

Site Name	Integra House, 138-140 Alexandra Road, London, SW19 7JY	Reference	S115
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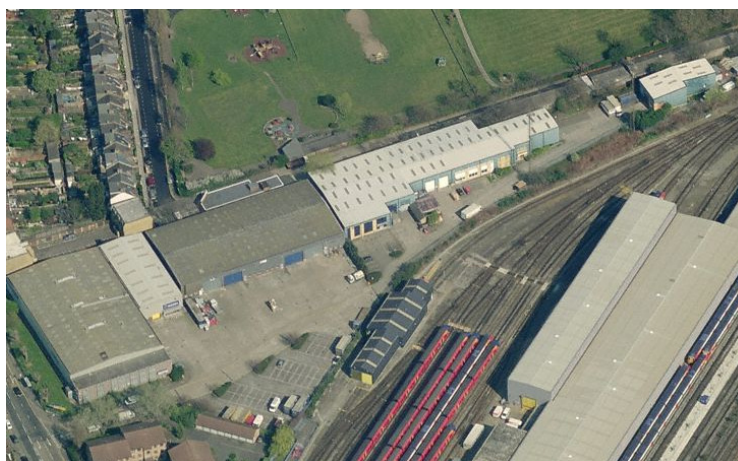


Total site area (ha)	0.055	Current uses	Offices
Undeveloped land (ha)	0.025	Number of units	1
Grid reference	TQ 247 707	Sequential status (offices only)	Town centre
Site status	Allocated for redevelopment	Density	Medium/High

Criteria	Comment	Score (out of 5)
Strategic access	On B235 with good access to strategic routes including A219, and A24 within 1.5km and around Wimbledon town centre, which suffers from daily congestion.	3
Local accessibility (local road access and public transport)	B235 suffers from heavy traffic at junction with The Broadway and Wimbledon Hill Road, particularly during peak hours. Site access general ok. Excellent public transport links with Wimbledon underground and rail stations within 25m and several local bus routes outside site (PTAL = 4).	4
Proximity to urban areas and access to labour & services	Within the town centre with access to a complete range of local services and access to local labour.	5
Compatibility of adjoining uses	Adjoining site is office building and offices/ground floor A2 to the other. Offices opposite. No sensitive uses identified.	5
Development and environmental constraints	Small, regular shaped, level site within a development area. Site fully developed with 4 storey building and no scope for intensification. Development to rear restricted by access to the railway line. No environmental constraints identified.	4
Market attractiveness	Fairly high profile site in attractive town centre location. Older 1980-90s building in good condition. High occupancy. On-site car parking to rear.	4
Planning factors	Allocated development site. Not within an area at risk of flooding. No extant planning permissions.	
Barriers to delivery	Site forms part of larger development area including public transport and town centre uses within B1, retail, residential, leisure, hotel and conference uses so unlikely to be able to bring forward in isolation.	
Potential uses	Suited to B1 offices or mixed use town centre uses including offices, retail and leisure.	
Timescale/availability	Currently occupied so unlikely to be available in short term. Could form part of comprehensive redevelopment in medium/long term	
Contribution to Economic Strategy	Contributes to target sector of business and professional services	

Total Score: **25**

Site Name	Units 1-6 Wellington Works, Wellington Road, London, SW19 8EQ	Reference	S116
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Total site area (ha)	0.7	Current uses	Warehousing/storage
Undeveloped land (ha)	0	Number of units	6
Grid reference	TQ254 723	Sequential status (offices only)	N/A
Site status	Allocated, existing employment site	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Situated on the A218 Durnsford Road a strategic route which suffers from heavy congestion particularly during peak hours. Over 2km from strategic routes such as A3 and A214.	3
Local accessibility (local road access and public transport)	Primary access from Gresham Way a purpose built access route off A218 but also Wellington Road, a residential road. Local bus service opposite site on A218. Wimbledon Park underground station within 0.25 km and Haydons Rd rail station 0.6 km away (PTAL = 2).	3
Proximity to urban areas and access to labour & services	Within 0.5 km of local shops in Durnsford Road neighbourhood parade and Arthur Road local centre. Access to labour within 0.5 km in the Wimbledon Park area.	3
Compatibility of adjoining uses	Generally compatible to the south-east with railway line and depot separating the site from other industrial and business uses. To north is recreation ground associated with Wimbledon Park Primary School and residential.	4
Development and environmental constraints	A fairly level, irregular shaped but decent sized site which is fully developed. Potential for expansion constrained by railway line and recreation ground. No obvious environmental constraints.	4
Market attractiveness	1980s warehousing/storage buildings, in reasonable condition providing space for lower end profile occupants. Some available units currently being marketed.	3
Planning factors	Allocated within an industrial area and Controlled Parking Zone. Small part of site allocated as being of importance for nature conservation and to north is green chains and open space policy. Not within an area at risk of flooding.	
Barriers to delivery	Site is in multiple occupation so comprehensive development unlikely in short term.	
Potential uses	Industrial and warehousing	
Timescale/availability	Some availability in the short term, any redevelopment likely to be medium to long term.	
Contribution to Economic Strategy	Does not contribute to target sector but good warehouse site.	

Total Score: **20**

Site Name	15-21 York Road, London, SW19 8TP	Reference	S117
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Total site area (ha)	0.1	Current uses	Offices
Undeveloped land (ha)	0.05	Number of units	8
Grid reference	TQ260 707	Sequential status (offices only)	Out of centre
Site status	Existing employment site, not allocated in UDP	Density	Low/medium

Criteria	Comment	Score (out of 5)
Strategic access	Located off A218 Haydon's Road, identified as a strategic route. Strategic routes such as A219, A24 and A238, within 1 km but via local residential roads.	3
Local accessibility (local road access and public transport)	Located on residential road with no difficult junctions or access problems. Site within 0.35 km of Haydon's Road rail station, 0.9 km from Colliers Wood and South Wimbledon underground stations and 1.2 km to Wimbledon rail station. Local bus service on A218 (PTAL = 2).	3
Proximity to urban areas and access to labour & services	Out of centre site with some local shops nearby on Haydon's Road. The nearest centres are Colliers Wood (1km) and Merton High Street (0.6km). Surrounding residential roads provide access to local labour.	3
Compatibility of adjoining uses	Office building with adjoining residential uses. No other business uses identified adjoining the site.	4
Development and environmental constraints	Regular shaped early 1990s offices of reasonable appearance, in good condition and of decent size. Access to rear car parking on bend of road but generally adequate visibility splay. The site has been fully developed. No obvious development constraints.	4
Market attractiveness	Reasonably modern units in good appearance and local environment but not all units are occupied. On-site car parking.	3
Planning factors	Unallocated but within an area at risk of flooding. No extent planning permissions.	
Barriers to delivery	Fairly modern business units so limited scope for redevelopment	
Potential uses	Suited to B1 Offices	
Timescale/availability	Currently some available units, but redevelopment likely to be medium/long term	
Contribution to Economic Strategy	Contributes to target sector of business & professional service sectors.	

Total Score: **20**

Site Name	34-36 West Barnes Lane, London, SW20 OBP	Reference	S118
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Total site area (ha)	0.02	Current uses	Workshops
Undeveloped land (ha)	0	Number of units	3
Grid reference	TQ 228 691	Sequential status (offices only)	N/A
Site status	Existing employment site, allocated as Industrial Area	Density	Low

Criteria	Comment	Score (out of 5)
Strategic access	Located on B282 West Barnes Lane in close proximity to the A3 Kingston Bypass via good road access on the A298 and A238.	4
Local accessibility (local road access and public transport)	On B282, with cycle route and bus stop opposite providing regular public transport. Raynes Park Station within walking distance (0.4 km). Access to site directly from main road across public footpath. Reasonable site junction but average visibility splay onto main road (PTAL = 4).	3
Proximity to urban areas and access to labour & services	Less than 0.2 km from Raynes Park town centre, with wide range of services and some local shops on Coombes Lane. Residential estate and school opposite & new residential development along Barnes Lane.	3
Compatibility of adjoining uses	Office building next to site. To the rear of site, separated by the railway line is Rainbow Industrial Estate although no direct access from B282.	3
Development and environmental constraints	Small, regular shaped, level plot containing three single storey warehouses. Site is constrained by railway line and greenery to the south. No obvious development constraints	3
Market attractiveness	A poor run down site with low quality, unattractive appearance. Users are likely to be local, lower end occupiers. Partly vacant.	2
Planning factors	Within an Industrial Area and green corridor; not within an area at risk of flooding. No extant planning permissions.	
Barriers to delivery	Removal of existing occupied buildings required before the site could be redeveloped. Small site may limit scope for viable development	
Potential uses	Small scale industrial or storage uses. Office unlikely given adjacent office site is partly vacant.	
Timescale/availability	Likely to be available for occupation in short term and medium term for development.	
Contribution to Economic Strategy	Does not contribute to target sectors.	

Total Score: **18**

[Scoring: 5 = best, 1 = worst]

Site Name	28-30 West Barnes Lane, London, SW20 OBP	Reference	S119
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Total site area (ha)	0.03	Current uses	Offices
Undeveloped land (ha)	0	Number of units	1
Grid reference	TQ 228 691	Sequential status (offices only)	Edge of local centre
Site status	Existing employment site, allocated as an industrial area and green corridor	Density	Low

Criteria	Comment	Score (out of 5)
Strategic access	Located on B282 West Barnes Lane in close proximity to the A3 Kingston Bypass via good road access on the A298 and A238.	4
Local accessibility (local road access and public transport)	On B282, with cycle route and bus stop opposite providing regular public transport. Raynes Park Station within walking distance (0.4 km). Reasonable access to site from main road (PTAL = 5).	3
Proximity to urban areas and access to labour & services	Less than 0.2 km from Raynes Park town centre, with a wide range of services and some local shops on Coombes Lane. Residential estate and school opposite with new residential development along Barnes Lane.	3
Compatibility of adjoining uses	Workshops to one side and railway bridge to the other side of building. To the rear of site, divided by the railway line is Rainbow Industrial Estate although no direct access from B282.	3
Development and environmental constraints	Small, regular shaped, level site containing a three storey 1960s office building. Site is constrained by the railway line and railway bridge and adjacent workshops. No obvious environment constraints.	2
Market attractiveness	An average quality office building in reasonable condition with on site parking. Approximately 200sqm vacant. Likely to attract local businesses. Railway line to rear may create noise issues.	3
Planning factors	Designated within an Industrial Area and green corridor; not within an areas at risk of flooding. No extant planning permissions.	
Barriers to delivery	A reasonably modern office building which is occupied and therefore limits the scope for redevelopment in the short term.	
Potential uses	Offices	
Timescale/availability	Office space currently available, redevelopment potential only in medium-long term.	
Contribution to Economic Strategy	Contributes to target sector of business & professional service sectors.	

Total Score: **18**

Site Name**209 Merton Road, London, SW19 1EE****Reference****S120**

Total site area (ha)	0.008	Current uses	Office with flats above
Undeveloped land (ha)	0	Number of units	1
Grid reference	TQ 257 702	Sequential status (offices only)	Town centre
Site status	Existing employment site, not allocated in UDP	Density	Medium/high

Criteria	Comment	Score (out of 5)
Strategic access	On junction of A219 Merton High Street and A238 Kingston Road which links to the A24 (0.75 km). The A3 is 4 km away via the A238.	4
Local accessibility (local road access and public transport)	Direct access from primary road with moderate traffic levels. No direct vehicle access to site. Local bus route runs along A238 and site lies opposite South Wimbledon underground station. Haydon's Road railway 1 km away (PTAL = 3).	4
Proximity to urban areas and access to labour & services	Within mainly residential area Merton Road local shops within walking distance, provide a wide range of services. Other services off the A24 and Colliers Wood (1 km).	3
Compatibility of adjoining uses	Adjoining uses are car repair and office/residential. Within a parade of local shops and services. No other adjoining office uses.	3
Development and environmental constraints	Site fully developed with 3 storey building. Within parade of shops with residential uses above. Further intensification is unlikely. No environmental constraints identified.	3
Market attractiveness	Site is a former bank currently occupied by an accountant. In reasonable condition with a prominent position on Merton Road.	3
Planning factors	Unallocated. Not within area at risk of flooding. Extant consent for a new entrance on Kingston Road approved in April 2010 (Ref: 10/P0404)	
Barriers to delivery	Whole parade likely to be within fragmented ownership including residential above which would limit the potential for redevelopment of a single unit.	
Potential uses	Suited to B1 offices, A2 or retail on ground floor, offices or residential above.	
Timescale/availability	Currently vacant but with consent for use within Use Class A2 for 3 years. Redevelopment potential only in longer term.	
Contribution to Economic Strategy	Contributes to target sector of business & professional service sectors.	

Total Score: 20

Site Name	Brookfarm House, 1 Station Road, London, SW19 2LP	Reference	S121
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Total site area (ha)	0.02	Current uses	Office
Undeveloped land (ha)	0	Number of units	1
Grid reference	TQ 263 699	Sequential status (offices only)	Edge of centre
Site status	Existing employment site, not allocated in UDP	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Very good access to strategic routes including directly onto A24. The A236, A219 and A238 reached by local roads via strategic routes all within 0.5 km. The A3 is 4 km away.	4
Local accessibility (local road access and public transport)	Located on junction and bend of a narrow, residential cul-de-sac which has HGV traffic from warehousing and MOT repair services on Station Road. Site access is adequate. South Wimbledon underground within 0.5 km and Colliers Wood within 0.6 km but 1.6 km from Wimbledon station and 1 km from Haydons Rd. Bus routes close by (PTAL = 3/4).	3
Proximity to urban areas and access to labour & services	Within residential area providing access to local labour. Within walking distance of a wide range of services at Merton High Street and within short walk of Colliers Wood town centre.	3
Compatibility of adjoining uses	Adjoined by car servicing and PFS and car wash with A24 to rear. One side of Station Road is residential the other single storey warehousing for car repair related services.	3
Development and environmental constraints	Small, densely developed site with 2 storey building. Very constrained by surrounding uses particularly the A24 directly to the rear. Within conservation area; no other environmental constraints identified.	3
Market attractiveness	An older, average quality building occupied by local business as offices. Serves local market demand in a lower quality environment. Limited on-street parking available.	3
Planning factors	Unallocated site within archaeological priority zone and conservation area.	
Barriers to delivery	May be difficult to develop in isolation to adjoining uses	
Potential uses	B1 offices or other small scale B1	
Timescale/availability	Currently occupied and in reasonable condition so any redevelopment likely to be medium to long term.	
Contribution to Economic Strategy	Contributes to target sector of business & professional service sectors.	

Total Score: **19**

Site Name	110-112 Morden Road, London, SW19 3BP	Reference	S122
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Total site area (ha)	6.007	Current uses	Offices
Undeveloped land (ha)	0	Number of units	2
Grid reference	TQ 257 694	Sequential status (offices only)	Out-of-centre
Site status	Existing employment site, not allocated in UDP	Density	Low/medium

Criteria	Comment	Score (out of 5)
Strategic access	On A219 Morden Road, a designated strategic route and dual carriageway with very good access to A24 and A239 to south (0.75km), A24 (300m) and A236 (1 km) to east and A3 via B285 (4 km).	4
Local accessibility (local road access and public transport)	A219 is red route with access to Nursery Road, residential road with on-street parking via busy junction. Good public transport via Morden Road tramlink (150m), South Wimbledon (0.6 km), Morden underground/bus interchange (1 km). Local buses on A219 (PTAL = 3/4).	4
Proximity to urban areas and access to labour & services	Out of centre but within 1 km of Morden town centre and Colliers Wood town centre, and Merton High Street, which provide a range of services. Several industrial estates opposite. Merton Park residential area to west provides access to local labour.	3
Compatibility of adjoining uses	Within small parade with local shop and restaurant uses either side. Residential to rear and above ground floor shops. Warehousing and storage opposite site. Not incompatible with office use.	4
Development and environmental constraints	Small, ground floor office units on fully developed site with residential to the rear. Units separated by Nursery Road. No other development or environmental constraints identified.	3
Market attractiveness	Both units are currently occupied by lower profile local businesses with prominent position on main road. Within older converted shop units but premises in reasonable condition. No on-site car parking.	3
Planning factors	Unallocated site on a strategic route. Not within an area at risk of flooding. No extant planning permissions.	
Barriers to delivery	Within reasonable condition and currently occupied so limited scope for redevelopment.	
Potential uses	Suited to B1 offices or ground floor retail	
Timescale/availability	Currently occupied so unlikely to be available in the short term	
Contribution to Economic Strategy	Contributes to target sector of business & professional service sectors.	

Total Score: **21**

Site Name	Shannon Corner Service Centre, 208-212 Burlington Road, New Malden, KT3 4NP	Reference	S123
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Total site area (ha)	0.05ha	Current uses	MOT Car Repair
Undeveloped land (ha)	0	Number of units	1
Grid reference	TQ 222 680	Sequential status (offices only)	N/A
Site status	Existing employment site, not allocated in UDP	Density	Low/medium

Criteria	Comment	Score (out of 5)
Strategic access	Located on B282 Burlington Road with direct access on the Shannon Corner roundabout (25m away) with links to A3 towards Central London or Guildford. No other strategic access routes within 2km.	4
Local accessibility (local road access and public transport)	On B282 Burlington Road, the site suffers from some traffic due to its proximity to the Shannon Corner roundabout. Reasonably good access into site. Frequent bus service on B282. Nearest railway station 0.5 km away (Motspur Park) (PTAL = 3).	4
Proximity to urban areas and access to labour & services	Located adjacent to local shops and services at Burlington Road. Retail Parks off the A3. Mainly residential area of West Barnes to rear.	3
Compatibility of adjoining uses	Vacant office building and retail adjoining the site. A number of employment generating uses on B282 including timber merchants and various offices. PFS 25m from the site.	3
Development and environmental constraints	Site is regular shaped, level and with the exception of the forecourt, fully developed. Within an area at risk of extreme flooding. No other obvious development constraints.	2
Market attractiveness	An occupied MOT and car repair service which is in reasonable appearance with a high quality MOT Service operator. In a prominent position and location.	3
Planning factors	Unallocated. In area at risk of extreme flooding. Change of use from vehicle servicing to vehicle sales (sui generis) approved in 2006 (Ref: 06/1540).	
Barriers to delivery	Flood protection measures would be required if redeveloped. No other barriers.	
Potential uses	Suited to car repair use but potential for offices or other small scale B1 uses	
Timescale/availability	Currently occupied so redevelopment potential in medium/long term.	
Contribution to Economic Strategy	Contributes to target sector of business & professional service sectors.	

Total Score: **19**

[Scoring: 5 = best, 1 = worst]

Site Name	Units at 1A Cowper Road, London, SW19 1AA	Reference	S124
			
Total site area (ha)	0.068	Current uses	Workshops/offices
Undeveloped land (ha)	0	Number of units	4
Grid reference	TQ 261 707	Sequential status (offices only)	Out of centre
Site status	Existing employment site, not allocated in UDP	Density	Low

Criteria	Comment	Score (out of 5)
Strategic access	Located off A218 Haydon's Road, identified as a strategic route. Strategic routes such as A219, A24 and A238, within 1 km but via local residential roads.	3
Local accessibility (local road access and public transport)	On narrow residential road with tight site junction to units. Local bus service on Haydons Road; within 0.5 km of Haydons Road rail station, and 0.7 km from Colliers Wood and South Wimbledon underground stations (PTAL = 2).	3
Proximity to urban areas and access to labour & services	Out of centre site with some local shops nearby on Haydons Road. Nearest centres are Colliers Wood (1km), Merton High Street (0.6km) and Wimbledon (1.5 km). Surrounding residential areas provide access to local labour.	3
Compatibility of adjoining uses	Some adjoining office, warehouse and MOT service uses on Cowper Road and Haydon's Road. Residential on Cowper Road as well.	4
Development and environmental constraints	Fairly regular, level shaped site which is nearly fully developed. No environmental constraints identified.	3
Market attractiveness	Average quality, single storey warehouse unit providing low cost premises serving local operators. Low profile location in residential area but no signs of vacancy. Limited on-site parking.	3
Planning factors	Unallocated. Not in an area at risk of flooding. No extant planning permissions.	
Barriers to delivery	Site within fragmented ownership so any redevelopment unlikely in the short term. Site access would need to be improved.	
Potential uses	Suited to Workshops/storage and B1 offices	
Timescale/availability	Any redevelopment likely to be medium to long-term	
Contribution to Economic Strategy	Contributes to target sector of business & professional service sectors.	

Total Score: **19**



Total site area (ha)	0.007	Current uses	Vacant former offices
Undeveloped land (ha)	0.007	Number of units	0
Grid reference	TQ 246 708	Sequential status (offices only)	Edge of town centre
Site status	Existing employment site, not allocated in UDP	Density	N/a

Criteria	Comment	Score (out of 5)
Strategic access	Located off A219 Wimbledon Hill Road which suffers from reasonably heavy traffic. Adequate access to other strategic routes including A219, and A24 within 1.5km which suffer from congestion.	3
Local accessibility (local road access and public transport)	On residential road, with no heavy traffic and direct access to A219. unrestricted access into site. Very good public transport links with Wimbledon underground and railway stations within 50m and several local bus routes outside the site (PTAL = 6a).	4
Proximity to urban areas and access to labour & services	On edge of town centre behind secondary shopping area and within walking distance of shops and services in Wimbledon town centre and local services at Worple Road. Surrounding area is residential providing access to local labour.	5
Compatibility of adjoining uses	Small site adjoined by residential and offices with offices also opposite the site. Residential to the rear on Woodside. No incompatible uses.	5
Development and environmental constraints	Very small, level, undeveloped site which is currently vacant but with planning consent for office development. Bounded by Wimbledon Hill Road conservation area to the west.	3
Market attractiveness	Site currently vacant with extant planning consent for office use which has not yet been implemented.	2
Planning factors	Unallocated. Bounded but not within the Wimbledon Hill Road Conservation Area and secondary shopping area. Not within an area at risk of flooding. Extant consent for partial demolition of existing single storey office and erection of a two storey office building granted January 2009 (Ref: 08/P3251).	
Barriers to delivery	Site is currently vacant with extant consent for offices so no identified barriers	
Potential uses	Suited to small B1 offices	
Timescale/availability	Short term as site is vacant and has extant consent for offices.	
Contribution to Economic Strategy	Not currently contributing to target sectors within Economic Strategy.	

Total Score: **22**

Site Name	Dover House, 141 Morden Road, Mitcham Surrey, CR4 4DG	Reference	S126
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Total site area (ha)	0.18	Current uses	Offices & Storage
Undeveloped land (ha)	0.025	Number of units	1
Grid reference	TQ 269 682	Sequential status (offices only)	Out of centre
Site status	Existing employment site, not allocated in UDP	Density	Medium/High

Criteria	Comment	Score (out of 5)
Strategic access	Located on A239 Morden Road with access to the A297 0.5 km away. Route generally unconstrained even with on-street parking.	4
Local accessibility (local road access and public transport)	A239 free from heavy traffic and no difficult junctions. Access into and out of site is good. Site is 1.5 km away from Morden underground station/bus interchange and less than 0.5 km from Mitcham and Belgrave Walk tram stops (PTAL = 2).	3
Proximity to urban areas and access to labour & services	Site is over 1.25 km from the nearest town centre (Mitcham) although St Helier Avenue neighbourhood parade and Central Road lie with 1 km. Some residential nearby.	2
Compatibility of adjoining uses	Adjacent to large industrial area with offices, warehousing and manufacturing uses as well as builders merchants and car showrooms. Ravensbury Park to the rear of the site.	5
Development and environmental constraints	Site has recently been developed for self-storage use so no significant development constraints even through within area at risk of flooding. Site fully developed but with large parking area.	4
Market attractiveness	Recent purpose built development of high quality appearance with 24 hour access, security and on-site car parking. Office space although building recently built.	4
Planning factors	Within area at risk of flooding every 100 years and local nature reserve, metropolitan open space and green corridor to rear (Ravensbury Park). Change of use from vacant offices to self storage and offices granted in February 2009 and implemented.	
Barriers to delivery	Modern premises so little redevelopment potential	
Potential uses	Storage and B1 offices.	
Timescale/availability	Long term as the premises have only recently been built	
Contribution to Economic Strategy	Contributes to target sector of business & professional service sectors.	

Total Score: **22**

[Scoring: 5 = best, 1 = worst]



Total site area (ha)	0.007	Current uses	Tyre Fitting
Undeveloped land (ha)	0	Number of units	1
Grid reference	TQ 293 692	Sequential status (offices only)	N/A
Site status	Existing employment site, not allocated in UDP	Density	Medium/high

Criteria	Comment	Score (out of 5)
Strategic access	Situated on B272 a local distributor route with no direct access to any strategic routes within 1.5 km except via local roads.	2
Local accessibility (local road access and public transport)	Located on bend of road but with reasonable vehicle access to site. A bus route runs on Rowan Road but nearest railway station (Mitcham Eastfields) is 0.75 km away and 1.1 km from Streatham Common with Colliers Wood underground 2.7km away (PTAL = 2).	2
Proximity to urban areas and access to labour & services	Within walking distance (0.5 km) of Manor Road neighbourhood parade and less than 1 km from Grove Road neighbourhood parade. No other services nearby. Residential area to north of the site.	2
Compatibility of adjoining uses	Adjacent to site via a PFS but no other compatible business uses nearby. A school and cemetery lie to rear of the site.	2
Development and environmental constraints	Small developed site with limited on-site parking area but small in size. Cemetery to rear but no obvious development constraints	3
Market attractiveness	Unattractive site with older buildings of poor quality/appearance but occupied and adequate for low cost repair services.	3
Planning factors	Site not allocated; open space policy to rear and nearby school designated as development site.	
Barriers to delivery	Development potential affected by cemetery use to rear.	
Potential uses	Suitable for current use or other small scale B1 uses.	
Timescale/availability	Occupied site so redevelopment potential only in medium-long term	
Contribution to Economic Strategy	Sites does not contribute to target sectors	

Total Score: **14**

[Scoring: 5 = best, 1 = worst]

Site Name	Autotunes Garage, Littlers Close, London, SW19 2RA	Reference	S128
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Total site area (ha)	0.008	Current uses	Car repair and office
Undeveloped land (ha)	0	Number of units	1
Grid reference	TQ 265 697	Sequential status (offices only)	N/A
Site status	Existing employment site, not allocated in UDP	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Access to strategic routes within 0.5 km including A24 and A236 but via local residential roads.	4
Local accessibility (local road access and public transport)	On small, dead end residential road via residential road narrowed by on-street parking. Site access is therefore restricted. Colliers Wood underground within 400 metres and Tooting railway within 1.5 km. Several bus routes on Church Road within 200m (PTAL = 3).	3
Proximity to urban areas and access to labour & services	Within residential area which provides trade for local businesses. Local services including a number of retail parks within 0.5 km on A24 and Church Road. Merton High Road within 1 km provides local services.	3
Compatibility of adjoining uses	Within small residential cul-de-sac with stream to one side and electricity substation to the other. Residential opposite.	2
Development and environmental constraints	Small, level, regular shaped site constrained by adjacent stream which is designated as important nature conservation and at risk of flooding. Site fully developed.	2
Market attractiveness	Low profile building occupied by local repair firm but is dated and of poor quality and appearance. Poor environment. Serves local needs for low cost premises. Limited street parking used for car repair.	3
Planning factors	Site unallocated. Within an area at risk of flooding with the stream allocated as of importance for nature conservation. No extant planning permissions.	
Barriers to delivery	Adjacent electricity substation and surrounding uses. In single ownership.	
Potential uses	Suited to existing car repair use and other small scale B1 uses.	
Timescale/availability	Currently occupied so unlikely to be available in the short term. Redevelopment potential only in longer term	
Contribution to Economic Strategy	Does not contribute to target sectors.	

Total Score: **17**

Site Name	South Picfare House, 197 London Road, Morden, Surrey, SM4 5TT	Reference	S129
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Total site area (ha)	0.02	Current uses	Office / Education
Undeveloped land (ha)	0.01	Number of units	1
Grid reference	TQ 253 679	Sequential status (offices only)	Edge / out of centre
Site status	Existing employment site, not allocated in UDP	Density	Low

Criteria	Comment	Score (out of 5)
Strategic access	Site located on A24 London Road which is a strategic route into Morden from the south-west. The A3 is 4km away.	3
Local accessibility (local road access and public transport)	Site has very good local road access with cycle route. Public transport also good with direct access to Morden South Railway station (20m away) and bus stop opposite to Morden Town Centre. Site suffers from difficult junction access and narrow one way side access (PTAL = 5).	3
Proximity to urban areas and access to labour & services	Although out of centre, within 1 km of Morden town centre with local shops and services. Residential area nearby. Mosque and public open space also close to site.	3
Compatibility of adjoining uses	Royal Mail sorting office is only compatible adjoining use. To the other side of the site is open space for billboard advertising. To rear of site is railway line and green corridor. Site generally isolated from other office/educational uses.	2
Development and environmental constraints	Site generally level and of regular shape. It is fully developed with no obvious environmental or development constraints.	2
Market attractiveness	Site used for educational purposes but previously been occupied as offices. Building appears to be modern, purpose built offices and of high quality with good public transport accessibility. Reasonable local environment and on-site parking.	3
Planning factors	Extant permission for change of use from B1 to D1 in August 2009. Site unallocated but protected railway route, green corridor and site of importance for nature conservation to east and Metropolitan Open Land and Archaeological Priority Zone to west.	
Barriers to delivery	No known barriers to redevelopment. Access and junctions likely to be a key issue.	
Potential uses	Suited to B1 offices or related health, education or community administrative use.	
Timescale/availability	Likely to be short term due to single occupier depending on terms of current lease.	
Contribution to Economic Strategy	Contributes to target sector of business & professional service sectors.	

Total Score: **16**

[Scoring: 5 = best, 1 = worst]

Site Name	6-10 St Georges Road, London, SW19 4UA	Reference	S130
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Total site area (ha)	0.15	Current uses	Office
Undeveloped land (ha)	0	Number of units	1
Grid reference	TQ 254 707	Sequential status (offices only)	Town centre
Site status	Existing employment site, not allocated in UDP	Density	Medium/high

Criteria	Comment	Score (out of 5)
Strategic access	On a main road in Wimbledon town centre with good access to strategic routes including A219, and A24 within 1.5km but via Wimbledon town centre, which suffers from daily congestion.	3
Local accessibility (local road access and public transport)	Road suffers from heavy traffic at junction with The Broadway and Wimbledon Hill Road, particularly during peak hours. Reasonable site access general ok. Excellent public transport links with Wimbledon underground and rail stations within 25m and several local bus routes outside site (PTAL = 6a).	4
Proximity to urban areas and access to labour & services	Within the town centre with access to a complete range of local services and access to local labour.	5
Compatibility of adjoining uses	Retail at ground floor with adjoining office to one side and retail to the other. Offices opposite and on St Georges Road.	4
Development and environmental constraints	A regular shaped office block on fully developed site between the adjoining buildings. Office is in good condition. No obvious environmental constraints.	3
Market attractiveness	Fairly high profile site in attractive town centre location. Older 1980-90s building in good condition. 700 sq m on two floors being marketed. No onsite car parking available	4
Planning factors	Unallocated site within archaeological priority zone. Not within an area at risk of flooding. No extant planning permissions.	
Barriers to delivery	Fairly modern office so unlikely to have any redevelopment in the near future.	
Potential uses	B1 offices	
Timescale/availability	Some vacant space to let in the short term. Redevelopment in the medium to long term.	
Contribution to Economic Strategy	Contributes to target sector of business & professional service sectors.	

Total Score: **23**

Site Name 19, Thornton Road, London, SW19 4NG**Reference****S131**

Total site area (ha)	0.008	Current uses	Office
Undeveloped land (ha)	0	Number of units	1
Grid reference	TQ 239 705	Sequential status (offices only)	Out of Centre
Site status	Existing employment site, not allocated in UDP	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Located approximately 3 km from A3 via A219 which has arge junction with A3. However, link roads to A219 are residential with on-street parking.	3
Local accessibility (local road access and public transport)	Adequate site access from Thornton Road, a narrow residential road with parking bays and traffic calming but site has own dedicated car park. Local bus services on Ridgeway and Worpole Road with underground and railway 0.5 km away in Wimbledon town centre (PTAL = 2).	3
Proximity to urban areas and access to labour & services	Within 0.5km of Wimbledon town centre's range of local services and facilities. Good local labour pool from surrounding residential areas.	3
Compatibility of adjoining uses	A small office adjoins the site at 18 Thornton Road with residential to the other. Residential also to rear and opposite site. Thornton Road is predominantly residential uses but with some high quality B1 units.	4
Development and environmental constraints	Small site of rectangular shape on slight slope. Within Conservation Area but no obvious significant development or environmental constraints.	4
Market attractiveness	A high quality modern small office scheme in reasonably good condition and attractive environment. No apparent vacancies. On-site parking.	4
Planning factors	Unallocated but within Conservation Area and within an Archaeological Priority Zone. No extant planning permissions.	
Barriers to delivery	No scope for expansion or intensification; modern occupied premises limits scope to redevelop.	
Potential uses	B1 offices	
Timescale/availability	Redevelopment potential only in long term (15+ years)	
Contribution to Economic Strategy	Contributes to target sectors of business and professional services.	

Total Score: **21**

Site Name	22-24 Caxton Road, London, SW19 8SJ	Reference	S132
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Total site area (ha)	0.14	Current uses	B1 (Ordnance Survey)
Undeveloped land (ha)	0	Number of units	3
Grid reference	526153,171058	Sequential status (offices only)	Out of Centre
Site status	Existing employment site, not allocated in Local Plan	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Located approx 4 km from strategic road network. On residential road but near A218 (Haydon's Road) which links to strategic roads but can be heavily congested due to proximity to Wimbledon town centre.	2
Local accessibility (local road access and public transport)	Buses on Haydon's Road and Haydon's Road train station approximately 250m to the north. Site accessed off narrow lane off Caxton Road, a largely residential road with heavy on-street parking (PTAL = 2).	3
Proximity to urban areas and access to labour & services	Within walking distance of Haydon's Road Neighbourhood parade and 350m north of Colliers Wood town centre with wider range of services. Within residential area providing access to local labour.	4
Compatibility of adjoining uses	B-Class use workshops/business adjoins to west, forming rest of back land development, within residential block. Otherwise, entirely adjoined by residential.	2
Development and environmental constraints	Small-medium sized, level site. Site fully developed with no obvious development constraints, but potential flood risk as within Flood Zone 3.	3
Market attractiveness	Low profile site containing slightly dated warehouse style units. Good access to local services in area. Units are occupied and likely to be adaptable to a range of uses.	3
Planning factors	In area at risk from flooding every 100 years.	
Barriers to delivery	Limited potential for expansion or intensification of site due to enclosed nature of site. Currently fully occupied.	
Potential uses	Appears adequate for current use, B1 and small scale B2 uses subject to impact on amenity of surrounding residential properties.	
Timescale/availability	Redevelopment potential in long term (15+ years).	
Contribution to Economic Strategy	Contributes to target sector of business and professional services.	

Total Score: **17**

[Scoring: 5 = best, 1 = worst]

Site Name	60 The Cricket Green, Mitcham, CR4 4LA	Reference	S133
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Total site area (ha)	0.0062	Current uses	B1 (Hand car wash)
Undeveloped land (ha)	0	Number of units	1
Grid reference	527623, 168363	Sequential status (offices only)	N/A
Site status	Existing employment site, not allocated in Local Plan	Density	Low

Criteria	Comment	Score (out of 5)
Strategic access	Located on A238 (Cricket Green) approximately 4 km west of A23. Area around site has series of complex road junctions and is heavily congested for considerable parts of the day.	2
Local accessibility (local road access and public transport)	Excellent access to town centre public transport on London Road. Mitcham tram station 500m from the site. Cricket Green is a main link road leading to London Road but subject to heavy traffic and congestion for much of the day. Site access off Cricket Green is tight and one way systems around Cricket Green all restrict access (PTAL = 3).	3
Proximity to urban areas and access to labour & services	Within walking distance of local services around the London Road local shops. Good access to labour from surrounding residential uses.	3
Compatibility of adjoining uses	Residential dwelling adjoins site to east. Open space/park to north, separated by road. Road to west with police station beyond. Garages to south linked to four storey block of residential flats, which overlook site.	3
Development and environmental constraints	Small, rectangular shaped, corner site, currently occupied by hand car wash. No obvious constraints to development. Located within Flood Zone 1.	3
Market attractiveness	Relatively poor quality unit compared with those in surrounding area. High profile site with good access to local services. Located on congested main road.	3
Planning factors	Within Cricket Green Conservation Area; Merton to Sutton Light Rail	
Barriers to delivery	No scope for expansion but potential for intensification beyond 1 storey. Currently occupied.	
Potential uses	B1 and small scale B2 uses subject to impact on amenity of adjoining residential properties.	
Timescale/availability	Redevelopment potential short to medium term (5-10 years)	
Contribution to Economic Strategy	Not currently contributing to target sectors of Economic Strategy.	

Total Score: **17**

[Scoring: 5 = best, 1 = worst]