



**B**

## **EXISTING CHARACTER**

**What is Merton's character?**

## B EXISTING CHARACTER

### B.1 WHAT IS MERTON'S CHARACTER?

#### Merton's past has shaped its character

The character of Merton can be understood by exploring its history - why and how settlements started here and the ongoing story of its evolution.

Merton has a long and interesting past, with evidence of an Iron Age camp at Wimbledon Common, Roman remains, and the establishment of Merton Priory in the 12th century. Early maps show a handful of small settlements spread across the borough, mostly Anglo-Saxon in origin, formed by the natural landscape and ancient routes. Merton was focused along a key trade route - Stane Street, and Merton Abbey and its industry grew up close to the river Wandle at the junction with the ancient road. Upper and Lower Mitcham formed on low-lying plains by the river, and were centred on two village greens. Wimbledon, conversely, grew at the top of the hill where Wimbledon Village is today - its focus has since moved to around the station.

These settlements endured into the 18th century accompanied by new industrial activities which were initially focused along the Wandle. By the turn of the 19th century, Merton was very much still part of Surrey, divided into four ancient parishes - Merton, Morden, Wimbledon and Mitcham. The area was a rural retreat and desirable to London's gentry seeking solace from the plague-ridden city. Merton was set apart from London, but connected to it with routes into the city centre. Today, Merton's early beginnings can be seen in its churches, like St. Mary's in Merton Park, as well as large manor houses set within historic gardens, like Morden Hall House and Morden Park. Small workers housing and lodges fronting onto village greens like at Mitcham give another glimpse back in time to Merton's early days.

By 1890, the railways had reached Merton. The plan opposite shows a clear pattern of development around the stations, especially around Wimbledon. You also see the beginnings of Merton Park, which developed based on early garden suburb principles. In the 19th century you see the emergence of small



1830 plan showing key centres    Map of London in 1922 (Bartholomew)



River Wandle at Mitcham ©Merton Council



Wandle on Merton High St in 1920  
©Merton Council

pockets of Victorian terraced housing and larger grids of Late Victorian houses built in long terraces, like the Apostle Roads at Raynes Park. Grander detached houses on large plots adorned the streets around Wimbledon. The railways were a catalyst for industrial growth, and brought the development of industry around Mitcham and Morden, which saw a boom in craft and textile manufacturing.

By 1922, Merton was almost a suburb of London, but not quite. Unlike other areas with a similar radius from London, countryside filled the gap between Merton's merging villages and the rest of the growing city. The expansion of the railway network through Merton, Morden and Motspur Park furthered growth, and the northern line extension in 1926 led to the creation of London's only bit of metroland around Morden station. Slum clearance from inner London during this period led to the formation of LCC's distinctive cottage estate, St Helier's. During this period, a mix of typologies emerged, from Edwardian terraces to interwar suburban terraced and semi-detached housing. Garden City style planned council estates, low density private estates and mansion blocks were also important to Merton's housing story.

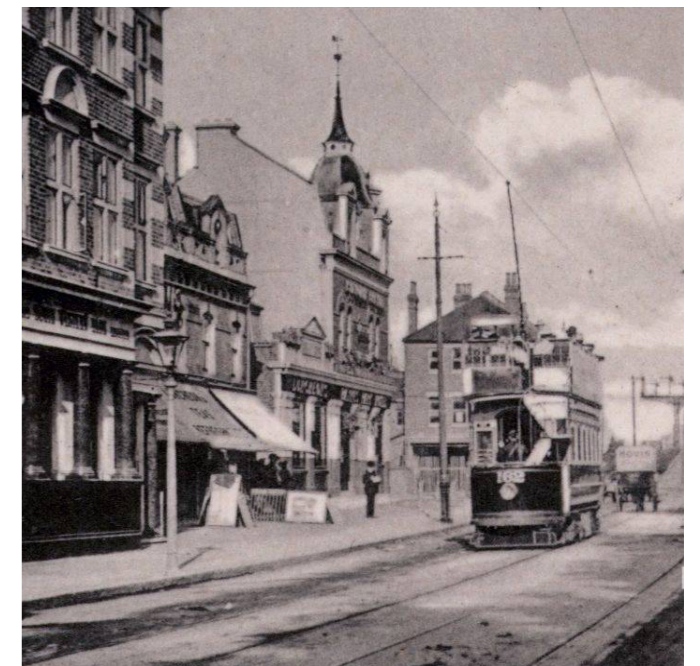
Housing growth accelerated after the war, including reconstruction of parts of the borough that had suffered severe bomb damage, like at Wimbledon, Mitcham and Colliers Wood, but also new development on undeveloped areas, including parts of Morden. Higher density mansion block typologies emerged, as well as cul-de-sacs and new industrial buildings. In the 1960s, low rise and mid rise Council estates were built like at Phipps Bridge, Pollards Hill and High Path. Big box retail on former industrial uses transformed parts of Merton like at Colliers Wood in the late 1980s and early 1990s. And more recently higher density developments or infill development close to public transport nodes like at Raynes Park have evolved the character once again.



Lavendar fields at Merton  
©Merton Council



Deer Park Road  
©Merton Council



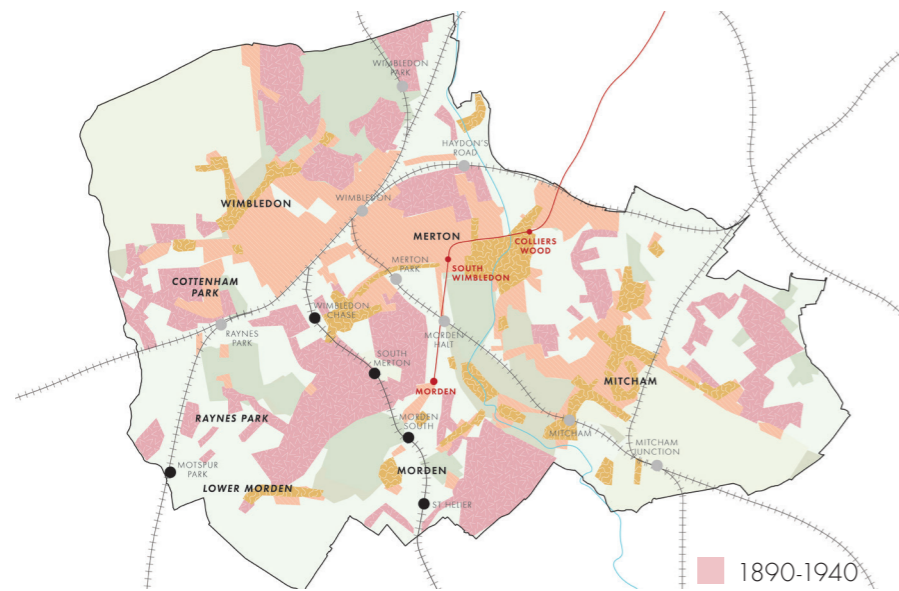
Raynes Park Station Approach  
©Merton Council



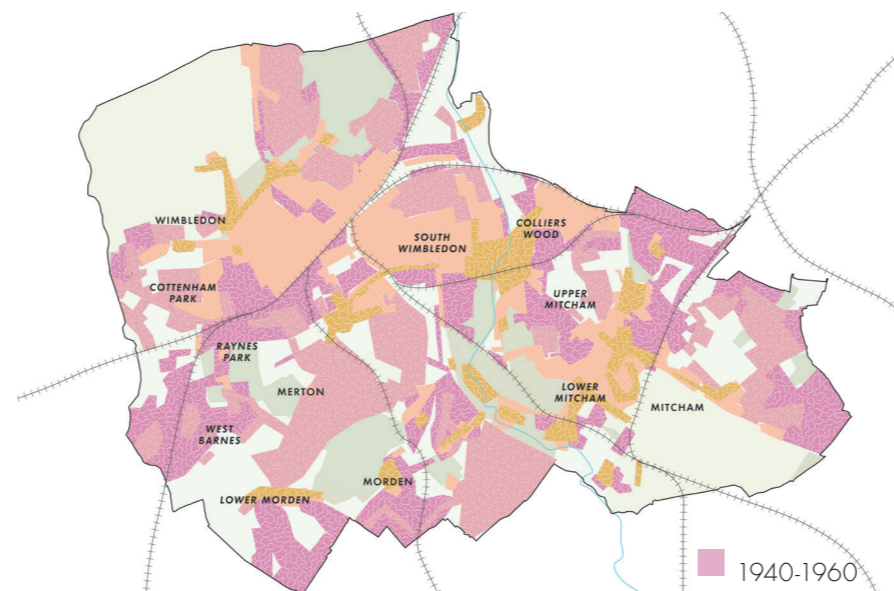
Merton in 1836



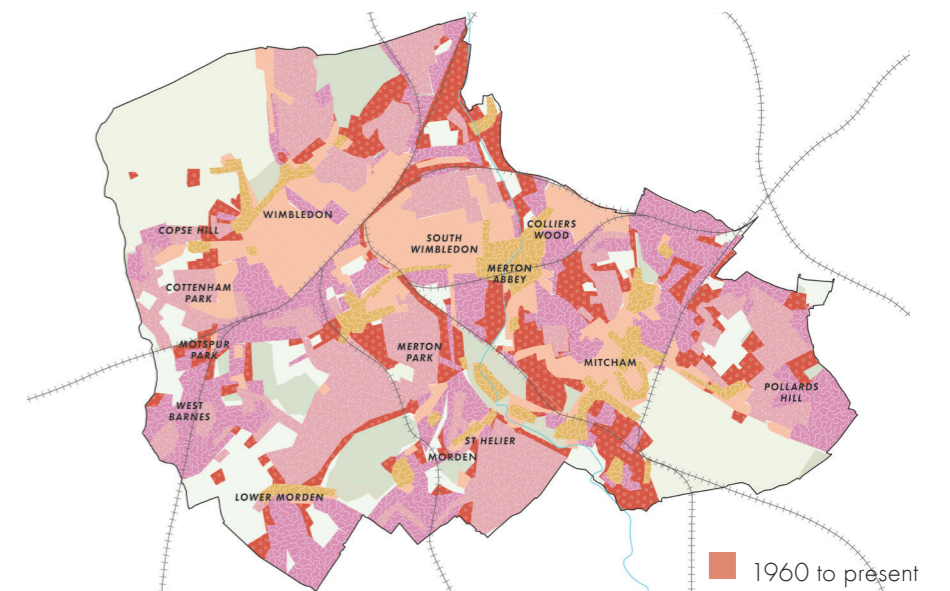
Merton in 1890



Merton in 1940



Merton in 1960



Merton today



Byegrove Road, Colliers Wood



Municipal cottage housing



Merton Park Estate - semi detached



St Heliers Estate - garden city



Steers Mead, Mitcham, 1940s



Hatfield Mead, Morden



High Path Estate



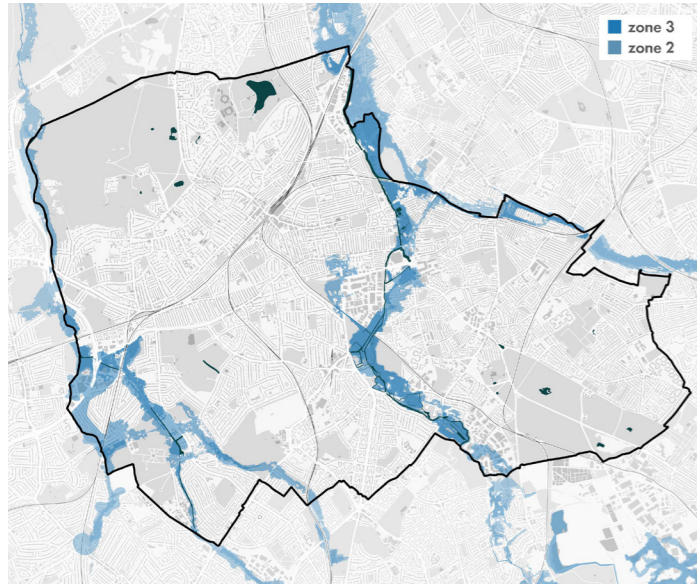
Pollards Hill Estate



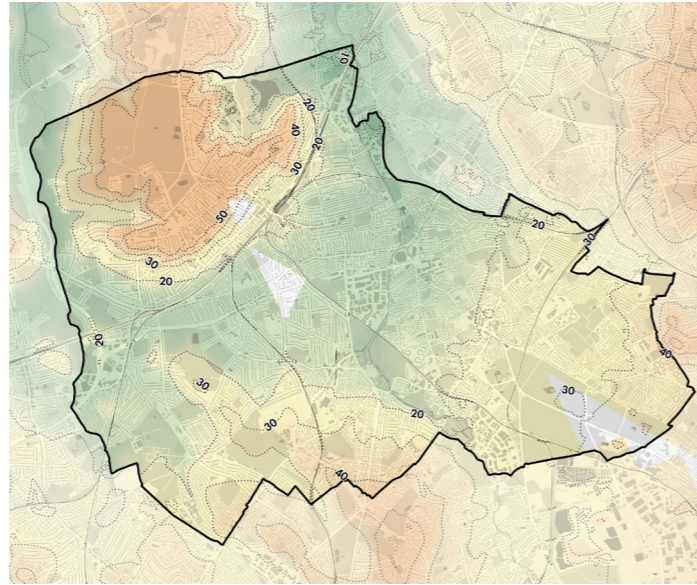
Heathfield Drive, Mitcham



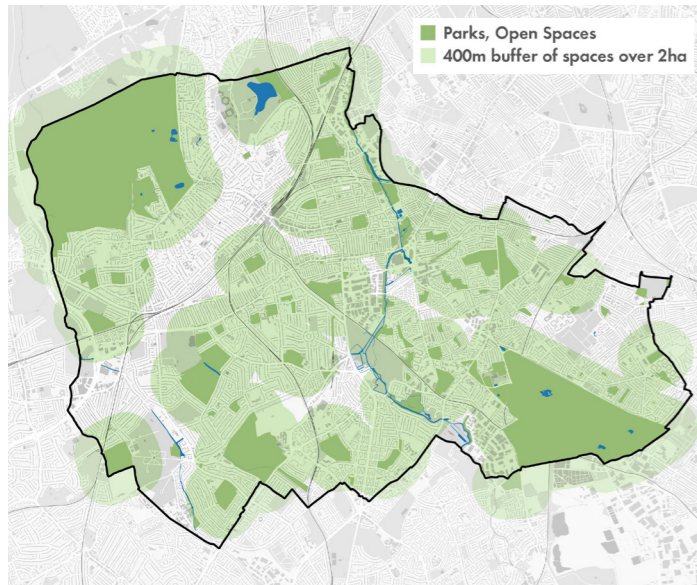
Merton Abbey Mills



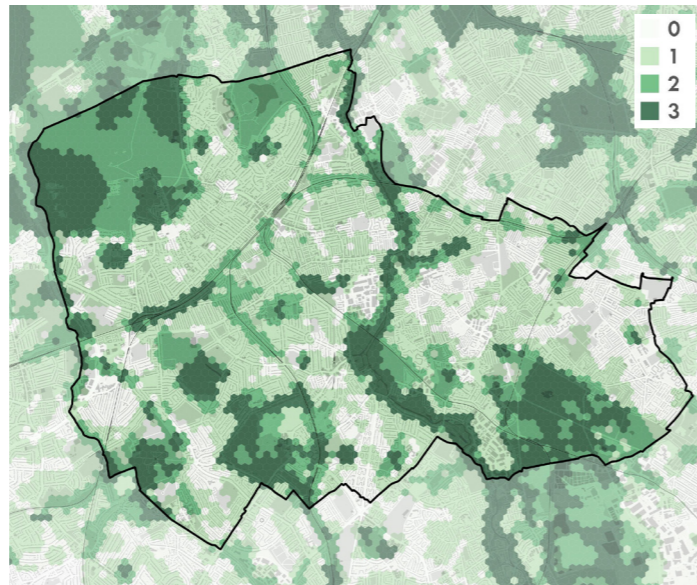
Merton's blue infrastructure - the Wandle and Beverley Brook



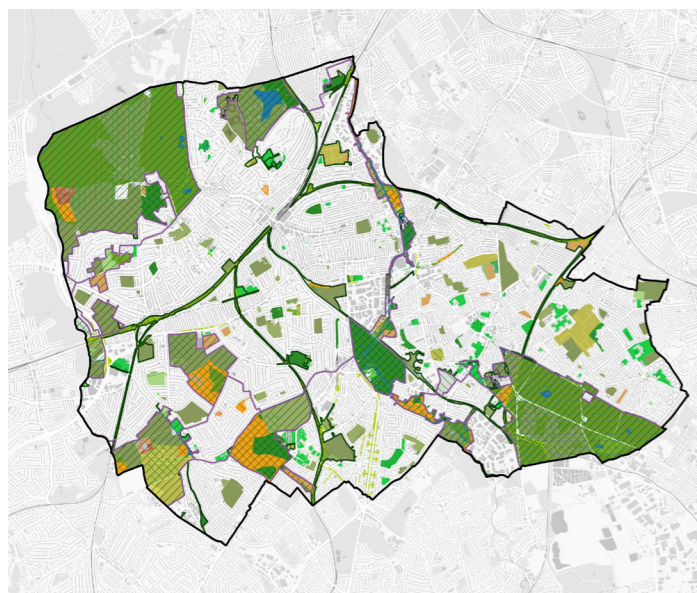
The borough's topography illustrating the distinctive hill at Wimbledon



There are many ways of mapping open space deficiency - here we see areas with no green shading that are not within a 5 minute walk of an open space



Biodiversity - tiles with a score of 0 indicate no know protected species, sites or habitats. Tiles with a score of 3 indicate all 3 categories.



- Green Chains
- Green Corridors
- ▨ Site of Special Scientific Interest (SSSI)
- ▨ Sites of Importance for Nature Conservation (SINCs)
- ▨ Metropolitan open land (MOL)
- ▨ Wandle Valley Regional Park Trust
- ▨ Local Nature Reserves
- Green and blue network
- ▨ Allotments, Community Gardens and City Farms
- ▨ Amenity
- ▨ Cemeteries and Churchyards
- ▨ Children and Teenagers
- ▨ Green Corridors
- ▨ Natural and Semi-natural Urban Greenspace
- ▨ Other
- ▨ Other Urban Fringe
- ▨ Outdoor Sports Facilities
- ▨ Parks and Gardens

The borough's network of green and blue assets including type and policy designations

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### Physical and natural character

Merton's physical and natural landscape has shaped its evolution, is highly valued by its existing residents and will continue to be an important part of its future identity. As an outer London borough, Merton has a wealth of green open spaces including Mitcham, Wimbledon and Cannon Hill Commons, Morden Hall Park, Morden Park and Ravensbury Park. The Wandle Valley Regional Park, one of the greatest networks of open space in London, also runs through the centre of Merton providing a superb leisure and nature feature. This blue infrastructure, alongside its topography have a major influence on its character. The Wandle provides a seam of natural and more 'wild' feeling landscape through the centre of the borough, whilst the sharp topography of Wimbledon Hill gives long views of tree tops and into central London.

The prevalence of open spaces is hugely valued by residents and the 'sense of green' is a feature that is appreciated across the borough. As one of the greenest boroughs in London, Merton's broad range of parks, open spaces and nature conservation areas are worth £2.5 billion<sup>1</sup> in terms of the benefits they bring for health and wellbeing, property values, water quality improvements and carbon storage.

Merton's green and open space also provide rich habitats and biodiversity, resulting in open spaces that have a varied character. Merton has 9 designated areas of Metropolitan Open Land (MOL), which cover an area of 960Ha (26% of the borough). Wimbledon Common is Merton's only SSSI (Sites of Special Scientific Interest), designated for its wide expanse of wet heath on acidic soil. It is also designated as a Special Area of Conservation (SAC) for its role as a habitat for the Stag

<sup>1</sup> Natural Capital Accounts for Public Green Space in London (Vivid Economics, October 2017)

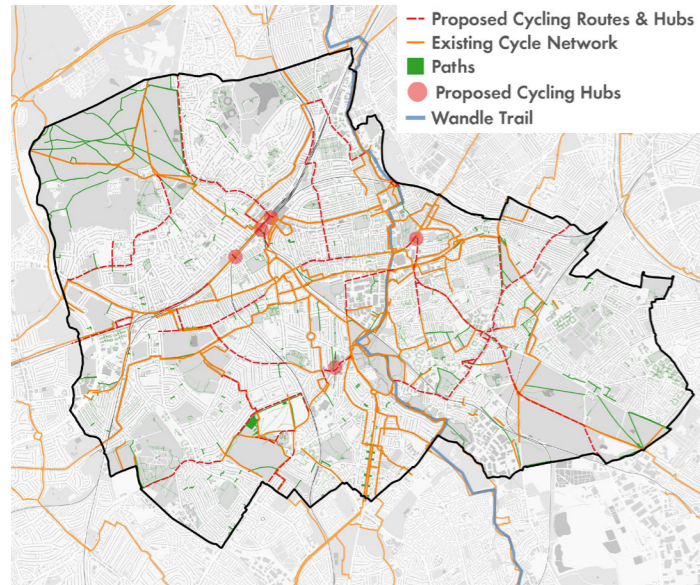
Beetle. Merton has 15 Local Nature reserves, 56 Sites of Importance for Nature Conservation and 18 designated Green Corridors.

Given the extensive network of green spaces, the borough has high accessibility to Regional Parks (98%) and Metropolitan Parks (99%). There is also a good level of accessibility to District (77%) and Local (72%) Parks. There are some areas (particularly noticeable along the railway line from Raynes Park to Wimbledon) where there are gaps in access, particularly to both District and Local Parks, which should be targeted for improvements in accessibility and 'pocket greening'.

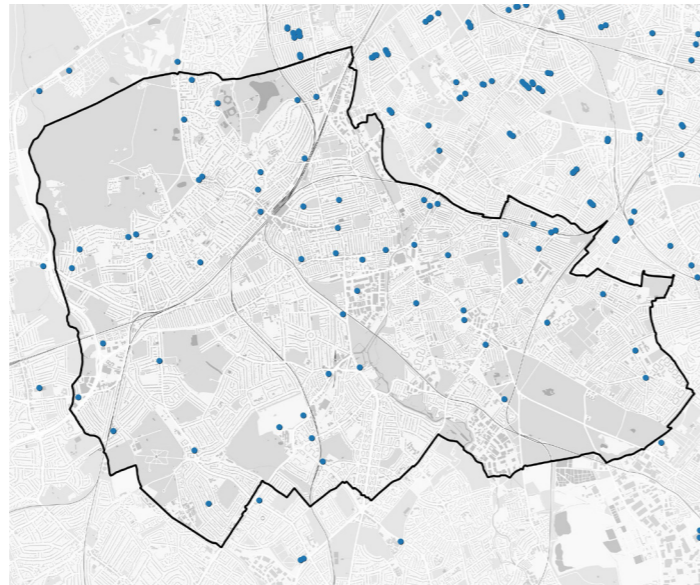
In terms of maintaining and improving this varied character for the future, biodiversity enhancements could include pollinator-friendly meadows, tree-planting, green walls, green and blue roofs and rain gardens. Although Merton has an overall tree canopy cover that is greater than the London average, a sustained expansion of the urban forest through new tree and woodland planting will also be an important part of the strategy. In terms of its blue infrastructure, delivery of river restoration projects, habitat creation projects, increases of permeable surfaces and management of surface water flood risk will be critical for improving water quality and reducing flood risk.

Maintenance budgets will remain under pressure, but with the growth of the borough, the increase in population offers an opportunity to generate more revenue and drive development-related funds towards essential improvements in park quality and accessibility. The borough's community groups should continue to be supported to play a valuable role in both helping to maintain and bring vitality and identity to a number of key spaces.

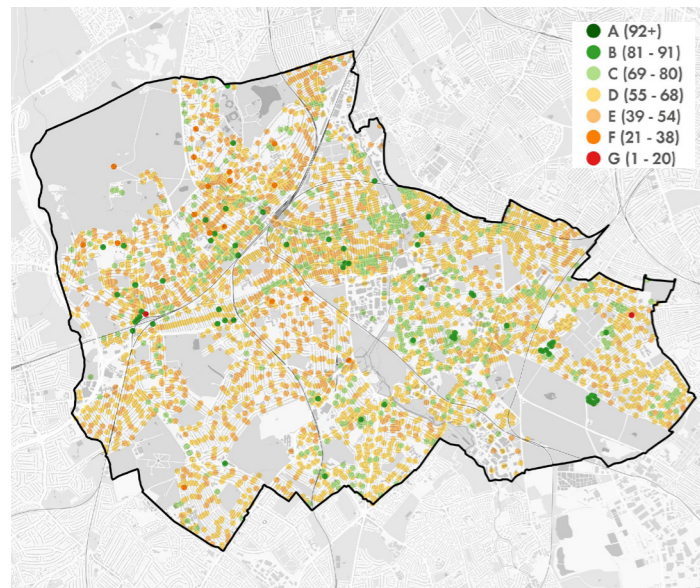




Active travel network with proposed improvements



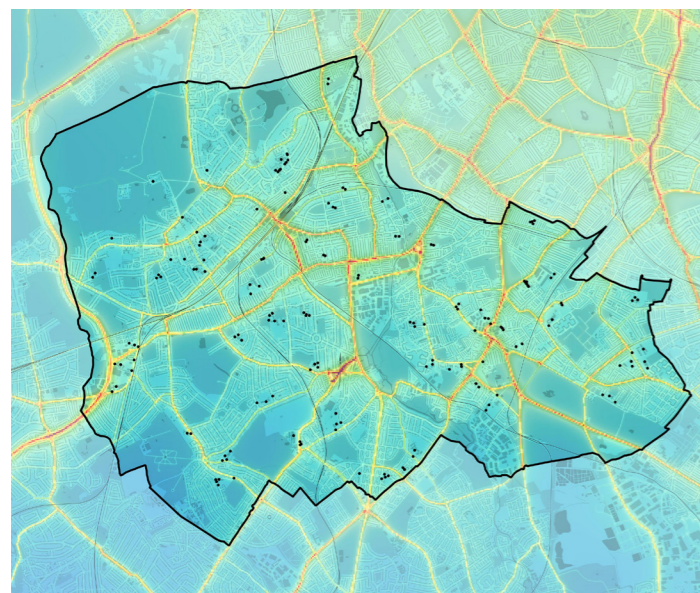
Location of EV charging points



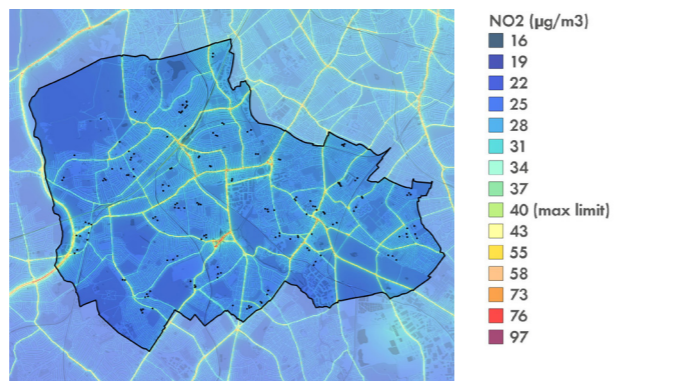
EPC ratings - energy performance of buildings - postcode average



Locations of recycling and waste facilities



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Air Quality  
Left 2013  
Above 2020 projection

### Environmental character and climate change

Tackling the effects of climate change remain a challenge; one that the Council has placed at the forefront of its agenda by declaring a Climate Emergency in 2019 and setting ambitious carbon reduction targets to make Merton carbon neutral by 2050. Many of the impacts of climate change and important mitigation measures have an impact on the quality and character of streets and spaces in the borough.

The borough's extensive open spaces and green infrastructure, discussed on the previous page, are a significant asset in Merton's fight for a more environmentally friendly borough. Net environmental gain is an important feature as a changing climate brings problems of heat, drought and flood risk; all posing direct risks to people, property and vegetation. The past century of urbanisation has resulted in incremental losses of local vegetation and the sealing over of natural ground surfaces, which has made urban areas of Merton more vulnerable to the urban heat island effect and to floods at times of high rainfall. Interventions to help mitigate these impacts should include increased tree planting to create shade, reduction in sealed surfaces which can "bounce" radiated heat back into the urban environment and delivery of new green spaces which remain cooler than surrounding urban areas.

Other important factors, mapped on the opposite page include the borough's excellent connectivity, allowing residents to make sustainable movement choices. The borough's active travel network shows the extensive cycle routes across the borough as well as proposed improvements. As changes to private vehicular

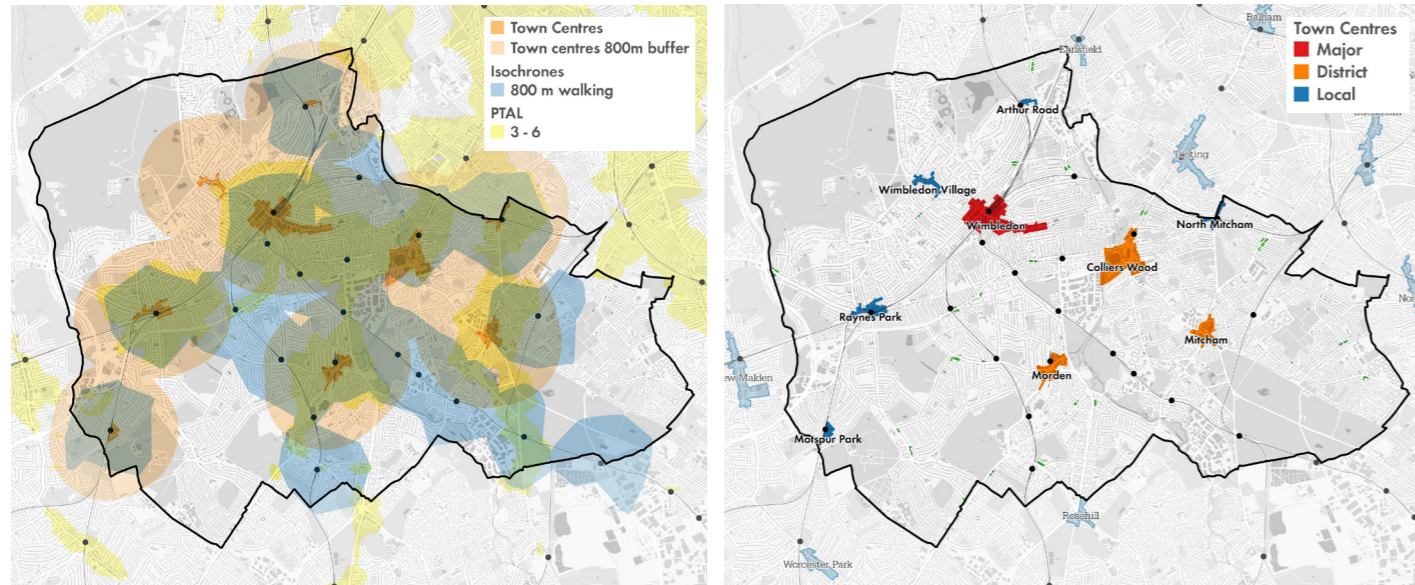
movement shifts towards electric, Merton is well placed to support residents to make this choice with an ever increasing network of Electric Vehicle (EV) charging points embedded within the public realm.

Traffic congestion is a major concern as it lowers air quality and fragments the urban environment for those seeking to walk and cycle. There are a number of hot-spots of poorer air quality across the borough which have a negative impact on their character. The air quality monitoring network run by Merton has shown that the UK annual mean NO2 objective (40µg/m3) continues to be breached at a number of locations across the borough including Colliers Wood, Morden, Tooting and South Wimbledon<sup>1</sup>. In terms of the physical environment and changes to improve character, new development throughout the borough should include tree planting, urban greening and sustainable drainage systems in order to mitigate air quality problems on transport corridors, water quality problems and local flooding in built-up areas and to increase shade. A good network of recycling centres and the Council's recycling collection services all contribute to residents being able to dispose of waste in an environmentally friendly way. More recycling bins alongside regular waste bins in parks and public spaces will help residents and visitors to reduce waste going into landfill.

The built character of the borough has an impact on the environmental efficiency of buildings. The EPC ratings map shows the energy performance of buildings by postcode average. Older buildings are likely to have a poorer performance whilst changes such as insulation and double glazing can improve efficiency. Changes for improved environmental performance need to be carefully planned to ensure they do not have a negative impact on historic quality and character.

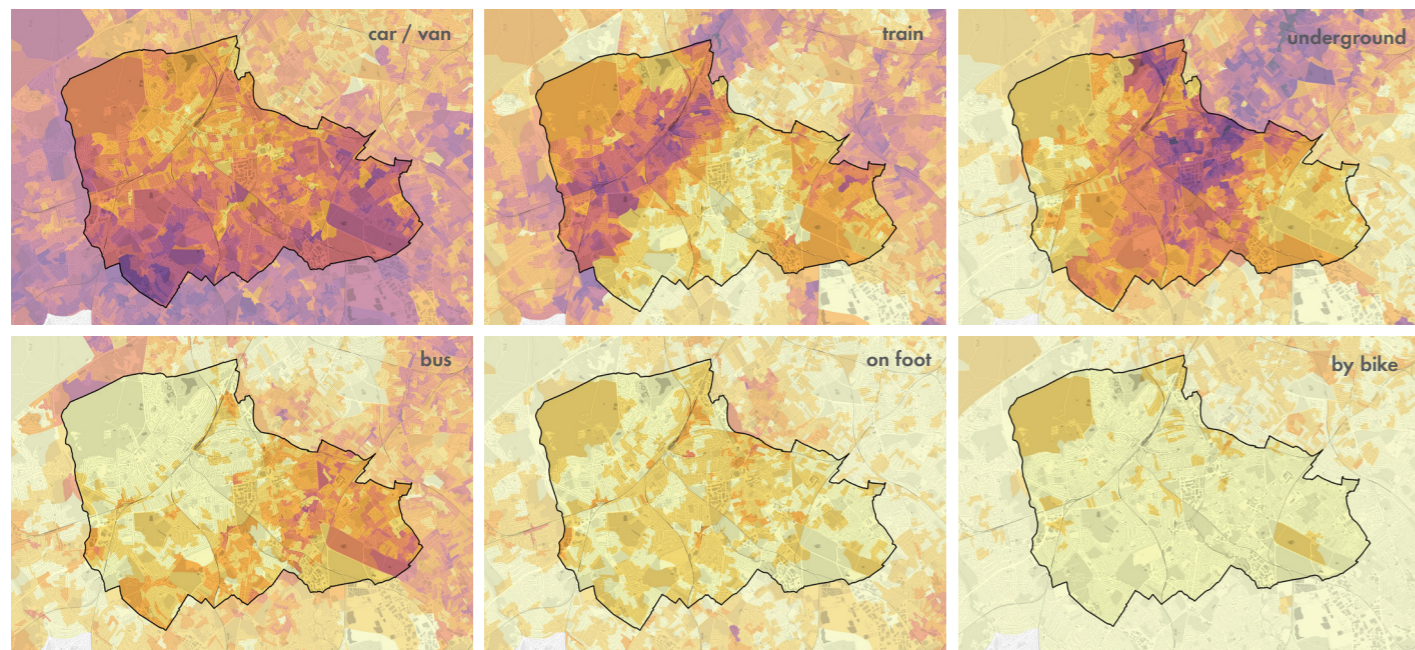
<sup>1</sup> Merton Air Quality Action Plan 2018 – 2023





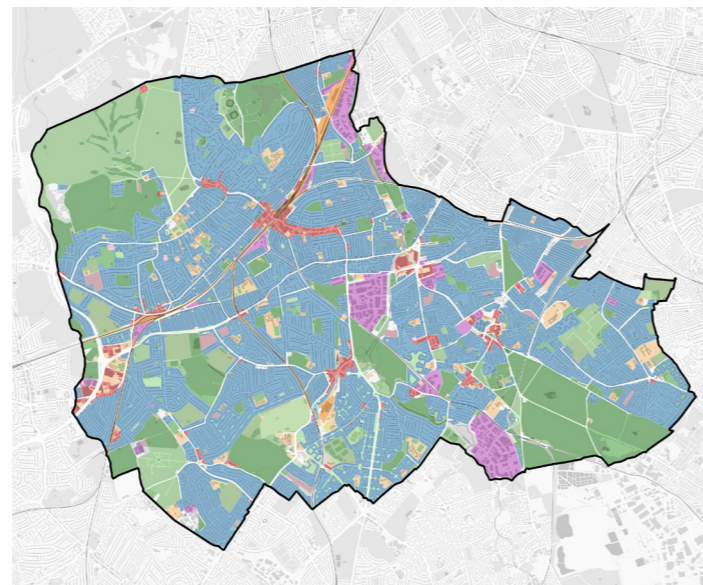
Accessibility to services and transport

Town centre hierarchy



Method of travel to work

- Landuse
- residential
- retail
- industrial
- amenity
- construction
- military
- railway
- nursery
- religious
- allotments
- farmland
- leisure
- recreation ground
- other green spaces



Indicative land use plan

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### Functional character

The borough's character is heavily influenced by the network of places that have developed, and the way people use them and travel around. The pattern of town centres and neighbourhoods and the relationships and distances between places, both in and out of the borough, have a huge impact on people's experience of Merton.

Although it is one of the smallest London boroughs with an area of 37 square kilometres, it contains several distinct areas with different identities. Wimbledon town centre is the primary centre in the borough and is designated as a Major Centre in the London Plan hierarchy. It is Merton's main shopping and entertainment centre, and office location. Wimbledon is a key contributor to the economic success of Merton as a borough and is recognised globally due to the tennis Championships held annually at the All England Lawn Tennis Club.

The borough's district centres include Colliers Wood, Mitcham and Morden which each provide important shops and services for residents and visitors. There are also a number of smaller local centres scattered across the borough at Arthur Road, Motspur Park, North Mitcham, Raynes Park and Wimbledon Village that each have their own distinct character.

Due to its location, the borough has always benefited from its proximity and good connections to central London, while also being able to maintain a more suburban feel than neighbouring inner London boroughs. Outside of Wimbledon Town Centre, the most urban parts of the borough are located to the north, adjoining the border with Wandsworth.

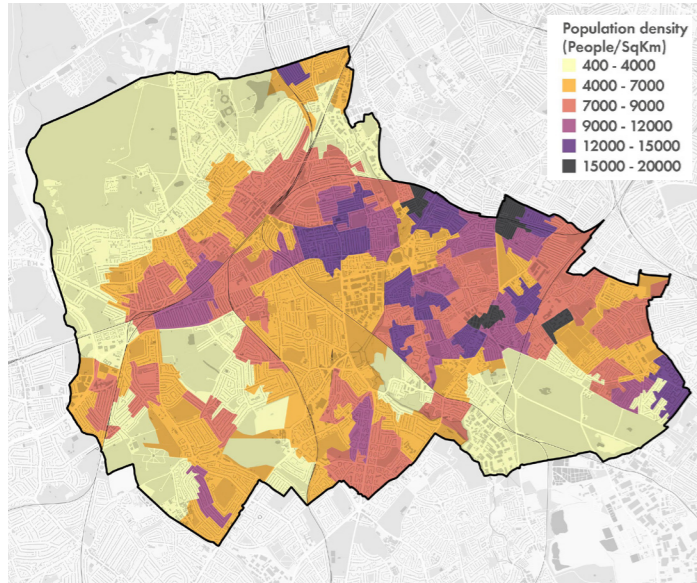
In terms of the way the borough functions, the northern edges of Mitcham have an important relationship to Tooting, and similarly, Arthur Road with Earlsfield. The most suburban areas to the south at Morden and Mitcham merge with the neighbouring boroughs of Sutton and Croydon. This shift from urban to suburban London happens within the borough and is important to acknowledge in terms of the future evolution of these places.

Public Transport Accessibility Levels (PTAL) vary across the borough and significant areas in the south east and south west of the borough have the lowest accessibility levels in Merton. The methods of travel to work diagrams illustrate the split across the borough influenced by these accessibility levels, with those in the south of the borough travelling by car and van.

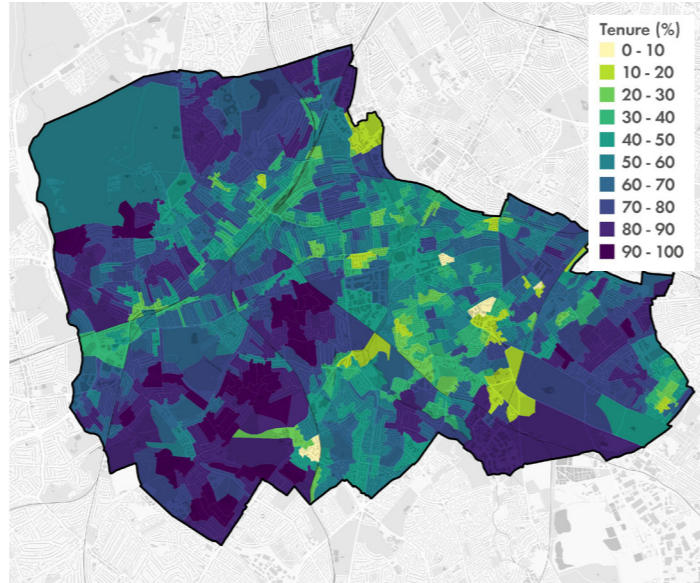
As illustrated by the accessibility to services and transport diagram, the higher PTAL levels are concentrated around the town centres and transport interchanges of Wimbledon, Morden, Colliers Wood, Mitcham Town Centre and Raynes Park. These areas also have good access to shops and services. This diagram is helpful as it illustrates the areas of the borough that have poorer access to both transport and town centres, with areas in grey not being within 800m (a 10 minute walk) of either.



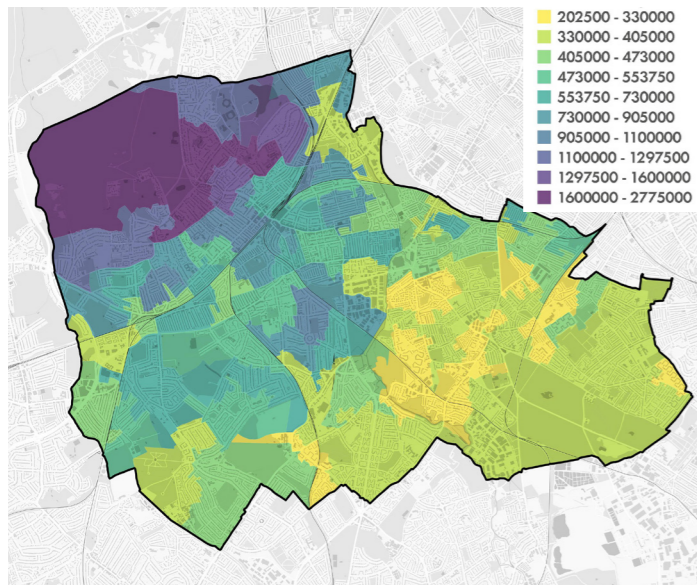
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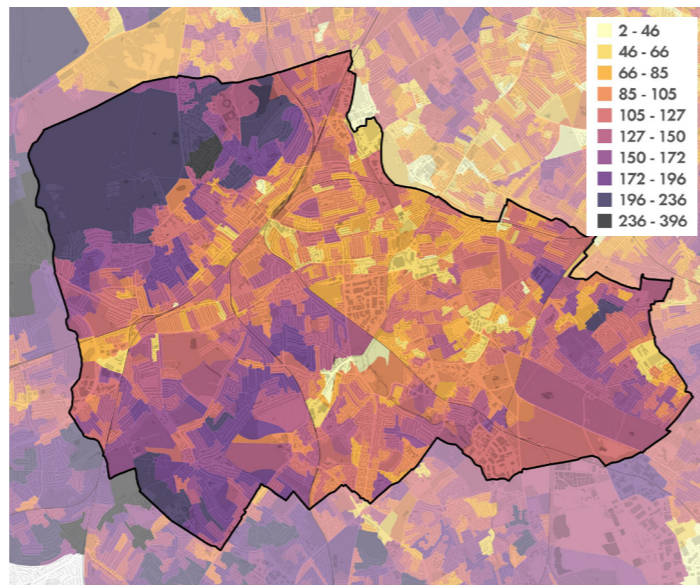
Population density



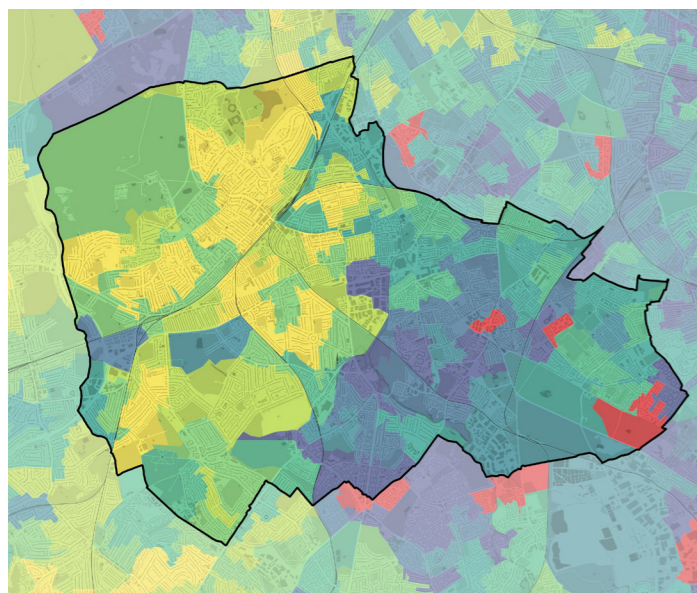
Property ownership - map showing those that own their home



Median house prices



Car or van ownership



Index of Multiple Deprivation (IMD) where 1 is most deprived 10% of LSOAs

**Socio-economic character**

The people that live in Merton help shape the character of the borough. Its residents shape its neighbourhoods and drive the sense of vitality and identity of different parts of the borough. According to the GLA, the projected population estimate for 2020 is 211,800, making it one of the least densely populated Boroughs in London, contributing to the suburban feel of many areas.

A number of key characteristics of Merton's population includes:

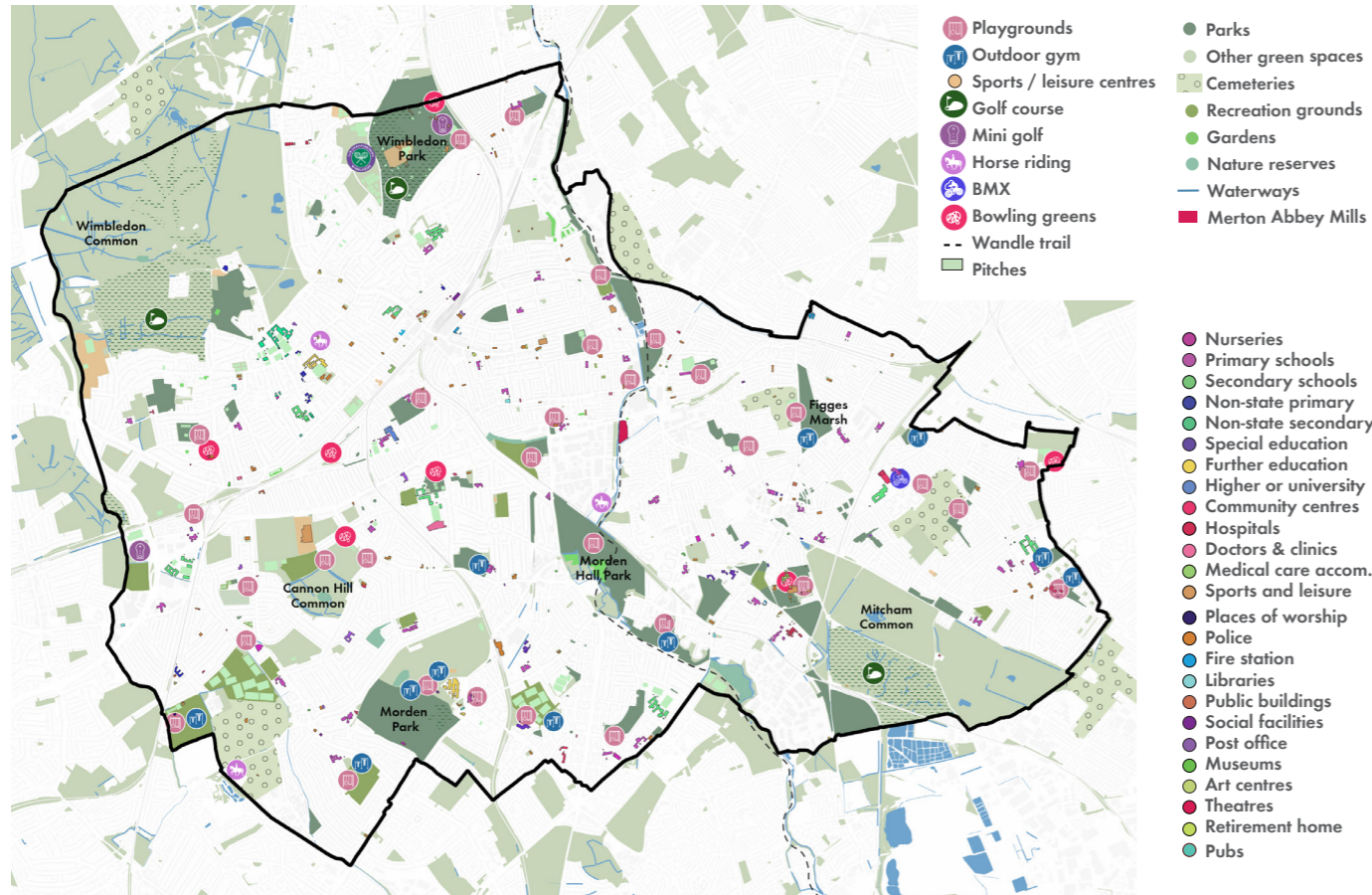
- Merton's population is fairly youthful with around half in the 15-45 year old age group. An estimated 20% of the population are children aged 0-15. This is the same as the London and slightly above the national average of 19%.
- Merton has a similar ethnic mix when compared with the rest of outer London. This is reflected in Merton's status as the 23rd most diverse local authority in the UK.
- Merton's population is largely in the top two approximated social grades. These are higher and intermediate managerial and professional occupations and supervisory, junior managerial and administrative. This represents about 67% of the resident population which is in line with the London average but below more affluent neighbouring Boroughs such as the London Borough of Wandsworth (75%)
- Economic activity rates in Merton are higher than Greater London and national averages.
- According to the Annual Population Survey (APS), in 2013 an estimated 81.2% of Merton's working age population were either in employment or seeking work, which is above the national average of around 77%.

- According to the Department of Communities and Local Government (CLG) Indices of Multiple Deprivation (IMD), Merton is one of the least deprived Boroughs in London and nationally. The IMD data shows that the Borough ranks at 208 out of the most deprived 326 Local Authorities in England. In London it is within the top five least deprived Boroughs. However there are small areas of the borough, generally towards the east, that are the more deprived - within the top 30% most deprived LSOAs nationally.

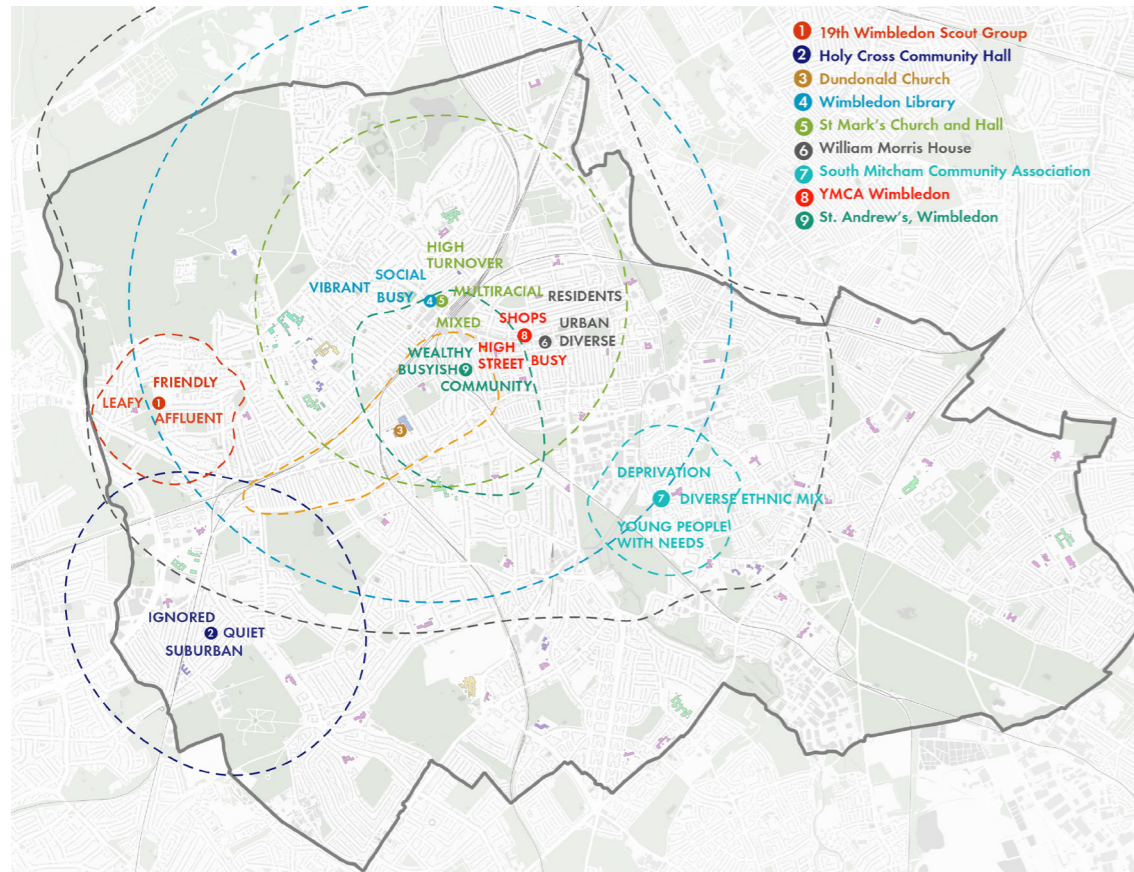
This east to west split in the borough can be seen on a number of the plans to the left where house prices, property ownership and vehicle ownership follow a similar spatial trend to the IMD data.

Ensuring communities have good access to affordable housing, jobs, skills, training and education, public transport and health and community facilities will help promote equality and inclusion. Protecting and improving the character of the entire borough will have an important impact on inequality, making positive changes to the social and physical environment will in turn improve the health, pride and happiness of residents.





Mapping of community and leisure uses cross the borough by type



The adjacent plan illustrates a range of the responses received to the survey of community organisations. This plan illustrates their 'catchments' - the perceived area to which the service or organisation draws its visitors. This shows the range in type and draw of services - some which extend beyond the borough boundary.

The words on the plan illustrate the description given about the character of their local area

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### Community character

Merton's population shapes the character of the borough and makes different neighbourhoods feel distinctive. Many residents highlighted their local community, friendly residents and network of groups and activities as something they valued about the existing character of their local neighbourhoods.

The plans on these pages illustrate in different ways the location and range of community and leisure services across the borough - an important network that contributes to why local people value their neighbourhoods. Below is a plan that has been created to illustrate the breadth and geographical spread of groups, clubs and societies that meet across the borough.

The borough has a well organised voluntary and community sector, helped by Merton Voluntary Services Council (MVSC), who's "vision is to create a thriving community where people's lives are enriched by voluntary and community action and it is our mission to inspire and develop an excellent voluntary and community sector in Merton". An organised directory of groups and societies in the borough, they also provide a platform to advertise volunteering opportunities and co-ordinate charitable efforts.

Helping to grow and support this network of community is a key role of the Council to enhance this element of the borough's character. Growing the network in some areas will be a priority, whilst enabling and supporting an existing active community in other neighbourhoods will be key.

"There is a good sense of community in Raynes Park, with the high street situated at the centre of this community. There is a good variety of active community groups and initiatives."

"We have a good community, know all our neighbours and the local shopkeepers."

"Community Centres are being taken away which is not good although Schools at Weekends are purposed for Faith Based Meetings and Activities which is valued"

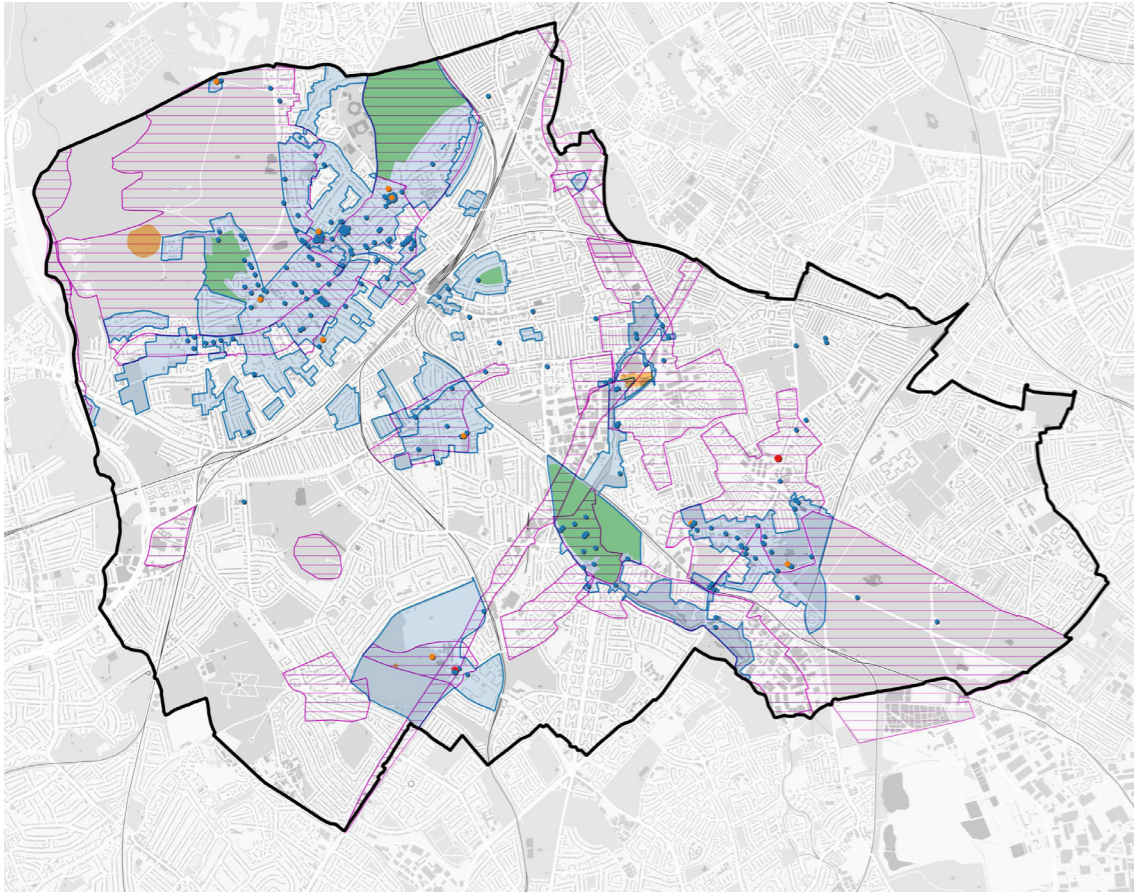
"its an integrated community with both young & old families supported by church, schools and sports club"

"The demand for our site for youth services, and exercise far outstrips our ability to provide space"

"As a church hall we have received no funding whatsoever during Covid but we are the only community space available for people. We are expected to foot the loss of rent, to maintain the building, to cover the cost of making it Covid safe and then reopen so that our community has a place to come. This is utterly unreasonable when the council won't collect rubbish without commercial rates being paid, we have no cycle racks and no support"

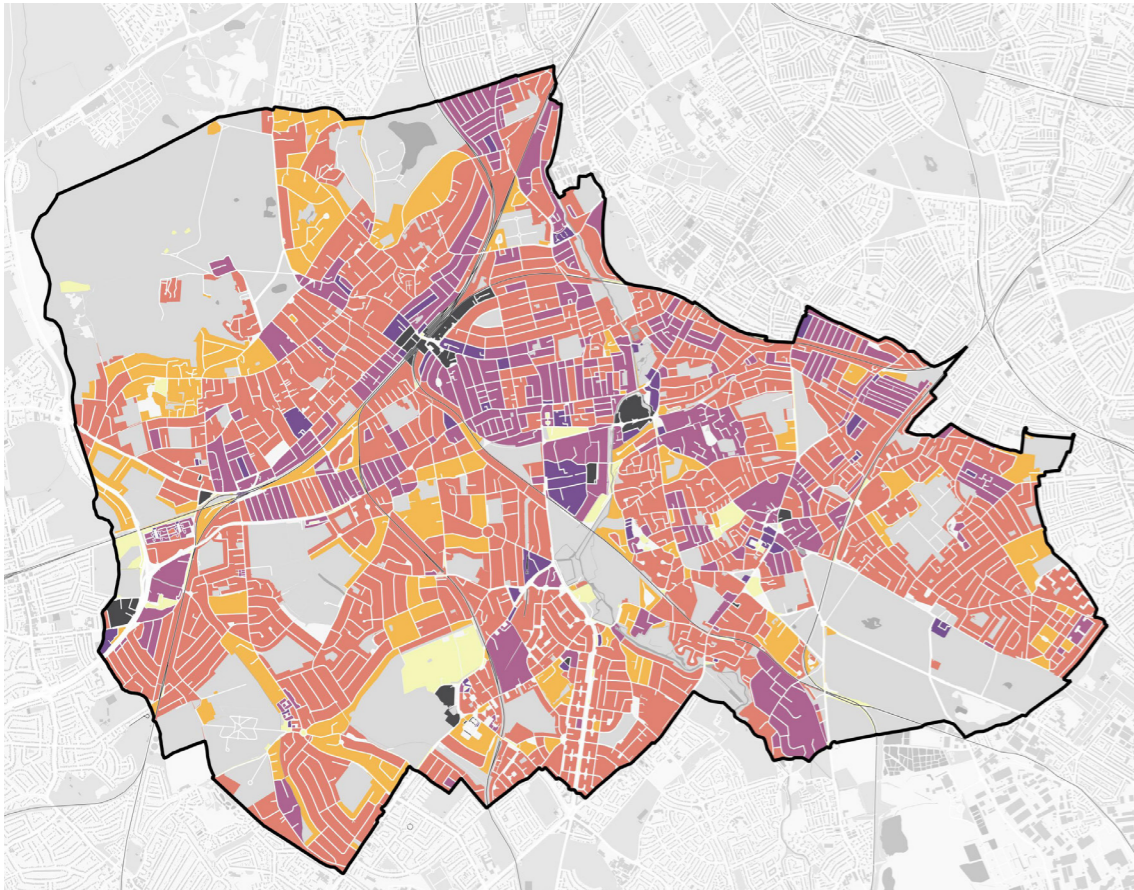
The above plan maps the location and category of community uses, services and organisations listed on MVSC to help illustrate the diversity and importance of this network in Merton (MVSC is a charity that supports the voluntary, community and faith sectors in Merton and promoting and encouraging volunteering for over 35 years)





- Conservation Areas
- Scheduled Ancient Monuments
- APZs
- Historic Parks and Gardens
- Listed buildings
  - I
  - II\*
  - II

Historic assets and conservation areas



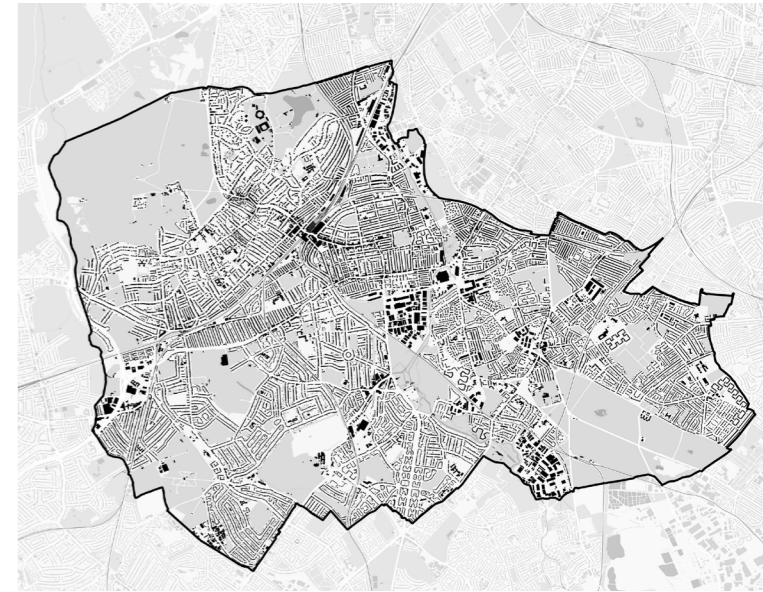
- 0.0 - 0.3
- 0.3 - 0.6
- 0.6 - 1.0
- 1.0 - 1.7
- 1.7 - 3.0
- 3.0 - 7.0

A map of the density of the borough measured using Floor Area Ratio. This is the measure of the a buildings floor area in relation to the size of the plot that the building sits within

### Built character

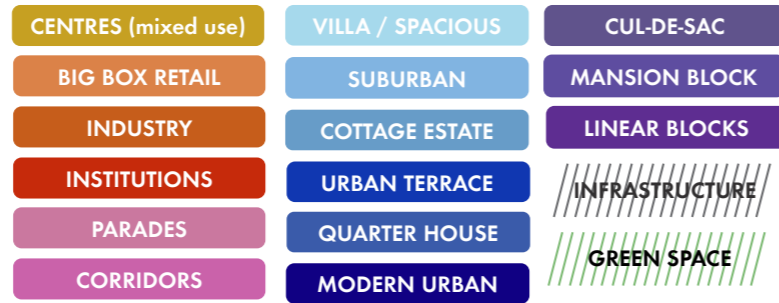
The borough's built environment has a significant impact on the overall sense and quality of its character. There are a number of ways to map and understand this including the 'typological' mapping set out over the following pages, as well as maps to understand the density and grain of development. Density can be mapped in a number of ways but Floor Area Ratio gives the best understanding of the built character as it takes into account the amount of available space and accounts for mixed use areas. The plan on the opposite page illustrates the denser areas (darker colours) focused in Wimbledon town centre, Colliers Wood and Raynes Park where Victorian terraces create higher density areas. You can see these areas of tightly packed and regular streets on the adjacent built morphology plan, in stark contrast to the larger darker and irregular shapes of the industrial areas of the borough.

Merton's heritage assets and the wider historic environment protected by conservation areas are special areas of the borough that contribute to the borough's distinctiveness and identity. They should be used to inspire new development of high quality. The borough has a rich and diverse built character which provides exciting opportunities for contemporary architecture that does not slavishly copy from its past, but create sophisticated contemporary 'relatives' of the existing buildings and townscape. 28 Conservation Areas and listed buildings are illustrated on the plan on the opposite page.

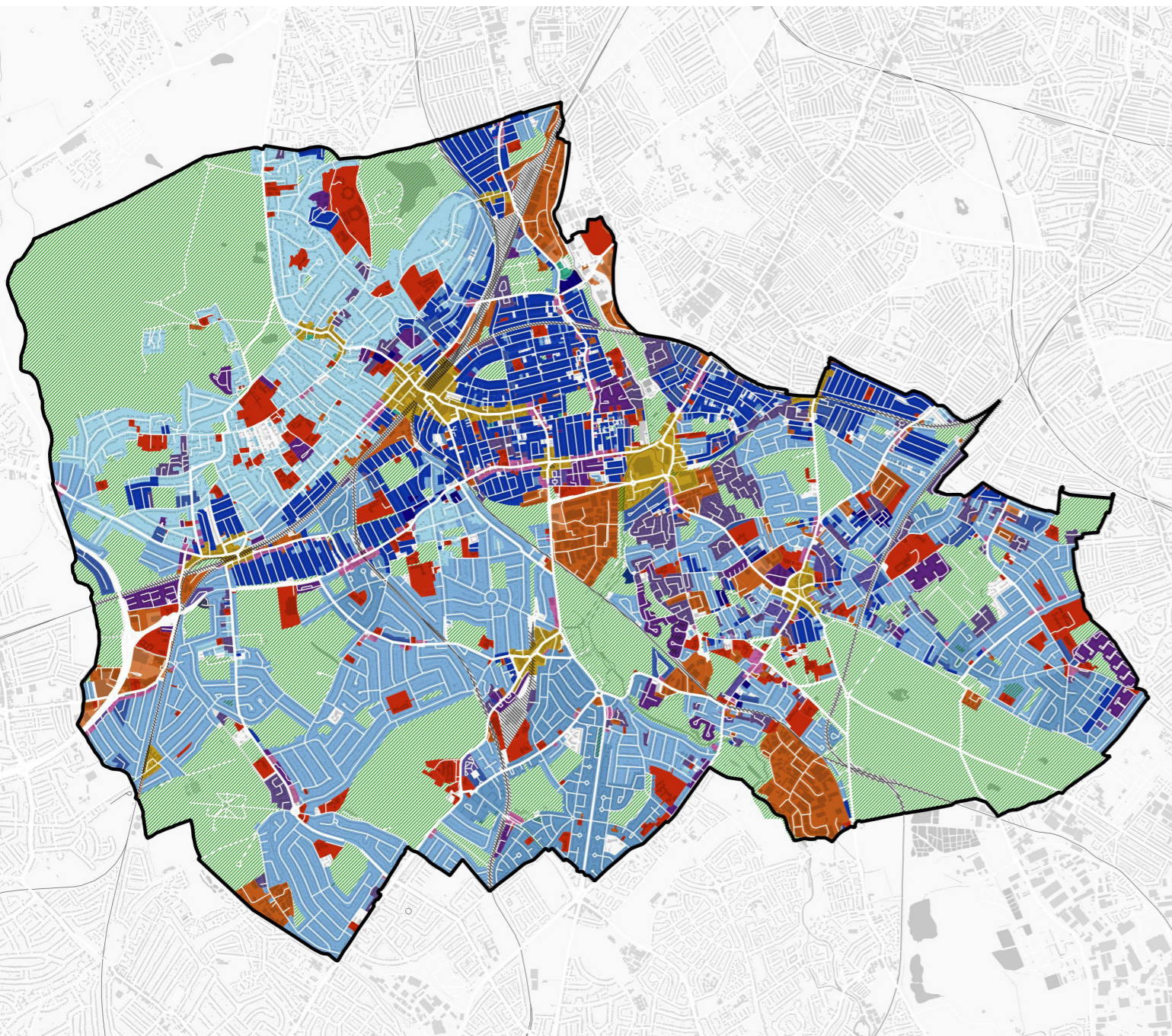


Built morphology - illustrating the grain and scale of buildings within the borough





Types of development have been classified. These are shown in the key and plan below, where the plan is coloured in accordance with type. This quickly allows us to see patterns and the geographical spread across the borough.



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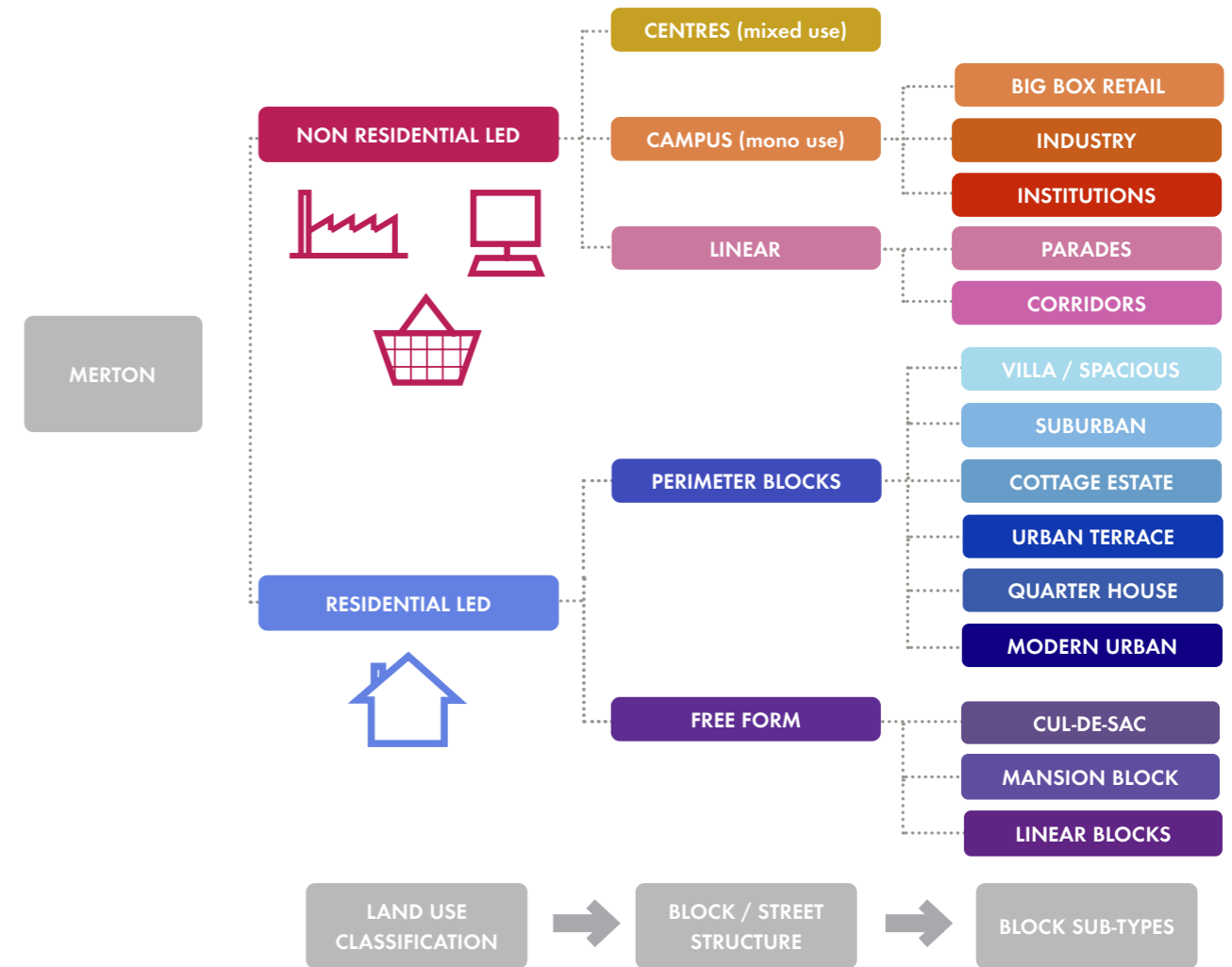
### Built character - typologies

Typology is the systematic classification of places according to their common characteristics. By identifying the various townscape characters found in Merton and then identifying where they are present, it is possible to describe the form of the borough in detail. It also provides a structure which helps to identify common issues that are prevalent for each townscape type and to consider the implications for future development.

The diagram below illustrates how the borough has been classified. The first stage is according to prevailing land use, the second stage of classification is according to the street structure and the final classification is a series of specific types reflecting the the blocks building form and age.

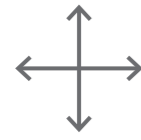
The categories and colours on the adjacent plan correspond to the categories on the typology tree below. The categorisation of the borough into typologies has been undertaken through detailed survey. The predominant character of the block determines the typology assigned for each area.

On the following pages, a summary of each type is described to help explain the urban form and how it impacts on the character of the borough. Within Part I of this report the geographical spread of these types are explored further, and the implications for future changes and intensification.



### Non residential led typologies

Mixed use areas of the borough are seen within Merton's centres, linear typologies including parades and corridors, and within 'campus' environments.



#### Centres

The borough's centres are hugely diverse in scale, character and origin. However there is a sense of a distinctive typology in that they form the 'nodes' within the borough that are an alternative grain to their context. Often clustered at a cross-roads or series of junctions, their mix of uses and variety creates a denser and diverse scale and grain to anywhere else in the borough.

The individual character of centres is drawn out within Parts C-H of this report.



#### Linear typologies

These typologies come in two scales - parades and corridors. They are found across the borough and deliver many of the shops and services local people require in mixed use areas outside of the borough's larger town centres.

These typologies are linear in form and provide activity and a mix of uses along the borough's more primary routes. They tend to be very diverse in terms of scale and grain of buildings.

Parades have the sense of being a 'destination' or place, whilst corridors are often a more gradual and continual linear environment linking places. They tend to occur along the key connecting routes in the borough.

Typology	CENTRES	LINEAR	
		PARADES	CORRIDORS
Typical image			
Grain / roof pattern			
Location / extent	Located relatively evenly across the borough serving the local population. All of the largest centres are located away from the borough boundaries.	Merton's suburbs are well served by an evenly spread network of local parades. They are often associated with a transport node or key junction and appear more to the south and east of the borough.	Typically trace the historic routes in the borough that have experienced the greatest churn - elongated strings of mixed use / mixed scale, outside of allocated centres or local parades.
Urban form	Often evolving from a historic centre, they are intensely urban environments with a strong focus on commercial activity and a scale and type of buildings not found anywhere else.	A characteristic of the suburban typology, local parades form the centre of neighbourhoods and generally appear on a primary street or key junction. Create active frontage along an elongated linear route.	Generally the widest routes in the borough with the greatest mix in terms of building age and form. Gaps within the frontage and a mix of uses are common.
Buildings	vary significantly in scale and form, and cover a wide range of periods and styles. There are some examples of historic fabric retained and these provide a human scale and fine grain of unit size.	Typically larger in scale than their surrounding context by at least an additional storey. In style they will mirror residential context and typically have a relatively fine grain.	The greatest range in terms of architectural style and quality. Office buildings, retail sheds, garages and converted residential buildings. A wide range of massing and scale, typically taller than the context.
Streetscape	Urban in character and dominated by traffic movement. Pavements vary in width, but are usually more cluttered than in residential areas. Some areas of pedestrianisation and public space.	A wider street section than the residential context to support car parking, wider pavements and greening. Short-stay on street car parking is often available that is vital to support viable trading locations.	Generally poor environmental quality with expansive tarmac and traffic. Elements of short-stay car parking to support businesses and shops are important to support this type of environment.
Typical storey height	3 - 5	2 - 3	2 - 6
Typical street width	12 - 22m	18 - 25m	18 - 30m
Typical block size	130 x 80m	140 x 50m	70 x 50m
Parking	on-street and multi-storey car parks	on-street	on-street
Open space	hard surface	verges	verges

Typology	CAMPUS		
	INSTITUTIONS	BIG BOX RETAIL	INDUSTRY
Typical image			
Grain / roof pattern			
Location / extent	Smaller campuses located evenly across Merton serving each neighbourhood. Significant leisure campus at AELTC and larger education campuses to the east of the borough.	A relatively limited extent across the borough with clusters generally at the borough boundary like at the A3 and Plough Lane. Colliers Wood Town Centre also has significant examples.	Merton has a number of larger estates (Weir Road, Jubilee Way and Willow Lane) historically located along the Wandle, as well as smaller areas, generally along the railway lines.
Urban form	Typically larger buildings standing within an area of landscaped open space, with a significant boundary treatment around the perimeter. Often will present a primary or grander entrance to one edge.	Typified by large format warehouses to accommodate retail uses such as supermarkets, DIY stores or car showrooms. Designed around car use with a limited street network.	Layouts in the larger estates are fairly planned/legible with a main loop road feeding smaller yards. In other areas they are located in small 'left-over' and awkward shaped sites.
Buildings	Vary widely in built character but have generally been formed over time (with elements from different periods) and accommodate more than one use or component, with a distinct public front door.	Generally low quality warehouse style buildings designed for a relatively short life span. Simple in form and detail with limited glazing or references to local vernacular.	Typically buildings are lower quality warehouse style buildings. Sizes of units relate to function. Some older and attractive brick construction.
Streetscape	Challenges to permeability created by the perimeter treatments and scale of the sites. Often include some grassed areas for recreation / visual amenity and hard standing for car parking.	Large areas of open hard landscaped space designed for car parking. Limited areas of landscape and a public realm that is not pedestrian orientated leads to a low quality and illegible environment.	Streetscape is designed to be tough and cheap to repair, often including details such as high kerbs and no pavement. Service yards and buildings are located behind access roads.
Typical storey height	2 - 4	1 - 2	1 - 2
Typical street width	12 - 15m	n/a	12 - 15m
Typical block size	70 x 50m	140 x 110m	100 x 80m
Parking	hard surface	hard surface	hard surface
Open space	semi-public, often grassed	hard surface	hard surface



#### Campus typologies

Campus typologies provide a significant amount of Merton's mixed-use and non-residential floor space, particularly outside of the town centres and local parades.

In Merton the campus typologies include institutions (such as schools, leisure and health), big box retail environmental and industrial estates.

These environments are defined by their generally mono-use environments - where a single function dominates the environment. They tend to have an identifiable 'entrance' where the type or quality of environment shifts. Particularly in the big box retail and industrial typologies this tends to mark a shift to a lower environmental quality with lower-scale development.

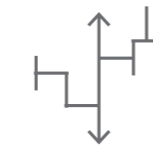
Although many industrial areas perform an important employment function and service the borough, some campus environments offer good opportunities for intensification and growth by being more intensively used, with a greater variety of uses.

### Residential led typologies - perimeter blocks

Perimeter blocks have a continuous active frontage along one edge, with a clear delineation between public and private space. Their plan form looks like a grid of connected streets - this can be rigid or more relaxed in form.



Typology	VILLA / SPACIOUS	SUBURBAN	COTTAGE ESTATE	URBAN TERRACE	QUARTER HOUSE
Typical image					
Grain / roof pattern					
Location / extent	To the west of the borough, generally focused on the hill up to Wimbledon Common and park.	The predominant housing type within the Morden area, also to the south of Raynes Park and in areas of Mitcham.	A focus in St Helier and south of Morden town centre, with some smaller areas in Mitcham, north of the common.	From central Raynes Park eastwards to Wimbledon and Colliers Wood.	Edges of Colliers Wood and towards the east of the borough.
Urban form	The lowest density of the perimeter blocks - large detached or semi-detached homes set within larger plots. Generally free flowing street layouts with clear breaks and set backs from the street.	Streets have a regular grid, taking a regular form of parallel streets. In some cases this grid is more flexible grid, taking a more relaxed and organic form, introducing curved roads and creating variations in block depth.	Planned layouts, featuring a network of streets and spaces which together establish an overall pattern, often geometric and with elements of symmetry.	A regular grid in form, most likely to be Victorian and Edwardian. Tightly arranged, regular rows of houses with on-street parking. Grid system provides a high degree of permeability and is generally easy to navigate.	Generally seen as part of the urban terrace form and suburban form in a regular grid, with slightly larger plots. Generally as short terraces or semi-detached. The appearance and scale of houses.
Buildings	Vary widely in style and detail - often designed as an individual, influenced by the urban fashions of the period. Generally larger properties, now sometimes split as apartments.	Typically built in the inter-war years by private developers. Semi-detached and short runs of terraces which feature a relatively rich architectural palette and variation between plots.	Typically associated with inter-war public sector housing which drew on the garden city movement. Homes with cottage-like proportions, modest detailing and a limited palette of materials.	Most likely to be built to a regular design in significant groups. Plot widths are narrow at 4-5m which establishes a high frequency of front doors with a strong rhythm and relationship to the street.	Two-storey buildings with flats above and below, either with individual ground floor front doors or a communal entrance shared between a small number of dwellings.
Streetscape	Often associated with the older and important routes through the borough with a substantial scale. Large set-backs and front gardens mean that quieter residential areas have a very green and quiet character.	Typically a wider street pattern than Victorian forms of development. Streets were usually designed around the car, with front garden parking spaces and verges between driveways.	Streets tend to have a wider profile with planned verges, front gardens and green spaces. Traditionally privet hedges to define boundaries. Designed with strong symmetry and a sense of order and group composition.	Strong and coherent due to the consistency and rhythm of the terraced architecture. Streets typically have a narrow profile with very shallow front gardens. Dominated by on-street parking.	Seen as part of a consistent street scene within the terraced or suburban street environment.
Typical storey height	2 - 3	2	2	2	2 - 2.5
Typical street width	22 - 32m	18 - 25m	15 - 30 m	12 - 20m	12 - 20m
Typical block size	75 x 200m	50 x 200m	50 x 150m	60 x 150m	60 x 150m
Parking	front yard / on-street	front yard / on-street	on-street	on-street	on-street
Public open space	no	no	set pieces of grass	no	no
Private open space	front and back gardens	front and back gardens	front and back gardens	back gardens	back gardens



### Residential led typologies - non-perimeter blocks

These residential types have more disjointed urban fabric, often with an unclear delineation between public and private space. Their plan form will be mixed with dead-end streets and areas of car parking.

Typology	MODERN URBAN
Typical image	
Grain / roof pattern	
Location / extent	Edges of denser town centres and along key routes.
Urban form	A form that has only existed since the late 2000s - typically deep in plan, medium rise and deliver high density homes. A continual perimeter frontage with breaks for service areas or car parking access.
Buildings	Generally comprised of buildings with very rectilinear shapes, forming successfully simple streets and spaces. Blocks are usually made up of flats but can also include town houses or stacked maisonettes.
Streetscape	High quality examples successfully provide private open spaces as well as attractive communal green spaces, well overlooked within the block pattern. Private space is provided via terraces and balconies.
Typical storey height	4 - 6
Typical street width	18 - 25m
Typical block size	80 x 170m
Parking	basement / parking courts
Public open space	courtyards
Private open space	balconies

Typology	CUL-DE-SAC	MANSION BLOCK	LINEAR BLOCKS
Typical image			
Grain / roof pattern			
Location / extent	Most prevalent between Colliers Wood and the eastern boundary of the borough.	Edge of centres and generally along key routes in the borough.	Relatively limited typology evenly distributed across the borough.
Urban form	Small infill areas and some larger privately developed neighbourhood. Streets lack legibility and permeability, where the street structure is dictated by buildings arranged to fit around a road and turning circle.	Larger blocks of purpose built flats that present a strong rhythm of form and are often made up from symmetrical blocks that partially define the street frontage. Typically fail to establish a clear structure of routes and private spaces.	These estates are typically post-war in construction. They are often made up of different built elements with larger blocks, maisonettes and houses. This mix fails to establish a clear structure of routes and private spaces.
Buildings	Typically two storeys. Unlikely to have a tight relationship to the street and so can feature projecting elements such as porches or an integrated garage. Vary greatly in form, materials and details.	Style influenced by Victorian tenement blocks. Often built from brick or with a brick facade, deck access and shared stair cores. Some blocks have quite a grand aesthetic and are generally taller than their context.	Building in the postwar period was an experimental time and therefore slab estates very enormously in the mix of materials, details and styles. Brick, rendered elements and panel systems all feature.
Streetscape	Housing is arranged in an informal layout resulting in an irregular street profile. The streets often contain small areas of parking and irregular shaped front gardens. Sometimes pedestrian only routes provide links.	The mansion blocks will typically have their own private grassed areas and car parking that they sit within. Larger estates can be illegible with unclear fronts and backs where there is deck access.	Buildings within these estates relate to pedestrian routes as well as typical streets, creating vulnerable areas enclosed by fences. Parking areas frequently account for a significant land take, reducing the quality of the environment.
Typical storey height	2	3 - 5	3 - 8
Typical street width	15 - 20m	12 - 20m	12 - 20m
Typical block size	50 x 120m	50 x 80m	50 x 200m
Parking	front yard / on-street	car park	car park
Public open space	no	shared gardens	shared gardens
Private open space	front and back gardens	balconies	balconies