

Conservation Area Management Plan



13.0 Introduction

Having identified the conservation area's special architectural and historic interest that justified the area's original designation, the Council now needs to consider how the area will be looked after in the future and to identify opportunities for improvements to parts of the conservation area that may detract from it's special character. This management plan will ensure that future decision making is coordinated with the common purpose of enhancing the quality of the area.

Change is inevitable within the conservation area and the following policies are intended to manage the change in a way that does not lose sight of the special qualities of the conservation area.

The management plan is divided into three sections, Environmental Improvements, Management Policies and Action Plan



14.0 Specific Environmental Improvements

Although the conservation area is generally of high quality, there are a number of areas where either redevelopment or works to the public realm, would be of significant benefit to the character of the conservation area. The following identified improvements will be promoted by the Council and are illustrated on the relevant character area appraisal plan.

ENV 1: Chapel Orchard, Hall Place, Worsfold House

The Council will support proposals that can deliver the creative redevelopment of these sites. Schemes for redevelopment that build on the surrounding quality of the conservation area and create new, high quality contemporary developments will be encouraged.

The architectural quality of these buildings as well as the public realm that surrounds them, has a detrimental impact on the character of the conservation area. Their redevelopment would be supported to achieve a high quality of built form that would make a positive contribution towards the character of the conservation area.

In addition, the public realm around these buildings is in need of improvement. There is a need to rationalise the parking within these areas and to improve the boundary treatments adjacent to London Road. Uncontrolled parking is intrusive in the street scene, especially at the two entrances onto Church Road where parked cars narrow the access. Parking occurs on the grassed areas, damaging the landscape as well as the kerbs. Boundary fencing in this area is of poor quality and the area would be greatly improved by replacing it with railings. In addition, the trees in this area make a significant contribution to the character of Church Road. They should be maintained to ensure their future protection.

ENV 2: Site corner of Church Path and Church Road and open land adj. Hollowfield Way

Refurbish existing building or redevelop site to create a high quality gateway to the conservation area that complements the adjacent Parish Church. Implement public realm improvements on the open space adjacent to Hollowfield Way.

This Important corner site lies at the gateway to the conservation area. As part of this appraisal, it is proposed that it, along with the open space to the west of it, is incorporated within the conservation area. There is potential for improvement or redevelopment to create a more appropriate gateway building.

The open space adjacent to Hollowfield Way is in need of upgrading to create an attractive entrance to the conservation area, particularly at it's junction with Church Road.



Former clinic, junction of Church Road and Church Path

ENV 3: Church Road Cemetery

A number of memorials are in need of repair or renovation. Broken stonework should be removed.

Many of the listed memorials are in need of restoration. Some work has been carried out but there is need for further intervention in order to improve the quality of this important open space. The site is currently identified on English Heritage, Heritage at Risk Register.

ENV 4: Rationalise traffic flows around the Lower Green

Traffic flows around the lower green should be reduced to allow better pedestrian links between the green and the buildings that surround it. Proposals to reroute northbound traffic along London Road should be investigated.

Northbound traffic from London Road around the Lower Green has a detrimental impact on the character of the green. Pedestrian movement across and around the green is restricted and the connection between the green and its surrounding properties is lost. Removing northbound traffic from London Road would begin to restore the original sense of tranquility and connection with the open space, particularly for those properties on the southern side of Lower Green West. The Lower Green contains some of the finest buildings in the conservation area as well as the war memorial and improvements to the public realm associated with these changes all around the green would help to restore the significance of these buildings and structures in the townscape.

ENV 5: Junction of Cricket Green and London Road adj. to the Burn Bullock

Rationalise street furniture and signage, including removal of guard railing, to improve the public realm at this key location within the conservation area.

The public realm around this junction is dominated by signage, guardrailing and traffic. The Burn Bullock is one of the most significant buildings within the conservation area and there are other listed buildings on the western side of London Road overlooking the junction. It is at this junction that the first views of the wide expanses of the cricket greens are glimpsed from London Road. There is scope to rationalise the street furniture in this area with a view to restoring this junction as one of the key gateways to the conservation area.

ENV 6: Finish railing and remove posts - Cricket Green

The project to upgrade boundaries around the Cricket Green should be completed, removing existing posts and erecting new fencing to complete boundary treatment.

In order to create a consistent boundary around the Cricket Green the boundary is in need of rationalisation.

ENV 7: Canons and Projects

A masterplan should be developed for the Canons House and grounds with a view to realising its full cultural and heritage potential.

A masterplan is required which will form the basis of a bid to the HLF. A steering group will be set up to formulate the plan and to guide and implement the individual projects. The steering group will contain representatives from stakeholders to guide the following potential projects. Refurbishment of Canons House for cultural uses, restoration of carp pond, walled garden and obelisk.



ENV 8: King George VI Avenue

Restrict parking along King George VI Avenue, to reinstate it's value as a landscape feature and replace the steel rails on it's northern side with a more appropriate boundary treatment.

At present, the parked cars that line King George VI Avenue have a detrimental impact on the character of Cranmer Green. The semi rural character of the green is harmed by the visual intrusion of the parked cars and their associated signage. The northern side of the avenue is currently edged with an inappropriate steel rail which should be replaced with a low timber post and rail to match that on the southern side.

ENV 9: Roundabout at junction of Commonside East and Three Kings Road

Improve the visual appearance of the roundabout to create an attractive feature that reinforces the distinctiveness of this part of the conservation area.

The existing roundabout is featureless and dominated by signage, and as such has a negative impact on the character of this part of the conservation area. There is the potential in this location to create a focal point that complements the adjacent pond and highlights the quality and significance of the area. Improvements could involve hard and soft landscape, public art reinforcing the significance of the area and alternative signage.



ENV 10: Athletics Track

Provide interpretation material in order to publicise the historical significance of the athletics track.

The historic athletics track is currently undervalued. Its significance is not immediately obvious and there is a need to ensure that it is maintained and interpreted.

ENV 11: Reinstatement of grass verge in Mitcham Park

The grass verges in Mitcham Park should be reinstated in order to restore the original landscaped character of the road.

The loss of the grass verges in Mitcham Park has had a significant detrimental impact on the character of this part of the conservation area. The reinstatement of these verges would complement the existing tree planting and reinforce the relationship between the houses and their landscaped setting. In addition, the landscaped areas will provide soakaways for flash flooding or heavy downpours.



ENV 12: Interpretation of the remaining sections of the original route of the Surrey Iron Railway

Visible remains of the original route of the Surrey Iron Railway should be revealed and interpretation material provided to illustrate its significance.

Although this location is just outside the conservation area boundaries and its physical remains do not merit conservation area status, the original route of the railway is of historic interest and would merit interpretation.

The Surrey Iron Railway has been described as the world's oldest railway. Opened in 1803, it ran originally from Wandsworth to Croydon via Mitcham and was extended to Merstham in 1805 by the Croydon, Mertham and Godstone Iron Railway Company. The CM&G Iron Railway Company was closed in 1838, with part of the line of the route being used for the London to Brighton line. The Wandsworth to Croydon stretch remained open until 1846, the Wimbledon and Croydon Railway later using part of this route in 1855. The line was basically a turnpike with rails, which anybody could pay to use with freight. The carriages were horse drawn and had plain wheels, with the track being flanged on stone sleepers.

ENV 13: Rationalise signage on Mitcham Garden Village Green

Existing signage at the entrance of the green should be rationalised to minimise its impact on views into the village.

The existing signage at the entrance to the green is located at the key viewpoint into the Village. It is visually intrusive within the village setting and opportunities should be explored to reduce the amount of signage or relocate it to a less prominent position.



15.0 Area wide Management Proposals

The following proposals cover the key aspects of the future management of the conservation area. It is the Council's intention to work with partners where appropriate, to promote and implement the following proposals over the entire conservation area.

MP 1: New Development

The Council will encourage the redevelopment of sites or buildings within the area which fail to enhance the character or appearance of the conservation area and ensure that new development enhances its surroundings and reinforces the special characteristics of the conservation area.

New development within the conservation area can have a positive impact on its surroundings, by replacing existing buildings that make a negative contribution to the area. The redevelopment of buildings in the conservation area that fail to make a positive contribution to the area's character, should be seen as an opportunity to enhance the site itself as well as its surrounding context. Opportunities should be taken to reinstate the historic street pattern or layout where this has been lost and to relate creatively to the special characteristics of the area both in detailed design as well as layout. Traffic management and public realm proposals should be design led where possible, taking into account the character of the surrounding area.

Opportunities should be taken to explore the surrounding context with a view to preserving or recreating pedestrian routes in and around the area. Existing views should be considered as well as opportunities to create new views and vistas.

Where the appearance of a site is detrimental to its surroundings, consideration should be given to serving a S215 notice requiring the proper maintenance of the property or land.

MP 2: Preservation of Architectural Detailing of buildings and structures within their curtilage

The special qualities of all key unlisted buildings and their surroundings should be protected by means of an Article 4 Direction.

Small changes such as replacement of front doors and windows, infilling of porches, change of roof covering and removal of front boundaries etc. can cumulatively erode the area's special character. When resources become available, it is the Council's intention to make an Article 4 Direction that removes permitted development rights for these works in order to ensure that these aspects, which can have such a significant impact on the area's character, are brought under control.

MP 3: Buildings at risk

Buildings that are vulnerable or currently at risk within the conservation area should be identified and measures put in place to ensure their preservation.

The majority of buildings within the conservation area are in good condition, however, when a building or structure is poorly maintained important historic features that contribute to the character of the conservation area can be lost.

St. Peter and St. Paul's Churchyard is included on English Heritage's list of Buildings at Risk. Some repairs to the listed memorials have taken place, however, not all works have been completed. In addition, the locally listed Bull Public House at 32 Church Road is in a state of disrepair which is having a negative impact on the character of the conservation area.

Consideration may be given to the serving of Section 215 notices on unlisted buildings in poor repair where their condition is considered to affect the amenity of the conservation area.

MP 4: Incorporating energy efficiency measures

The special characteristics of the conservation area should be taken into account when considering the installation of renewable energy systems. Advice on energy efficiency for older buildings should be added to the Council's supplementary planning guidance on design.

A rising expectation for micro generation can have a significant affect on the appearance of areas that are of historic significance. English Heritage has anticipated this by publishing guidance and setting up a specific website www.climatechangeandyourhome.org.uk which contains advice on energy efficiency and historic buildings. The use of inappropriate measures can cause irreparable long term structural damage as well as having a harmful impact on the historic character of the conservation area.

MP 5: Quality of the public realm

The overall aim when considering any new works to the public realm within the conservation area is to ensure that the quality of the historic buildings and spaces is reflected in the simple and dignified design of the public realm that surrounds them.

The quality of the public realm plays a significant part in defining the character of the conservation area and the Council's Street scene design guide highlights the Council's commitment to improving the quality of the borough's public realm. It's overall focus is on creating an uncluttered, simple and robust public environment.

Within the conservation area the focus should be on reinstating traditional 600mm wide paving modules and using resin bound gravel for pedestrian areas associated with the greens. Grass verges should be reinstated where these have been lost or damaged (for example in Merton

Park) and existing features such as granite kerbs, historic street lamps or railings should always be retained, and reinstated if possible where they have been lost. Larger historic elements within the street such as horse troughs and monuments are an intrinsic part of the historic fabric of the area and should be regularly inspected and maintained.

Areas of significant open space, as identified on the Area Appraisal plans for the character areas, should be maintained and protected. They are intrinsic to the established character of the area and they should be maintained and enhanced where necessary.

In some parts of the conservation area street furniture is uncoordinated, particularly around Three Kings Pond, Mitcham park around the entrance to Peter and Paul Primary School and at the junction of London Road and Cricket Green adjacent to the Burn Bullock. Street audits should be carried out in these areas with a view to removing unnecessary signage and coordinating the design of the remaining street furniture. Throughout the conservation area, opportunities should be explored for removing or minimising the amount of guard railing.

Generally street signage and road markings should be kept to a minimum and where yellow lines are present, these should be no more than 50mm wide and of a pale yellow colour.

Opportunities for public art within the conservation area should be explored with a view to reinforcing the distinctive character of the area. One possible location for public art is in the vicinity of the roundabout at the junction of Commonsides East and Three Kings Road.

Careful consideration should be given to ensuring that hard surfaces are designed to be as porous as possible to enable surface water to drain away.

English Heritage's publication *Streets for All*, A guide to the management of London's Streets (2000), gives more specific public realm guidance relating to conservation areas.

MP 6: Tree Management

All significant trees within the public realm should be identified and priorities agreed and resources sought for their maintenance, remedial works or succession planting.

The existing mature trees within the conservation area around the greens are a key component of the conservation area and make a vital contribution to its special character. The loss of trees and hedgerows is an issue in the area. Existing and replacement trees should be protected.

The preparation of a Tree Management Strategy could be undertaken as a partnership between local groups and the Council and would help to give a better understanding of issues that are likely to arise in the future regarding the condition of the trees.

MP 7: Traffic Management review

Traffic control measures should be reviewed, with a view to improving pedestrian movement around the conservation area and between the greens ensuring that the historic character of the area as defined in the character appraisal is not harmed by traffic and its associated signage and street furniture.

The Strategy should be based on a full tree survey, which identifies prevalent tree species. This understanding will then inform suitable forward planning for maintenance, succession planting and further development of the tree stock. Trees, which may need tree surgery, those whose roots have disrupted the pavements, and where branches obstruct pedestrians, should be noted and remedial action programmed.

The conservation area currently suffers from a loss of connection across the greens. The open spaces are divided by traffic, and pedestrian access across the greens and between the open space and the buildings that surround them, is currently difficult and dangerous. A review of traffic control measures in the area will need to focus on improving the environment for pedestrians and reducing traffic related clutter.

The northern side of the Cricket Green has benefitted significantly from traffic management measures and there is now the opportunity to review traffic movements around Lower Green West, with a view to enhancing the pedestrian experience in this area and giving greater access to the Lower Green (see ENV3).

There are a number of locations within the conservation area where traffic related signage and street furniture such as guard railing have a detrimental impact on the character of the conservation area e.g. at the junction of London Road and Cricket Green. These areas are referred to in the section dealing with specific environmental improvements and are illustrated on the Character Area analysis plans.

MP 8: Paths and alleyways

The network of lanes and footpaths in the area should be maintained and preserved and where appropriate enhanced, to ensure that the historic routes and connections are protected.

The paths and alleys within the conservation area are a key historic characteristic of the area that combine to create permeability across the neighbourhood. They need to be pleasant to use and well maintained to ensure that they are retained as well used, safe routes throughout the area

16.0 The Action Plan

This Action Plan demonstrates how the specific environmental improvements and area wide management proposals within the management plan might be achieved in the short (up to 1 year), medium (up to 3 years) and long (over 3 years) term or ongoing. The Council's Heritage and Design Working Group will be a consultee in the development of the following improvements.

Specific environmental improvements

Proposal: ENV 1 - Chapel Orchard, Hall Place, Worsfold House

Action: Work with partners to achieve proposals that deliver the creative redevelopment of these sites in a way that enhances this part of the conservation area.

Responsibility: Development control/ urban design/ conservation

Timescale: Medium to long term

Proposal: ENV 2 - Site corner of Church Path and Church Road and open land adj. Hallowfield Way

Action: Encourage the imaginative improvement of this site and ensure that public realm improvements are designed to recognise the significance of this part of the conservation area.

Responsibility: Conservation/ highways/ development control

Timescale: Short term

Proposal: ENV 3 - Church Road Cemetery

Action: Further repairs to listed monuments are required. Proposal needs to be formulated and funding sought.

Responsibility: Conservation / Church / Local Groups

Timescale: Medium to long term

Proposal: ENV 4 - Rationalise traffic flows around the Lower Green

Action: Work with Highways to explore opportunities for re routing northbound traffic and to create more crossing opportunities

Responsibility: Conservation/highways

Timescale: Short to medium term

Proposal: ENV 5 - Junction of Cricket Green and London Road adj. to the Burn Bullock

Action: Carry out audit of site with a view to removing unnecessary items of street furniture and signage and identifying any possible public realm improvements

Responsibility: Conservation /highways

Timescale: Short to medium term

Proposal: ENV 6 - Finish railing and remove posts - Cricket Green

Action: Complete project to finish the installation of railings around the Cricket Green including the removal of existing posts. Explore funding options.

Responsibility: Conservation / Highways

Timescale: Medium to long term

Proposal: ENV 7 - Canons & Projects

Action: Prepare masterplan for the Canons and its surrounding parkland including the Dovecote, carp pond, walled garden, athletics track and surrounding buildings and monuments. Submit HLF bid to realise the full heritage and cultural potential of the complex. Implement masterplan projects.

Responsibility: Conservation / Development Control / Local Partners

Timescale: Short to medium term

Proposal: ENV 8 - King George VI Avenue

Action: Implement parking restrictions and seek S106 funding to replace railing on northern boundary of road

Responsibility: Conservation / Highways

Timescale: Short to medium term

Proposal: ENV 9 - Roundabout at junction of Commonside East and Three Kings Road

Action: Explore possibilities for upgrading the appearance of the roundabout with a view to reinforcing the distinctiveness of the conservation area possibly incorporating public art

Responsibility: Conservation / Highways

Timescale: Medium to long term

Proposal: ENV 10 - Athletics track

Action: Provide interpretation panel for athletics track as part of Canons masterplan for HLF funding

Responsibility: Conservation / Local Partners

Timescale: Short to medium term

Proposal: ENV 11 - Reinstatement of grass verges in Mitcham Park

Action: Investigate reasons for removal of original verges and seek funding for their reinstatement

Responsibility: Conservation/ highways

Timescale: Short to medium term

Proposal: ENV 12 – Interpretation of the remaining sections of the original route of the Surrey Iron Railway
Action: Work with partners to investigate the most effective way of interpreting the historic route of the Surrey Iron Railway
Responsibility: conservation/ libraries and heritage/ highways
Timescale: Medium to long term

Proposal: ENV 13 – Rationalise signage on Mitcham Garden Village Green
Action: Work with highways to investigate options for improving the visual appearance of the entrance to the green by removing or relocating signage
Responsibility: Conservation/ highways
Timescale: Short

Area wide management proposals

Proposal: MP 1 – New development

Action: Work alongside development control, including at pre application stage, to develop high quality proposals for new development that complement and enhance the conservation area

Responsibility: Development control/ conservation/ urban design

Timescale: Ongoing

Proposal: MP 2 – Preservation of Architectural Detailing of buildings and structures within their curtilage

Action: Make Article 4 Direction to control works that would otherwise have a detrimental impact on the character of the area

Responsibility: Conservation

Timescale: Medium term

Proposal: MP 3 – Buildings at risk

Action: Assess the current condition of the tombs within the churchyard of St. Peter and St. Paul's and seek additional funding from English Heritage if further restoration is required. Investigate ownership of 32 Church Road and explore the possibility of serving a 215 notice to improve the appearance of the site

Responsibility: Conservation/ enforcement/ English heritage

Timescale: Short to medium term

Proposal: MP 4 – Incorporating energy efficiency measures

Action: Include specific guidance in relation to energy efficiency within conservation areas in revised design SPD

Responsibility: Urban design/ conservation

Timescale: Medium term

Proposal: MP 5 – Quality of the public realm

Action: Work with highways to ensure that all works in the public realm are sensitively designed and respect the principles set out in MP 5

Responsibility: Highways/ conservation

Timescale: Ongoing

Proposal: MP 6 – Tree management

Action: In association with partners, carry out tree surveys within the conservation area in order to identify future issues and agree priorities

Responsibility: Community/ tree officer/ conservation

Timescale: Medium to long term

Proposal: MP 7 – Traffic management review
Action: Review traffic control measures with highways to ascertain potential improvements
Responsibility: Conservation/ highways
Timescale: Medium term

Proposal: MP 8 – Paths and alleyways
Action: Review paths and alleyways within the conservation area and propose measures for their ongoing maintenance
Responsibility: Conservation / Highways
Timescale: Medium to long term

References

London Borough of Merton:	Streetscene Design Guide (2010)
English Heritage: Streets (2000)	Streets for All, A guide to the management of London's
English Heritage:	Guidance on Conservation Area appraisals – 2005
English Heritage:	Guidance on Management Proposals for Conservation Areas – 2005
HMSO:	PPS 5 – Planning for the Historic Environment – 2010

Notes

Notes

Request for document translation

Mitcham Cricket Green Conservation Area : Appraisal and Management Plan

If you need any part of this document explained in your language, please tick box and contact us either by writing or by phone using our contact details below.

- ☐ **Albanian** Nëse ju nevojitet ndonjë pjesë e këtij dokumenti e shpjeguar në gjuhën amtare ju lutemi shenojeni kutinë dhe na kontaktoni duke na shkruar ose telefononi duke përdorur detajet e mëposhtme.
- ☐ **Bengali** এই ডকুমেন্টের কোনো অংশ আপনার নিজ ভাষায় বুঝতে চাইলে, দয়া করে বাক্সটিতে (বক্সে) টিক চিহ্ন দিন এবং চিঠি লিখে বা ফোন করে আমাদের সাথে যোগাযোগ করুন। নিচে যোগাযোগের বিবরণ দেওয়া হয়েছে।
- ☐ **French** Si vous avez besoin que l'on vous explique une partie de ce document dans votre langue, cochez la case et contactez-nous par courrier ou par téléphone à nos coordonnées figurant ci-dessous.
- ☐ **Korean** 만일 본 서류의 어떤 부분이라도 귀하의 모국어로 설명된것이 필요하다면, 상자속에 표시를하고 우리에게 전화나 서신으로 연락하십시오.
- ☐ **Polish** Aby otrzymać część tego dokumentu w polskiej wersji językowej proszę zaznaczyć kwadrat i skontaktować się z nami drogą pisemną lub telefoniczną pod poniżej podanym adresem lub numerem telefonu.
- ☐ **Portuguese** Caso você necessite qualquer parte deste documento explicada em seu idioma, favor assinalar a quadrícula respectiva e contatar-nos por escrito ou por telefone usando as informações para contato aqui fornecidas.
- ☐ **Somali** Haddii aad u baahan tahay in qayb dukumeentigan ka mid ah laguugu sharxo luqaddaada, fadlan sax ku calaamadee sanduuga oo nagula soo xiriir warqad ama telefoon adigoo isticmaalaya macluumaadka halkan hoose ku yaalla.
- ☐ **Spanish** Si desea que alguna parte de este documento se traduzca en su idioma, le rogamos marque la casilla correspondiente y que nos contacte bien por escrito o telefónicamente utilizando nuestra información de contacto que encontrará más abajo.
- ☐ **Tamil** இந்தப் பத்திரத்தின் எந்தப் பகுதியும் உங்களின் மொழியில் விளக்கப்படுவது உங்களுக்கு வேண்டுமானால், தயவுசெய்து பெட்டியில் அடையாளமிட்டு, கீழுள்ள எங்களின் விபரங்களைப் பயன்படுத்தி எழுத்துமூலமாக அல்லது தொலைபேசி மூலமாக எங்களைத் தொடர்பு கொள்ளவும்.
- ☐ **Urdu** اگر آپ اس دستاویز کے کسی حصے کا ترجمہ اپنی زبان میں حاصل کرنا چاہتے ہیں تو دئیے 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۔

☐ Large print

☐ Braille

☐ Audiotape

Your contact:

Name.....

Address.....

.....

.....

Telephone.....

Future Merton
Environment and Regeneration
London Borough of Merton
Merton Civic Centre
London Road
Morden SM4 5DX