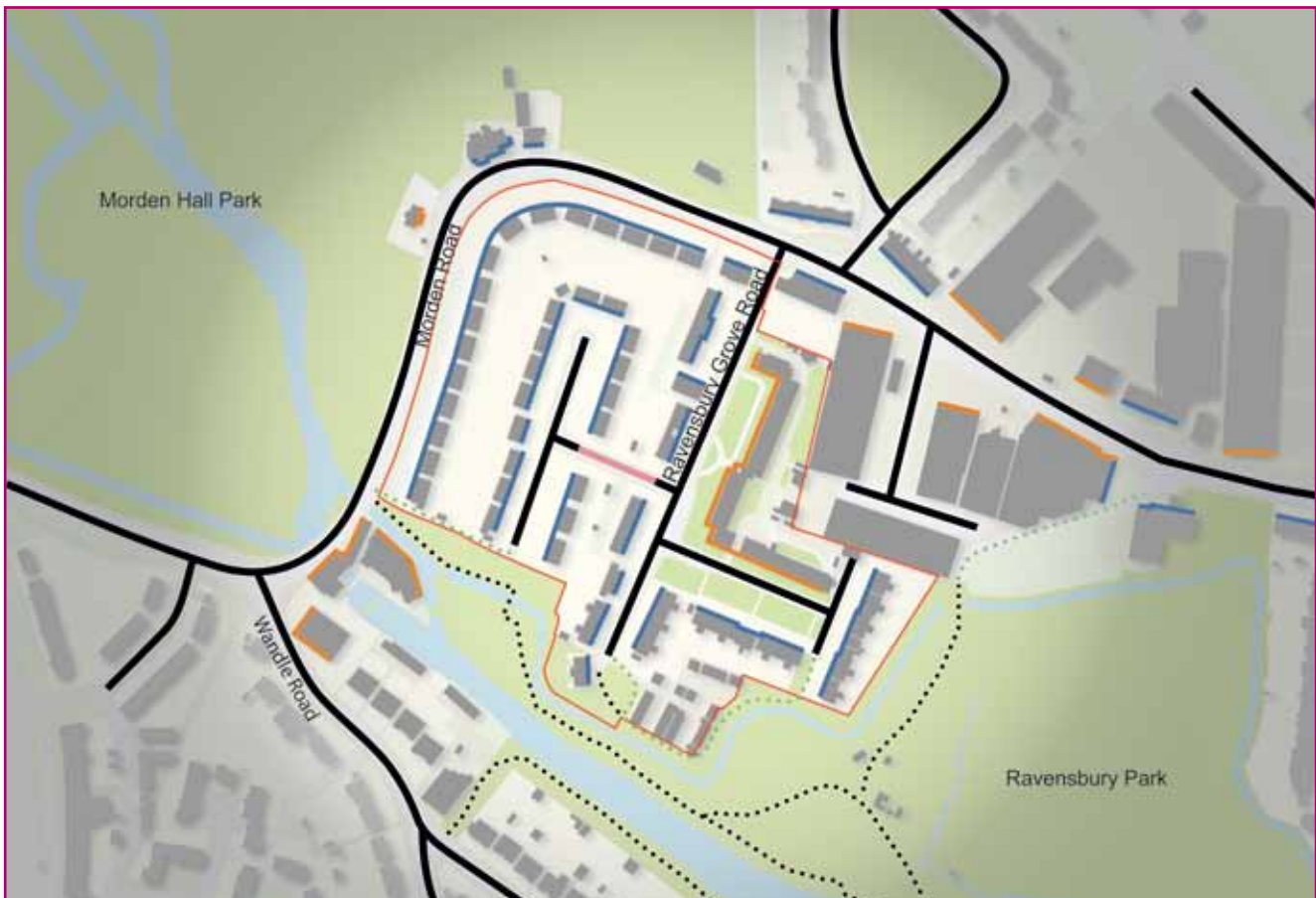
-  Semi-private amenity space
-  Communal amenity space
-  Pedestrian areas
-  Parking courts
-  Estate roads
-  Front gardens
-  Back gardens





## Site analysis

### 7. Streets and frontages



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

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



Poorly defined space in front of houses on Morden Road



Hengelo Gardens



Ravensbury Grove



Rear entrances Ravensbury Grove

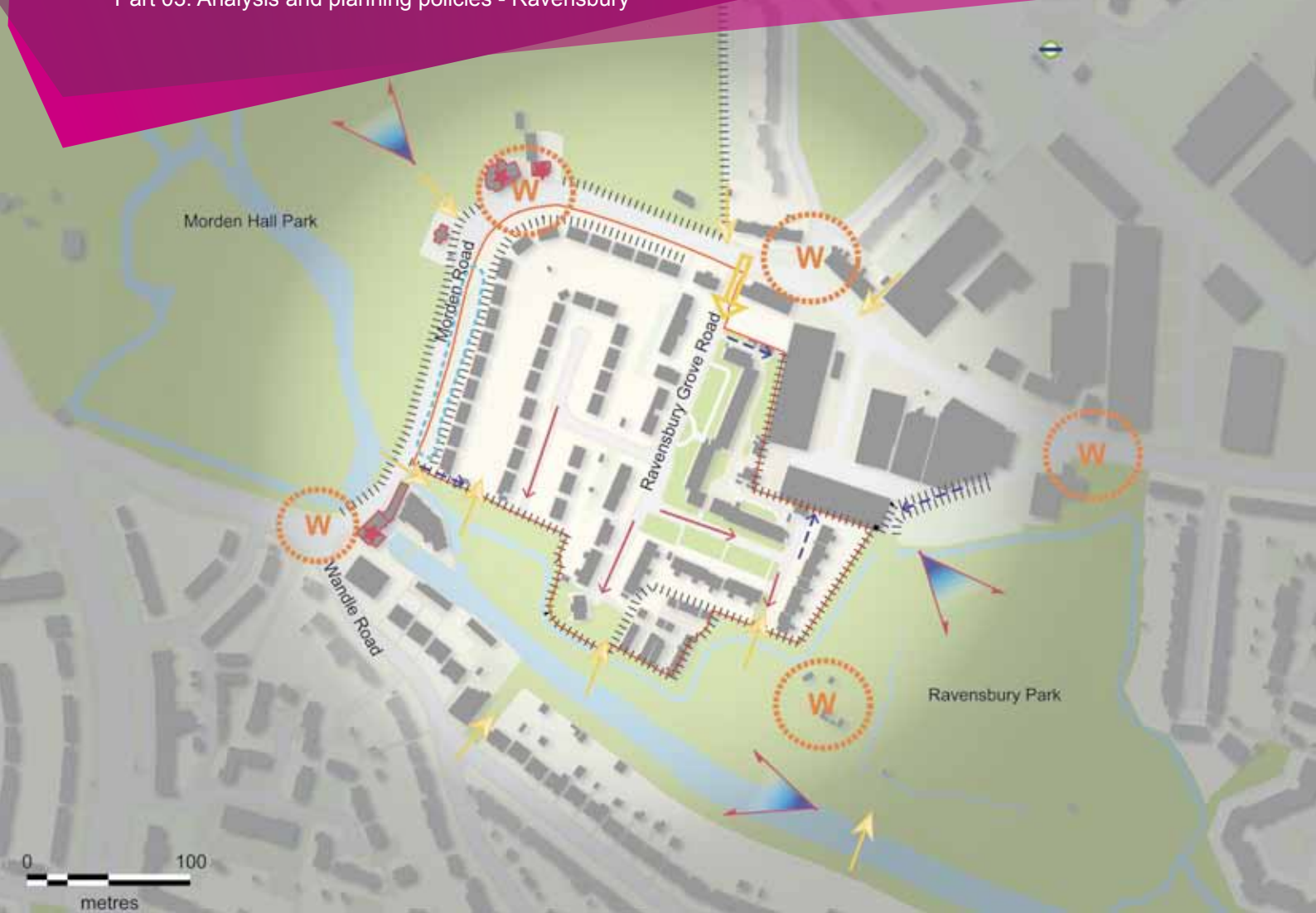


Surrey Arms fronting onto Morden Road



Morden Hall lodge

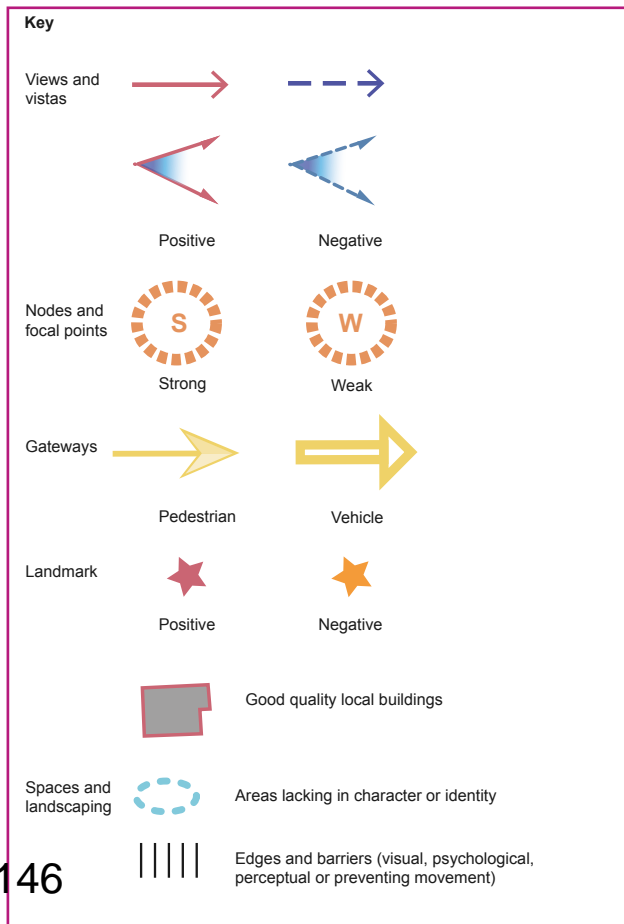




## Site analysis

### 8. Townscape analysis

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







River Wandle in Ravensbury Park



Ravensbury Park



Morden Hall Park



Ravensbury Mill



Surreys Arms Pub and White Cottage

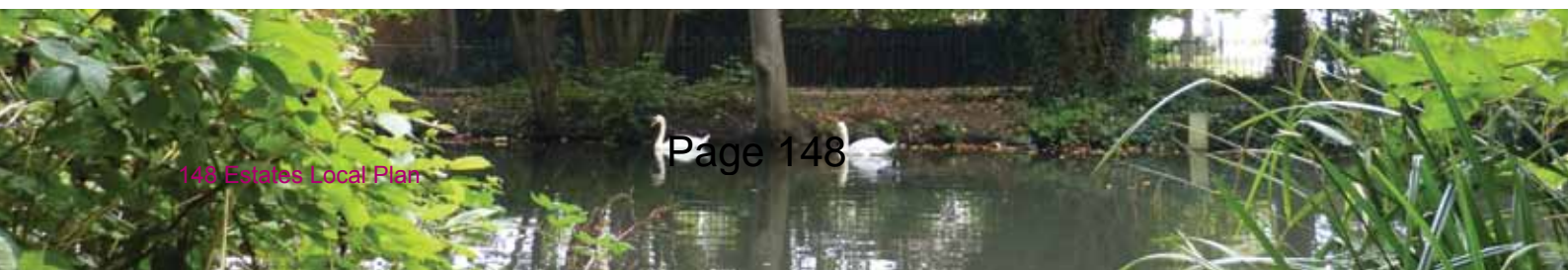
## Site analysis

### 9. Landscape analysis



**3.229** The landscape of the estate is defined by the surrounding mature trees of Morden Hall Park and Ravensbury Park and the riparian landscape of the River Wandle. This gives the estate its secluded feel and is an essential part of its character. This character is also reflected by the landscape within the estate. The mature trees around Ravensbury Court screen the flats from the industrial areas outside the estate. The remaining houses and flats are sufficiently low-rise to enable views within the estate to the tree canopy beyond, and the large front and rear gardens add to the open feel of the estate.

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





## Issues and opportunities

### Issues summary

#### Accessibility to Morden Road and Wandle Road

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

#### Defined space on Morden Road

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

#### Pedestrian and cycle links between parks, estate and tram stops.

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

#### Integration between Ravensbury Park and estate

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

#### Development density

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

#### Protecting the high quality landscape and retained buildings

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

#### Flood mitigation

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

#### Biodiversity

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

## Issues and opportunities

### Opportunities summary

#### Mitigate flooding

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

#### Pedestrian and cycle links

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

#### Street hierarchy

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

#### Ravensbury Park

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

#### Local history

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

#### Biodiversity

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



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## Site specific policies

### Policy

#### EP R1 Townscape

- a) Proposals will be expected to provide widening and landscape improvements into the Ravensbury Park entrance adjacent to Ravensbury Mill to improve and enhance the entrance's setting and create 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) 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.

### Justification

**3.244** In line with Policy OEP1, townscape and landscape features should be used as a design framework in which to deliver the vision for Ravensbury 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 and heritage setting, 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. Better integration with the wider setting is also important. How well proposals respond to these requirements will be a key means by which design quality is assessed.

**3.245** 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.

**3.246** 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.

**3.247** On Morden Road the entrance to Ravensbury Park is obscured from view. Highlighting the park entrance will strengthen visual links into the park from the surrounding area.

**3.248** 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.

**3.249** 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.

**3.250** 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.

**3.251** Visibility into Morden Hall Park on Morden Road is poor due to the current boundary



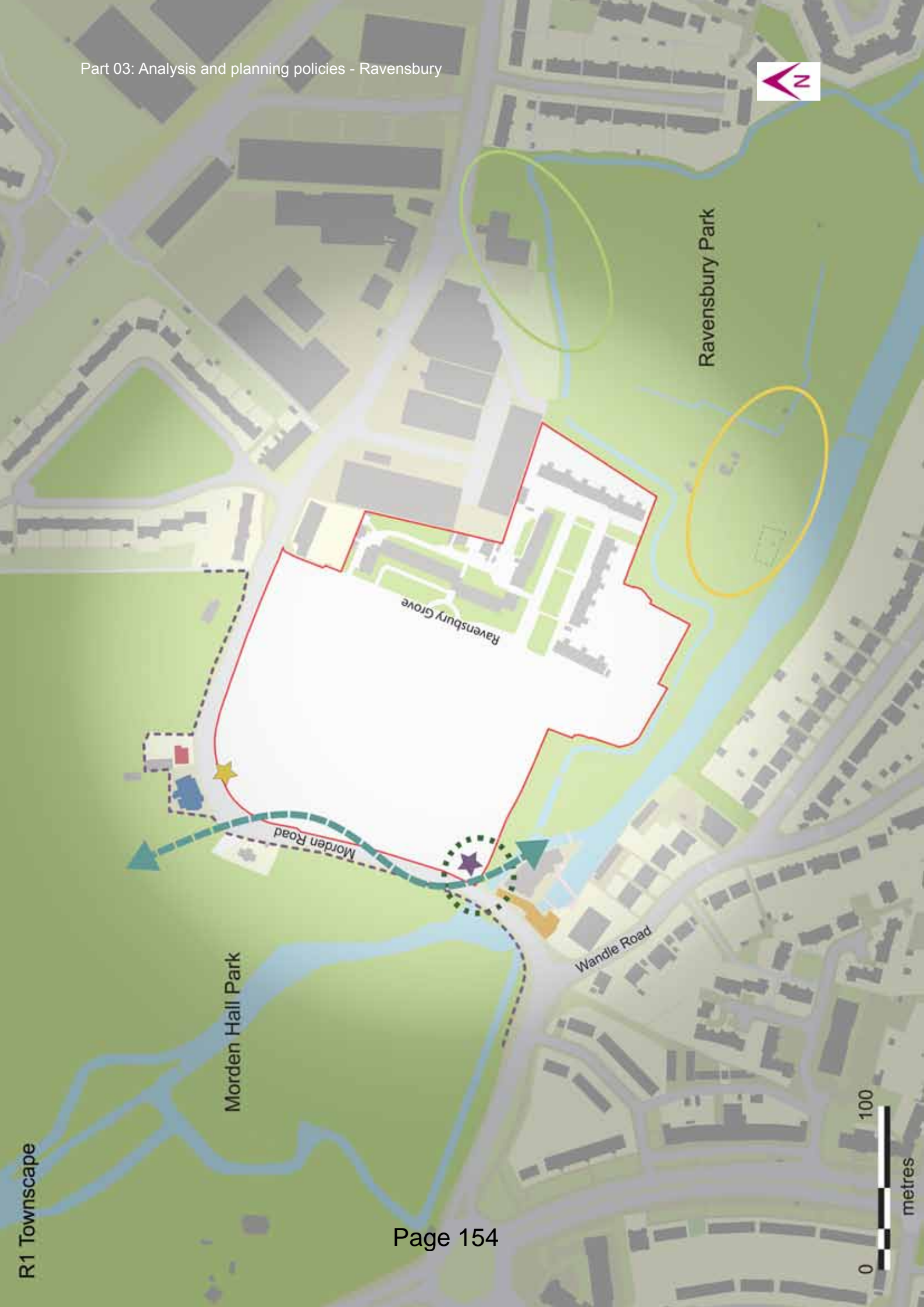
treatment. Regeneration of the estate provides an opportunity to work in conjunction with the National Trust to enable views from the estate into this high quality landscape. Replacing timber fences with railings and improvements to the park entrance could increase visibility and accessibility of the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

**3.252** 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.

**3.253** 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.

**3.254** The remains of Ravensbury Manor are hidden from view amongst dense vegetation within Ravensbury Park. Sensitively uncovering remnants of these ruins and providing interpretation would highlight the local history of the area and the park as part of the former estate of Ravensbury Manor and create a heritage focal point within the park. In this case, the advice of the Greater London Archaeological Advisory service should be sought.

**3.255** 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.















R1 Townscape

Morden Hall Park



**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



## 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 which should provide connections between Ravensbury Grove and Morden Road and views to Ravensbury Park, provided that active frontages and other appropriate measures to deter crime and promote community safety are incorporated.

### Justification

**3.256** 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.

**3.257** 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.

**3.258** Despite the relative isolation of the estate and its physical constraints of the river and park, there is significant potential to improve links towards Morden town centre by opening up the

frontage onto Morden Road via new street and footpath connections.

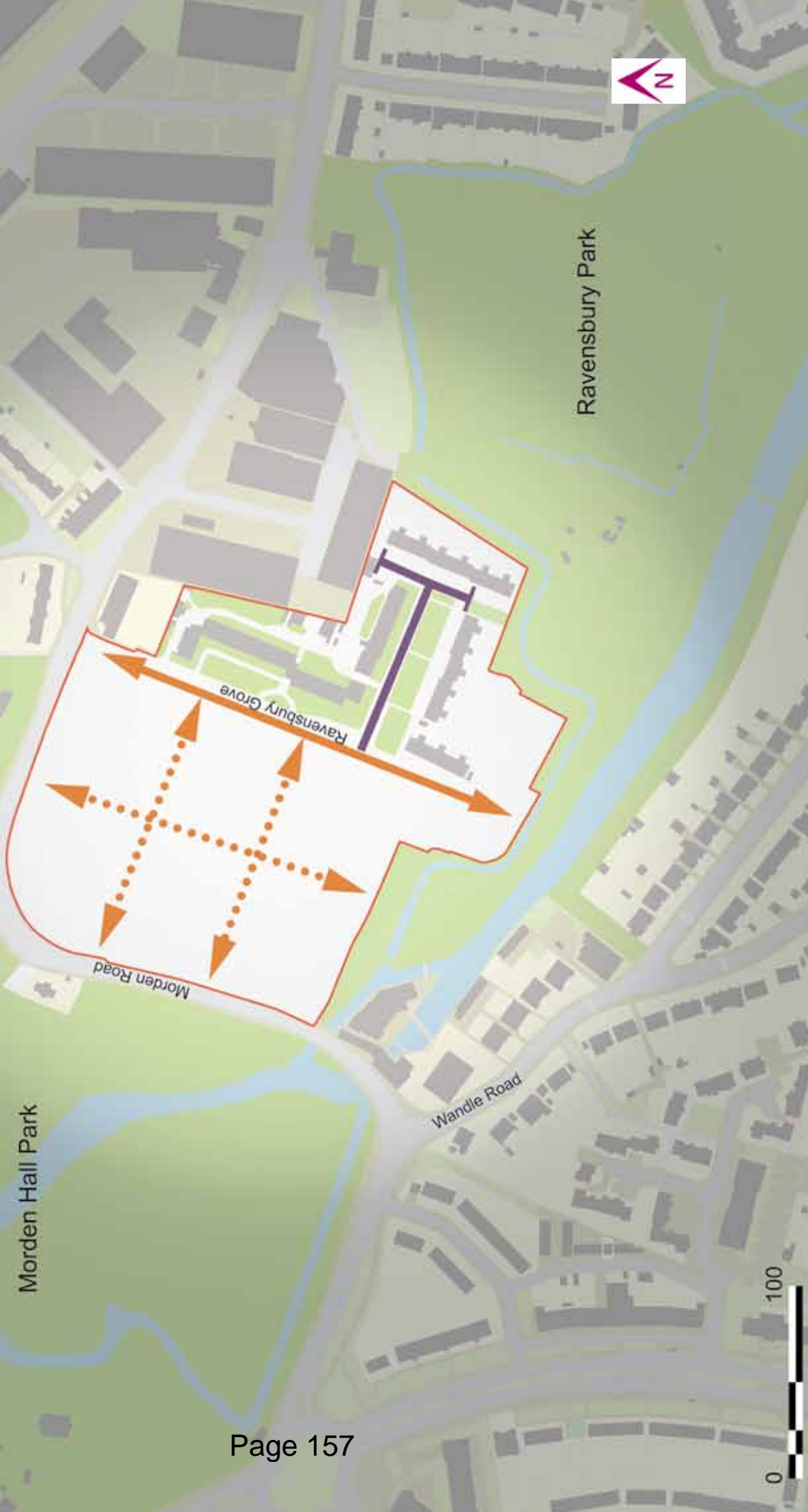
**3.259** The estate is bounded by Morden Road, which is a busy traffic route. Targeted traffic management measures along Morden Road at key points should be considered to improve pedestrian connectivity to the surrounding area, reduce severance caused by traffic and improve road safety.

**3.260** 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.

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

**R2 Street network**

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



Morden Hall Park

Ravensbury Park

Wandle Road



## 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 and designed so as to deter crime and promote community safety. Entrances into the park must be carefully designed and located to ensure accessibility into the park without undermining safety and biodiversity.

**b)** Subject to detailed investigation, appropriate provision should be made for a clear, legible and safe pedestrian and cycle route between the entrances to Morden Hall Park and Ravensbury Park, including links into the Ravensbury estate and to the wider pedestrian and cycle networks. As part of such a proposal, the potential for a segregated cycle route along Morden Road, together with relocation of the crossing of Morden Road to a safe and convenient location, should also be investigated.

**c)** Whilst Ravensbury Grove should remain the main vehicular access into the estate, proposals should take account of the potential to retain the existing slip road access off Morden Road as a secondary entrance into the site, should further investigation reveal such a feature to be necessary and not harmful to road and community safety. 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.

### Justification

**3.262** 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.

**3.263** 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.

**3.264** 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. 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.

**3.265** 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. To enhance pedestrian links the opportunity to build a new bridge to create a new direct north-south pedestrian link from Wandle Road to the Ravensbury Estate could be investigated, taking account of the need to deter crime and promote community safety, particularly within the estate itself.

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

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

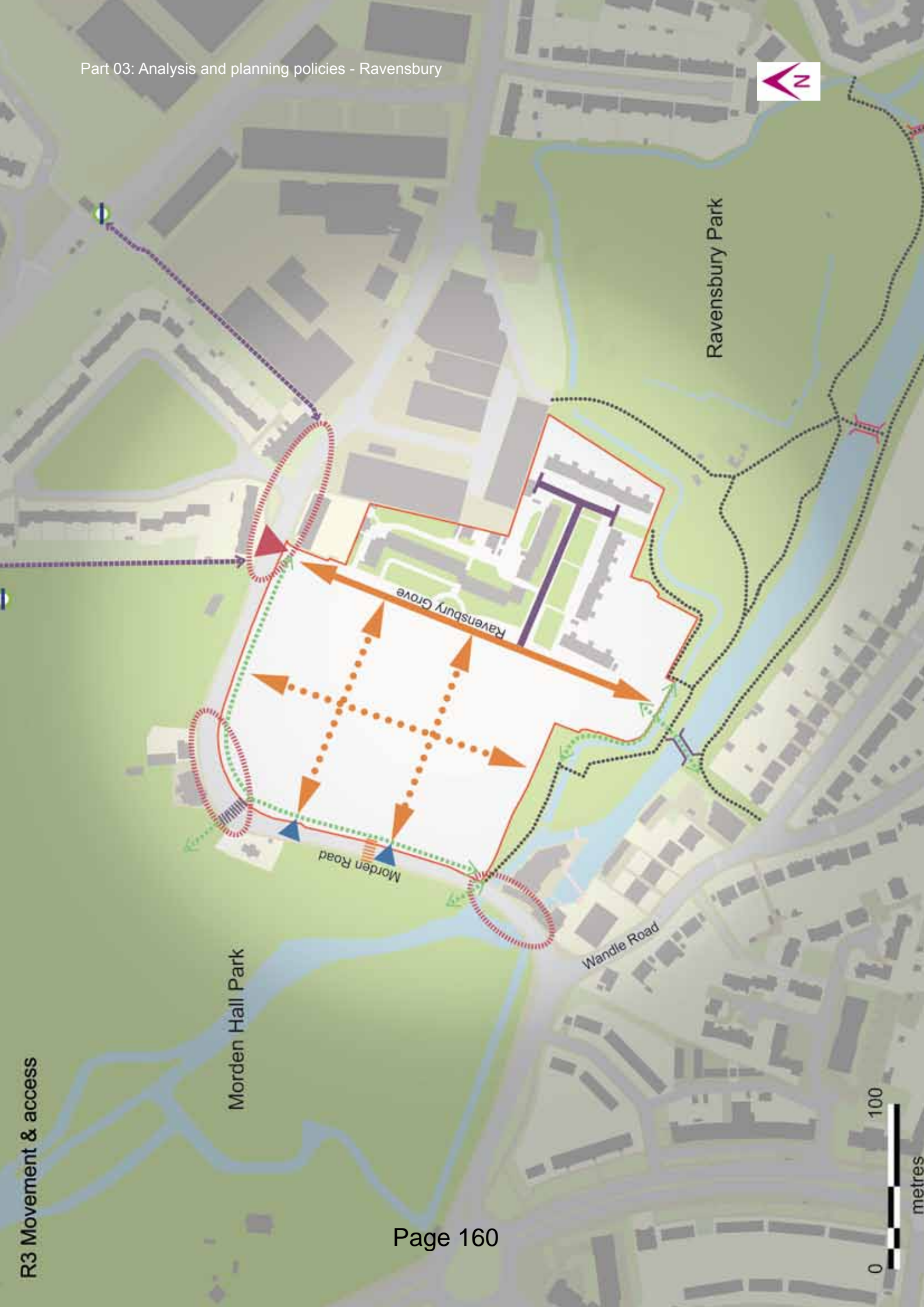


**3.268** Links from within the estate towards Morden consist of either a back alley or detour to the north. The pedestrian routes between the parks and cycling facilities on Morden Road are also unclear. The paths through Ravensbury Park are poorly overlooked with few escape points into the surrounding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

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

**3.270** The amount of traffic using Morden Road makes for 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 but any such proposals must ensure community safety, particularly within the Ravensbury estate itself is not compromised.

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



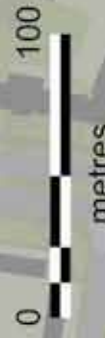
Morden Hall Park

Ravensbury Park















Ravensbury Grove

Morden Road

Wandle Road



**R3 Movement and Access**

-  Potential 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
-  Potential new crossing point
-  Existing crossing point
-  Traffic management (suggested)
-  Potential 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.

### Justification

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

**3.273** Ravensbury estate is located within an area with a low level of Public Transport Accessibility. Development proposals should accord with the London Plan density matrix and any other emerging or updated relevant policy requirements. Ravensbury estate has a 'Suburban' setting according to the London Plan density matrix criteria. The key characteristics of a Suburban setting as set out in the London Plan are areas with predominantly lower density development such as detached and semi-detached housing, predominantly residential, small building footprints and typically buildings of 2-3 storeys. The centre of the estate is 1,400 metres walking distance (via Morden Road) from Morden Tube station, therefore being more than 800 metres from the nearest District Centre. As outlined in the London Plan, the density matrix should be used flexibly and in conjunction with other development plan policy requirements.

**3.274** 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.

**3.275** 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 housing types to meet residents' individual needs.

**3.276** 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)** Suitably designed plays space(s) for all age groups should have regard to the Mayor of London's 'Play and Informal Recreation' supplementary planning guidance document (2012).
- b)** Development proposals must be supported by an analysis of the current and future need for the provision of indoor and outdoor sports facilities in order to support the population arising from the proposals. Any proposals should have regard to Sport England's Planning for Sport Aims and Objectives to protect or relocate existing facilities, enhance the quality, accessibility and management of existing facilities and provide new facilities to meet demand.

proposals should have regard to para. 74 of the NPPF and Sport England's Land Use Policy Statement 'Planning for Sport Aims and Objectives'.

**3.280** Development proposals should demonstrate the impact that they will have on the use of existing indoor and outdoor local sports facilities. The scope and methodology of the research will be prescribed by Sport England and the local planning authority, during pre-application discussions. Any identified shortfall should be mitigated where appropriate through either a condition attached to a planning decision, a section 106 agreement or the Community Infrastructure Levy (CIL) as identified at the planning decision making stage. In accordance with the NPPF and the London Plan, Merton Council is committed to delivering a new playing pitch study in support of the planned borough-wide Local Plan.

### Justification






**3.277** 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.

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

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



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)
-  Illustrative surrounding tree canopy



## Site specific policies

### Policy

#### EP R6 Environmental Protection

- a)** As the estate is in close proximity to the River Wandle and is shown as being at high risk of fluvial flooding, development proposals will need to be designed by applying a sequential approach to flood risk and 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)** In accordance with the London Plan policies 5.12 Flood Risk Management and 5.13 Sustainable Drainage and the supporting Design and Construction Supplementary Planning Guidance (SPG April 2014), the proposed development must aim to reduce post-development runoff rates as close to greenfield rates as reasonably practicable.
- c)** Development proposals must demonstrate how surface water runoff is being managed as high up the London Plan policy 5.13 Sustainable 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 multi-functional 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, taking the latest climate change allowances into account. Potential fluvial and surface water 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 fluvial

and surface water flow paths and improve flood routing, whilst ensuring that flows are not diverted towards other properties elsewhere.

- f)** 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.
- g)** 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.
- h)** New development must ensure the preservation, protection and enhancement of protected species and habitats within the adjacent Ravensbury Park and should demonstrate that the proposals would result in net biodiversity gains.
- i)** When preparing development proposals in accordance with policy 5.3: Sustainable design and construction of the London Plan, proposals should include suitable comparisons between existing and proposed developments at each stage of the energy hierarchy in order to fully demonstrate the expected improvements.
- j)** All domestic solar PV installations should be considered in conjunction with on-site battery storage.
- k)** 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.
- l)** Development proposals must be accompanied by a working method statement and construction logistics plan framework that are appropriate and proportionate to the scale and nature of the proposal, whether outline or detailed, the sensitivity of the context and the types and severity of the anticipated impacts.
- m)** Development proposals should demonstrate, by means of the submission of a site waste

management plan, how they will apply the waste hierarchy where waste is minimised, re-used and recycled, and residual waste is disposed of sustainably in the right location using the most appropriate means.

## Justification

**3.281** 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.

**3.282** 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 and Drainage Strategy to deal with all sources of flooding, which must have regard to Merton's Strategic Flood Risk Assessment and Local Flood Risk Management Strategy.
- Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk and following the sequential approach. This includes careful consideration of where buildings should be located within the site.

**3.283** 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 practicable.

**3.284** 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, for example, 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.

**3.285** There is scope, subject to feasibility study, including archaeological interest, to reinstate a historic river channel which runs alongside Morden Road, which could connect with the existing watercourses within Morden Hall Park.

**3.286** 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.

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

**3.288** The landscape character of the estate is reinforced by the back channel tributary of the River Wandle, which runs along the southern boundary of the site. There is potential to enhance



## Site specific policies

this, 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.

**3.289** 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.

**3.290** 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).

**3.291** 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 8 metres from the top of the bank of a main river and they therefore seek an 8 metres wide undeveloped buffer strip from the top of the river bank on main rivers. Merton seeks a similar 5 metres wide strip on either side of ordinary watercourses, where possible these distances should be exceeded.

**3.292** 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.

**3.293** 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, and front and rear gardens.

**3.294** 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 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.

**3.295** 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.

**3.296** The Mayor of London's Sustainable Drainage Action Plan (draft), 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.

**3.297** 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 improvements 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.

**3.298** Energy performance data on existing buildings will be held for many sites in the form of Energy Performance Certificates that measure the predicted energy consumption per m<sup>2</sup> in a development. By providing the energy performance data from Energy Performance Certificates, building energy performance can be

compared between existing and future development using a metric that is suitable and easily comparable, thus helping to clearly demonstrate the potential for environmental improvements.

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

**3.300** 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.

**3.301** 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. The need to develop policies to support innovative approaches is outlined in London Plan policy 5.8: Innovative energy technologies. Battery storage can be utilised as a method of increasing on-site renewable energy consumption, providing 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 clean' measure within the energy hierarchy outlined in London Plan policy 5.2: Minimising carbon dioxide emissions.

**3.302** The Standard Assessment Procedure (SAP) approach for calculating the energy output from solar PV assumes a 20% reduction in PV output from distribution losses across the national electricity grid. Therefore, at present, there is no method of capturing the benefits of on-site energy storage within the Standard Assessment Procedure (SAP) or recognising the benefits of energy storage through the planning process.

**3.303** Energy strategies that utilise appropriately sized solar photovoltaics in tandem with on-site battery storage may account for the associated carbon benefits by recouping the 20% of solar photovoltaic output traditionally discounted under SAP as 'distribution loss'. This additional carbon saving may be calculated using the below equation and then discounted from any carbon emissions shortfall for the wider development as a whole.

$$\text{kWh/year (Carbon savings from battery storage)} = \text{kWp} \times \text{S} \times \text{ZPV} \times 0.2$$

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

**3.304** 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. Proposals must comply with Policy DM D2 (xiii) ensuring that traffic and construction activity do not adversely impact or cause inconvenience in the day to day lives of those living and working nearby and do not harm road safety or significantly increase traffic congestion.

**3.305** As with other planning applications, the council will require the submission of a working method statement, a construction logistics framework and a site waste management plan prior to development proposal commencement. These must be appropriate and proportionate to the scale and nature of the development proposal,

## Site specific policies

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whether outline or detailed, the sensitivity of the context and the types and severity of the anticipated impacts. 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).

**3.306** Construction logistics frameworks 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. In accordance with policy DM D2 (xii), construction waste must be minimised on site by managing each type of construction waste as high up the waste hierarchy as practically possible. 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**

-  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

Morden Road

Ravensbury Grove

Wandle Road

Ravensbury Park



## 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)** 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)** Street tree planting and landscaping must be incorporated into streets whilst integrating with existing open space functionality, biodiversity enhancements and flood mitigation measures.
- d)** Any proposals should retain established mature trees to inform the design of landscaping arrangements. Tree species for proposed new trees, should be specified to mitigate against pollution and noise.
- e)** Proposals must ensure appropriate provision of private gardens or amenity space to all new dwellings (houses and flats), having regard to relevant standards and the character of the development.
- f)** 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.

### Justification

**3.307** 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.

**3.308** 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.

**3.309** The estate currently has groups of established mature trees to the north, along Morden Road, on Ravensbury Grove and Hengelo Gardens. These trees could be used to provide the design cues for the location of focal points. Along Morden Road tree planting must be extended to wrap around the perimeter of the estate following the curvature of the road. Merton's Sites and Policies Plan Policy DM O2 (b) to (f) sets out the council's policy on the retention, replacement and potential removal of trees and landscape features.

**3.310** The relevant standards for gardens and private amenity space are set in Merton's Sites and Policies Plan DM D2 and the Mayor of London's housing supplementary planning guidance. Gardens should be provided as a single, usable, regular shaped space.

**3.311** 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.

**3.312** 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.

**3.313** 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.

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





R7 Landscape

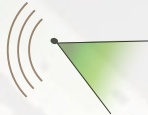
Tree planting & public realm landscaping

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

Ravensbury Park

Wandle Road





## Site specific policies

### Policy

#### EP R8 Building Heights

**a) General building height:** Building heights must be informed by a comprehensive townscape appraisal and visual assessment which builds on the council's Estates Local Plan analysis. Any strategy for building heights should make a positive contribution to the existing townscape, character and local distinctiveness of the area.

To ensure that open views to the surrounding trees are retained and the parkland setting of the estate is maintained, buildings heights must not extend higher than the existing Ravensbury Court flats or compete with established mature trees which envelop the estate.

**b)** Buildings around the edge of the estate fronting Morden Road along Ravensbury Grove and on Ravensbury Garages should be higher than the middle of the estate.

**c)** Buildings heights within the middle of the estate must generally be lower than around the edges.

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

**3.318** 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.

**3.319** The application of policy on building heights can consider flood risk management requirements as part of the comprehensive townscape appraisal and visual assessment used to inform these proposals. However the additional height needed to address flood risk matters (e.g. raised finished floor levels) is likely to be no more than 0.5 metres and localised to the centre of the site. Therefore this should not adversely affect the ability to ensure open views to the surrounding trees are retained and the parkland setting of the estate is maintained.

### Justification

**3.315** All existing buildings are two storeys 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.

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

**R8 Building heights**

- b) Core of the estate
- c) Morden Road
- d) Ravensbury Grove Road
- e) Ravensbury garages





# Part 04 Information to support planning application submissions





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



## Information to support planning application submissions

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### Introduction

**4.1** This part of the Plan identifies aspects of design that the Council considers particularly relevant to the successful and long-lasting regeneration of the 3 estates. It gives detailed guidance to applicants on aspects of design that they will be expected to focus on in more detail to demonstrate that the Vision, Urban Design Principles and Site-Specific Policies of the Plan can be delivered. Good urban design is inherently sustainable, and the aim of the design guidance is to deliver estates that are underpinned by good urban design principles. Examples of good design include:

- Streets designed from the outset to carry out a number of functions;
- Permeable, legible street layouts, which create walkable environments that enable sustainable modes of transport such as walking and cycling;
- Flood mitigation and drainage measures integrated into street design.

These measures will help establish a long-lasting and 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** Applicants should provide the following information to support their planning applications within the appropriate documents required by the council's validation checklist (e.g. Design and Access Statement; Planning Statement etc.).

### 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. It requires setting out some common rules and could be in the form of a more formal design code.

**4.6** The guidance should include a palette of common characteristics in basic architectural features, such as materials, height and proportions, and yet allow 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, 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.

**4.9 Impact of development on Wimbledon Common and Richmond Park Special Areas of Conservation (SAC).** Development proposals that are likely to have a significant effect upon Wimbledon Common or Richmond Park SACs are required to submit an appropriate assessment under the European Union's Habitats Directive (92/43/EEC). As prescribed in the Habitats Regulations Assessment for the Estates Local Plan (2016) the applicant should agree the scope and methodology of the assessment with Natural England and Merton Council. The assessment should address what potential impacts the proposal could have on a SAC, identify how any impacts can be avoided, minimised or mitigated and if the proposal will have a significant impact on the 'site integrity' of the SAC. The assessment should assess how the proposal meets Policy 7.19 Biodiversity and Access to Nature of the London Plan (2016), Policy CS13 Open Space, Nature Conservation, Leisure and Culture of the London Borough of Merton Core Strategy (2011) and policy DM 02 Nature Conservation, Trees, Hedges and Landscape Features of the London Borough of Merton Sites and Policies Plan (2014).

## Climate change and energy performance

**4.10 Clearly set out an energy strategy for each site that demonstrates the environmental improvements achieved at each level of the Mayors Energy Hierarchy.** In support of the case for regeneration the energy strategy for each estate must clearly demonstrate that developments have achieved significant

environmental performance compared to existing dwellings at each site using easily comparable metrics, such as energy performance (w/m<sup>2</sup>). Wherever possible available quantifiable and qualitative data comparisons should be presented.

## Flooding and drainage

**4.11 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

**4.12 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

**4.13 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.



## Information to support planning application submissions

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### Cycle Parking

**4.14** *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

**4.15** *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.

### Street design characteristics

**4.16** *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.

**4.17** 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 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.

**4.18** 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

**4.19** *Set out how all amenity space is to be provided.* This must have regard 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

**4.20** *Identify a strategy for the design and operation of refuse storage and collection.* All proposals for refuse stores must ensure they are both convenient for residents and collection, and accord with the relevant council guidelines. 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

**4.21** *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

**4.22** *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. Spaces 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, and management of parking to favour residents.

**4.23** 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

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

# Part 05 Delivery, Implementation and Monitoring





Estates  
First class

## Delivery, Implementation and Monitoring

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

**5.2** 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 are 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.

**5.7** 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.

## 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 & Core Strategy Reference	Method of Delivery & Implementation	Estate & Policy No.
<p>OEP1</p> <p>CS Strategic Objective 2 a) b) c)</p> <p>CS Strategic Objective 5 a) d) e) f)</p> <p>CS Strategic Objective 6a) b) c)</p> <p>CS Strategic Objective 7 b) c)</p> <p>CS 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 will work with partners including but not exclusively Greater London Authority, Registered Providers, the Homes and Community Urban Design London, Transport for London.</p>	<p>All Estates</p>
<p>OEP2</p> <p>CS Strategic Objective 2 a) b) c)</p> <p>CS Strategic Objective 5 a) d) e) f)</p> <p>CS Strategic Objective 6a) b) c)</p> <p>CS Strategic Objective 7 b) c)</p> <p>CS 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>All Estates</p>
<p>OEP3</p> <p>CS 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>All Estates</p>

Indicator	Target	Contingencies
<p>Residential based land use at an appropriate density with local open space</p> <p>Provision of a movement strategy focussing on connectivity and improvements to pedestrian and cycle links as appropriate for each estate.</p> <p>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.</p>	<p>Reduction in road congestion by improving travel choices as appropriate for each estate.</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 as appropriate for each estate.</p> <p>Conservation and enhancement of heritage assets and their settings as appropriate for each estate</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 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.</p>
<p>Residential based land use at an appropriate density with local open space.</p> <p>Provision of a movement strategy focussing on connectivity and improvements to pedestrian and cycle links as appropriate for each estate.</p> <p>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.</p>	<p>Reduction in road congestion by improving travel choices as appropriate for each estate.</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 as appropriate for each estate.</p> <p>Conservation and enhancement of heritage assets and their settings as appropriate for each estate.</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 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.</p>
<p>Provision of estates with clear building lines, legible street networks and focal points and clear views to open space and landmark buildings.</p> <p>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.</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 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.</p>

ELP Policy Name & Core Strategy Reference	Method of Delivery & Implementation	Estate & Policy No.
<p><b>Townscape</b></p> <p>CS Strategic Objective 2: a), b), c)</p> <p>CS Strategic Objective 3: a)</p> <p>CS Strategic objective 5: f)</p> <p>CS Strategic Objective 8: a), b), c)</p>	<p>This policy will be delivered through the development management process. Design and Access Statements (DAS) will be expected to demonstrate how the Local Plan policy requirements have been addressed, particularly the Estates Local Plan. Emerging elements of the council's Design SPD will also be used as they are published.</p> <p>The council's Design Review Panel and the Design Champion will advise on development proposals.</p> <p>Regard will also be given to the best practice in urban design, the public realm and accommodating different modes of traffic. This will be done by working with partners such as Urban Design London, and Transport for London, as well as reference to key publications as set out in paragraph 6.37 of Merton's Sites and Policies Plan.</p>	<p>Eastfields EP E1</p> <p>High Path EP H1</p> <p>Ravensbury EP R1</p>
<p><b>Street Network</b></p> <p>CS Strategic Objective 1: e)</p> <p>CS Strategic Objective 5: f)</p> <p>CS Strategic Objective 7 b), c)</p> <p>CS 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, or 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 & Core Strategy Reference	Method of Delivery & Implementation	Estate & Policy No.
<p><b>Movement &amp; Access</b></p> <p>CS Strategic Objective 1: e)</p> <p>CS 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 east-west 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, or refusal of planning permission. The use of CIL 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 & Core Strategy Reference	Method of Delivery & Implementation	Estate & Policy No.
<p><b>Land Use</b></p> <p>CS Strategic Objective 2: a), b)</p> <p>CS Strategic Objective 3: a), b)</p> <p>CS 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>Eastfields EP E4</p>
	<p>Local employment opportunities will be expected to be delivered through Merton's Employment and Skills Action Plan and policy DM E4 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>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.	<p>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.</p> <p>To ensure development optimises the use of land to benefit residents, businesses, other occupiers and the surrounding area.</p>	<p>If these targets are not likely to be met, planning interventions may be considered. These could include further negotiation at application stage, or refusal of planning permission. Departures from policy will require evidence to back up proposals and clearly demonstrate that there will be no adverse implications to other policy areas.</p>
Achievement of a residential-based land use at an appropriate density, with high levels of natural surveillance and defensible space.	<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>	
Achievement of a residential land use at an appropriate density.	<p>A contribution to meeting the borough's housing needs and increasing the opportunity for people to live in a decent and affordable home.</p> <p>An improvement in community cohesion by supporting diversity and equality.</p> <p>An improvement in economic growth and business development.</p> <p>The delivery of viable development.</p>	

ELP Policy Name & Core Strategy Reference	Method of Delivery & Implementation	Estate & Policy No.
<p><b>Open Space</b></p> <p>CS Strategic Objective 5: a), d)</p> <p>CS Strategic Objective 6: c)</p> <p>CS 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>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>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>Eastfields EP E5</p> <p>High Path EP H5</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>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>If these targets are not likely to be met, planning interventions may be considered. These could include further negotiation at application stage, or refusal of planning permission.</p>
<p>Proposals addressing deficiency, play provision, gardens and the number, amount and location of spaces.</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 & Core Strategy Reference	Method of Delivery & Implementation	Estate & Policy No.
<p><b>Environmental Protection</b></p> <p>CS Strategic Objective 1: a), b), c), d)</p> <p>CS 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, or refusal of planning permission.</p>
	Provision of proposals facilitating biodiversity, providing SuDS, Combined Heat and Power, 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 Wandle and Beverly Brook.</p>	
	Minimising and planning for flood risk, facilitating biodiversity, providing SuDS, achieving energy efficiency and sustainable design and construction and improving air quality.	<p>To reduce water consumption and ensure water saving measures and adequate water and wastewater infrastructure supports new development.</p> <p>To improve amenity by minimising the impact associated with noise.</p> <p>To reduce the flood risk to people and property from all sources of flooding including surface water flooding.</p> <p>A reduction in the risk of air pollution to human health and in the environment.</p> <p>Provision of specific measures in the development, to improve energy and reduce greenhouse gas emissions.</p> <p>Application of the Waste Hierarchy to minimise waste by re-use, recycling and increasing energy derived from residual waste.</p>	



ELP Policy Name & Core Strategy Reference	Method of Delivery & Implementation	Estate & Policy No.
<p><b>Landscape</b></p> <p>CS Strategic Objective 2: b)</p> <p>CS Strategic Objective 5: a), d), f)</p> <p>CS Strategic Objective 6: c)</p> <p>CS Strategic Objective 8: b), c)</p>	<p>By means of the development management process, long term maintenance plans will be secured for all the green infrastructure and the provision of sufficient open space and play space will be secured for each phase.</p>	<p>Eastfields EP E7</p> <p>High Path EP H7</p> <p>Ravensbury EP R7</p>
<p><b>Building Heights</b></p> <p>CS Strategic Objective 2: a), b), c)</p> <p>CS Strategic Objective 3: a), b), d)</p> <p>CS 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, or refusal of planning permission.
Tree retention, planting and design; the provision and design of communal and defensible space and the quality and maintenance of landscaping.	To protect and enhance biodiversity.  Enhancement and protection of the built environment including the townscape and landscape and provision of new buildings and spaces that are well designed and an enhanced local character.	
Tree retention, planting and design; integration of landscaping in layouts; supporting biodiversity and flooding; and links to surrounding open spaces.		
Building heights responding appropriately to the different character areas.	To achieve building heights that are appropriate to a range of factors, including efficient use of land, density guidance and good relationship to surrounding context.	If these targets are not likely to be met, planning interventions may be considered. These could include further negotiation at application stage, or 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
OEP1 The Vision		√			√		√	√
OEP2 The Strategy		√			√		√	√
OEP3 Urban Design Principles								√
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	√						√	

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 H4 Land use		√						
EP H5 Open space		√			√	√		
EP H6 Environmental protection						√		
EP H7 Landscape		√			√	√		√
EP H8 Building heights		√	√					√
EP R1 Townscape		√						√
EP R2 Street network		√				√		√
EP R3 Movement and access	√				√		√	
EP R4 Land Use			√					
EP R5 Open space					√	√	√	√
EP R6 Environmental protection					√	√		
EP R7 Landscape					√	√		√
EP R8 Building heights		√	√					√



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

15 Dec 2015

Scale 1 : 3,000 @A4

#### Legend

Areas Deficient in Access to Local Open Spaces (ADAPOS)

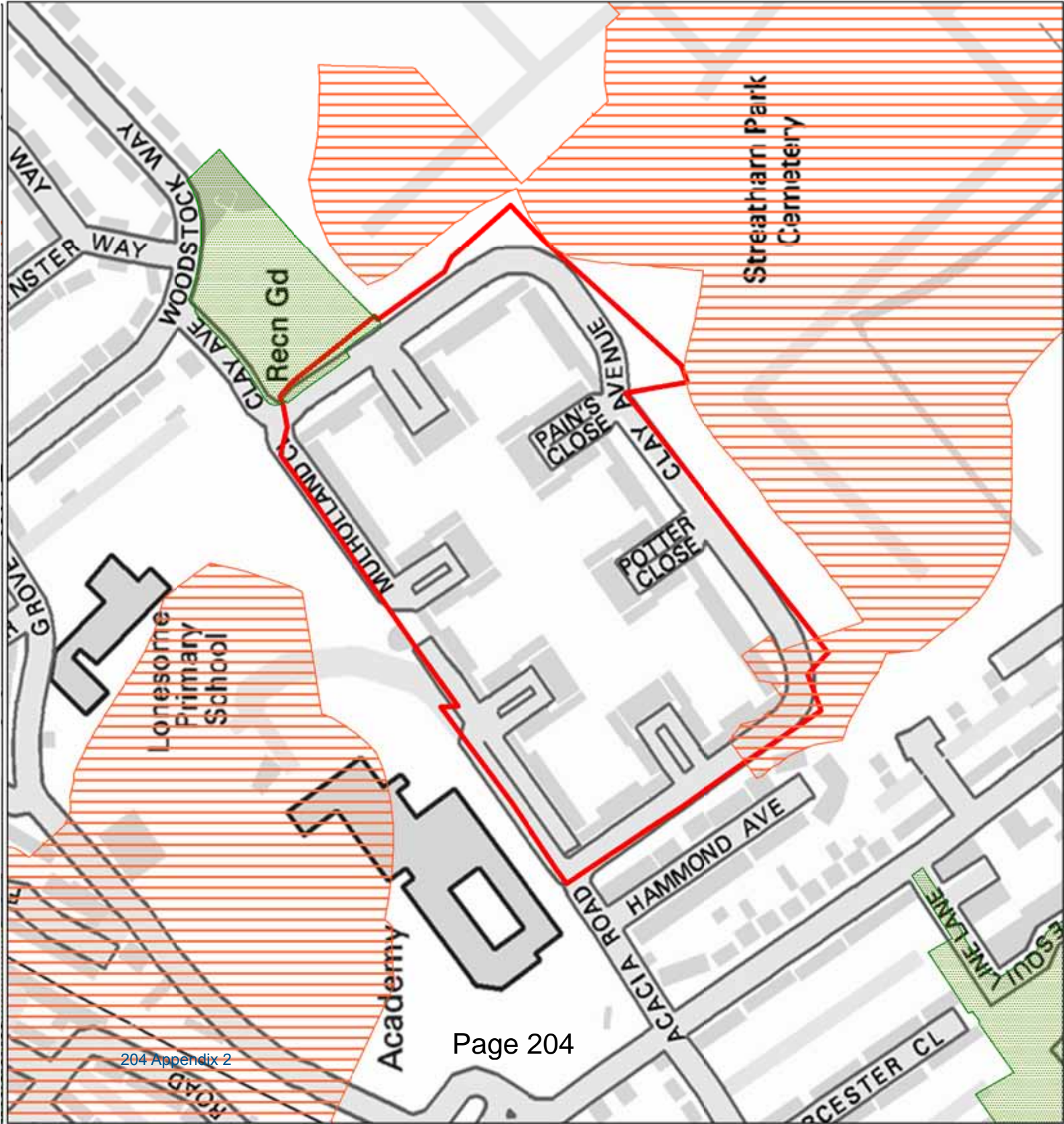
GiGL ADAPOS

Local Open Spaces

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

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

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





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

15 Dec 2015

Scale 1 : 3,000 @A4

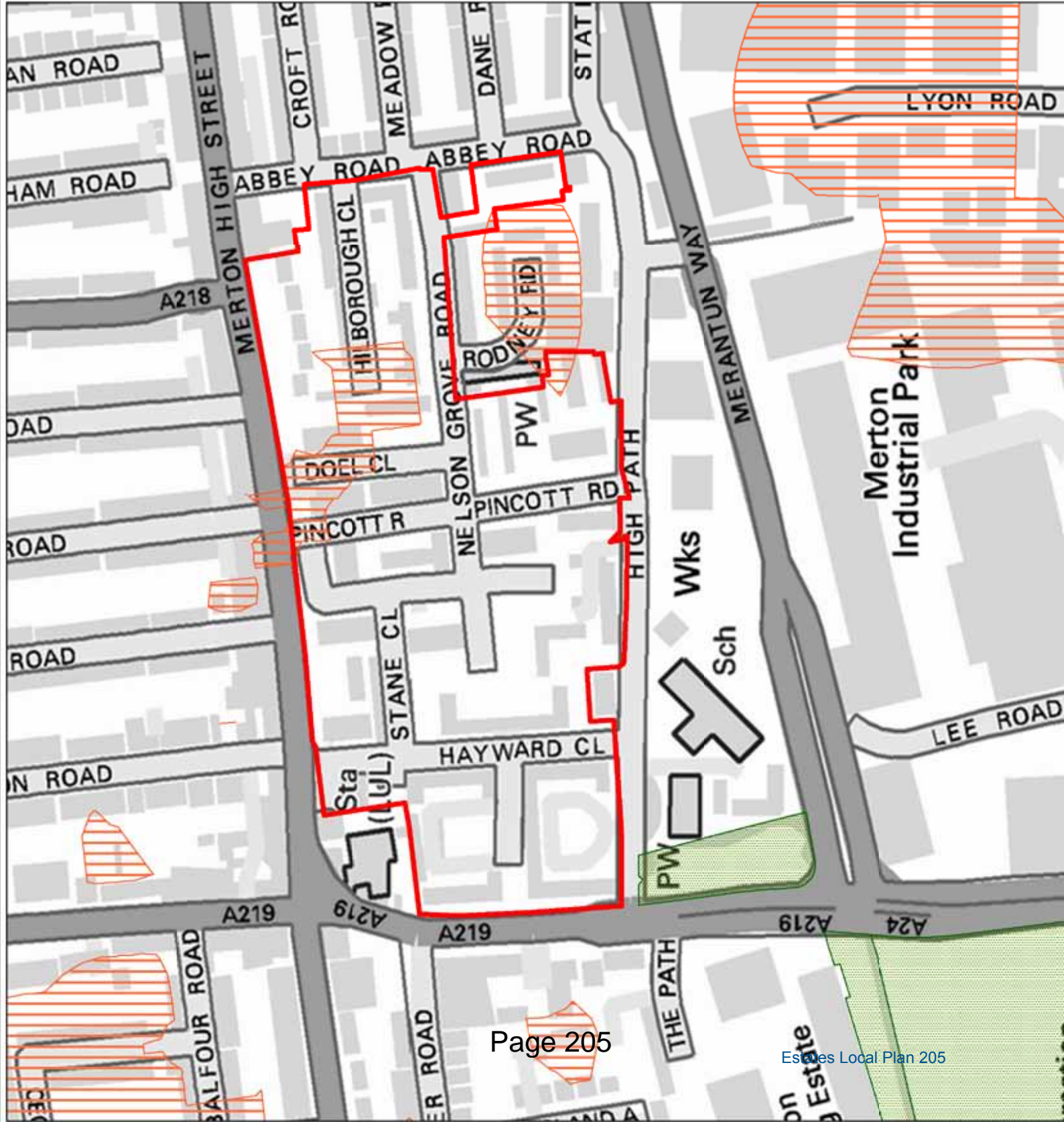
### Legend

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

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

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

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





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

15 Dec 2015

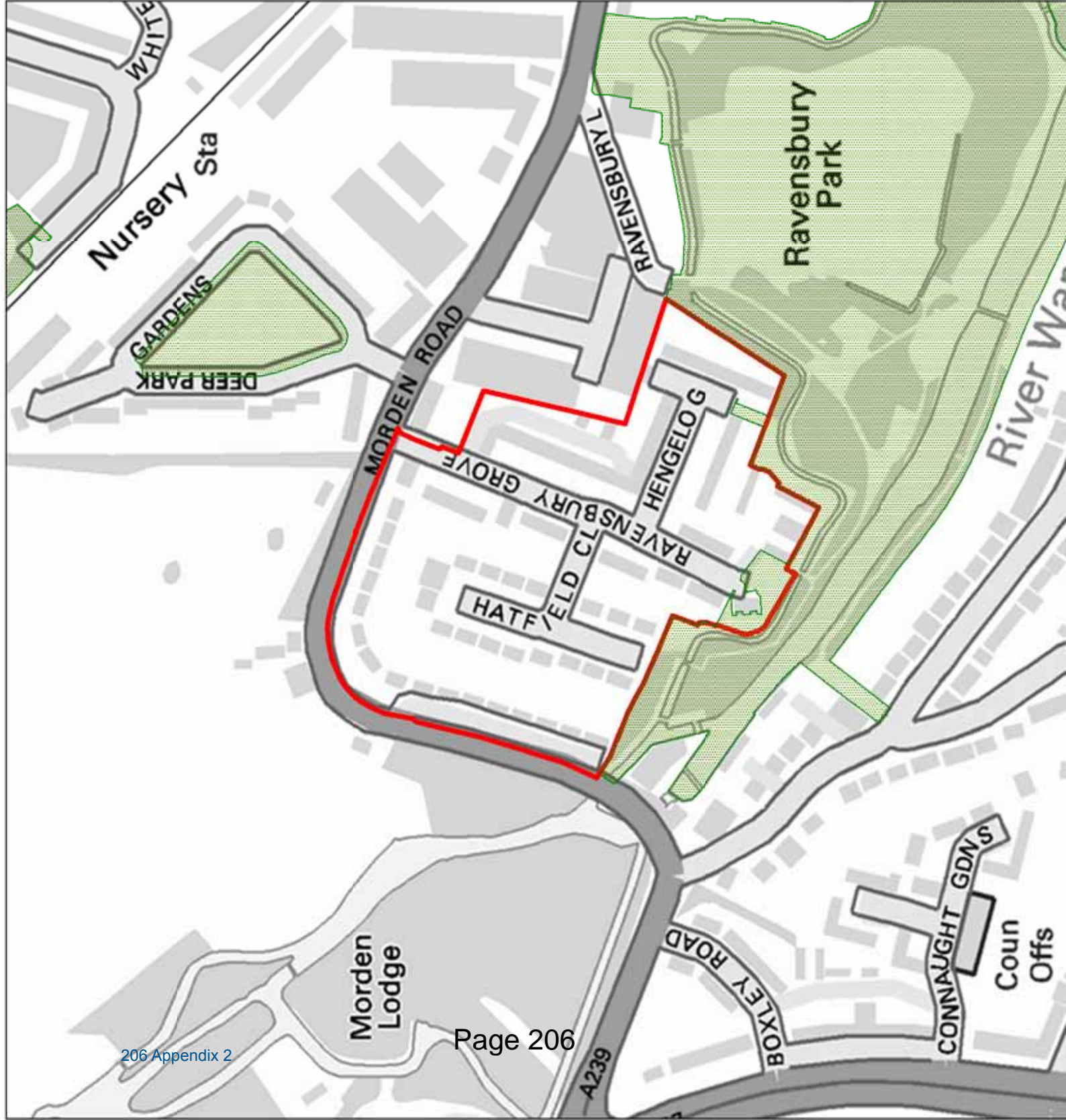
Scale 1 : 3,000 @A4

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

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

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

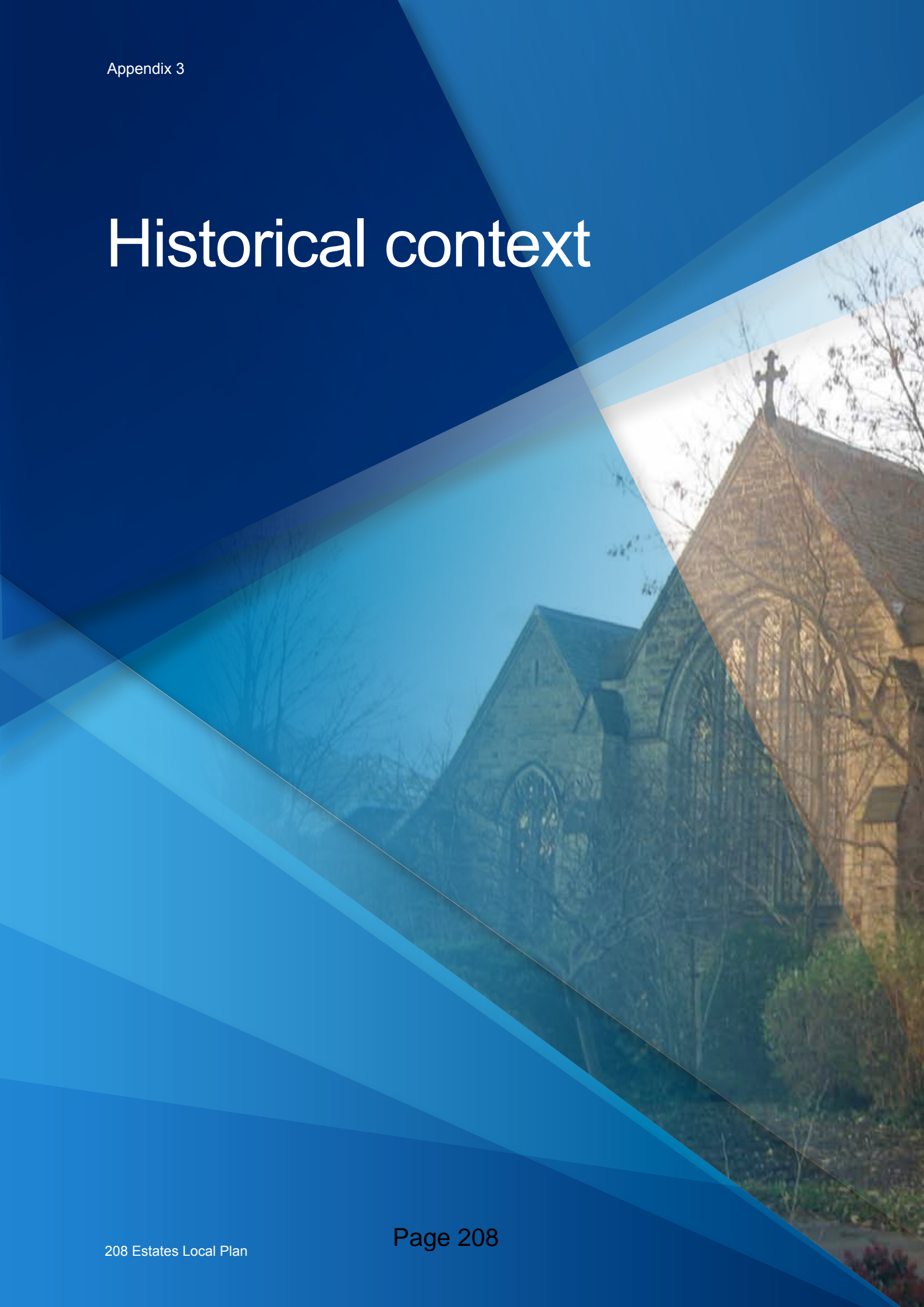
- Local Parks and Open Spaces
- Small Open Spaces
- Pocket Park
- Linear Open Spaces





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# 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. Pains 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

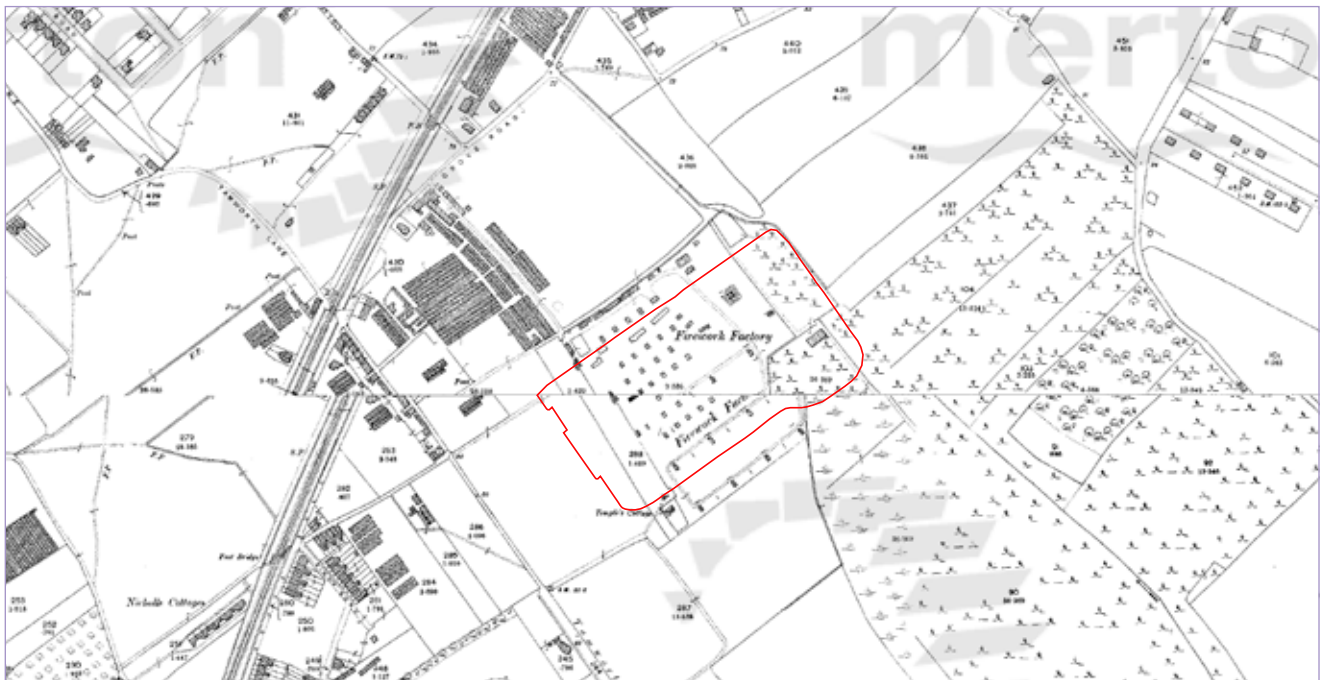


Mizen Brothers nursery, Eastfields, Mitcham

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

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**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



## 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.



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.

**A3.41** 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.

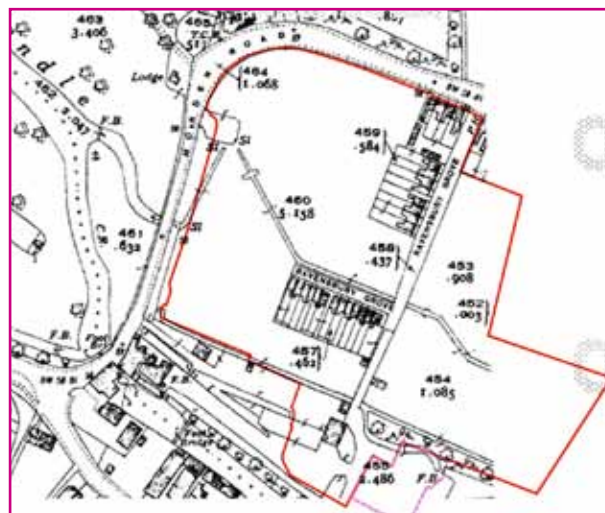
**A3.42** Local history associations informed some of road names in the estate. Hatfield Close is named after Gilliat Hatfield of Morden Hall, and Rutter Gardens is named after the tobacco and snuff makers. Hengelo Gardens was named after the Dutch town of Hengelo which was twinned with Mitcham in 1945. 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.

**A3.43** 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



Estates Local Plan	London Plan
<b>OEP1 - Vision</b>	<ul style="list-style-type: none"> <li>1.1 - Delivering the strategic vision and objectives for London</li> <li>2.3 - Growth areas and co-ordination corridors</li> <li>2.5 - Sub-regions</li> <li>2.6 - Outer London: Vision and strategy</li> <li>3.1 - Ensuring equal life chances for all</li> <li>3.5 - Quality and design of housing developments</li> </ul>
<b>OEP2 - Strategy</b>	<ul style="list-style-type: none"> <li>1.1 - Delivering the strategic vision and objectives for London</li> <li>2.3 - Growth areas and co-ordination corridors</li> <li>2.5 - Sub-regions</li> <li>2.6 - Outer London: Vision and Strategy</li> <li>2.8 - Outer London: Transport</li> <li>3.1 - Ensuring equal life chances for all</li> <li>3.2 - Improving health and addressing health inequalities</li> <li>3.3 - Increasing housing supply</li> <li>3.4 - Optimising housing potential</li> <li>3.5 - Quality and design of housing developments</li> </ul>
<b>OEP3 - Urban design principles</b>	<ul style="list-style-type: none"> <li>1.1 - Delivering the strategic vision and objectives for London</li> <li>2.3 - Growth areas and co-ordination corridors</li> <li>2.5 - Sub-regions</li> <li>3.5 - Quality and design of housing developments</li> <li>7.2 - An Inclusive Environment</li> <li>7.8 - Heritage assets and Archaeology</li> </ul>

Core Planning Strategy	Sites and Policies Plan
CS1 – Colliers Wood CS2 – Mitcham Town Centre CS3 – Morden Town Centre	
CS9 - Housing Provision CS11 - Infrastructure	
CS14 - Design	DM D1 - Urban Design and Public Realm DM D4 - Managing Heritage Assets

Estates Local Plan	London Plan
<b>Eastfields General</b>	
<b>EP E1 Townscape</b>	3.5 - Quality and Design of Housing Developments 3.7 - Large Residential Developments
<b>EP E2 Street Network</b>	6.9 - Cycling 6.10 - Walking 6.12 - Road Network 6.13 - Parking
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<b>EP E4 Land Use</b>	3.3 - Increasing Housing Supply 3.4 - Optimising Housing Potential 3.5 - Quality and Design of Housing Developments 3.7 - Large Residential Developments 3.8 - Housing Choice 3.10 - Definition of Affordable Housing 3.11 - Affordable Housing Targets 3.12 - Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes 3.13 - Affordable Housing Thresholds 3.14 - Existing Housing 3.15 - Coordination of Housing Development and Investment Housing SPG (2016) Affordable Housing and Viability (2016) Character and Context SPG (2014)
<b>EP E5 Open Space</b>	3.2 - Improving Health and Addressing Health Inequalities 3.6 - Children and Young Peoples Plan and Informal Recreation Facilities 3.9 - Mixed and Balanced Communities 3.16 - Protection and Enhancement of Social Infrastructure 3.17 - Health and Social Care Facilities 3.18 - Educational Facilities 3.19 - Sports Facilities 5.10 - Urban Greening Policy 7.17 - Metropolitan Open Land 7.18 - Protecting Open Space and Addressing Deficiency 7.19 - Biodiversity and Access to Nature Shaping Neighbourhoods: Play and Informal Recreation SPG (2012)



Core Planning Strategy	Sites and Policies Plan
CS2 - Mitcham Sub Area	DM H2 - Housing Mix DM H3 - Support for Affordable Housing DM H1 - Supported Care Housing For Vulnerable People or Secure Residential Institutions For People Housed As Part Of The Criminal Justice System.
CS18 - Active Transport CS19 - Public Transport CS20 - Parking Servicing and Delivery	DM T1 - Support for Sustainable Transport and Active Travel DM T2 - Transport Impacts of Development DM T3 - Car Parking and Servicing Standards DM T4 - Transport Infrastructure DM T5 - Access to the Road Network DM EP2 - Reducing and Mitigating Noise DM EP4 - Pollutants Transport Proposals - 01TN, 22TN and 18TN
CS2 - Mitcham Sub Area CS8 - Housing Choice CS9 - Housing Provision CS14 - Design	
CS11 - Infrastructure CS13 - Open Space, Nature Conservation, Leisure and Culture	DM O1 - Open Space DM O2 - Nature Conservation and Leisure DM C1 - Community Facilities DM C2 - Education for Children and Young People

Estates Local Plan	London Plan
<p><b>EP E6 Environmental Protection</b></p>	<p>5.1 - Climate Change Mitigation                      5.2 - Minimising Carbon Dioxide Emissions                      5.3 - Sustainable Design and Construction                      5.6 - Decentralised Energy in Development Proposals                      5.7 - Renewable Energy                      5.9 - Overheating and Cooling                      5.11- Green Roofs and Development Site Environs                      5.12 - Flood Risk Management                      5.13 - Sustainable Drainage                      5.14 - Water Quality and Wastewater Infrastructure                      5.15 - Water Use and Supplies                      5.18 - Construction, Excavation and Demolition Waste                      5.21 - Land Contamination                      7.14 - Improving Air Quality                      7.15 - Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes                      Sustainable Design and Construction SPG (2014)</p>
<p><b>EP E7 Landscape</b></p>	<p>5.10 - Urban Greening Policy                      7.5 - Public Realm                      7.8 - Heritage Assets and Archaeology</p>
<p><b>EP E8 Building Heights</b></p>	<p>7.1 - Lifetime Neighbourhoods                      7.2 - An Inclusive Environment                      7.3 - Designing Out Crime                      7.6 - Architecture                      7.7 - Location and Design of Tall and Large Development                      7.8 - Heritage Assets and Archaeology                      7.13 - Safety, Security and Resilience to Emergency                      London Plan Table 3.2 Density and Table 3.3 Housing Standards Interim London Housing Design Guide (2010)                      Housing SPG (2016)</p>

Core Planning Strategy	Sites and Policies Plan
<p>CS11 - Infrastructure Policy            CS15 - Climate Change            CS16 - Flood Risk Management            CS17 - Waste Management</p>	<p>DM EP1 - Opportunities for Decentralised Energy Networks            DM H4 - Demolition and Redevelopment of a Single Dwelling House            DM F1 - Support for Flood Risk Management            DM F2 - Sustainable Urban Drainage Systems (SUDS) and Wastewater and Water Infrastructure            DM EP2 - Reducing Mitigating Against Noise            DM EP3 - Allowable Solutions            DM EP4 - Pollutants (Air, Land, Contamination, Water)</p>
<p>CS14 - Design</p>	<p>DM D1 - Urban Design and Public Realm            DM D2 - Design Considerations in All Developments            DM D3 - Alterations to Existing Buildings            DM D4 - Managing Heritage Assets            DM D7 - Shop Front Design and Signage</p>



Estates Local Plan	London Plan
<b>High Path General</b>	2.6 - Outer London Vision and Strategy 2.13 - Opportunity Areas and Intensification Areas. Town Centres (SPG 2014) South Wimbledon/ Colliers Wood designated in London Plan as an AFI
<b>EP H1 Townscape</b>	3.5 - Quality and Design of Housing Developments 3.7 - Large Residential Developments
<b>EP H2 Street Network</b>	6.9 - Cycling 6.10 - Walking 6.12 - Road Network 6.13 - Parking
<b>EP H3 Movement and Access</b>	2.8 - Outer London: Transport 6.3 - Assessing Effects of Development on Transport Capacity 6.9 - Cycling 6.10 - Walking 6.13 - Parking 6.12 - Road Network Capacity 7.15 - Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Soundscapes
<b>EP H4 Land Use</b>	3.3 - Increasing Housing Supply 3.4 - Optimising Housing Potential 3.5 - Quality and Design of Housing Developments 3.7 - Large Residential Developments 3.8 - Housing Choice 3.10 - Definition of Affordable Housing 3.11 - Affordable Housing Targets 3.12 - Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes 3.13 - Affordable Housing Thresholds 3.14 - Existing Housing 3.15 - Coordination of Housing Development and Investment Housing SPG (2016) Affordable Housing and Viability (2016) Character and Context SPG (2014)
<b>EP H5 Open Space</b>	3.2 - Improving Health and Addressing Health Inequalities 3.6 - Children and Young Peoples Plan and Informal Recreation Facilities 3.9 - Mixed and Balanced Communities 3.16 - Protection and Enhancement of Social Infrastructure 3.17 - Health and Social Care Facilities 3.18 - Educational Facilities 3.19 - Sports Facilities 5.10 - Urban Greening Policy 7.17 - Metropolitan Open Land 7.18 - Protecting Open Space and Addressing Deficiency 7.19 - Biodiversity and Access to Nature Shaping Neighbourhoods: Play and Informal Recreation SPG (2012)

Core Planning Strategy	Sites and Policies Plan
CS1 - Colliers Wood / South Wimbledon Sub Area	
CS1 - Colliers Wood / South Wimbledon Sub Area	
CS18 - Active Transport CS19 - Public Transport CS20 - Parking Servicing and Delivery	DM T1 - Support for Sustainable Transport and Active Travel DM T2 - Transport Impacts of Development DM T3 - Car Parking and Servicing Standards DM T4 - Transport Infrastructure DM T5 - Access to the Road Network DM EP2 - Reducing and Mitigating Noise DM EP4 - Pollutants Transport Proposals - 01TN, 22TN and 18TN
CS2 - Mitcham Sub Area CS8 - Housing Choice CS9 - Housing Provision CS14 - Design	
CS11 - Infrastructure Policies CS13 - Open Space, Nature Conservation, Leisure and Culture	DM O1 - Open Space DM O2 - Nature Conservation and Leisure DM C1 - Community Facilities DM C2 - Education for Children and Young People

Estates Local Plan	London Plan
<p><b>EP H6 Environmental Protection</b></p>	<p>5.1 - Climate Change Mitigation                      5.2 - Minimising Carbon Dioxide Emissions                      5.3 - Sustainable Design and Construction                      5.6 - Decentralised Energy in Development Proposals                      5.7 - Renewable Energy                      5.9 - Overheating and Cooling                      5.11 - Green Roofs and Development Site Environs                      5.12 - Flood Risk Management                      5.13 - Sustainable Drainage                      5.14 - Water Quality and Wastewater Infrastructure                      5.15 - Water Use and Supplies                      5.18 - Construction, Excavation and Demolition Waste                      5.21 - Land Contamination                      7.14 - Improving Air Quality                      7.15 - Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes                      Sustainable Design and Construction SPG (2014)</p>
<p><b>EP H7 Landscape</b></p>	<p>5.10 - Urban Greening Policy                      7.5 - Public Realm                      7.8 - Heritage Assets and Archaeology</p>
<p><b>EP H8 Building Heights</b></p>	<p>7.1 - Lifetime Neighbourhoods                      7.2 - An Inclusive Environment                      7.3 - Designing Out Crime                      7.6 - Architecture                      7.7 - Location and Design of Tall and Large Development                      7.8 - Heritage Assets and Archaeology                      7.13 - Safety, Security and Resilience to Emergency.                      London Plan Table 3.2 Density and Table 3.3 Housing Standards Interim London Housing Design Guide (2010)                      Housing SPG (2016)</p>



Core Planning Strategy	Sites and Policies Plan
<p>CS11 - Infrastructure Policy            CS15 - Climate Change            CS16 - Flood Risk Management            CS17 - Waste Management</p>	<p>DM EP1 - Opportunities for Decentralised Energy Networks            DM EP2 - Reducing and Mitigating Noise            DM EP3 - Allowable Solutions            DM EP4 - Pollutants (Air, Land, Contamination, Water)            DM H4 - Demolition and Redevelopment of a Single Dwelling House            DM F1 - Support for Flood Risk Management            DM F2 - Sustainable Urban Drainage Systems (SUDS) and Wastewater and Water Infrastructure</p>
<p>CS14 - Design</p>	<p>DM D1 - Urban Design and Public Realm            DM D2 - Design Considerations in All Developments            DM D3 - Alterations to Existing Buildings            DM D4 - Managing Heritage Assets            DM D7 - Shop Front Design and Signage</p>

Estates Local Plan	London Plan
<b>Ravensbury General</b>	
<b>EP R1 Townscape</b>	3.5 - Quality and Design of Housing Developments 3.7 - Large Residential Developments
<b>EP R2 Street Network</b>	6.9 - Cycling 6.10 - Walking 6.12 - Road Network 6.13 - Parking
<b>EP R3 Movement and Access</b>	2.8 - Outer London: Transport 6.3 - Assessing Effects of Development on Transport Capacity 6.9 - Cycling 6.10 - Walking 6.12 - Road Network Capacity 6.13 - Parking 7.15 - Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Soundscapes
<b>EP R4 Land Use</b>	3.3 - Increasing Housing Supply 3.4 - Optimising Housing Potential 3.5 - Quality and Design of Housing Developments 3.7 - Large Residential Developments 3.8 - Housing Choice 3.10 - Definition of Affordable Housing 3.11 - Affordable Housing Targets 3.12 - Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes 3.13 - Affordable Housing Thresholds 3.14 - Existing Housing 3.15 - Coordination of Housing Development and Investment Housing SPG (2016) Affordable Housing and Viability (2016) Character and Context SPG (2014)
<b>EP R5 Open Space</b>	3.2 - Improving Health and Addressing Health Inequalities 3.6 - Children and Young Peoples Plan and Informal Recreation Facilities 3.9 - Mixed and Balanced Communities 3.16 - Protection and Enhancement of Social Infrastructure 3.17 - Health and Social Care Facilities 3.18 - Educational Facilities 3.19 - Sports Facilities 5.10 - Urban Greening Policy 7.17 - Metropolitan Open Land 7.18 - Protecting Open Space and Addressing Deficiency 7.19 - Biodiversity and Access to Nature. Shaping Neighbourhoods: Play and Informal Recreation SPG (2012)

Core Planning Strategy	Sites and Policies Plan
CS3 - Morden Sub Area	
	DM T1 - Support for Sustainable Transport and Active Travel DM T2 - Transport Impacts of Development DM T3 - Car Parking and Servicing Standards DM T4 - Transport Infrastructure DM T5 - Access to the Road Network DM EP2 - Reducing and Mitigating Noise DM EP4 - Pollutants Transport Proposals - 01TN, 22TN and 18TN
CS3 - Morden Sub Area	DM D3 - Alterations To Extensions To Existing Buildings
CS11 - Infrastructure Policies CS13 - Open Space, Nature Conservation, Leisure and Culture	DM O1 - Open Space DM O2 - Nature Conservation and Leisure DM C1 - Community Facilities DM C2 - Education for Children and Young People



<u>Estates Local Plan</u>	<u>London Plan</u>
<b>EP R6 Environmental Protection</b>	5.1 - Climate Change Mitigation 5.2 - Minimising Carbon Dioxide Emissions 5.3 - Sustainable Design and Construction 5.6 - Decentralised Energy in Development Proposals 5.7 - Renewable Energy 5.9 - Overheating and Cooling 5.11 - Green Roofs and Development Site Environs 5.12 - Flood Risk Management 5.13 - Sustainable Drainage 5.14 - Water Quality and Wastewater Infrastructure 5.15 - Water Use and Supplies 5.18 - Construction, Excavation and Demolition Waste 5.21 - Land Contamination 7.14 - Improving Air Quality 7.15 - Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes Sustainable Design and Construction SPG (2014)
<b>EP R7 Landscape</b>	5.10 - Urban Greening Policy 7.5 - Public Realm 7.8 - Heritage Assets and Archaeology
<b>EP R8 Building Heights</b>	7.1 - Lifetime Neighbourhoods 7.2 - An Inclusive Environment 7.3 - Designing Out Crime 7.6 - Architecture 7.7 - Location and Design of Tall and Large Development 7.8 - Heritage Assets and Archaeology 7.13 - Safety, Security and Resilience to Emergency London Plan Table 3.2 Density and Table 3.3 Housing Standards, Interim London Housing Design Guide (2010) Housing SPG (2016)

<u>Core Planning Strategy</u>	<u>Sites and Policies Plan</u>
<p>CS11 - Infrastructure Policy            CS15 - Climate Change            CS16 - Flood Risk Management            CS17 - Waste Management</p>	<p>DM - EP1 Opportunities for Decentralised Energy Networks            DM - EP2 - Reducing and Mitigating Noise            DM - EP3 Allowable Solutions            DM - EP4 - Pollutants (Air, Land, Contamination, Water)            DM - H4 Demolition and Redevelopment of a Single Dwelling House            DM - F1 Support for Flood Risk Management            DM - F2 Sustainable Urban Drainage Systems (SUDS) and Wastewater and Water Infrastructure</p>
<p>CS14 - Design</p>	<p>DM D1 - Urban Design and Public Realm            DM D2 - Design Considerations in All Developments            DM D3 - Alterations to Existing Buildings            DM D4 - Managing Heritage Assets            DM D7 - Shop Front Design and Signage</p>

# Glossary







Three Kings Pond, Mitcham

## Glossary

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

### Active design

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

### Active frontage

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

### Alluvium

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

### 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.

### 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.

### 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.

### 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.

### 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.

### 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.

### 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.

### 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.

### Density

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

### Disparate

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

### District heating network

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

### Dual-aspect

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

### Enclave

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

### 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.



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### 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.

### 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.

### 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.

### Infrastructure

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

### In-situ

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

### 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.

### 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.

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### 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.

### 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.

### 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 (designated)

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.

### 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.

### 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.

### 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.



### 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.

### 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.

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### 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 - Commonsides West - Western Road route (A236) and London Road north of Mitcham (A217).

### Suburban

Areas with predominantly lower density development such as detached and semi-detached houses, predominantly residential, small building footprints and typically buildings of two or three storeys.

### 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 with predominantly dense development such as terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes.

### Urban fabric (urban form)

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

### 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.



## Further contacts

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