

<b>Site Name</b>	<b>Morden (South Wimbledon) Industrial Area</b>	<b>Reference</b>	<b>E1</b>
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<b>Total site area (ha)</b>	34.2	<b>Current uses</b>	B1/B2/B8/Bulky retail
<b>Undeveloped land (ha)</b>	1 vacant plot	<b>Number of units</b>	100+
<b>Grid reference</b>	526131,169503	<b>Sequential status (offices only)</b>	Edge of centre
<b>Site status</b>	Existing Strategic Industrial Location	<b>Density</b>	Medium

<b>Criteria</b>	<b>Comment</b>	<b>Score (out of 5)</b>
Strategic access	Located approximately 3.5 km east of A3, via A238 which is often congested. A23 lies approximately 4 km to east. All roads between the site and A23 are congested.	2
Local accessibility (local road access and public transport)	Purpose-built internal road system with some awkward turns and poor road surfaces, but generally suitable for industrial vehicles. Bounded on two sides by A24 with two traffic light junctions into site off this road. Buses services on A24, South Wimbledon tube station approximately 300m to north and Morden Road tram stop adjacent (PTAL = 2/3, improving towards the north west of the site).	4
Proximity to urban areas and access to labour & services	Within wider residential area providing good access to local labour. North east edge adjoins Colliers Wood town centre but due to large size of site, units at south west end are up to 700m from services.	4
Compatibility of adjoining uses	Morden Hall Park adjoins to south and River Wandle forms east boundary. Residential and railway line adjoin to west, school to north.	3
Development and environmental constraints	Large, level site; eastern edge adjoins River Wandle and in Flood Zones 2 & 3 but most of site within Flood Zone 1. Parts of site have potential for contamination. Adjoins Morden Hall park site of nature conservation importance, Historic Park & Garden and Conservation Area.	3
Market attractiveness	Large, high profile industrial estate with parts managed as individual 'estates' and evidence of recent investment. Vacancy of 10-20% but evidence of active marketing.	4
Planning factors	Allocated Industrial Area. Adjoining Morden Hall Park is Site of Importance for Nature Conservation, Open Land, a Conservation Area, Green Chain, a Green Corridor and a Historic Park and Garden. A24 is Proposed Cycle Route and Strategic Route. Eastern half of site in Archaeological Priority Zone.	
Barriers to delivery	Site fragmented into a number of 'estates' which make redevelopment difficult. Some modern units not appropriate for redevelopment.	
Potential uses	Suitable for B1, B2, B8 and bulky retail.	
Timescale/availability	Vacant plot available in short term. Redevelopment potential for older units in medium term (10 years).	
Contribution to Economic Strategy	Does not contribute to target sectors but accommodates manufacturing	

**Total Score:** **20**

[Scoring: 5 = best, 1 = worst]

**Site Name Nelson Trading Estate****Reference E2**

<b>Total site area (ha)</b>	2.37	<b>Current uses</b>	B1/B2/B8/Bulky retail
<b>Undeveloped land (ha)</b>	0	<b>Number of units</b>	16
<b>Grid reference</b>	525674,169776	<b>Sequential status (offices only)</b>	N/A
<b>Site status</b>	Existing Locally Significant Industrial Site	<b>Density</b>	Medium

<b>Criteria</b>	<b>Comment</b>	<b>Score (out of 5)</b>
Strategic access	Approximately 3.5 km east of A3, via A238 which is often congested. A23 approximately 4 km to east. All roads between site and A23 congested.	2
Local accessibility (local road access and public transport)	Wide, well maintained internal access roads with separate car park for each unit but restricting turning for larger vehicles. Site access off A24 with a turning lane junction but no traffic lights. Buses on A24, tubes at Wimbledon South, 200m to the north and trams at Morden Road or Merton Park, each approximately 500m away (PTAL = 4).	4
Proximity to urban areas and access to labour & services	Colliers Wood urban centre, with wide range of services approximately 700m to east. Within predominantly residential area providing good access to local labour.	3
Compatibility of adjoining uses	Residential development on The Path and Melbourne Road directly overlooks site. To the south is a railway line with a recreation ground beyond.	2
Development and environmental constraints	Medium sized, level site that is fully developed and within flood zone 1. Adjoining railway land to south is of Nature Conservation importance. No obvious development constraints.	3
Market attractiveness	Managed estate with one vacant unit being marketed. Units are reasonably modern, high quality and in high profile location beside A24.	5
Planning factors	An allocated Industrial Area. The Path is an Existing Cycle Route. Land to south includes a Local Nature Reserve/Site of Importance for Nature Conservation, Green Corridor and Open Space	
Barriers to delivery	Contains good quality units and limiting scope for redevelopment.	
Potential uses	Suitable for B1, B2, B8; could accommodate retail warehouse or ancillary leisure uses.	
Timescale/availability	No land currently available. Redevelopment in long-term (15+ years).	
Contribution to Economic Strategy	Does not contribute to target sectors but important industrial centre	

**Total Score: 19**

[Scoring: 5 = best, 1 = worst]

**Site Name****Prince George's Road Industrial Area****Reference****E3**

<b>Total site area (ha)</b>	6.09	<b>Current uses</b>	B1/B2/B8/A1
<b>Undeveloped land (ha)</b>	0	<b>Number of units</b>	42
<b>Grid reference</b>	527014,169929	<b>Sequential status (offices only)</b>	N/A
<b>Site status</b>	Existing Strategic Industrial Location	<b>Density</b>	Medium

<b>Criteria</b>	<b>Comment</b>	<b>Score (out of 5)</b>
Strategic access	Located approximately 3.5 km west of A23 via A-roads but these are often congested.	3
Local accessibility (local road access and public transport)	Site access via Prince Georges Road and A236; this is a busy junction with no turning aids. Internal road system contains tight corners and narrow roads and on-street parking. Buses on A236 adjacent to site and Colliers Wood tube station 400m to the north (PTAL = 3).	3
Proximity to urban areas and access to labour & services	On edge of Colliers Wood town centre with wide range of services. Wider area predominantly residential, with good access to labour supply.	4
Compatibility of adjoining uses	Colliers Wood town centre adjoins to west and residential development on all other sides, some overlooking the site.	3
Development and environmental constraints	Large level site. Western edge adjacent to Western Road within flood zone 3 but rest within flood zone 1. Within Archaeological Priority Zone and adjacent to Nature Conservation site and Local Nature Reserve.	2
Market attractiveness	Medium profile site, adjacent to Colliers Wood town centre but largely hidden from major roads. Mixed character with some new units and area of older, unattractive units. Vacancy 15-20% but active marketing.	3
Planning factors	Allocated Industrial Area. Cycle route runs along Prince Georges Road. Land adjoining northern boundary is Site of Importance for Nature Conservation and Local Nature Reserve and site within Archaeological Priority Zone.	
Barriers to delivery	Majority of units relatively modern and site in multiple ownership limiting potential for redevelopment. Some vacant plots with potential for limited development.	
Potential uses	Suitable for B1, B2, B8; could accommodate some retail warehouse and ancillary leisure uses.	
Timescale/availability	Redevelopment potential only in long-term (15+ years) but some vacant plots are available in the short-term (Less than 5 years).	
Contribution to Economic Strategy	Does not contribute to target sectors but important industrial site.	

**Total Score:****18**

[Scoring: 5 = best, 1 = worst]

<b>Site Name</b>	<b>Gap Road Industrial Area</b>	<b>Reference</b>	<b>E4</b>
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<b>Total site area (ha)</b>	3.57	<b>Current uses</b>	B8/B2/B1
<b>Undeveloped land (ha)</b>	0	<b>Number of units</b>	4
<b>Grid reference</b>	525350,171305	<b>Sequential status (offices only)</b>	N/A
<b>Site status</b>	Existing Locally Significant Industrial Site	<b>Density</b>	Medium

<b>Criteria</b>	<b>Comment</b>	<b>Score (out of 5)</b>
Strategic access	A3 approximately 3 km to the north via A-roads that are heavily congested at the southern end.	3
Local accessibility (local road access and public transport)	Adjacent to Gap Road, a busy road through residential area. Difficult turning at the site junction. The dairy has parking for delivery vehicles to the rear. Buses on Gap Road and tubes and trains in Wimbledon town centre 900m away (PTAL = 3).	3
Proximity to urban areas and access to labour & services	Residential areas located to north and east, providing access to labour. Limited local services on Leopold Road to west and Wimbledon Town Centre within 900m with wide range of services.	3
Compatibility of adjoining uses	Residential development adjacent to north and east and railway line to west.	2
Development and environmental constraints	Medium sized, level fully developed site within flood zone 1. No obvious constraints to development. Land adjacent is a Site of Importance for Nature Conservation.	3
Market attractiveness	Medium profile location with low vacancy rate of 5% and active marketing of units. Units are mixed in quality; office and self storage units of average quality but dairy building is relatively dated and in poor condition.	3
Planning factors	Allocated Industrial Area. Land adjacent to railway line is Site of Importance for Nature Conservation, Safeguarded Land Adjoining District Line, Rail and Tube Improvements, Green Corridor, East London line extension and Merton Light Rail Policy. Gap Road is London Distributor Road.	
Barriers to delivery	The site has fragmented ownership and some relatively modern units which limits redevelopment potential.	
Potential uses	Suitable for B1, B2, B8	
Timescale/availability	Redevelopment potential only likely in the long-term (15+ years).	
Contribution to Economic Strategy	Does not contribute to target sectors but important industrial site	

**Total Score:** **17**

[Scoring: 5 = best, 1 = worst]



<b>Site Name</b>	<b>Durnsford Road A Industrial Area</b>	<b>Reference</b>	<b>E5A</b>
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<b>Total site area (ha)</b>	2.26	<b>Current uses</b>	B2/B8
<b>Undeveloped land (ha)</b>	0	<b>Number of units</b>	9
<b>Grid reference</b>	525502,172417	<b>Sequential status (offices only)</b>	N/A
<b>Site status</b>	Existing Locally Significant Industrial Location	<b>Density</b>	Low-medium

<b>Criteria</b>	<b>Comment</b>	<b>Score (out of 5)</b>
Strategic access	Located 2 km to south of A3, accessed directly via A218 (Durnsford Road), which can be congested at peak times.	4
Local accessibility (local road access and public transport)	Accessed via A218 with one internal road. Internal circulation is reasonable and purpose built but there are speed bumps. No turning aids at junction into the site. Buses run adjacent to site on Durnsford Road, Wimbledon Park tube station 250m to west and Earlsfield train station 600m to the north west (PTAL = 1/2).	3
Proximity to urban areas and access to labour & services	Wimbledon town centre over 1.5 km to south but small parade of local shops nearby on Durnsford Road. Residential area lies to north, providing access to labour.	2
Compatibility of adjoining uses	Adjoined to south by railway line, a recreation ground to north and residential development to west, which partially overlooks the site.	3
Development and environmental constraints	A medium-sized, level site that is fully developed. The plot is relatively narrow and within flood zone 1. Land to the north is allocated as a Green Corridor, Green Chain and Site of Importance for Nature Conservation.	3
Market attractiveness	Medium profile site adjacent to busy road. Good quality, relatively modern, adaptable units and site is managed. No apparent vacancies.	4
Planning factors	An allocated industrial site. Land to north is Green Corridor, Green Chain, Leisure Walking Route and Site of Importance for Nature Conservation.	
Barriers to delivery	Modern units on narrow plots limit potential for redevelopment, particularly for larger scale uses.	
Potential uses	Suitable for B1, B2, B8, particularly starter-units.	
Timescale/availability	Only likely to be available in the long-term (15+ years).	
Contribution to Economic Strategy	Does not contribute to target sectors but important industrial site	

**Total Score:** **19**

[Scoring: 5 = best, 1 = worst]

**Site Name****Durnsford Road B Industrial Area****Reference****E5B**

<b>Total site area (ha)</b>	9.82	<b>Current uses</b>	B1/B2/B8
<b>Undeveloped land (ha)</b>	0	<b>Number of units</b>	100+
<b>Grid reference</b>	525751,171875	<b>Sequential status (offices only)</b>	N/A
<b>Site status</b>	Existing Strategic Industrial Location	<b>Density</b>	Medium

<b>Criteria</b>	<b>Comment</b>	<b>Score (out of 5)</b>
Strategic access	Located approximately 2 km south of A3, accessed directly via A218 (Durnsford Road), which is congested at peak times.	4
Local accessibility (local road access and public transport)	Accessed off A218 (Durnsford Road). Internal road network is purpose built, wide and appropriate for HGVs but with on-street parking. Endeavour Road junction has turning lane but the Weir Road junction does not. Buses on Durnsford Road, Wimbledon Park tube station 400m away and Earlsfield train station 300m, but no direct links to it (PTAL Score predominantly 2).	4
Proximity to urban areas and access to labour & services	Wimbledon town centre some 1.5 km away with no significant services nearer. Wider area predominantly residential providing access to labour.	2
Compatibility of adjoining uses	Adjacent to another industrial estate and bounded by railway line to west and River Wandle to east. Limited residential development across Durnsford Road to the south.	4
Development and environmental constraints	Large, level site that is fully developed. Units in north and east of site within Flood Zones 2/3 but remainder within Zone 1. Land east of Weir Rd in Archaeological Priority Zone; land adjoining River is Metropolitan Open Land, Local Nature Reserve, Green Chain and Green Corridor.	3
Market attractiveness	Large high profile site with mix of units that are predominantly modern and in good condition. Some areas are managed. Low vacancy rate (5%) and units actively marketed.	4
Planning factors	Allocated Industrial Area. Land east of Weir Road is Archaeological Priority Zone, Special Industrial Zone, Metropolitan Open Land, Site of Importance for Nature Conservation/Local Nature Reserve, Green Chain, Green Corridor, Area at Risk from Flooding Every 100 Years, Leisure Walking Route and Existing Cycling Route.	
Barriers to delivery	Fragmented ownership and modern units limit potential for redevelopment.	
Potential uses	Suitable for B1, B2 and B8.	
Timescale/availability	Redevelopment potential only in the long-term (15+ years). The vacant unit is available in the short-term (Less than 5 years).	
Contribution to Economic Strategy	Does not contribute to target sectors but important industrial site to retain	

**Total Score:****21**

[Scoring: 5 = best, 1 = worst]

**Site Name** Plough Lane Industrial Area**Reference****E6**

<b>Total site area (ha)</b>	14.47	<b>Current uses</b>	B1/B2/B8/Bulky retail/Sui generis
<b>Undeveloped land (ha)</b>	0	<b>Number of units</b>	50+
<b>Grid reference</b>	526214,171440	<b>Sequential status (offices only)</b>	N/A
<b>Site status</b>	Existing Strategic Industrial Location	<b>Density</b>	Medium-low

Criteria	Comment	Score (out of 5)
Strategic access	Located 2-3 km from A3, accessed directly via A217 (Garratt Lane), which can be congested at peak times.	3
Local accessibility (local road access and public transport)	Access off Garratt Lane. Junction with Waterside Way has turning lane but junction with Copper Mill Lane does not. Garratt Lane is congested and these junctions are relatively poor. Buses on Garratt Lane, tubes at Wimbledon Park (approximately 7-800m or Tooting Broadway (some 1 km away) and trains at Haydon's Road (500m) (PTAL = 2).	3
Proximity to urban areas and access to labour & services	Some 700m from Colliers Wood town centre with no significant local services closer. Residential areas located further to east and west but are not as close as for other sites.	2
Compatibility of adjoining uses	Industrial area adjoins to the north west, River Wandle to the west and Lambeth Cemetery to the east.	5
Development and environmental constraints	Large, level site which is fully developed. Large pylons run through the site and a significant proportion of site within flood zones 2 and 3. Parts of the site are also affected by Archaeological Priority Zone, Conservation Area and Site of Importance for Nature Conservation.	2
Market attractiveness	Large, high profile site. Majority of units of reasonable age and quality. The site has a low vacancy rate but not managed.	3
Planning factors	Allocated Industrial Area. Site at Risk from Flooding Every 100 years; in Archaeological Priority Zone. Small area adjacent Plough Lane is Conservation Area. Land west of site Metropolitan Open Space, Site of Importance for Nature Conservation, Green Chain, Green Corridor, Leisure Walking Route	
Barriers to delivery	The units on the site are mainly modern and with fragmented ownership which limits potential for redevelopment.	
Potential uses	Suitable for B1, B2, B8; could also accommodate bulky retail.	
Timescale/availability	Redevelopment only possible in long-term (15+ years).	
Contribution to Economic Strategy	Does not contribute to target sectors but important industrial site	

**Total Score:** **18**

[Scoring: 5 = best, 1 = worst]

**Site Name****Willow Lane Industrial Area****Reference****E7**

<b>Total site area (ha)</b>	43.8	<b>Current uses</b>	B1/B2/B8
<b>Undeveloped land (ha)</b>	0	<b>Number of units</b>	100+
<b>Grid reference</b>	527902,167411	<b>Sequential status (offices only)</b>	N/A
<b>Site status</b>	Existing Strategic Industrial Location	<b>Density</b>	Medium

<b>Criteria</b>	<b>Comment</b>	<b>Score (out of 5)</b>
Strategic access	Located 3-4 m from A3 with no direct link. Strategic road network accessed via A-roads.	2
Local accessibility (local road access and public transport)	Accessed via A237 London Road which has low traffic. Turning lane provided at Willow Lane junction but not other smaller entrances. Purpose built internal road system with some tight turns and on-street parking. Good public transport with buses on London Road and trams and trains on Mitcham junction, 200m to east (PTAL = 1 to south west improving to 3 to the north east of the site).	4
Proximity to urban areas and access to labour & services	Residential development to north and south provides access to labour. Mitcham town centre some 0.8 km to north, with range of services.	2
Compatibility of adjoining uses	Residential development to north and south but most of it visually separated from the estate. Bounded by railway line to north and River Wandle to east, with open land beyond.	3
Development and environmental constraints	Large, level site that is fully developed. Limited areas adjacent to the River Wandle within Flood Zone 3 but most within Flood Zone 1. Large pylons run across site. Land to west, adjacent to River Wandle is of Nature Conservation importance, and has various Green Chain, Green Corridor, Conservation Area and Archaeological designations.	3
Market attractiveness	Very large, fragmented into number of estates, some managed. Mainly 1960-70s units in reasonable condition. Contains many waste related uses. Vacancy of 5-10% but all being marketed. Parking/congestion problems within estate. Low profile rather isolated location.	4
Planning factors	Allocated Industrial Area - Willow Lane Industrial Estate Access Improvement Area. Land west of site in Area at Risk from Flooding Every 100 Years, Metropolitan Open Land, Site of Importance for Nature Conservation, Green Chain, Green Corridor, Conservation Area, Archaeological Priority Zone and Leisure Walking Route.	
Barriers to delivery	Some modern units and fragmented ownership limits potential for redevelopment.	
Potential uses	Suitable for B1, B2, B8 and waste uses	
Timescale/availability	Redevelopment potential in medium to long-term (5+years) but some vacant plots available in short term (Less than 5 years).	
Contribution to Economic Strategy	Does not contribute to target sectors but important industrial site to retain	

**Total Score: 18**

[Scoring: 5 = best, 1 = worst]



**Site Name****Hallowfield Industrial Area****Reference****E8**

<b>Total site area (ha)</b>	7.64	<b>Current uses</b>	B1/B2/B8
<b>Undeveloped land (ha)</b>	0	<b>Number of units</b>	30
<b>Grid reference</b>	526833,168307	<b>Sequential status (offices only)</b>	N/A
<b>Site status</b>	Existing Strategic Industrial Location	<b>Density</b>	Low-medium

<b>Criteria</b>	<b>Comment</b>	<b>Score (out of 5)</b>
Strategic access	Located some 4 km from A3 and A23. Southern part of site adjoins A238 (Morden Road) which provides good link to strategic network but northern half accessed via a residential road. A-roads within the Borough suffer heavily from congestion.	2
Local accessibility (local road access and public transport)	Southern part of site adjacent to A238 and site junction has no turning aids. Northern part accessed off residential road. Internal road system is purpose built but has on-street parking and does not link two parts of site divided by rail line. Buses on A239 and Church Road and Belgrave Walk tram stop adjacent to site (PTAL = 2).	3
Proximity to urban areas and access to labour & services	Residential development within the wider area provides local access to labour. Morden town centre some 1 km to west and Mitcham approximately 700m to north.	2
Compatibility of adjoining uses	Residential development on 3 sides, most overlooking site and open land adjoins to east. Tramline runs through the centre of the site.	3
Development and environmental constraints	Medium - large, level site that is fully developed. The tramline through centre of the site and within Flood Zone 1. Northern part in Archaeological Priority Zone. Land to east in Green Chain, Nature Conservation site, Green Corridor and part in Conservation Area.	3
Market attractiveness	Majority of units on site are modern and flexible with no apparent vacancies. The northern part of the site is occupied by a single user - waste management and recycling company SITA. The overall site is in a low profile location.	4
Planning factors	Allocated Industrial Area. Northern part has a Site Proposal and in Archaeological Priority Zone. Land adjacent to tramline is Green Corridor. Open space to east is a Green Chain, Site of Importance for Nature Conservation, Green Corridor and Open Space.	
Barriers to delivery	Comprises modern units in fragmented ownership to south, limiting potential for redevelopment. SITA to north is well established single occupier.	
Potential uses	Suitable for B1, B2, B8.	
Timescale/availability	Redevelopment potential only in the long-term.	
Contribution to Economic Strategy	Does not contribute to target sectors but important industrial site to be retained.	

**Total Score:** **17**

[Scoring: 5 = best, 1 = worst]

<b>Site Name</b>	<b>Streatham Road Industrial Area</b>	<b>Reference</b>	<b>E9</b>
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<b>Total site area (ha)</b>	5.92	<b>Current uses</b>	B1/B2/B8
<b>Undeveloped land (ha)</b>	0	<b>Number of units</b>	23
<b>Grid reference</b>	528466,169887	<b>Sequential status (offices only)</b>	N/A
<b>Site status</b>	Existing Locally Significant Industrial Site	<b>Density</b>	Low-medium

<b>Criteria</b>	<b>Comment</b>	<b>Score (out of 5)</b>
Strategic access	Located some 1.8 km from A23. Adjacent to A216 (Streatham Road) which links directly to A23 but suffers from congestion.	3
Local accessibility (local road access and public transport)	Good internal, purpose built, road network with speed bumps. Turning lane into site provided from Streatham Road. Buses run on Streatham Road and Mitcham Eastfields train station is some 400m to the south (PTAL = 2).	3
Proximity to urban areas and access to labour & services	Surrounded by residential development providing good access to labour. Mitcham town centre some 500m to south west of site with wide range of services.	3
Compatibility of adjoining uses	Residential on three sides and primary school to the rear although none of the residential development significantly overlooks the site.	1
Development and environmental constraints	A medium-large, level site that is fully developed and within flood zone 1. No obvious constraints to development but no vacant plots and limited potential for intensification.	5
Market attractiveness	Medium profile site with a range of units, reasonably modern and in good condition. Managed site with evidence of recent investment. Vacancy rate of roughly 10% with active marketing of units.	3
Planning factors	Allocated Industrial Area	
Barriers to delivery	Site comprises a number of modern units which limits the potential for redevelopment.	
Potential uses	Suitable for B1, B2, B8; could accommodate bulky retail.	
Timescale/availability	Redevelopment only likely to be long-term (15+ years).	
Contribution to Economic Strategy	Does not contribute to target sectors but important industrial site to be retained	

**Total Score:** **18**

[Scoring: 5 = best, 1 = worst]

<b>Site Name</b>	<b>Dundonald Road Industrial Area</b>	<b>Reference</b>	<b>E10</b>
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<b>Total site area (ha)</b>	4.55	<b>Current uses</b>	B1/B2/B8
<b>Undeveloped land (ha)</b>	1.34 (Open air storage)	<b>Number of units</b>	14
<b>Grid reference</b>	524630,170323	<b>Sequential status (offices only)</b>	N/A
<b>Site status</b>	Existing Locally Significant Industrial Site	<b>Density</b>	Low

<b>Criteria</b>	<b>Comment</b>	<b>Score (out of 5)</b>
Strategic access	Located 2-3 km from A3 which is accessed via A-roads but also via congested Wimbledon town centre.	2
Local accessibility (local road access and public transport)	Site access off residential road with on-street parking and one-way systems. Range of public transport in Wimbledon town centre, 150m to north (PTAL = 5).	4
Proximity to urban areas and access to labour & services	Residential area to south, providing access to local labour. Wimbledon town centre 150m to north with wide range of services.	4
Compatibility of adjoining uses	Bounded by railway line to west and north and residential development to south, which overlooks the site.	3
Development and environmental constraints	Medium sized, level site bounded by railway lines on 2 sides. Fully developed with no vacant plots but open yards offer scope to intensify. Within flood zone 1. Land adjacent to railway line is a Green Corridor and Site of Importance for Nature Conservation.	3
Market attractiveness	Low profile site with mainly unattractive buildings of mixed condition and yards. Fully occupied by one firm.	3
Planning factors	Allocated Industrial Area. Land adjacent to railway line designated as Green Corridor, Site of Importance for Nature Conservation and Rail Improvements. Dundonald Road is Existing Cycle Route.	
Barriers to delivery	Narrow site bounded by 2 railway lines which limits potential for redevelopment for large-scale uses.	
Potential uses	Suited to small/medium scale B1, B2, B8 uses and uses requiring open storage	
Timescale/availability	Redevelopment potential only in long-term (15+years) but with some of the yard areas possibly available in the medium term (5-15 years).	
Contribution to Economic Strategy	Does not contribute to target sectors but important industrial site to be retained	

**Total Score:** **19**

[Scoring: 5 = best, 1 = worst]

**Site Name****Burlington Road A Industrial Area****Reference****E11**

<b>Total site area (ha)</b>	2.5	<b>Current uses</b>	B1/B2/B8/A1/D1
<b>Undeveloped land (ha)</b>	0	<b>Number of units</b>	20+
<b>Grid reference</b>	522414,168257	<b>Sequential status (offices only)</b>	N/A
<b>Site status</b>	Existing Strategic Industrial Location	<b>Density</b>	Low

<b>Criteria</b>	<b>Comment</b>	<b>Score (out of 5)</b>
Strategic access	Adjacent to A3 strategic road with slip road between Burlington Road and A3. Burlington Road can suffer from congestion.	5
Local accessibility (local road access and public transport)	Site access from Burlington Road, which can be difficult to turn onto due to heavy traffic. Buses on Burlington Road, with Raynes Park train station some 1.2 km to north and Motspur Park, 0.5 km to south (PTAL = 2/3).	4
Proximity to urban areas and access to labour & services	Burlington Road contains range of services with large supermarket to north of site. The wider area is residential, providing access to labour.	4
Compatibility of adjoining uses	Supermarket adjoins to north, A3 to the west and residential area to south across Burlington Road. Primary school lies within the site.	2
Development and environmental constraints	Medium sized, level site bounded on one side by the A3. Within flood zone 3. No other obvious development constraints	3
Market attractiveness	High profile location adjacent to A3. The units are mixed in condition and quality and are all occupied. Site contains a school.	3
Planning factors	Allocated Industrial Area and within an Area at Risk from Flooding Every 100 Years. Burlington Road is an Existing Cycle Route.	
Barriers to delivery	Site in multiple ownership and includes a school, which limits potential for redevelopment.	
Potential uses	Suitable for B1, B2, B8, A1, A2.	
Timescale/availability	Redevelopment potential only likely in the long-term (15+ years).	
Contribution to Economic Strategy	Does not contribute to target sectors but important industrial site to be retained	

**Total Score:** **21**

[Scoring: 5 = best, 1 = worst]



**Site Name****Burlington Road B Industrial Area****Reference****E12**

<b>Total site area (ha)</b>	4.36	<b>Current uses</b>	A1/B1/B2/B8
<b>Undeveloped land (ha)</b>	0.45	<b>Number of units</b>	17
<b>Grid reference</b>	522246,168276	<b>Sequential status (offices only)</b>	N/A
<b>Site status</b>	Existing Strategic Industrial Location	<b>Density</b>	Medium-high

<b>Criteria</b>	<b>Comment</b>	<b>Score (out of 5)</b>
Strategic access	Located adjacent to A3 strategic road with slip road linking site to it. Roads within this area can be congested.	5
Local accessibility (local road access and public transport)	Good site access from A3 slip road. Buses on Burlington Road, with bus stop adjacent to the site and trains at Motspur Park, 0.6 km to southeast (PTAL = 2/3).	4
Proximity to urban areas and access to labour & services	Located some 100m from services on Burlington Road and superstore, but these are visually screened by A3. Area to west is predominantly residential providing good access to labour.	4
Compatibility of adjoining uses	Bounded by A3 to the east, retail-warehousing to south and recreation ground to north. Residential to west overlooks the retail element.	4
Development and environmental constraints	Medium-large, level site within flood zone 3. The open space to north is Metropolitan Open Land, Green Corridor, Open Space and Green Chain.	3
Market attractiveness	High profile site. The B&Q unit is exceptionally high profile and high quality. Units to rear are lower quality and older. Low vacancy although one vacant plot on the site which is not being marketed.	4
Planning factors	Allocated Industrial Area. Within an Area at Risk from Flooding Every 100 Years. Adjoining open space to north is Metropolitan Open Land, Green Corridor, Open Space and Green Chain.	
Barriers to delivery	Modern units with fragmented ownership limits scope for wholesale redevelopment. Vacant plot appears unconstrained.	
Potential uses	Suitable for B1, B2 or B8. Could accommodate bulky retail	
Timescale/availability	Redevelopment potential only likely in long-term (15+ years) but vacant plot is available in the short term (Less than 5 years).	
Contribution to Economic Strategy	Does not contribute to target sectors but good industrial site to be retained	

**Total Score: 24**

[Scoring: 5 = best, 1 = worst]

**Site Name****Malden Way Industrial Area****Reference****E13**

<b>Total site area (ha)</b>	0.85	<b>Current uses</b>	B1
<b>Undeveloped land (ha)</b>	0	<b>Number of units</b>	6
<b>Grid reference</b>	522105,168119	<b>Sequential status (offices only)</b>	Out of centre
<b>Site status</b>	Existing Strategic Industrial Location	<b>Density</b>	High

<b>Criteria</b>	<b>Comment</b>	<b>Score (out of 5)</b>
Strategic access	Adjacent to A3 strategic road with slip road linking site to it. Burlington Road can be congested.	5
Local accessibility (local road access and public transport)	Accessed via retail park road network onto Burlington Road, which can get congested although there is a right turning lane from it. Buses on Burlington Road, with a bus stop adjacent site and trains at Raynes Park, 1.4 km to north east and Motspur Park, 0.6 km to south east (PTAL = 3).	4
Proximity to urban areas and access to labour & services	Approximately 100m from services on Burlington Road and superstore, although these separated by A3. Area to west is predominantly residential providing access to labour.	4
Compatibility of adjoining uses	Residential development to north and west and A3 to east. To the south is a small retail park. The residential development on Albert Road overlooks the site. Adjoining uses not incompatible with B1 offices	4
Development and environmental constraints	Small, sloping, fully developed site within flood zone 3. Land to west is of Nature Conservation importance and a Green Corridor. No potential for intensification.	2
Market attractiveness	High profile site, adjacent to A3. Offices are reasonably modern and of average quality with on-site parking and no vacancies.	4
Planning factors	Allocated Industrial Area. Land to west allocated as Site of Importance for Nature Conservation and Green Corridor. Within an Area at Risk from Flooding Every 100 Years.	
Barriers to delivery	Existing fully occupied building limits the scope for redevelopment	
Potential uses	Suitable for B1.	
Timescale/availability	Redevelopment potential only likely in the long-term (15+ years).	
Contribution to Economic Strategy	Contributes to business and professional services target sectors	

**Total Score: 23**

[Scoring: 5 = best, 1 = worst]

**Site Name****Bushey Road Industrial Area****Reference****E14**

<b>Total site area (ha)</b>	3.69	<b>Current uses</b>	A1/B1/B2/B8
<b>Undeveloped land (ha)</b>	1.33 (Car park)	<b>Number of units</b>	6
<b>Grid reference</b>	522478,168767	<b>Sequential status (offices only)</b>	N/A
<b>Site status</b>	Existing Locally Significant Industrial Location	<b>Density</b>	Low

<b>Criteria</b>	<b>Comment</b>	<b>Score (out of 5)</b>
Strategic access	Located adjacent to A3 strategic road with slip road junction linking site to it although Bushey Road can be congested.	5
Local accessibility (local road access and public transport)	Access via slip road from Bushey Road. Internal road system is wide but quite poorly maintained although adequate on-site parking. Tight bend and poor visibility from Bushey Road onto site and only accessible from one direction. Bus services on Bushey Road and trains at Raynes Park, approximately 0.7 km to north east and Motspur Park, 1 km to south (PTAL = 2).	3
Proximity to urban areas and access to labour & services	Within a wider residential area, providing local access to labour. Large superstore nearby and services on Burlington Road beyond it but these are visually cut off by Bushey Road fly-over.	4
Compatibility of adjoining uses	Primary school immediately to east and residential to north. Bushey Road and A3 form boundaries on other sides.	2
Development and environmental constraints	A fully developed, medium-sized site. It is within flood zone 3 but there are no other obvious constraints to development.	3
Market attractiveness	High profile site adjacent to A3. Units fairly modern and of reasonable quality. One vacant unit which is being marketed.	4
Planning factors	Allocated Industrial Area. Southern edge within an Area at Risk from Flooding Every 100 Years. Bushey Road is a London Distributor Road.	
Barriers to delivery	The site fully developed and with fragmented ownership which limits potential for redevelopment.	
Potential uses	Suitable for B1, B2, B8; could also accommodate some bulky retail	
Timescale/availability	Only likely to be available for redevelopment in the long-term (15+ years) but the vacant unit available in the short term (Less than 5 years).	
Contribution to Economic Strategy		

**Total Score: 21**

[Scoring: 5 = best, 1 = worst]

**Site Name**    **Garth Road Industrial Area****Reference**    **E15**

<b>Total site area (ha)</b>	9.6	<b>Current uses</b>	B1/B2/B8/Sui Generis
<b>Undeveloped land (ha)</b>	0	<b>Number of units</b>	50+
<b>Grid reference</b>	523648,166491	<b>Sequential status (offices only)</b>	Out of centre
<b>Site status</b>	Existing Locally Significant Industrial Site	<b>Density</b>	Medium

<b>Criteria</b>	<b>Comment</b>	<b>Score (out of 5)</b>
Strategic access	A3 lies 1.7 km to north west, but via A-roads through residential areas which are heavily congested.	3
Local accessibility (local road access and public transport)	Garth Road is congested, contains traffic calming measures and has on-street parking. Internal industrial estate roads mixed in quality but generally narrow and difficult site turning off Garth Road. Buses on Garth Road but limited local public transport with nearest trains at Motspur Park 1.2 km to north west and Worcester Park 1.2 km to west (PTAL = 1a).	2
Proximity to urban areas and access to labour & services	Within a wider residential area which provides good access to labour. No services within immediate area. Morden town centre is nearest centre but approximately 1.7 km away.	2
Compatibility of adjoining uses	Open space to west, cemetery to the north and residential development to east and south west, much of it overlooking the site.	2
Development and environmental constraints	Large, gently sloping site that is fully developed. Eastern edge of site in flood zone 3, but most in flood zone 1. Potential ground contamination in some areas.	4
Market attractiveness	Low profile site with mix of mainly local occupiers. Units vary in quality with office buildings generally higher quality than industrial units ranging from 1950-90s. Congestion within estate. Contains Council waste depot. Vacancy about 10% but active marketing. Site not managed.	3
Planning factors	Allocated Industrial Area. Eastern edge within an Area at Risk from Flooding Every 100 Years. North-west part allocated as special Industrial Zone and contains a Site Proposal. East and western boundaries in Site of Importance for Nature Conservation and Green Corridors.	
Barriers to delivery	The site fully developed and under multiple occupation. Units are of varying quality, so some parts may be suitable for redevelopment.	
Potential uses	Suitable for B1, B2, B8 industrial and B1 offices in some areas.	
Timescale/availability	Vacant units available in the short-term (Less than 5 years) but redevelopment of whole site only possible in long-term (15+ years).	
Contribution to Economic Strategy	Does not contribute to target sectors but important industrial site	

**Total Score:**    **16**

[Scoring: 5 = best, 1 = worst]



**Site Name****Rainbow Industrial Estate****Reference****E16**

<b>Total site area (ha)</b>	2.5	<b>Current uses</b>	Warehouse, storage, light industrial, office
<b>Undeveloped land (ha)</b>	0.5	<b>Number of units</b>	17
<b>Grid reference</b>	TQ228691	<b>Sequential status (offices only)</b>	N/A
<b>Site status</b>	Existing Locally Significant Industrial Site	<b>Density</b>	Low/medium

<b>Criteria</b>	<b>Comment</b>	<b>Score (out of 5)</b>
Strategic access	Accessed from A238 Kingston Road and B279 Grand Drive. Very good access to strategic routes including A3 within 1.25 km via good A roads.	4
Local accessibility (local road access and public transport)	Entrance to site on bend of A238 and B279. Difficult junction and reasonable level of traffic around Raynes Park Railway station (at entrance to site). Local bus route on A238 (PTAL = 4/6a, improving towards north east - Raynes Park town centre).	3
Proximity to urban areas and access to labour & services	Within close proximity of Raynes Park town centre providing a range of services. Residential area to north and east gives access to local labour.	4
Compatibility of adjoining uses	Site adjoined by railway line on all sides. Some office and warehousing on West Barnes Lane otherwise site is self-contained.	4
Development and environmental constraints	A large, fairly irregular but level shaped site providing no obvious development or environmental constraints. A large proportion of the site is developed.	4
Market attractiveness	Mixed age/quality of buildings but generally reasonable with subdivision forming smaller units. Some vacancy (3,000 m <sup>2</sup> ). Attracts mainly construction firms and some retail warehouses. On-site parking provided. Proposals for waste management unit.	3
Planning factors	Allocated Industrial Area. Not in area of flood risk. No extant planning permissions.	
Barriers to delivery	Site understood to be in single ownership and likely to be sold for redevelopment within near future so short term development possible.	
Potential uses	Suited to B1-B8 uses.	
Timescale/availability	Some availability for occupation in the short term. Any comprehensive redevelopment likely to be medium to long term (5-10 years).	
Contribution to Economic Strategy	Does not contribute to target sectors but important industrial site.	

**Total Score:****22**