

Site Reference	Site Name	Size of Site (ha)	Typology	Building Age	Building Quality	General External Environment	Level of Visible Voids	Nature of Existing Tenants	Market Attractiveness	Strategic Accessibility	Local Access	Local Amenities (walking)	Local Amenities (cycling)	Public Transport Access	Rail Access	Total	Market Score	Physical Score	Sustainability Score	Market Ranking	Physical Ranking	Sustainability Ranking
E1-E2	Pool Road	7.66	2	3	3	2	4	3	1	4	5	0	1	4	0	32	22	13	9	Good	Good	Average
E3	Midland Road Network Rail	2.22	2	2	2	2	5	4	1	4	5	1	1	2	2	33	23	11	10	Good	Average	Average
E4	Aston Industrial Estate	0.58	2	2	2	2	3	1	1	4	2	1	1	2	2	25	15	8	10	Average	Average	Average
E5	Bath Road	0.57	2	2	3	3	2	2	1	4	2	0	1	3	4	29	17	10	12	Average	Average	Average
E6	St Mary's Road	1.76	2	3	4	4	5	3	1	4	2	1	1	5	3	38	23	13	14	Good	Good	Average
E7	Weddington Terrace	3.03	2	3	2	2	3	2	1	4	2	0	2	2	4	29	16	9	12	Average	Average	Average
E8	Oaston Road	0.9	2	2	2	2	4	2	1	4	5	0	2	3	4	33	20	11	13	Average	Average	Average
E9	Whitacre Road	9.88	2	3	3	3	4	4	2	4	2	1	2	5	3	38	22	11	15	Good	Average	Good
E10	Attleborough Fields	31.66	2	4	4	3	3	4	2	4	4	1	2	2	2	37	24	15	11	Good	Good	Average
E11	Hemdale Business Park	5.79	2	4	5	3	2	4	3	3	4	1	2	5	2	40	24	16	13	Good	Excellent	Average
E12	Seymour Road	1.06	2	2	2	2	4	3	1	4	2	0	2	5	2	31	18	8	13	Average	Average	Average
E13-E14	Trident Business Park	2.34	2	3	3	3	3	3	1	4	2	0	2	5	2	33	19	11	13	Average	Average	Average
E15-E18	Caldwell & Shepperton	10.68	2	4	3	3	4	4	2	4	4	2	2	5	3	42	24	14	16	Good	Good	Good
E19	Marston Jabbett	2.56	1	4	3	2	2	2	1	4	2	0	1	1	2	25	16	11	8	Average	Average	Poor
E20 & E21	Bayton Road Industrial Estate	70.3	2	4	4	3	4	5	2	4	5	0	5	5	3	46	27	16	17	Good	Excellent	Good
E22	Grovelands	7.22	1	3	4	4	3	4	2	4	5	0	1	5	1	37	26	16	11	Good	Excellent	Average
E23	Blackhorse Road	2.24	2	2	2	2	5	3	1	3	5	1	1	2	2	31	21	11	9	Average	Average	Average
E24	School Lane	1.08	2	3	3	4	5	3	1	4	5	0	1	5	1	37	25	15	11	Good	Good	Average
E25	The Moorings	3	1	4	4	3	5	3	2	4	5	0	0	3	1	35	26	16	8	Good	Excellent	Poor
E26	Blackhorse Road	0.23	2	2	2	2	5	2	1	3	5	1	1	2	2	30	20	11	9	Average	Average	Average
E27	Hawkesbury Lock	0.28	2	3	4	3	5	2	1	3	2	1	1	3	2	32	20	12	10	Average	Good	Average
E28	Gallagher Business Park	9.88	1	4	4	4	4	4	3	4	4	0	0	5	1	38	27	16	10	Good	Excellent	Average
E29	Prologis Park	16.16	1	4	5	5	4	5	3	4	5	0	0	2	2	40	31	19	8	Excellent	Excellent	Poor
E30	Bermuda Business Park	53.51	2	4	4	4	4	5	3	4	5	0	2	5	2	44	29	17	13	Excellent	Excellent	Average
E31	Eliot Business Park	5.17	1	4	5	5	4	5	3	3	5	0	1	2	2	40	30	19	8	Excellent	Excellent	Poor
E32	St Georges Way Bermuda Park	18.01	2	4	4	3	5	4	2	4	4	0	2	5	2	41	26	15	13	Good	Good	Average
E33	Hazell Way	8.6	2	3	3	3	3	3	2	3	5	0	1	3	2	33	22	14	9	Good	Good	Average
E34	Tenlons Road	4.14	2	2	2	3	4	4	2	4	2	0	1	3	2	31	21	9	10	Average	Average	Average
E35	Haunchwood Park	6.09	2	4	3	3	4	4	2	4	4	0	1	3	0	34	24	14	8	Good	Good	Poor
E36	King Edward Road	0.73	2	2	2	2	3	2	1	4	2	0	1	5	4	30	16	8	14	Average	Average	Average
E37	Justice Centre	1.25	2	4	4	4	5	4	2	4	3	5	5	5	4	51	26	15	23	Good	Good	Excellent
E38	Anker Street	0.41	2	1	1	2	1	1	1	4	2	0	2	5	2	24	12	6	13	Poor	Poor	Average
E39	Newtown Road, Bedworth	0.39	2	1	2	2	5	3	1	4	2	1	5	5	2	35	19	7	17	Average	Poor	Good
E40	Hope Aldridge Business Centre	0.23	2	3	3	3	5	3	1	4	2	1	1	4	2	34	21	11	12	Average	Average	Average
E41	Weddington Road	0.68	2	0	0	1	1	0	3	4	2	0	2	2	4	21	11	3	12	Poor	Poor	Average
E42	Ashbrook Court	1.87	1	4	5	5	4	5	3	4	5	0	0	2	1	39	31	19	7	Excellent	Excellent	Poor
E43	Tuttle Hill	0.54	2	1	2	1	3	1	1	4	5	1	1	2	2	26	17	9	10	Average	Average	Average

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	3	
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	3	Pool Road Business centre in better condition than surrounding uses. Some units better than others.
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	2	Litter and low maintenance around site. Lack of landscaping. Pool Road Business centre tidy. Lots of open storage and waste on display particularly at Crown Skips.
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	4	
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	3	
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	1	

Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	4	
Local Access	5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport	5	The site appears capable of allowing an articulated vehicle to turn around on the site, but the site is more suited and designed for smaller businesses to operate from. It is our understanding that on-street parking in the area has caused access problems for some businesses. The site visit and 'Street View' on Google Maps supports the statement, as parked vehicles are shown obstructing the carriageway and footway. Low-loaders operate from at least one site on the industrial estate, and the parking could be an issue. Care needs to be taken on occasions from which direction to approach the site. Proximity of the site to traffic calming can be an issue in regard to maintenance and noise
Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	0	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	1	
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	4	
Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	0	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	2	
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	2	
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	2	Poor quality with open storage of skip materials. Little landscaping.
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	5	Available buildings occupied but site consists of lots of vacant land.
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	4	ABS Skips, National Rail
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	1	

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Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	2	

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General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	2	Poor overall quality. Predominately residential area. Site would be better used as residential lacks of landscaping and open storage apparent around the site.
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	3	Difficult to tell what is in use
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Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	1	

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Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	1	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	1	
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	2	
Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	2	

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General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	3	Adjacent to Bus depot showing attempt to make more attractive to improve landscape plants road ok. Predominately a residential area
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	2	half of site appears to be to let
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Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	0	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	1	
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Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	4	

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General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	4	Attempts at landscaping gnerally environment appears well looked after. No obvious maintainence required. Site from road is tidy
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	5	
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	3	Thermoscreens
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	1	

Accessibility Strategic	<p>5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus</p>	4	
Local Access	<p>5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport</p>	2	<p>Access to the site is through narrow residential streets with parking on both sides of the carriageway preventing two way traffic flows for large sections of the route from Corporation Street (B4114). Several 90 degree turns are required along the route, which the parked vehicles can restrict the size of vehicle able to carry out the turns. Access to public transport is just about within walking distance.</p>
Local Amenities (walking)	<p>5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk</p>	1	
Local Amenities (cycling)	<p>5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle</p>	1	
Public Transport Access	<p>5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).</p>	5	
Rail Access	<p>4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car</p>	3	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	3	
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	2	lack of maintenance, graffiti, lack of landscaping, poorly maintained shrubs, units in need of investment.
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	2	lack of maintenance, graffiti, lack of landscaping, poorly maintained shrubs, units in need of investment.
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	3	To let on multiple properties
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	2	Gymnastics, R2 Solutions
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	1	

Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	4	
Local Access	5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport	2	Parked vehicles around the access to the site can restrict the size of vehicle able to enter the site. Historically not all of the parked vehicles in the area are associated with the industrial estate. The area is used to park for access to the town and the railway station. Further Traffic Regulation Orders may be required to prevent parked vehicles from obstructing the access
Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	0	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	2	
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	2	
Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	4	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	2	
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	2	
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	2	minimal landscaping. Derelict buildings make the environment unattractive e.g. broken glass. IVC looks well maintained
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	4	
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	2	Chapel End Coaches, Independent Vauxhall Centre
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	1	

Accessibility Strategic	<p>5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus</p>	4	
Local Access	<p>5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport</p>	5	<p>The site can be accessed via a one-way system through St. Nicholas Road, but Trent Road is the most direct route to the site from strategic network.</p> <p>Access to the site is through a residential area with parking on the carriageway, which can obstruct free flowing traffic. Although a score of 5 has been given, how the scoring criteria are written does not show the full picture. Trent Road is used for by all vehicles egressing St Nicholas Road and Whitacre Road Industrial Estate, and provides access to Etone College and residential flats. Free flowing traffic is not always possible.</p>
Local Amenities (walking)	<p>5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk</p>	0	
Local Amenities (cycling)	<p>5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle</p>	2	
Public Transport Access	<p>5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).</p>	3	Access to public transport is just within walking distance
Rail Access	<p>4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car</p>	4	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	3	
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	3	a few good quality but largely average quality
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	3	Few landscaped area. Roads ok. Path maintained low e.g. cracks and weeds greenery shrubs around fences buildings average quality
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	4	majority appear in use
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	4	Magnet Trade & Co-op distribution
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	2	

Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	4	
Local Access	5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport	2	The most direct access to the site is via a one-way system through St. Nicholas Road and Trent Road. Access to the site is through a residential area with parking on the carriageway obstructing free flowing traffic along Oaston Road and Whitacre Road. On-street parking can also cause issues with vehicles turning
Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	1	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	2	
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	5	Access to public transport can be considered too far away, with the nearest bus stop over 550 metres from the nearest point from the estate. The furthest point is over a kilometre away from the nearest bus stop.
Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	3	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	4	
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	4	
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	3	Some areas better than others landscaping and roads ok.
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	3	
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	4	
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	2	

Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	4	
Local Access	5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport	4	
Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	1	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	2	
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	2	A bus service is shown serving Townsend Drive on COMPASS. The available on-line bus route map does not include Townsend Drive. The nearest route is the number 7, which runs along Eastboro Way (A4254). The bus stop can be over 800 metres away from some of the units on the site, which could be considered too far to reasonably access by foot.
Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	2	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	4	
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	5	
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	3	Roads ok, Public Realm adequate, Attractiveness is let down by vacant sites and camper van.
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	2	
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	4	
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	3	

Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	3	
Local Access	5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport	4	The site has not been adopted yet. Although the bellmouth has been constructed to allow large vehicles to access the site, and a ghost island has been formed on Eastboro Way, the road surface has not been completed yet. The carriageway appears to have been constructed to binder level only, resulting in a difference in levels around the junction.
Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	1	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	2	
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	5	The nearest bus stop is over 500 metres away in Camborne Drive (D1878) on the Horeston Grange Estate, and some of the units are over 800 metres away, which can be considered too far away to be practical.
Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	2	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	2	
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	2	
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	2	
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	4	
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	3	
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	1	

Accessibility Strategic	<p>5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus</p>	4	
Local Access	<p>5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport</p>	2	<p>Seymour Road is mixed residential and employment. There is no offstreet parking for the residential properties. Access to Seymour Road is from Attleborough Road (B4114). The junction has not been designed to accommodate regular movements by large vehicles. Yellow lining has been laid to protect the junction from obstructing parked vehicles, but even with that the distance from the junction to where vehicles can park does not allow a large vehicle to wait at the junction without obstructing the carriageway. In addition, the parked vehicles within Seymour Road obstruct two way free flowing traffic and can prevent access by large vehicles to some of the sites. Access to public transport is within the recommended parameters.</p>
Local Amenities (walking)	<p>5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk</p>	0	
Local Amenities (cycling)	<p>5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle</p>	2	
Public Transport Access	<p>5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).</p>	5	
Rail Access	<p>4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car</p>	2	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	3	
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	3	
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	3	
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	3	
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	3	
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	1	

Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	4	
Local Access	5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport	2	To allow large vehicles to service the site double yellow lines have had to be laid along Attleborough Road (B4114), Park Street (D1732) and Holman Way (D1916) to protect the junctions. Large vehicles have to use both sides of the carriageway to manoeuvre in and out of the site, so the site is not suitable for regular movements of large vehicles. Parked vehicles on the carriageway in Park Street also affect vehicle movements, preventing two way free flowing traffic.
Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	0	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	2	
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	5	Public transport is within recommended walking distance from the site.
Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	2	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	4	Mixture of buildings majority more towards modern end
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	3	Different styles of unit across the estate, some high quality, some of poorer quality.
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	3	Generally average for majority but some parts of bring it down. Lack of landscaping in some areas.
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	4	
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	4	Triton
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	2	

Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	4	
Local Access	5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport	4	The site is in close proximity to the strategic highway network. Access for large vehicles is not an issue. A score of 4 was given as the nearest bus stop is nearly 800 metres from part of the site, which could be considered as exceeding the distance recommended in guidance. However, parts of the site are just over 400 metres from the nearest bus stop.
Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	2	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	2	
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	5	
Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	3	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	1	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	4	Modern but with older characteristics
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and/or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	3	
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	2	Roads in poor condition, lack of landscaping, not an attractive environment
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	2	
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	2	
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	1	
Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	4	

Local Access	<p>5 – easy site access no issues available public transport</p> <p>4 – No access for issues for vehicles but no public transport</p> <p>3 – Easy immediate site access but wider issues on link to strategic highway net work</p> <p>2 – Restricted access for HGV's and restricted access to major road network</p> <p>1 – restricted access by all commercial vehicles not public transport</p>	2	<p>The site location can be considered as remote. The site is accessed from Marston Lane (D1498). There are no footways fronting the site, no street lighting and overgrown verges. Access other than by vehicle is prohibitive</p> <p>Access by large vehicles is also restricted. To the West the bridge of the canal has a weight limit of 10 tonnes, and to the East the bridge of the carriageway restricts the height of vehicles to below 12 feet.</p> <p>The access may not be considered suitable for the purpose intended. Visibility splays are not in accordance with the speed limit of 60mph, but the speeds could be lower. However, hedges and verge obstruct the splays also, which may be out of the site owner's control. Also, the access is surfaced with a bound material for a distance of approximately 16 metres. Material is being transferred and run-off is occurring, which is a maintenance issue, but also hinders vehicle braking and acceleration.</p> <p>There is no available public transport within reasonable walking distance of the site.</p>
Local Amenities (walking)	<p>5. Close to a town centre with a wide range of services (5 different services or more)</p> <p>4. Close to local centre with a reasonable range of services (4 different services)</p> <p>3. Close to a limited range of basic services (3 different services)</p> <p>2. Close to one or two services</p> <p>1. No services in close proximity</p> <p>NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants.</p> <p>NB2: "Close" = within about 10 minutes walk</p>	0	
Local Amenities (cycling)	<p>5. Close to a town centre with a wide range of services (5 different services or more)</p> <p>4. Close to local centre with a reasonable range of services (4 different services)</p> <p>3. Close to a limited range of basic services (3 different services)</p> <p>2. Close to one or two services</p> <p>1. No services in close proximity</p> <p>NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants.</p> <p>NB2: "Close" = within about 10 minutes cycle</p>	1	
Public Transport Access	<p>5. Close to a station, peak time bus route and cycle route; on a pedestrian route</p> <p>4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route</p> <p>3. Close to either a station or peak time bus route or cycle route; on a pedestrian route</p> <p>2. Not near a station, peak time bus route or cycle route; on a pedestrian route</p> <p>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route</p> <p>NB1. "Close" = within about 10 minutes walk</p> <p>NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).</p>	5	
Rail Access	<p>4. 4 modes of transport can access a rail facility within 8 minutes.</p> <p>3. 3 modes of transport can access a rail facility within 8 minutes.</p> <p>2. 2 modes of transport can access a rail facility within 8 minutes.</p> <p>1. 1 mode of transport can access a rail facility within 8 minutes.</p> <p>NB - modes of transport include walk, cycle, PT and car</p>	2	

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Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	Mixture of units differing in size and appearance
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	4	Mixture of units across the site with some falling into the 3 category
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	4	North side of the industrial estate is in better condition scores vary from 2-4.
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	3	Majority of the site is focused towards industrial uses rather than landscaping and public realm. Businesses are concentrated together in a heavy industrial environment. This is good for the profile of the estate but does cause issues to the overall quality of the environment particularly in the condition of the roads, pavements and the overall atmosphere of the estate.
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	4	Few units appear to be empty
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	5	Due to the nature of the estate there is a wide range of companies and size in units so the score can range from 1-5 in the estate.

Market Attractiveness	<p>3. Site attractive to National companies</p> <p>2. Site attractive to Sub-regional companies</p> <p>1. Site attractive to Local companies</p>	2	Although the site does have national companies on it. It is unlikely to attract new companies there when there are other more high quality environments to choose from. That said the estate as a whole does have a certain prominence in the area due to its size and ease of access to the M6 motorway.
Accessibility Strategic	<p>5 – 0 -5 minutes drive time</p> <p>4 – 5-10 minutes drive time</p> <p>3 – 10-20 minutes drive time</p> <p>2 – 20-30 minutes drive time</p> <p>1 – 30 minutes plus</p>	4	
Local Access	<p>5 – easy site access no issues available public transport</p> <p>4 – No access for issues for vehicles but no public transport</p> <p>3 – Easy immediate site access but wider issues on link to strategic highway net work</p> <p>2 – Restricted access for HGV's and restricted access to major road network</p> <p>1 – restricted access by all commercial vehicles not public transport</p>	5	The site is close proximity to the strategic network and public transport is within easy walking distance
Local Amenities (walking)	<p>5. Close to a town centre with a wide range of services (5 different services or more)</p> <p>4. Close to local centre with a reasonable range of services (4 different services)</p> <p>3. Close to a limited range of basic services (3 different services)</p> <p>2. Close to one or two services</p> <p>1. No services in close proximity</p> <p>NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants.</p> <p>NB2: "Close" = within about 10 minutes walk</p>	0	
Local Amenities (cycling)	<p>5. Close to a town centre with a wide range of services (5 different services or more)</p> <p>4. Close to local centre with a reasonable range of services (4 different services)</p> <p>3. Close to a limited range of basic services (3 different services)</p> <p>2. Close to one or two services</p> <p>1. No services in close proximity</p> <p>NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants.</p> <p>NB2: "Close" = within about 10 minutes cycle</p>	5	
Public Transport Access	<p>5. Close to a station, peak time bus route and cycle route; on a pedestrian route</p> <p>4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route</p> <p>3. Close to either a station or peak time bus route or cycle route; on a pedestrian route</p> <p>2. Not near a station, peak time bus route or cycle route; on a pedestrian route</p> <p>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route</p> <p>NB1. "Close" = within about 10 minutes walk</p> <p>NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).</p>	5	
Rail Access	<p>4. 4 modes of transport can access a rail facility within 8 minutes.</p> <p>3. 3 modes of transport can access a rail facility within 8 minutes.</p> <p>2. 2 modes of transport can access a rail facility within 8 minutes.</p> <p>1. 1 mode of transport can access a rail facility within 8 minutes.</p> <p>NB - modes of transport include walk, cycle, PT and car</p>	3	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	1	Majority of buildings are similar e.g. colour schemes and sizes. Mostly retail rather than owned
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	3	Plenty of parking to front of units
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	4	Overall majority in satisfactory condition, minimal maintenance required to maintain current condition.
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	4	The site lacks public realm/landscaping but overall the environment is satisfactory
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	3	Some units had been advertised to let (units previously owned by Luxury for Less) and are now let. There are still some units available to let.
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	4	Northgate vehicle hire, OLEO, former location for Luxury for Less
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	2	

Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	4	
Local Access	5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport	5	The site is close proximity to the strategic network and public transport is within easy walking distance.
Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	0	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	1	
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	5	
Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	1	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	Mixture of units some similar in size and nature. Unit to front of estate is different in character
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	2	Lack of clear structured parking facilities, bit of a free for all. Heavy vehicles mixed together with cars
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	2	Buildings in average poor condition with investment needed in near future. Building operating at capacity which causes parking issues.
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	2	Road repairs needed, no clear road structure. Cramped environment made worse by parked cars. Lack of landscaping. Overgrown vegetation to site boundary. Litter and industrial waste scattered around site. Unit to front presents a better image than the back of the estate
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	5	All being well used.
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	3	Handmade flapjack company
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	1	

Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	3	
Local Access	5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport	5	The main access to the site is suitable for the purpose intended. There are other accesses to the site which would not be considered suitable for access by large vehicles, but they do not need to be used. It appears they are used for car parking, rather than for deliveries.
Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	1	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	1	Public transport is within walking distance of the site.
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	2	
Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	2	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	1 company operating on site. Adjacent building is likely to be used by BT Openreach.
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	3	
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	3	Not in particularly bad condition but certain parts of building appear dated. No major repairs necessary
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open	4	Lots of landscaping to front and coverage along road/boundary screening to hide the uses inside and to provide a break between the adjacent residential areas.
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	5	Only one building/company

Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	3	Local company with regional significance RSM industries
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	1	Site is close to Bayton Road but larger companies are likely to want a more prominent site location.
Strategic Accessibility	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	4	
Local Access	5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport	5	The site can accommodate the movements of large vehicles and the accesses have been constructed accordingly. However, the western visibility splay from the 'Goodsout' exit should be maintained better. The existing splay distance is approximately 27 metres due to the foliage, where minimum splays of 47 metres should be provided.
Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	0	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	1	The site is in close proximity to the strategic network and public transport is within easy walking distance.
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	5	

Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	1	
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Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	1	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	4	although car parking is catered for on the site it has become an issue with cars parked outside of the designated site. Likely due to over capacity within the site.
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	4	Overall good condition
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	3	Not much landscaping and limited parking. Road tidy and no repairs needed. Have to go through residential estate to access this site.
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	5	
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	3	Warks police
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	2	attractive environment but location may put off businesses due to having to go through residential area.

Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	4	
Local Access	5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport	5	Public transport is within walking distance of the site and the site is in close proximity to the strategic network. However, the site is accessed through a residential area and traffic calming features have been installed between the site and strategic network. As such, noise could be an issue.
Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	0	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	0	
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	3	
Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	1	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	2	
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	2	In need of cosmetic investment.
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	2	Doesn't complement existing residential area and limited landscaping
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	5	
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	2	
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	1	

Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	3	
Local Access	5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport	5	The site and vehicle accesses are not suitable for large vehicles to service the site. Large vehicles may have to reverse in or out of the site as there is no large turning area within the site. A large goods entrance fronts the building on the eastern elevation. The vehicular dropped kerb access fronting the goods entrance is less than 20 metres from the adjacent roundabout junction. Manoeuvring of vehicles fronting the site should be avoided without improvements to intervisibility. In addition, the footway fronting the site is used by school children. The manoeuvring of large vehicles could conflict with pedestrian movements. On the positive side, the site is in close proximity to public transport.
Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	1	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	1	
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	2	
Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	2	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	3	
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	4	Condition of building is adequate, but the area is largely residential.
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	3	The front of the site is relatively small and hides the employment activities which occur to the rear of the site. The character of the area is residential in nature with the employment site a little out of place.
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	5	
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	2	
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	1	

Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	3	
Local Access	5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport	2	The site is accessed from Coney Lane (D6778) and is shared with a residential development. Neither vehicular access to the site is suitable for large vehicles. It appears that an 'in-and-out' arrangement is in operation, but loading and unloading can be difficult. Witnessed during the site visit, the access width did not allow a small commercial vehicle to be tipped on both sides. There was only space for it to be tipped drivers side of the vehicle. A larger vehicle would present further problems. Parking provision is also a concern. Vehicles parked in the parking spaces fronting the site obstructed the footway. And, people visiting the site parked on the public highway obstructing pedestrian movements. Public transport is within walking distance though.
Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	1	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	1	
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	3	
Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	2	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	1	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	4	Mixture between old and more modern buildings
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	4	Lots of landscaped areas, some rubbish/litter at side of road. Roads good condition.
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	4	
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	4	
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	4	Leekes, GES
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	3	The attractiveness of the site would depend on which section of the site was being looked at as it is split into two.

Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	4	7.3
Local Access	5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport	4	Although access to the strategic network is not an issue, the access to the site can be considered as not obvious. It is accessed from the A444, through a lay by, on the south-bound carriageway. North-bound traffic has to go around Junction 3 of the M6 roundabout. As such, vehicle movements through the roundabouts either side of the site can be increased by visitors to the site. There are no footways on the A444 and no public transport links within recommended distances.
Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	0	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	0	
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	5	
Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	1	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	1	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	4	
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	5	
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	5	
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	4	
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	5	
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	3	

Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	4	Access to the strategic network is not an issue
Local Access	5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport	5	The estate has been laid out to allow easy access to sites by commercial vehicles. No on-street parking is allowed and service areas have been provided.
Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	0	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	0	
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	2	Public transport is available within walking distances of the units on site
Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	2	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	4	
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	4	well designed plenty of parking
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	4	Generally good to satisfactory quality across the estate. The leisure uses are well positioned so as not to interfere with the industrial aspects of the estate. double yellows help to keep road clear. Mixed with leisure uses so helps to keep quality of entrances high. Some area in need of maintenance e.g. long grass. Industry hidden from road side view.
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	4	
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	5	Hermes, Odeon, Dairy Crest
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	3	

Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	4	
Local Access	5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport	5	The site is in close proximity to the strategic network. Wide carriageways and parking restrictions allow free flowing traffic for vehicles of all sizes. The majority of the units on the estate are within the recommended walking distance from bus stops.
Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	0	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	2	
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	5	
Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	2	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	1	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	4	
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	5	
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	5	There is lots of on road parking despite signs. Concentration of car dealers and offices therefore you would expect quality to be higher due to there type of uses, e.g. not typical industrial activites.
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	4	Mainly the office element which has vacancies
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	5	
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	3	

Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	3	
Local Access	5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport	5	The site is in close proximity to the strategic network. There is an issue with parking on the estate. It could be associated with the adjacent hospital or the businesses on the industrial estate. Either way, two way free flowing traffic is not possible in areas on the network. The problem increases when vehicle transporters are loading or unloading. The issues do not appear to impede on the strategic network The units on the estate are within recommended walking distance from bus stops.
Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	0	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	1	
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	2	
Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	2	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	4	
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	4	
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	3	Similar in style to Bermuda 1 but lack of maintenance starting to show in some areas such as sides of roads not being maintained. Derelict area at entrance reduces overall quality.
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	5	Mainly the office element which has vacancies
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	4	
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	2	

Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	4	
Local Access	5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport	4	The site is in close proximity to the strategic network. Large goods vehicles can access and egress the site without issues as on-street parking restrictions prevent the carriageway from being obstructed. No public transport is within recommended walking distance currently. Bus services are a minimum of over 600 metres from the estate, but a train station is planned, which could change the availability of public transport.
Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	0	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	2	
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	5	
Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	2	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	3	
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	3	Generally ok condition.
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	3	Some landscaping Trees/shrubs. Derelict area in centre of estate spoils the overall environment. Not much litter
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	3	
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	3	
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	2	

Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	3	
Local Access	5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport	5	The estate is within 500 metres of the strategic network (Heath End Road (B4112) and access to public transport is not an issue. A score of 5 has been given because of the proximity to the strategic network. However, concerns have been previously raised about junction capacity. Also, the route to and along the strategic network goes through residential areas, but on-street parking should not be an issue. The carriageway width is sufficient to maintain two way free flowing traffic.
Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	0	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	1	
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	3	
Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	2	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	2	
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	2	Range of buildings but generally look tired and dates. Limited areas for parking
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	3	majority if site is substation. Hardly any landscaping except to rear of adjacent residential. Lack of maintenance on paths open stock at Travis Perkins.
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	4	
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	4	
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	2	

Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	4	
Local Access	5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport	2	Tenlons Road is in close proximity to the strategic network and can be accessed via the signal controlled junction with Heath End Road (B4112). However, accesses to sites on the industrial estate can be an issue due to on-street parking, access sizes and the availability to turn around on site. Hence the lower score. Public transport is within walking distance of the site.
Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	0	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	1	
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	3	
Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	2	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	4	Lack of parking facilities
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	3	Some investment needed in certain buildings requires in short term
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	3	Not particularly bad but couldn't be considered as good either, but this is largely due to nature of businesses. Open storage, lack of landscaping. Attempts at greenery e.g. trees and shrubs.
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	4	
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	4	
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	2	

Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	4	
Local Access	5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport	4	Access to the strategic highway network is not an issue. The majority of the units on the estate in excess or over 600 metres from available public transport, which could be considered too far from the site.
Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	0	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	1	
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	3	
Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	0	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	2	
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	2	
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	2	
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	3	
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	2	
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	1	

Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	4	
Local Access	5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport	2	Visibility splays from the access to the site are in accordance with guidance and there is space within the site for large goods vehicles to turn around. Public transport options are within walking distance. However, the site is located within a residential area and in close proximity to King Edward VI College. In addition, there is a heavy footfall fronting the site from children accessing local schools. As such, there is a lot of pedestrian movement around the access to the site, which is not designed for regular movements of large vehicles. King Edward Road is not suitable for regular movements by large vehicles. Kerbed radii junctions are tight, even for car movements, and on-street parking prevents free flowing two way traffic
Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	0	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	1	
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	5	
Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	4	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	4	
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	4	
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	4	
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	5	
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	4	
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	2	

Accessibility Strategic	<p>5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus</p>	4	
Local Access	<p>5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport</p>	3	<p>Only one reference number has been given, but within the outline there are two separate sites. The northern site is the Justice Centre and the southern site is the head office of A.R. Cartwright (Construction) Limited. Neither site connects and both have separate vehicle accesses. A score of 2 was given to the Justice Centre because access to the site is from King Edward Road, which is not suited for regular movements by large vehicles. There is an access from Vicarage Street (A444) but this is used for emergency vehicle egress, large vehicle egress (as there is not enough room within the site to turn a vehicle around and leave via King Edward Road) and police convoys. A score of 5 was given to the southern site. The vehicular access fronts the strategic network (A444), is large enough for commercial vehicle access and there is space within the site to turn large vehicles around. Both sites have public transport options within walking distance</p>
Local Amenities (walking)	<p>5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk</p>	5	
Local Amenities (cycling)	<p>5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle</p>	5	
Public Transport Access	<p>5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).</p>	5	

Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	4	
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Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	1	
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	1	
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	2	The site is effectively boxed in by residential development meaning there are little expansion opportunities and any redevelopment would have to be mindful of the existing residential. The quality of the site is generally poor and in need of investment or redevelopment. If redevelopment did occur given the surrounding uses and the distance to the town centre this site would be better suited to residential development.
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	1	
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	1	
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	1	

Accessibility Strategic	<p>5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus</p>	4	
Local Access	<p>5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport</p>	2	<p>Vehicle access to the site can be from Anker Street or King Edward Road. The existing access from King Edward Road is constructed as a dropped kerb footway crossing approximately 5.9 metres in width leading to a driveway approximately 6.5 metres in width, surfaced with a bound material. There is no segregation for pedestrians currently. Visibility splays from the access, measured from a setback of 2.4 metres, are approximately 7.4 metres looking left (southerly) and 18.7 metres looking right (northerly). Where vehicles are travelling at 30mph splays of 43 metres should be provided. The existing splays are in accordance with vehicles travelling at less than 10mph and 17mph. King Edward Road is not suitable for regular movements by heavy goods vehicles as on-street parking prevents two way free flowing traffic and could limit the size of vehicle able to service the site. In addition, the junctions of King Edward Road with Church Street (B4114) and Wheat Street (D1257) were not designed for</p>
Local Amenities (walking)	<p>5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk</p>	0	
Local Amenities (cycling)	<p>5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle</p>	2	
Public Transport Access	<p>5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).</p>	5	

Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	2	
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Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	1	
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	2	Looks outdated from outside, may have been refurbished on inside but lacks in external appearance.
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	2	Needs investment. Limited landscaping. Largely a residential area.
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	5	Just one company in operation
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	3	
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	1	

Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	4	
Local Access	5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport	2	The access to the site is not suited to large vehicle movements. The access is approximately 5.2 metres wide, which restricts movements of large vehicles as it is not wide enough for two vehicles to pass. A parking and service area to the rear of the site is accessed between the two main buildings on site. The width between the two buildings is less than 3.5 metres, which again is not wide enough for two vehicles to pass. But, the site is located within walking distance to public transport
Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	1	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	5	
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	5	
Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	2	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	3	
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	3	Generally good condition but parts of building need repairing
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	3	Few landscaped areas within actual estate to front. Not really high quality but few areas in need of improvement. Roads fine.
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	5	
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	3	Swan Bathrooms, Midland Tyre Supply
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	1	mainly due to size of units

Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	4	
Local Access	5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport	2	The site has direct access to the strategic network and public transport. However, there are signs of over-run on the full height kerbs fronting the site and the kerbs are no longer level. The dropped kerb vehicular access to the site is only 5.25 metres wide, which is not wide enough to allow for the swept path of large vehicles entering the site whilst a vehicle is waiting to leave. It is not wide enough for two HGV's to pass in a straight line. In addition, a nearby pedestrian refuge can also affect the angle at which south-bound traffic accesses the site. Therefore, it is considered that the vehicular access to the site is not suited for regular HGV movements or for articulated vehicles. But, if the BT chambers, boxes and telegraph pole were moved the access could be improved and a score of 5 could be awarded. There is room to move the BT furniture and widen the access accordingly. There is space within the site for articulated vehicles to turn around.
Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	1	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	1	
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	4	

Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	2	
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Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	0	No building. Citroen and ATS adjacent to site
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	0	No building on site
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	1	
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	1	
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	0	
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	3	The surround sites are Citroen and ATS, therefore this site could be potentially attractive to a national company. Mainly a car related outfit.

Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	4	
Local Access	5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport	2	The existing layout of the access to the site causes issues for larger vehicles. Fronting the site is a narrow lay-by with multiple access points. To access / egress the site requires multiple 90 degree turns. There are obvious signs of damage to the kerbs and verge which could have been caused by goods vehicles. However, the buildings within the site have now been demolished. As part of any redevelopment the access could be moved to provide easier access to Weddington Road (A444). This could be done potentially without alterations to the existing laybys. There is also enough room within the site for large vehicles to turn around. Therefore, as public transport is available within walking distance of the site, if the access point is altered a score of 5 could be awarded.
Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	0	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	2	
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	2	
Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	4	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	1	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	4	
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	5	
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	5	
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	4	
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	5	
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	3	

Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus	4	
Local Access	5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport	5	The site is used as for offices and training, but can still be serviced by large vehicles without detriment to the connecting highway. Access to the strategic network is not an issue, nor is accessing public transport a problem.
Local Amenities (walking)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk	0	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle	0	
Public Transport Access	5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).	2	
Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car	1	

Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc. 2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.	2	
Building Age	1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification and car parking	1	
Building Quality	5 – Good condition – lower than normal level of maintenance requirement within medium term. 4 – Satisfactory condition – normal level of maintenance and repair requirement within the medium term. 3 – Fair condition – capable of attracting satisfactory condition rating but with a notable backlog of maintenance and /or technical upgrading works required within the medium term. 2 – Poor condition – major repair and /or technical work required in the short term but capable of attaining with expenditure that does not exceed 50% of replacement cost. 1 – Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.	2	Renovations needed
General External Environment	5 – Excellent quality environment – extensive external public realm areas well maintained, road maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained. 4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance. 3 – Average quality – few landscaped areas, and where present maintenance required. Buildings of average quality for use. Road maintenance some significant repairs needed, some derelict sites but not highly visible, vacant plots untidy and requiring major improvement. 2 – Below average quality – maintenance of public realm poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality. 1 – Very poor /poor quality – evidence of fly tipping in public areas, roads system in need of complete overhaul, major /derelict sites, buildings of very poor /poor quality even taking use. Numerous open storage uses presenting poor image.	1	Poor quality environment abandoned cars used to block car park to adhancent restrauntant. Lack of landscaping
Level of Visible Voids	5 – 90 – 100% of buildings occupied 4 – 80% - 90% of buildings occupied 3 – 60 – 80% of buildings occupied 2 – 40% - 60% of buildings occupied 1 – less than 40% of buildings occupied	3	
Nature of Existing Tenants	5 – National /international names: significant presence. 4 – Some national /international names present, but majority of occupiers from drawn from regional companies. 3 – No national /international names companies exclusively Warwickshire based. 2 – Companies drawn from local area but could be seen as having choice of locations in local area. 1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.	1	
Market Attractiveness	3. Site attractive to National companies 2. Site attractive to Sub-regional companies 1. Site attractive to Local companies	1	

Accessibility Strategic	<p>5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus</p>	4	
Local Access	<p>5 – easy site access no issues available public transport 4 – No access for issues for vehicles but no public transport 3 – Easy immediate site access but wider issues on link to strategic highway net work 2 – Restricted access for HGV's and restricted access to major road network 1 – restricted access by all commercial vehicles not public transport</p>	5	<p>The main access to the site, on the eastern side of the site, is suitable for regular use by large goods vehicles. Within the site is a turning area so HGV's can leave and re-enter the public highway using a forward gear. The strategic network fronts the site so there are no issues with access. Public transport is available within walking distance of the site. However, there is another vehicular access to the site fronting Tuttle Hill (B4114). This access is not suitable for large vehicles to use with restrictions to width, height and visibility splays. No turning head is available within the site either. A score of 2 would be given if this was the only access to the site.</p>
Local Amenities (walking)	<p>5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk</p>	1	
Local Amenities (cycling)	<p>5. Close to a town centre with a wide range of services (5 different services or more) 4. Close to local centre with a reasonable range of services (4 different services) 3. Close to a limited range of basic services (3 different services) 2. Close to one or two services 1. No services in close proximity NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle</p>	1	
Public Transport Access	<p>5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).</p>	2	
Rail Access	<p>4. 4 modes of transport can access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes. 1. 1 mode of transport can access a rail facility within 8 minutes. NB - modes of transport include walk, cycle, PT and car</p>	2	

Information to collect	Useful information if provided	How to score	Score	Notes/Observations
1. Site Name	Define	Define		Wood Barn Farm
2. Site Reference	Define	Define		FLR02
3. Site Address	Define	Define		Wood Barn Farm
4. Site Size	Hectares	Define		4.33 ha
5. Ownership	Identify ownership and whether there are any potential issues	Define		1. Wooliscroft - site is occupied and managed by owner.
6. Site Boundary	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or permissions etc.	Written analysis		Ref: 029285 (Planning) - accepted 10/4/09 - Decision Made Wood Barn Farm, Coleshill Road, Nuneaton, Warwickshire, CV10 0QP Erection of grain store, extension to existing building and conversion of stable block to temporary workers dwelling. Ref: 011811 (Planning) - accepted 21/1/09 - Decision Made Wood Barn Farm, Coleshill Road, Nuneaton, Warwickshire, CV10 0QP Certificate of lawful use. Ref: 010026 (Planning) - accepted 18/7/05 - Decision Made Wood Barn Farm, Coleshill Road, Nuneaton, CV10 0QP Change of use of former cattle shed to storage building. Currently the site benefits from various commercial consents and a considerable area benefitting from consent to store caravans.
9. Availability		Yes - Site is advertised as being available, or there are no obvious obstructions to immediately develop the site No - Site is not immediately available (please state the reason)		Yes
10. Current land use & designation	Allocated, Green Belt, white land etc. Identify any land designations that border the site (what is their proximity?)	Define		15% of the land is used by buildings 85% is open/unused land. Current designation is ENV2 Area of Restraint and ENV3 Countryside
11. Market factor (1)		3. Attractive to National company 2. Attractive to Sub-Regional company 1. Attractive to Local company	1	
12. Market factor (2)		1. Market activity on same road or estate within the last 5 years 0. No evidence of market activity	0	
13. Other possible negative impacts on economic factors e.g. tourism		Written analysis		Loss of farmland
14. Physical Constraints (1)		5. Clear plot, no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot, obstructed. 1. Irregular shaped plot, fragmented	5	Set back from the road down a long drive, but accessing the site is not a problem.
15. Physical Constraints (2)		3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome.	3	No obvious issues at this stage
16. Physical Constraints (3)		3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome	3	There are no flooding or surface water issues on the site.
17. Physical Constraints (4)		3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome	3	No issues.
18. Physical Constraints (5)	This is all inclusive so consider landscape matters, biodiversity, ecology etc.	3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome	2	The site is adjacent to Thornyfield Wood LWS. Green Belt score n/a. TEP score 10.5. 2 Agricultural grade 3.
19. Physical Constraints (6)		3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome	3	
20. Access		5. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, indirect or restricted access to major road network 2. Restricted access for HGVs; restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network	3	Access is off Coleshill Road B4114. There are no major roads in the immediate vicinity.
21. Public Transport		5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1 "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon - Fri).	2	The site is isolated in terms of public transport and is more than 500m from a bus route.
22. Strategic Location		5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres (Nuneaton) 2. Other Large Towns (Bedworth) 1. All other sites	2	The site is 5 minutes drive from Hartshill
23. Neighbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities	Written analysis		Surrounding use is agriculture.
24. Sequential test and Brownfield/greenfield	Edge of urban area can be considered to be close to urban area	5. Within urban area, Brownfield 4. Edge of urban area, Brownfield, Edge of urban area 3. Edge of urban area Greenfield, Edge of urban area 2. Outside of urban area Brownfield, Outside of urban area 1. Outside of urban area, Greenfield; Outside of urban area, Partial Greenfield/Brownfield majority Greenfield	2	
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and neighbouring uses	Written analysis		small scale industrial uses similar to Marston Jabbett
26. Assessment of viability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site etc.	Written analysis		Due to the small size of the site and its isolation from the urban area it is unlikely to come forward as an employment site.
27. Other notes		Written analysis		
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this result in?	Written analysis		There are no other employment sites located near to this site. The nearest estate would be Haunchwood.
29. Are there any other sites that adjoin this submission	If there are please undertake an additional site assessment	Written analysis		No
30. Site photos	Include photos inclusive of location of photos			
31. NPPF/PPG Compliance	Consider how site conforms or poses issues against the Development Plan inc. the NPPF	Written analysis		paragraph 151.173
32. Emerging Plan policy	Consider how site conforms to requirements of PO	Written analysis		The location would not be considered a sustainable
33. Indication of timescale for bringing site forward				The site is available now and they anticipate the site could be developed in 1-2 years.

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	If provided	Define		Court Farm
2. Site Reference		Define		ELR10
3. Site Address		Define		Land north of Bedworth, South of Nuneaton, to the east of the A444 and west of Coventry Road
4. Site Size	Hectares	Define		24.5ha
5. Ownership	Identify ownership and whether there are any potential issues	Define		The site has one owner Artbury Estate and the owner has indicated support for development.
6. Site Boundary	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or permissions etc.	Written analysis		Ref: 008937 (Planning) - accepted 25/11/03 - Decision Made Court Farm, Coventry Road, Griff, Nuneaton, CV10 7p TO DETERMINE WHETHER PRIOR APPROVAL IS REQUIRED FOR NEW BARN Ref: 007594 (Planning) - accepted 7/8/03 - Decision Made Court Farm, Coventry Road, Nuneaton, Warwickshire, CV10 7PJ TEMPORARY TELECOMMUNICATION BASE STATION WITH 32 METRE HIGH TOWER, EQUIPMENT CABIN & FENCING
9. Availability		Yes - Site is advertised as being available, or there are no obvious obstructions to immediately develop the site No - Site is not immediately available (please state the reason)		Between April 2015 and March 2016
10. Current land use & designation	Allocated, Green Belt, white land etc. Identify any land designations that border the site (what is their proximity?)	Define		The site is currently used for agriculture. There are 5 buildings which relate to Court Farm on the site which represent approx 5% of the land use, the rest being open. The land is currently designated as Green Belt.
11. Market factor (1)		3. Attractive to National company 2. Attractive to Sub-Regional company 1. Attractive to Local company		The site is located next to the Bermuda Industrial estate and benefits from a pedestrian bridge.
12. Market factor (2)		1. Market activity on same road or estate within the last 5 years 0. No evidence of market activity		0 The site has not been marketed to date.
13. Other possible negative impacts on economic factors e.g. tourism		Written analysis		loss of agricultural land.
14. Physical Constraints (1)		5. Clear plot, no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot, obstructed 1. Irregular shaped plot, fragmented		4
15. Physical Constraints (2)		3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome		3
16. Physical Constraints (3)		3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome		There is surface water flooding issues to the South of the site with parts of it being in the more susceptible to surface water flooding. This part of the site is also designated as flood zones 3a and 2. However, the applicant is proposing 2 that this be left as open space.
17. Physical Constraints (4)		3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome		Parts of the site have been identified as having a low risk of contamination under a unspecified low contamination landscape - Old quarry, landscaping, pond, embankment, well. Therefore a land contamination assessment is recommended.
18. Physical Constraints (5)	This is all inclusive so consider landscape matters, biodiversity, ecology etc.	3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome		The site is located near to a SSSI. The South East part of the site is designated as a Local Wildlife Site, another part on the West of the site has been identified as a PLWS. Green Belt 3 score 4, TEP no score, Agricultural grade 4.
19. Physical Constraints (6)		3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome		There are no obvious infrastructure issues at this stage and none have been identified in the site suggestion form.
20. Access		5. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, indirect or restricted access to major road network 2. Restricted access for HGVs; restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network		If access could be gained from the A444 this would improve the access scoring for this site.
21. Public Transport		5. Close to a station, peak time bus route and cycle route, on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route, on a pedestrian route 2. Not near a station, peak time bus route or cycle route, on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon - Fri).		Public transport opportunities will be improved with the development of the Nucleus scheme. The site sits alongside Bus Routes 48, 55, 209, 368, 778.
22. Strategic Location		5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres (Nuneaton) 2. Other Large Towns (Bedworth) 1. All other sites		Close to the A444. Also potential for access off the A444 roundabout which connects to Walsingham Drive.
23. Neighbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities	Written analysis		The site is enclosed by Griff Farm to the North, Coventry Road to the east, existing residential settlement to the south and the A444 to the west. Beyond which there is existing employment land located to the north and north west of the site and a proposed employment site to the north east and west. Agricultural land is also located to the west and a quarry to the east.
24. Sequential test and Brownfield/greenfield	Edge of urban area can be considered to be close to urban areas	5. Within urban area, Brownfield 4. Edge of urban area, Brownfield, Edge of urban area Partial Greenfield/Brownfield majority Brownfield, Or within urban area Greenfield 3. Edge of urban area Greenfield, Edge of urban area Partial Greenfield/Brownfield majority Greenfield 2. Outside of urban area Brownfield, Outside of urban area Partial Greenfield/Brownfield majority Brownfield 1. Outside of urban area, Greenfield, Outside of urban area, Partial Greenfield/Brownfield majority Greenfield		3 Edge of urban area for Nuneaton and Bedworth
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and neighbouring uses	Written analysis		The site could be considered for B1, B2, B8. However, the type of use would need to be mindful of the adjoining pub restaurant.
26. Assessment of viability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site etc.	Written analysis		The close link with Bermuda Industrial Estate is likely to make the site attractive and being adjacent to the A444 would site in a prime prominent location. The access of the A444 is not a necessary for the site but it would improve its overall connectivity to this major road network.
27. Other notes		Written analysis		The applicant proposes that the site be divided with the land to the north of the existing residential settlement be left as greenbelt land (the Bedworth area) and act as a buffer between the residential and employment land. This land could remain open, possibly in recreational use. The land is closely connected to Bermuda Industrial estate. It already benefits of pedestrian link to Bermuda. The site could also be connected via the A444 roundabout which connects to Walsingham Drive. No, although the EC01 and EC02 preferred Options proposals are close to the site.
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this result in?	Written analysis		
29. Are there any other sites that adjoin this submission	If there are please undertake an additional site assessment	Written analysis		
30. Site photos	Include photos inclusive of location of photos			
31. NPPF/PPG Compliance	Consider how site conforms or poses issues against the Development Plan inc. the NPPF	Written analysis		Paragraphs 79-92
32. Emerging Plan policy	Consider how site conforms to requirements of PO	Written analysis		The site would remain as Green Belt under the emerging plan unless allocated for a particular use.
33. Indication of timescale for bringing site forward				The applicant has indicated the site could come forward between April 2015 - March 2016 and once commenced it is estimated that it will take 3 year to develop.

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	If provided	Define		Land at Bermuda Road & Hazell Way Industrial Estate
2. Site Reference		Define		NUN166, ELD04
3. Site Address		Define		Bermuda Road
4. Site Size	Hectares	Define		5.79
5. Ownership	Identify ownership and whether there are any potential issues	Define		The site has one owner Deeley Homes. User covenant in favour of Arbury Estate
6. Site Boundary	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or permissions etc.	Written analysis		No applications in last 10 years
9. Availability	Allocated, Green Belt, white land etc. Identify any land designations that border the site (what is their proximity?)	Yes - Site is advertised as being available, or there are no obvious obstructions to immediately develop the site No - Site is not immediately available (please state the reason)		Yes
10. Current land use & designation		Define		Site borders Green Belt land
11. Market factor (1)		3. Attractive to National company 2. Attractive to Sub-Regional company 1. Attractive to Local company	2	
12. Market factor (2)		1. Market activity on same road or estate within the last 5 years 0. No evidence of market activity	1	
13. Other possible negative impacts on economic factors e.g. tourism		Written analysis		Some of the plot is already in use as employment land, part of the site is currently vacant.
14. Physical Constraints (1)		5. Clear plot, no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot, obstructed. 1. Irregular shaped plot, fragmented	5	
15. Physical Constraints (2)		3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome	3	
16. Physical Constraints (3)		3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome	2	The western part of the site has been identified to be less susceptible to surface water flooding.
17. Physical Constraints (4)		3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome	2	The site has a very low to medium contamination risk due to previous uses a contamination assessment is recommended to examine the extent of this.
18. Physical Constraints (5)	This is all inclusive so consider landscape matters, biodiversity, ecology etc.	3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome 3. There are no infrastructure issues	2	The site is located near to Ensor's Pool - SAC. There are no direct access links from the site to Ensor's Pool but development would need to be mindful of its status due to contamination risk. Green Belt score n/a. TEP no score. Agricultural grade 4.
19. Physical Constraints (6)		2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome	3	
20. Access		5. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network; easy site access for all vehicles 3. Easy site access for all vehicles; indirect or restricted access to major road network 2. Restricted access for HGVs; restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network	3	Although the site is located near to the A444 the actual drive time is high due to the road network.
21. Public Transport		5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon - Fri).	3	The site is located near to bus route 17 and nearby cycleway.
22. Strategic Location		5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres (Nuneaton) 2. Other Large Towns (Bedworth) 1. All other sites		
23. Neighbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities	Written analysis		Industrial, ensures pool, residential
24. Sequential test and Brownfield/greenfield	Edge of urban area can be considered to be close to urban area	5. Within urban area, Brownfield 4. Edge of urban area, Brownfield, Edge of urban area 3. Edge of urban area Greenfield; Edge of urban area 2. Outside of urban area Brownfield, Outside of urban area 1. Outside of urban area, Greenfield; Outside of urban area, Partial Greenfield/Brownfield majority Greenfield	5	
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and neighbouring uses	Written analysis		B uses
26. Assessment of viability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site etc.	Written analysis		As most of the estate has already been developed and the vacant site did previously have development on it, it is reasonable to assume the vacant site should be viable. However, current market conditions and opportunities to develop in more accessible locations may prove challenging for this site.
27. Other notes		Written analysis		Part of the submitted site is already developed for industrial use.
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this result in?	Written analysis		The site is part of Hazell Way Industrial Estate
29. Are there any other sites that adjoin this submission	If there are please undertake an additional site assessment	Written analysis		No
30. Site photos	Include photos inclusive of location of photos			
31. NPPF/PPG Compliance	Consider how site conforms or poses issues against the Development Plan inc. the NPPF	Written analysis		The site is classed as the urban area in the Local Plan 2006. NPPF paragraphs 17, 111
32. Emerging Plan policy	Consider how site conforms to requirements of PO	Written analysis		The site should be designated an existing employment in the Borough Plan
33. Indication of timescale for bringing site forward				No change suggested or proposed to the content of SHLAA Appendix 7 2013. We are currently hopeful that this site will be the home of a new business but should negotiations not proceed then the comments contained in Appendix 7 would apply.

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	If provided	Define		The Croft
2. Site Reference		Define		ELR005
3. Site Address		Define		Park Lane, Robinson End, Nuneaton
4. Site Size	Hectares	Define		0.26 ha
5. Ownership	Identify ownership and whether there are any potential issues	Define		1 owner
6. Site Boundary	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or permissions etc.	Written analysis		None in last 10 years
9. Availability		Yes - Site is advertised as being available, or there are no obvious obstructions to immediately develop the site No - Site is not immediately available (please state the reason)		Yes
10. Current land use & designation	Allocated, Green Belt, white land etc. Identify any land designations that border the site (what is their proximity?)	Define		The site is currently vacant but the land previously had a three storey house and a coach house. The foundations and some of the brickwork is still there. The land is currently designated as Green Belt.
11. Market factor (1)		3. Attractive to National company 2. Attractive to Sub-Regional company 1. Attractive to Local company	1	Due to its size and location this site would only be attractive to a local company.
12. Market factor (2)		1. Market activity on same road or estate within the last 5 years 0. No evidence of market activity	0	The applicant indicated that the site is being marketed, however, no signs were displayed when visiting the site.
13. Other possible negative impacts on economic factors e.g. tourism		Written analysis		None
14. Physical Constraints (1)		5. Clear plot, no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot, obstructed. 1. Irregular shaped plot, fragmented	4	The site is slightly obstructed due to the by the one lane road and pull in areas, but this could be easily overcome.
15. Physical Constraints (2)		3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome.	3	
16. Physical Constraints (3)		3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome.	3	No issues
17. Physical Constraints (4)		3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome	2	There a low risk of contamination on the northern boundary due to a pond. A contamination assessment is recommended.
18. Physical Constraints (5)	This is all inclusive so consider landscape matters, biodiversity, ecology etc.	3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome	2	The site is located near to local wildlife site and has been highlighted as a potential wildlife site. Green Belt score 3, TEP score 8.5 Agricultural grade 3.
19. Physical Constraints (6)		3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome.	1	The road is narrow in this location 1 lane with pull in areas. Park Lane leads to a low bridge (6ft) therefore traffic would have to leave and exit the site along the same road. At present these roads would not be suitable for industrial traffic. These issues could be overcome but would be costly for the size of the site.
20. Access		5. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network; easy site access for all vehicles 3. Easy site access for all vehicles; indirect or restricted access to major road network 2. Restricted access for HGVs; restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network	2	See comments on physical constraints.
21. Public Transport		5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon - Fri).	3	The site is located within 500m of Bus route 17.
22. Strategic Location		5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres (Nuneaton) 2. Other Large Towns (Bedworth) 1. All other sites	3	Nuneaton Town Centre and the A444 is approx. 9-10minutes drive from the site, but it is considered part of Nuneaton.
23. Neighbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities	Written analysis		Residential, school, agriculture. The site opposite has been allocated for housing under the Local Plan 2006 and has permission for 41 affordable homes.
24. Sequential test and Brownfield/greenfield	Edge of urban area can be considered to be close to urban area	5. Within urban area, Brownfield 4. Edge of urban area, Brownfield, Edge of urban area Partial Greenfield/Brownfield majority Brownfield, Or within urban area Greenfield 3. Edge of urban area Greenfield; Edge of urban area Partial Greenfield/Brownfield majority Greenfield 2. Outside of urban area Brownfield, Outside of urban area Partial Greenfield/Brownfield majority Brownfield 1. Outside of urban area, Greenfield; Outside of urban area, Partial Greenfield/Brownfield majority Greenfield	1	The majority of the site is greenfield with remnants of a former 3 storey house on the site.
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and neighbouring uses	Written analysis		small industrial unit could be possible.
26. Assessment of viability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site etc.	Written analysis		Due to the size of the site and its location it is unlikely to be viable for employment uses.
27. Other notes		Written analysis		
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this result in?	Written analysis		The nearest employment site is Haunchwood Road, however, this would have to be through the low height bridge.
29. Are there any other sites that adjoin this submission	If there are please undertake an additional site assessment	Written analysis		No
30. Site photos	Include photos inclusive of location of photos			
31. NPPF/PPG Compliance	Consider how site conforms or poses issues against the Development Plan Inc. the NPPF	Written analysis		The site is located in Green Belt paragraphs 79 - 92.
32. Emerging Plan policy	Consider how site conforms to requirements of PO	Written analysis		The site is to remain in Green Belt
33. Indication of timescale for bringing site forward				No indications are provided though the site is available now.

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	If provided	Define		West of Poplars Farm
2. Site Reference		Define		ELR006 NUN130
3. Site Address		Define		Land to South and West of Poplars Farm, The Long Shoot, Nuneaton, CV11 6JG
4. Site Size	Hectares	Define		3.3ha
5. Ownership	Identify ownership and whether there are any potential issues	Define		1 owner
6. Site Boundary	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or permissions etc.	Written analysis		None in last 10 years
9. Availability	Allocated, Green Belt, white land etc. Identify any land designations that border the site (what is their proximity?)	Yes - Site is advertised as being available, or there are no obvious obstructions to immediately develop the site No - Site is not immediately available (please state the reason)		Yes The applicant has indicated that the site is available immediately.
10. Current land use & designation		Define		The land is currently designated as ENV2 and ENV3 Countryside and Area of Restraint
11. Market factor (1)		3. Attractive to National company 2. Attractive to Sub-Regional company 1. Attractive to Local company		The site would be well placed with connections to the A5 and Eastboro Way
12. Market factor (2)		1. Market activity on same road or estate within the last 5 years 0. No evidence of market activity		Market activity has been for residential in this area rather than employment uses. The applicant has indicated that the site has received interest and the owner is actively seeking a developer to market the site.
13. Other possible negative impacts on economic factors e.g. tourism		Written analysis		None
14. Physical Constraints (1)		5. Clear plot, no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot, obstructed 1. Irregular shaped plot, fragmented		The plot is slightly obstructed by the residential dwellings which front on to the Long Shoot.
15. Physical Constraints (2)		3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome		3 No issue
16. Physical Constraints (3)		3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome		The southern part of the site has been indicated to be more susceptible to surface water flooding with sections of less susceptible risk running through the site. The southern parts of the site are also part of flood zones 2 and 3a.
17. Physical Constraints (4)		3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome		2 There is a medium risk of contamination to the South of the site due to the railway land. A contamination assessment is recommended.
18. Physical Constraints (5)	This is all inclusive so consider landscape matters, biodiversity, ecology etc.	3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome		2 n/a. TEP score 9.5 Agricultural grade 3.
19. Physical Constraints (6)		3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome		3 There are no obvious infrastructure issues apparent at this stage. The applicant has not indicated that there are any constraints to the site.
20. Access		5. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network; easy site access for all vehicles 3. Easy site access for all vehicles; indirect or restricted access to major road network 2. Restricted access for HGVs; restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network		The site is accessed from an agricultural track off The Long Shoot. The site is access from the Long Shoot and is close to the A5, A444 and Eastboro Way. Although site access would be easy for all vehicles it wouldn't necessarily be ideal as vehicles entering the site would have to pass residential properties on either side.
21. Public Transport		5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1: "Close" = within about 10 minutes walk NB2: Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon - Fri).		4 The site is close to routes 48, 158 and 4. Cycles routes are accessible within 10 minutes walk.
22. Strategic Location		5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres (Nuneaton) 2. Other Large Towns (Bedworth) 1. All other sites		4 The A5 is accessible within 5 minutes drive time.
23. Neighbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities	Written analysis		Residential and agricultural
24. Sequential test and Brownfield/greenfield	Edge of urban area can be considered to be close to urban area	5. Within urban area, Brownfield 4. Edge of urban area, Brownfield, Edge of urban area Partial Greenfield/Brownfield majority Brownfield; Or within urban area Greenfield 3. Edge of urban area Greenfield; Edge of urban area Partial Greenfield/Brownfield majority Greenfield 2. Outside of urban area Brownfield, Outside of urban area Partial Greenfield/Brownfield majority Brownfield 1. Outside of urban area, Greenfield; Outside of urban area, Partial Greenfield/Brownfield majority Greenfield		3 The site is located adjacent to existing residential development.
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and neighbouring uses	Written analysis		Any employment uses would need to be mindful of the surrounding residential
26. Assessment of viability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site etc.	Written analysis		The site would be attractive, however, road improvements would be required if this site came forward with the allocated housing sites.
27. Other notes		Written analysis		
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this result in?	Written analysis		The nearest site is Hermdale Business Park
29. Are there any other sites that adjoin this submission	If there are please undertake an additional site assessment	Written analysis		Another submission has been applied to next to the site.
30. Site photos	Include photos inclusive of location of photos			
31. NPPF/PPG Compliance	Consider how site conforms or poses issues against the Development Plan inc. the NPPF	Written analysis		Chapter 10, paragraph 82, 123
32. Emerging Plan policy	Consider how site conforms to requirements of PO	Written analysis		The site is being proposed as Green Belt.
33. Indication of timescale for bringing site forward				The applicant has indicated that the site is available immediately with development expected to take 2 years.

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	If provided	Define		East of Poplars Farm
2. Site Reference		Define		ELP007 NUN207
3. Site Address		Define		Land to East of Poplars Farm, The Long Shoot, Nuneaton, CV11 6JG
4. Site Size	Hectares	Define		14.6ha
5. Ownership	Identify ownership and whether there are any potential issues	Define		1 owner Mr Peace
6. Site Boundary	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or permissions etc.	Written analysis		None in last 10 years
9. Availability	Allocated, Green Belt, white land etc. Identify any land designations that border the site (what is their proximity?)	Yes - Site is advertised as being available, or there are no obvious obstructions to immediately develop the site No - Site is not immediately available (please state the reason)		Yes The applicant has indicated that the site is available immediately.
10. Current land use & designation		Define		The current land use is agriculture. The land is currently designated as ENV2 and ENV3 Countryside and Area of Restraint.
11. Market factor (1)		3. Attractive to National company 2. Attractive to Sub-Regional company 1. Attractive to Local company		The site would be well placed with connections to the A5 and Eastboro Way
12. Market factor (2)		1. Market activity on same road or estate within the last 5 years 0. No evidence of market activity		Market activity has been for residential in this area rather than employment uses. The applicant has indicated that the site has received interest and the owner is actively seeking a developer to market the site.
13. Other possible negative impacts on economic factors e.g. tourism		Written analysis		None
14. Physical Constraints (1)		5. Clear plot, no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot, obstructed. 1. Irregular shaped plot, fragmented		The plot is slightly obstructed by the residential dwellings which front on to The Long Shoot and the Wem Brook to the south of the site and the A5 to the East.
15. Physical Constraints (2)		3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome		3 No issue
16. Physical Constraints (3)		3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome		The southern part of the site is bounded by the Wem Brook. It has been indicated to be more susceptible to surface water flooding with sections of less susceptible risk running through the site. The majority of the site is part of flood zones 2 and 3a.
17. Physical Constraints (4)		3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome		2 There is a potential high contamination risk in a small portion of the site which backs on to the Long Shoot hotel and restaurant.
18. Physical Constraints (5)	This is all inclusive so consider landscape matters, biodiversity, ecology etc.	3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome		2 There may be environmental constraints due to the number of potentially important hedgerows on the site. An ecological/habitat assessment is recommended to determine the extent of this. The medium size partially hedged fields are mainly in intensive arable use based on Poplars Farm, with some pasture to the east, and vegetation cover is limited allowing views into and out of the site; there is some good vegetation along the brook. The landscape is particularly sensitive where ribbon development along the road almost joins with Hinckley and remains important in retaining separation. 2 Green Belt score via TEP score 9.5 Agricultural grade 3.
19. Physical Constraints (6)		3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome		3 There are no obvious infrastructure issues apparent at this stage. The applicant has not indicated that there are any constraints to the site.
20. Access		5. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network; easy site access for all vehicles 3. Easy site access for all vehicles; indirect or restricted access to major road network 2. Restricted access for HGV's; restricted access to major road network 1. Restricted access for all commercial vehicles; severely restricted access to major road network		The site is accessed from an agricultural track off The Long Shoot. The site is close to the A5, A444 and Eastboro Way. Although site access would be easy for all vehicles it wouldn't necessarily be ideal as vehicles entering the site would have to pass residential properties on either side.
21. Public Transport		5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route, on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon - Fri)		4 The site is close to routes 48, 158 and 4. Cycles routes are accessible within 10 minutes walk.
22. Strategic Location		5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres (Nuneaton) 2. Other Large Towns (Bedworth) 1. All other sites		4 The A5 is accessible within 5 minutes drive time.
23. Neighbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities	Written analysis		Residential, park and agricultural
24. Sequential test and Brownfield/greenfield	Edge of urban area can be considered to be close to urban area	5. Within urban area, Brownfield 4. Edge of urban area, Brownfield, Edge of urban area Partial Greenfield/Brownfield majority Brownfield, Or within urban area Greenfield 3. Edge of urban area Greenfield; Edge of urban area Partial Greenfield/Brownfield majority Greenfield 2. Outside of urban area Brownfield, Outside of urban area Partial Greenfield/Brownfield majority Brownfield 1. Outside of urban area, Greenfield; Outside of urban area, Partial Greenfield/Brownfield majority Greenfield		3 The site is located adjacent to existing residential development.
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and neighbouring uses	Written analysis		Any employment uses would need to be mindful of the surrounding residential use
26. Assessment of viability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site etc.	Written analysis		The site would be attractive, however, road improvements would be required if this site came forward with the allocated housing sites.
27. Other notes		Written analysis		
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this result in?	Written analysis		Within the Borough the nearest site is Hemdale Business Park. However, the closest industrial estate is Dooelle Industrial estate.
29. Are there any other sites that adjoin this submission	If there are please undertake an additional site assessment	Written analysis		Another submission has been submitted next to the site.
30. Site photos	Include photos inclusive of location of photos			
31. NPPF/PPG Compliance	Consider how site conforms or poses issues against the Development Plan Inc. the NPPF	Written analysis		paragraph 82, 123
32. Emerging Plan policy	Consider how site conforms to requirements of PO	Written analysis		The site is being proposed as Green Belt.
33. Indication of timescale for bringing site forward				The applicant has indicated that the site is available immediately with development expected to take 2 years.

Information to collect	Useful information
1. Site Name	If provided
2. Site Reference	
3. Site Address	
4. Site Size	Hectares
5. Ownership	Identify ownership and whether there are any potential issues
6. Site Boundary	Map
7. Site location in Borough context	Map
8. Site History	Previous allocations or permissions etc.
9. Availability	
10. Current land designation	Allocated, Green Belt, white land etc. Identify any land designations that border the site (what is their proximity?)
11. Market factor (1)	
12. Market factor (2)	
13. Other possible negative impacts on economic factors e.g. tourism	
14. Physical Constraints (1)	
15. Physical Constraints (2)	
16. Physical Constraints (3)	
17. Physical Constraints (4)	

18. Physical Constraints (5)	This is all inclusive so consider landscape matters, biodiversity, ecology etc.
19. Physical Constraints (6)	
20. Access	
21. Public Transport	
22. Strategic Location	
23. Neighbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities

24. Sequential test and Brownfield/greenfield	Edge of urban area can be considered to be close to urban area
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and neighbouring uses
26. Assessment of viability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site etc.
27. Other notes	
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this result in?
29. Are there any other sites that adjoin this submission	If there are please undertake an additional site assessment
30. Site photos	Include photos inclusive of location of photos
31. NPPF/PPG Compliance	Consider how site conforms or poses issues against the Development Plan inc. the NPPF
32. Emerging Plan policy	Consider how site conforms to requirements of PO
33. Indication of timescale for bringing site forward	

How to score	Score
Define	
Define	
Define	
Define	
Define	
Define	
Define	
Written analysis	
Yes - Site is advertised as being available, or there are no obvious obstructions to immediately develop the site No - Site is not immediately available (please state the reason)	
Define	
3. Attractive to National company 2. Attractive to Sub-Regional company 1. Attractive to Local company	2
1. Market activity on same road or estate within the last 5 years 0. No evidence of market activity	0
Written analysis	
5. Clear plot, no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot, obstructed. 1. Irregular shaped plot, fragmented	5
3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome	3
3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome	2
3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome	3

<p>3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome</p>	<p>3</p>
<p>3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome</p>	<p>3</p>
<p>5. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network; easy site access for all vehicles 3. Easy site access for all vehicles; indirect or restricted access to major road network 2. Restricted access for HGVs; restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network</p>	<p>2</p>
<p>5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).</p>	<p>2</p>
<p>5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres (Nuneaton) 2. Other Large Towns (Bedworth) 1. All other sites</p>	<p>3</p>
<p>Written analysis</p>	

<p>5. Within urban area, Brownfield</p> <p>4. Edge of urban area, Brownfield, Edge of urban area Partial Greenfield/Brownfield majority Brownfield; Or within urban area Greenfield</p> <p>3. Edge of urban area Greenfield; Edge of urban area Partial Greenfield/Brownfield majority Greenfield</p> <p>2. Outside of urban area Brownfield, Outside of urban area Partial Greenfield/Brownfield majority Brownfield</p> <p>1. Outside of urban area, Greenfield; Outside of urban area, Partial Greenfield/Brownfield majority Greenfield</p>	3
Written analysis	
Written analysis	
Written analysis	
Written analysis	
Written analysis	
Written analysis	
Written analysis	
Written analysis	
Written analysis	

Notes/Observations
Off Golf Drive, rear of Wentworth Drive (South Part)
ELR008, SHLAA -NUN275, WH/03/08
Off Golf Drive, Rear of Wentworth Drive, Nuneaton, CV11 6QF
7.91 ha
Wells Family Partnership
None
The owners are supportive of development of the site. Site is under option by a developer as well as land to the North.
Agricultural
Multiple options for access, however these would be through residential streets.
There are no flood zones 2 or 3 on the site. However, EA data indicates there may be some minor surface water flooding to the east of the site.
No issues

No issues. Green Belt score 3. TEP score 11.
Agricultural grade 2.

There are no immediate issues which would need to be overcome apart from the expected gas, electric, water, sewage etc. The site suggestion form highlighted that pylons may be a constraint to development.

There are a number of potential access points for this site. However, improvements would be needed to allow access for HGVs due to the surrounding residential uses. There is also potential for access to be gained from Heart of England Way if the surrounding land was brought forward.

The site is located within 500m of a bus route. These are bus routes 7, 56 and 74.

The site is within 7 mins drive time to the A444. 12 mins drive to M69/A5.

The neighbouring uses are residential and agricultural. The site is located near to Golf Drive/ Lutterworth Road Local Centre.

The site is currently Green Belt but would be attached to the existing urban area if developed.
Due to the surrounding uses being mainly residential and industrial use located near to the residential areas would need to be light industrial e.g. B1/B8
This site is adjacent to the urban area and is in a location that developers would find attractive although the surrounding residential uses may put off perspective businesses. The financial viability of the site may be marginal given existing market conditions. However, there are no major issues which would need to be overcome for the site to be developed. Achievability should not be in any doubt in the medium term, once the market has recovered.
is the favoured use particularly as Taylor Wimpey is named.
The site is located near to Attleborough Fields, but is unlikely to impact on employment sites outside the Borough
Yes.
The site is located in Green Belt paragraphs 79 - 92,123,
Bringing the forward for employment use goes against creating strategic locations near existing successful employment sites.
The site suggestion form suggests that development could take place immediately and that it would take 2 years to develop the site.

Information to collect	Useful information
1. Site Name	If provided
2. Site Reference	
3. Site Address	
4. Site Size	Hectares
5. Ownership	Identify ownership and whether there are any potential issues
6. Site Boundary	Map
7. Site location in Borough context	Map
8. Site History	Previous allocations or permissions etc.
9. Availability	
10. Current land designation	Allocated, Green Belt, white land etc. Identify any land designations that border the site (what is their proximity?)
11. Market factor (1)	
12. Market factor (2)	
13. Other possible negative impacts on economic factors e.g. tourism	
14. Physical Constraints (1)	
15. Physical Constraints (2)	
16. Physical Constraints (3)	

17. Physical Constraints (4)	
18. Physical Constraints (5)	This is all inclusive so consider landscape matters, biodiversity, ecology etc.
19. Physical Constraints (6)	
20. Access	
21. Public Transport	
22. Strategic Location	
23. Neighbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities

24. Sequential test and Brownfield/greenfield	Edge of urban area can be considered to be close to urban area
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and neighbouring uses
26. Assessment of viability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site etc.
27. Other notes	
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this result in?
29. Are there any other sites that adjoin this submission	If there are please undertake an additional site assessment
30. Site photos	Include photos inclusive of location of photos
31. NPPF/PPG Compliance	Consider how site conforms or poses issues against the Development Plan inc. the NPPF
32. Emerging Plan policy	Consider how site conforms to requirements of PO
33. Indication of timescale for bringing site forward	

How to score	Score
Define	
Define	
Define	
Define	
Define	
Define	
Define	
Written analysis	
Yes - Site is advertised as being available, or there are no obvious obstructions to immediately develop the site No - Site is not immediately available (please state the reason)	
Define	
3. Attractive to National company 2. Attractive to Sub-Regional company 1. Attractive to Local company	2
1. Market activity on same road or estate within the last 5 years 0. No evidence of market activity	0
Written analysis	
5. Clear plot, no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot, obstructed. 1. Irregular shaped plot, fragmented	5
3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome	3
3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome	2

<p>3. No contamination issues</p> <p>2. Contamination is an issue but relatively easy to overcome</p> <p>1. Contamination is an issue and would be challenging to overcome</p>	3
<p>3. There are no other natural features of concern</p> <p>2. Natural features are an issue but relatively easy to overcome</p> <p>1. Natural features are an issue and would be challenging to overcome</p>	3
<p>3. There are no infrastructure issues</p> <p>2. Infrastructure could be an issue but relatively easy to overcome</p> <p>1. Infrastructure is an issue and would be challenging to overcome</p>	3
<p>5. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks</p> <p>4. Close to major road network; easy site access for all vehicles</p> <p>3. Easy site access for all vehicles; indirect or restricted access to major road network</p> <p>2. Restricted access for HGVs; restricted access to major road network</p> <p>1. Restricted access for all commercial vehicles, severely restricted access to major road network</p>	2
<p>5. Close to a station, peak time bus route and cycle route; on a pedestrian route</p> <p>4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route</p> <p>3. Close to either a station or peak time bus route or cycle route; on a pedestrian route</p> <p>2. Not near a station, peak time bus route or cycle route; on a pedestrian route</p> <p>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route</p> <p>NB1. "Close" = within about 10 minutes walk</p> <p>NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).</p>	2
<p>5. Motorway Corridor (within 5 minutes of a junction)</p> <p>4. Other Strategic Roads (within 5 minute drive time)</p> <p>3. Sub-regional Centres (Nuneaton)</p> <p>2. Other Large Towns (Bedworth)</p> <p>1. All other sites</p>	3
Written analysis	

<p>5. Within urban area, Brownfield 4. Edge of urban area, Brownfield, Edge of urban area Partial Greenfield/Brownfield majority Brownfield; Or within urban area Greenfield 3. Edge of urban area Greenfield; Edge of urban area Partial Greenfield/Brownfield majority Greenfield 2. Outside of urban area Brownfield, Outside of urban area Partial Greenfield/Brownfield majority Brownfield 1. Outside of urban area, Greenfield; Outside of urban area, Partial Greenfield/Brownfield majority Greenfield</p>	<p>3</p>
<p>Written analysis</p>	
<p>Written analysis</p>	
<p>Written analysis</p>	
<p>Written analysis</p>	
<p>Written analysis</p>	
<p>Written analysis</p>	
<p>Written analysis</p>	
<p>Written analysis</p>	

Notes/Observations
Land at Crowhill, Off Golf Drive, rear of Wentworth Drive (North Part)
ELR009, SHLAA -NUN275
Off Golf Drive, Rear of Wentworth Drive, Nuneaton, CV11 6QF
4.76 ha
Dawson Family
None
The owners are supportive of development of the site. Site is under option by a developer as well as land to the North.
Agricultural
Multiple options for access, however these would be through residential streets.
There are no flood zones 2 or 3 on the site. However, EA data indicates there may be some minor surface water flooding to the east of the site.

No issues

No issues

There are no immediate issues which would need to be overcome apart from the expected gas, electric, water, sewage etc. The site suggestion form highlighted that pylons may be a constraint to development.

There are a number of potential access points for this site. However, improvements would be needed to allow access for HGVs due to the surrounding residential uses. There is also potential for access to be gained from Heart of England Way if the surrounding land was brought forward.

The site is located within 500m of a bus route. These are bus routes 7, 56 and 74.

The site is within 7 mins drive time to the A444. 12 mins drive to M69/A5.

The neighbouring uses are residential and agricultural. The site is located near to Golf Drive/ Lutterworth Road Local Centre.

The site is currently Green Belt but would be attached to the existing urban area if developed.

Due to the surrounding uses being mainly residential and industrial use located near to the residential areas would need to be light industrial e.g. B1/B8

This site is adjacent to the urban area and is in a location that developers would find attractive although the surrounding residential uses may put off perspective businesses. The financial viability of the site may be marginal given existing market conditions. However, there are no major issues which would need to be overcome for the site to be developed. Achievability should not be in any doubt in the medium term, once the market has recovered.

is the favoured use particularly as Taylor Wimpey is named.

The site is located near to Attenborough Fields, but is unlikely to impact on employment sites outside the Borough

Yes.

The site is located in Green Belt paragraphs 79 - 92,123,

Bringing the forward for employment use goes against creating strategic locations near existing successful employment sites.

The site suggestion form suggests that development could take place immediately and that it would take 2 years to develop the site.

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	If provided	Define		Newland hall farm
2. Site Reference		Define		nr010 nun295
3. Site Address		Define		newland hall farm, newland lane, ash green
4. Site Size	Hectares	Define		32.94
5. Ownership	Identify ownership and whether there are any potential issues	Define		1 owner Hill Family
6. Site Boundary	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or permissions etc.	Written analysis		
9. Availability		Yes - Site is advertised as being available, or there are no obvious obstructions to immediately develop the site No - Site is not immediately available (please state the reason)	No	Put forward by perspective purchaser
10. Current land use & designation	Allocated, Green Belt, white land etc. Identify any land designations that border the site (what is their proximity?)	Define		
11. Market factor (1)		3. Attractive to National company 2. Attractive to Sub-Regional company 1. Attractive to Local company	2	close to M6 with rural views to South
12. Market factor (2)		1. Market activity on same road or estate within the last 5 years 0. No evidence of market activity	0	
13. Other possible negative impacts on economic factors e.g. tourism		Written analysis		To the south of the site is a listed building which should be protected including its setting
14. Physical Constraints (1)		5. Clear plot, no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot, obstructed. 1. Irregular shaped plot, fragmented	5	
15. Physical Constraints (2)		3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome	3	
16. Physical Constraints (3)		3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome	2	Parts of the site is susceptible to surface water flooding with flood zones 2 and 3.
17. Physical Constraints (4)		3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome	2	Parts of the site have a low risk for contamination due to ponds and
18. Physical Constraints (5)	This is all inclusive so consider landscape matters, biodiversity, ecology etc.	3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome	2	There are potential environmental constraints - potential loss of habitats, biodiversity and potentially important hedgerow. An ecological/habitat assessment is recommended to determine the extent of this. Green Belt score 3. TEP score 10.5 2 Agricultural grade 2/3.
19. Physical Constraints (6)		3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome	2	Pylons cross part of the site however development could be developed around these.
20. Access		5. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles; indirect or restricted access to major road network 2. Restricted access for HGVs; restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network	2	Access is currently along a narrow residential street. Access issues would need to be resolved for this site to come forward. If brought forward with a neighbouring site this would offer a greater opportunity to improve the overall access.
21. Public Transport		5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon - Fri).	3	Parts of the site are within 500m of a bus route, but some of it is not. The nearest bus routes are 55, 56, 57 and 209.
22. Strategic Location		5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres (Nuneaton) 2. Other Large Towns (Bedworth) 1. All other sites	2	The M6 and A444 are more than 5 minutes drive away. Bedworth town is within 5 minutes.
23. Neighbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities	Written analysis		
24. Sequential test and Brownfield/greenfield	Edge of urban area can be considered to be close to urban area	5. Within urban area, Brownfield 4. Edge of urban area, Brownfield, Edge of urban area Partial Greenfield/Brownfield majority Brownfield; Or within urban area Greenfield 3. Edge of urban area Greenfield; Edge of urban area Partial Greenfield/Brownfield majority Greenfield 2. Outside of urban area Brownfield, Outside of urban area Partial Greenfield/Brownfield majority Brownfield 1. Outside of urban area, Greenfield; Outside of urban area, Partial Greenfield/Brownfield majority Greenfield	1	
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and neighbouring uses	Written analysis		all b uses
26. Assessment of viability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site etc.	Written analysis		Access is a problem
27. Other notes		Written analysis		
28. Connectivity to other existing employment sites.	Consider sites outside the Borough, what sort of implications would this result in?	Written analysis		Located near to the Prologis site, but not connected
29. Are there any other sites that adjoin this submission	If there are please undertake an additional site assessment	Written analysis		
30. Site photos	Include photos inclusive of location of photos Consider how site conforms or poses issues against the Development Plan inc. the NPPF	Written analysis		
31. NPPF/NPPG compliance	Consider how site conforms to requirements of PO	Written analysis		The site is located in Green Belt paragraphs 79 - 92.
32. Assessment against Emerging Borough Plan policy		Written analysis		Would be Green Belt
33. Indication of timescale for bringing site forward		Written analysis		Unlikely to come forward within next 5 years as not yet the owner and other issues to overcome.

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	It provided	Define		Parrots Grove/Hawkesbury Lane
2. Site Reference		Define		ER010 NJN314
3. Site Address		Define		Parrots Grove, Hawkesbury Lane, Coventry, CV2 1NE
4. Site Size	Hectares	Define		2.96ha
5. Ownership	Identify ownership and whether there are any potential issues	Define		2 owners
6. Site Boundaries	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or permissions etc.	Written analysis Yes - Site is advertised as being available, or there are no obvious obstructions to immediately develop the site No - Site is not immediately available (please state the reason)		None in last 10 years
9. Availability				Yes
10. Current land use & designation	Allocated, Green Belt, white land etc. Identify any land designations that border the site (what is their proximity?)	Define		The current land use is equine grazing and it is currently designated as Green Belt
11. Market factor (1)		1. Attractive to National company 2. Attractive to Sub-Regional company 1. Attractive to Local company	1	The shape of the site and the surrounding uses would not be attractive for employment purposes
12. Market factor (2)		1. Market activity on same road or estate within the last 5 years 0. No evidence of market activity	0	enquiries received but no marketing activity stated.
13. Other possible negative impacts on economic factors e.g. tourism		Written analysis 1. Other plot, no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot, obstructed 1. Irregular shaped plot, fragmented		Parts of the site may be of archaeological value due to possible historic links with Hawkesbury Lodge and Hawkesbury Hall. Small pond on site was part of the old adjoining Hawkesbury Hall
14. Physical Constraints (1)		3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome	4	The northern part of the site has power lines running across it.
15. Physical Constraints (2)		3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome	3	
16. Physical Constraints (3)		3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome	2	There are two small ponds on the eastern boundary of the site, one of which was part of the old adjoining Hawkesbury Hall.
17. Physical Constraints (4)		3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome	2	There may be environmental constraints - potential loss of habitats, biodiversity and potentially important hedgerow. An ecological/habitat assessment is recommended to determine the extent of this. The site itself has very little biodiversity value (ranked 2 out of 5 on the HBA Phase 1 GIS layer). Adjacent to the site, within Coventry, land surrounding the Sub-station, referred to as Coventry 'B' Supergrid, is a potential Local Wildlife Site. The other side of Parrots Grove, in Coventry, is a LWS, Lenton's Lane, Green Belt score 3, TEP score 8.
18. Physical Constraints (5)	This is all inclusive so consider landscape matters, biodiversity, ecology etc.	2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome	2	Agricultural score 3
19. Physical Constraints (6)		5. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles; indirect or restricted access to major road network 2. Restricted access for HGVs; restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network	3	There are no obvious infrastructure issues at this stage. Supply is required for all the necessary services e.g. water, sewage, electricity etc.
20. Access		5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1 "Close" = within about 10 minutes walk NB2 Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon - Fri).	4	
21. Public Transport		5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres (Nuneaton) 2. Other Large Towns (Bedworth) 1. All other sites	3	
22. Strategic Location			2	The site is approximately 6 miles to Junction 3 of M6 and A444. Access to Coventry from this site is relatively easy once you have joined the A444.
23. Neighbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities	Written analysis 5. Within urban area, Brownfield 4. Edge of urban area, Brownfield, Edge of urban area Partial Greenfield/Brownfield majority 3. Edge of urban area Greenfield; Edge of urban area Partial Greenfield/Brownfield majority 2. Outside of urban area Brownfield, Outside of urban area Partial Greenfield/Brownfield majority 1. Outside of urban area, Greenfield; Outside of urban area, Partial Greenfield/Brownfield majority Greenfield		Privately owned Hawkesbury Hall to the east. Privately owned Hawkesbury Lodge and an access road to national grid towers to west. Travellers sites and old quarry to west. Hawkesbury Lane frontage is all residential. Travellers sites to north of site.
24. Sequential test and Brownfield/greenfield	Edge of urban area can be considered to be close to urban area		3	
25. Potential uses	What type of employment uses would be acceptable consider market analysis and neighbouring uses	Written analysis		Light industrial due to surrounding residential uses.
26. Assessment of viability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site etc.	Written analysis		There are some restrictions on the site, e.g. power lines and pond that may affect the overall land which could be delivered. The land is unlikely to be attractive for commercial uses due to a lack of prominence in its frontage and the surrounding uses.
27. Other notes		Written analysis		The site is located close to a listed building (Hawkesbury Hall) any development proposal would have to respect the setting of this building
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this result in?	Written analysis		The nearest employment site would be Hawkesbury Lane industrial estate.
29. Are there any other sites that inform this submission	If there are please undertake an additional site assessment	Written analysis		No
30. Site photos	Include photos inclusive of location of photos Consider how site conforms or poses issues against the Development Plan etc. the NPPF	Written analysis		
31. NPPF/NPPG compliance	Consider how site conforms to requirements of PO	Written analysis		The site is located in Green Belt paragraphs 79 - 82.
32. Assessment against Emerging Borough Plan policy		Written analysis		This land is to remain in Green Belt.
33. Indication of timescale for bringing use forward		Written analysis		The site is available now and could be brought forward immediately.

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	If provided	Define		Land North of Prologis Park Zone 1
2. Site Reference		Define		ELR012
3. Site Address		Define		Land north of New Road, Keresley, Coventry
4. Site Size	Hectares	Define		28.58ha
5. Ownership	Identify ownership and whether there are any potential issues	Define		4 owners
6. Site Boundary	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or permissions etc.	Written analysis		None in last 10 years
9. Availability		Yes - Site is advertised as being available, or there are no obvious obstructions to immediately develop the site No - Site is not immediately available (please state the reason)		No - prospective purchaser is currently in talks with landowner.
10. Current land use & designation	Allocated, Green Belt, white land etc. Identify any land designations that border the site (what is their proximity?)	Define		Current land use is agricultural
11. Market factor (1)		3. Attractive to National company 2. Attractive to Sub-Regional company 1. Attractive to Local company	3	Adjacent to Prologis development, close to M6, rural views around site.
12. Market factor (2)		1. Market activity on same road or estate within the last 5 years 0. No evidence of market activity	0	
13. Other possible negative impacts on economic factors e.g. tourism		Written analysis		
14. Physical Constraints (1)		5. Clear plot, no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot, obstructed. 1. Irregular shaped plot, fragmented	5	
15. Physical Constraints (2)		3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome	3	
16. Physical Constraints (3)		3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome		There are some areas of the site principally the middle and northern boundary which are highlighted as being less susceptible to surface water flooding.
17. Physical Constraints (4)		3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome	2	There is a possible low contamination risk to the north of the site. A contamination risk assessment is recommended.
18. Physical Constraints (5)	This is all inclusive so consider landscape matters, biodiversity, ecology etc.	3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome	2	The north western part of the site is a local wildlife site 'Somers Road Meadow'. Green Belt score 3. TEP score 8.5 Agricultural score 3.
19. Physical Constraints (6)		3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome	3	There are no known infrastructure issues at this stage. However, the applicant is not the current land owner, therefore, there may be underlying issues.
20. Access		5. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network; easy site access for all vehicles 3. Easy site access for all vehicles; indirect or restricted access to major road network 2. Restricted access for HGVs; restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network	4	Access from New Road is unlikely to be an issue. However, some of the roads leading to the site are a little narrow in places, particular where right hand turns are needed for large HGVs. A better access solution would be to connect to the Prologis Park via ECO3 to Central Boulevard.
21. Public Transport		5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route, not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon - Fri)	4	The site is adjacent to bus route 55 and the eastern boundary is close to routes 56, 57 & 209. The site is close to a cycle route.
22. Strategic Location		5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres (Nuneaton) 2. Other Large Towns (Bedworth) 1. All other sites	4	Site is located less than 5 minutes of the A4444 and within 6 minutes of the M6 junction.
23. Neighbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities	Written analysis		
24. Sequential test and Brownfield/greenfield	Edge of urban area can be considered to be close to urban area	5. Within urban area, Brownfield 4. Edge of urban area, Brownfield, Edge of urban area Partial Greenfield/Brownfield majority Brownfield. Or within urban area Greenfield 3. Edge of urban area Greenfield; Edge of urban area Partial Greenfield/Brownfield majority Greenfield 2. Outside of urban area Brownfield, Outside of urban area Partial Greenfield/Brownfield majority Brownfield 1. Outside of urban area, Greenfield; Outside of urban area, Partial Greenfield/Brownfield majority Greenfield	3	
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and neighbouring uses	Written analysis		All industrial uses could be considered, although the development would need to be mindful of the residential development.
26. Assessment of viability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site etc.	Written analysis		The site is likely to be viable as there are no known existing constraints and the site is likely to be attractive to the market if it become part of the Prologis estate.
27. Other notes		Written analysis		
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this result in?	Written analysis		The site is adjacent to the Prologis site.
29. Are there any other sites that adjoin this submission	If there are please undertake an additional site assessment	Written analysis		The site is adjacent to the ECO3 expansion land.
30. Site photos	Include photos inclusive of location of photos			
31. NPPF/NPPG compliance	Consider how site conforms or poses issues against the Development Plan Inc. the NPPF	Written analysis		The site is located in Green Belt paragraphs 79-92, particularly in reference to separation of settlements.
32. Assessment against Emerging Borough Plan policy	Consider how site conforms to requirements of PO	Written analysis		The site is currently in the Green Belt but would offer an extension to the ECO3 allocated site.
33. Indication of timescale for bringing site forward		Written analysis		Within next 5 years

Information to collect	Qualitative information	How to score	Score	Notes/Other actions
1. Site Name	1. Name	1. Land Parcel of Green-Booth A444	1	1.1.1.1
2. Site Address	2. Address	2. Land Parcel of Green-Booth A444	1	2.1.1.1
3. Site Location	3. Location	3. Land Parcel of Green-Booth A444	1	3.1.1.1
4. Site Size	4. Size	4. Land Parcel of Green-Booth A444	1	4.1.1.1
5. Ownership	5. Ownership	5. Land Parcel of Green-Booth A444	1	5.1.1.1
6. Site Boundaries	6. Boundaries	6. Land Parcel of Green-Booth A444	1	6.1.1.1
7. Site History	7. History	7. Land Parcel of Green-Booth A444	1	7.1.1.1
8. Site Access	8. Access	8. Land Parcel of Green-Booth A444	1	8.1.1.1
9. Availability	9. Availability	9. Land Parcel of Green-Booth A444	1	9.1.1.1
10. Current Land Use & Designation	10. Current Land Use & Designation	10. Land Parcel of Green-Booth A444	1	10.1.1.1
11. Market Forces (1)	11. Market Forces (1)	11. Land Parcel of Green-Booth A444	1	11.1.1.1
12. Market Forces (2)	12. Market Forces (2)	12. Land Parcel of Green-Booth A444	1	12.1.1.1
13. Other possible negative impacts on the site	13. Other possible negative impacts on the site	13. Land Parcel of Green-Booth A444	1	13.1.1.1
14. Physical Constraints (1)	14. Physical Constraints (1)	14. Land Parcel of Green-Booth A444	1	14.1.1.1
15. Physical Constraints (2)	15. Physical Constraints (2)	15. Land Parcel of Green-Booth A444	1	15.1.1.1
16. Physical Constraints (3)	16. Physical Constraints (3)	16. Land Parcel of Green-Booth A444	1	16.1.1.1
17. Physical Constraints (4)	17. Physical Constraints (4)	17. Land Parcel of Green-Booth A444	1	17.1.1.1
18. Physical Constraints (5)	18. Physical Constraints (5)	18. Land Parcel of Green-Booth A444	1	18.1.1.1
19. Physical Constraints (6)	19. Physical Constraints (6)	19. Land Parcel of Green-Booth A444	1	19.1.1.1
20. Access	20. Access	20. Land Parcel of Green-Booth A444	1	20.1.1.1
21. Public Transport	21. Public Transport	21. Land Parcel of Green-Booth A444	1	21.1.1.1
22. Strategic Location	22. Strategic Location	22. Land Parcel of Green-Booth A444	1	22.1.1.1
23. Neighbourhood uses	23. Neighbourhood uses	23. Land Parcel of Green-Booth A444	1	23.1.1.1
24. Sequential land use	24. Sequential land use	24. Land Parcel of Green-Booth A444	1	24.1.1.1
25. Potential uses	25. Potential uses	25. Land Parcel of Green-Booth A444	1	25.1.1.1
26. Assessment of viability	26. Assessment of viability	26. Land Parcel of Green-Booth A444	1	26.1.1.1
27. Compatibility with other existing employment uses	27. Compatibility with other existing employment uses	27. Land Parcel of Green-Booth A444	1	27.1.1.1
28. Are there any other sites that adjoin the submission?	28. Are there any other sites that adjoin the submission?	28. Land Parcel of Green-Booth A444	1	28.1.1.1
29. How does the site conform to or contrast with the surrounding area?	29. How does the site conform to or contrast with the surrounding area?	29. Land Parcel of Green-Booth A444	1	29.1.1.1
30. M100/1000 compliance	30. M100/1000 compliance	30. Land Parcel of Green-Booth A444	1	30.1.1.1
31. Assessment against Emerging Growth Zone policy	31. Assessment against Emerging Growth Zone policy	31. Land Parcel of Green-Booth A444	1	31.1.1.1
32. Indication of timescale for bringing the project	32. Indication of timescale for bringing the project	32. Land Parcel of Green-Booth A444	1	32.1.1.1

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	If provided	Define		Land East of Coventry Wash Rugby Club
2. Site Reference		Define		ELR013_NLN287
3. Site Address		Define		Land East of Coventry Wash Rugby Club, Neals Green, Exhall, Coventry, CV7 8AY
4. Site Size	Hectares	Define		0.32 hectares
5. Ownership	Identify ownership and whether there are any potential issues	Define		1 owner Trevor Sidwell
6. Site Boundary	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous alterations or permissions etc.	Written analysis		Currently in Green Belt
9. Availability	Allocated, Green Belt, white land etc. Identify any land designations that border the site (what is their proximity?)	Yes No - Site is not immediately available (please state the reason)	Yes	Enquiries received. Site available immediately
10. Current land use & designation		Define		Green Belt
11. Market factor (1)		3. Attractive to National company 2. Attractive to Sub-Regional company 1. Attractive to Local company	1	Due to size of site and shape
12. Market factor (2)		1. Market activity on same road or estate within the last 5 years 0. No evidence of market activity	0	
13. Other possible negative impacts on economic factors e.g. tourism		Written analysis		
14. Physical Constraints (1)		5. Clear plot, no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot, obstructed 1. Irregular shaped plot, fragmented	2	Shape and size would be restrictive
15. Physical Constraints (2)		3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome	3	
16. Physical Constraints (3)		3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome	3	
17. Physical Constraints (4)		3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome	3	
18. Physical Constraints (5)	This is all inclusive so consider landscape matters, biodiversity, ecology etc.	3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome	2	From the information available there are no immediately obvious constraints. However, there may be potential environmental constraints which would require further investigation - potential loss of habitats, biodiversity and potentially important hedgerow. An ecological habitat assessment is recommended to determine the extent of this. Green Belt score 3, TEP score 10/9 Agricultural grade 3
19. Physical Constraints (6)		3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome	2	The site is itself is isolated from the existing urban area and as such access would be required either from the A444 or Bumpers Lane
20. Access		5. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, indirect or restricted access to major road network 2. Restricted access for HGVs; restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network	1	There is currently no access to the site. However, it could feed off the A444.
21. Public Transport		5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB: 'Close' = within about 10 minutes walk NB2: Peak time bus route defined as being a frequency of 2 buses per hour in most (Mon - Fri)	3	The site is within 500m of bus routes. These are Routes 56 and 67.
22. Strategic Location		5. Mainly Central (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres (Nuneaton) 2. Other Large Towns (Bedworth) 1. All other sites	5	The site would be within 5 minutes drive time of the M5 Junction 3.
23. Neighbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities.	Written analysis		The surrounding uses are agricultural, sports ground and residential.
24. Sequential test and Brownfield/greenfield	Edge of urban area can be considered to be close to urban area	5. Within urban area, brownfield 4. Edge of urban area, brownfield, Edge of urban area Partial Greenfield/Brownfield majority Brownfield, or within urban area Greenfield 3. Edge of urban area Greenfield; Edge of urban area Partial Greenfield/Brownfield majority Greenfield 2. Outside of urban area Brownfield, Outside of urban area Partial Greenfield/Brownfield majority Brownfield 1. Outside of urban area, Greenfield; Outside of urban area, Partial Greenfield/Brownfield majority Greenfield	3	
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and neighbouring uses	Written analysis		All B use classes, though size of site limits the potential size of development
26. Assessment of viability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site etc.	Written analysis		The site on its own is unlikely to viable. It is more likely that it would come forward as part of a larger development in the area. It is located opposite the Galagher Industrial estate.
27. Other notes		Written analysis		
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications could this result in?	Written analysis		The site sits opposite Galagher Industrial Estate across the A444.
29. Are there any other sites that ought to be submitted	If there are please undertake an additional site assessment. Include photos inclusive of location of photos	Written analysis		
30. Site photos	Consider how site conforms or poses issues against the Development Plan etc. the NPPF	Written analysis		The site is located in Green Belt paragraphs 79-82.
31. NPPF/NPPG compliance	Consider how site conforms to requirements of PO	Written analysis		The site is in Green Belt and wouldn't be in line with the settlement hierarchy.
32. Assessment against Emerging Borough Plan policy		Written analysis		
33. Indication of timescale for bringing site forward		Written analysis		The site is available immediately.

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	Is provided	Define		Landform of McDonnell Drive (west)
2. Site Reference		Define		ELR014_NUN289
3. Site Address		Define		Landform of McDonnell Drive, E-shall, Coventry, CV7 5QA
4. Site Size	Identify ownership and whether there are any potential issues	Define		0.24 hectares
5. Ownership		Define		1 owner, Trevor Siffert
6. Site Boundary	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or permissions etc.	Written analysis		Green Belt, 030671 Relocation of residential caravan
9. Availability	Allocated (Green Belt, white land etc. Identify any land designations that border the site (what is their proximity?))	Yes: Site is advertised as being available, or there are no obvious obstructions to immediately develop the site No: Site is not immediately available (please state the reason)	Yes	Site is available immediately
10. Current land use & designation		Define		Green Belt, The site is adjacent to a potential wildlife site 'Moor House, Eshall'
11. Market factor (1)		3. Attractive to National company 2. Attractive to Sub-Regional company 1. Attractive to Local company		Location is good but prominence and size of site is likely to be unattractive
12. Market factor (2)		1. Market activity on same plot or estate within the last 5 years 0. No evidence of market activity	0	
13. Other possible negative impacts on economic factors e.g. tourism		Written analysis		
14. Physical Constraints (1)		5. Clear plot, no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot, obstructed 1. Irregular shaped plot, fragmented	3	
15. Physical Constraints (2)		3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome	3	
16. Physical Constraints (3)		3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome	3	
17. Physical Constraints (4)		3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome	3	The site is adjacent to a potential contaminated site due to former quarry use.
18. Physical Constraints (5)	This is all inclusive so consider landscape matters, boundaries, ecology etc.	3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome	3	The site is adjacent to a potential wildlife site. Green Belt score 3, TEP score 10.5 Agricultural score 3.
19. Physical Constraints (6)		3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome	3	There are no obvious issues at this stage. Applicant has indicated that constraints are unknown at this time.
20. Access		5. Either adjoining main road or roadway junction with easy site access for all vehicles or access to rail, air and networks 4. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, indirect or restricted access to major road network 2. Restricted access for HGVs, restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network	2	Access is good in terms of distance to M6. However, the entry road is narrow and visibility is limited.
21. Public Transport		5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1: "Close" is within about 10 minutes walk NB2: Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon - Fri)	3	Site is within 500m of a bus route. However, accessing this would be difficult to nature of surrounding roads. Routes which pass the site are 25, 45, 778
22. Strategic Location		5. Motorway Corridor (within 5 miles of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres (Rural/urban) 2. Other Large Towns (Rural/urban) 1. All other sites	5	
23. Neighbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities.	Written analysis		agricultural, care home
24. Sequential test and Brownfield/Greenfield		5. Within urban area, Brownfield 4. Edge of urban area, Brownfield, Edge of urban area Partial Greenfield/Brownfield majority Brownfield Or within urban area Greenfield 3. Edge of urban area Greenfield, Edge of urban area Partial Greenfield/Brownfield majority Greenfield 2. Outside of urban area Brownfield, Outside of urban area Rural Greenfield/Brownfield majority Brownfield 1. Outside of urban area, Greenfield, Outside of urban area, Rural Greenfield/Brownfield majority Greenfield	3	
25. Potential uses	What type of employment uses would be acceptable consider market analysis and neighbouring uses	Written analysis		Employment uses would have to be mindful of care home, but all B use classes could be considered.
26. Assessment of viability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site etc.	Written analysis		The site is unlikely to be viable on its own. The site would be more likely to come forward if all of McDonnell Drive was developed. However, the issue of access would still remain.
27. Other notes		Written analysis		
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this result in?	Written analysis		The site is located relatively close to Bayton Road, but not close enough to be considered part of it.
29. Are there any other sites that adjoin this submission	If there are please undertake an additional site assessment	Written analysis		yes
30. Site photos	Include photos inclusive of location of photos	Written analysis		
31. NPPF/NPPG compliance	Consider how site conforms or poses issues against the Development Plan inc. the NPPF	Written analysis		The site is located in Green Belt paragraphs 79 - 82, particularly in reference to separation of settlements.
32. Assessment against Emerging Borough Plan policy	Consider how site conforms to requirements of PD	Written analysis		Site is in Green Belt. Site wouldn't fit into settlement hierarchy.
33. Indication of timescale for bringing site forward		Written analysis		Site is available immediately

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	if provided	Define		Field at McDonnell Drive
2. Site Reference		Define		ELR016_NUN284
3. Site Address		Define		Field at McDonnell Drive, Exhall, Coventry, CV7 6GA
4. Site Size	Hectares	Define		0.6 hectares
5. Ownership	Identify ownership and whether there are any potential issues	Define		2 owners Keith and Diane Ireland
6. Site Boundaries	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or permissions etc.	Written analysis Yes - Site is advertised as being available, or there are no obvious obstructions to immediately develop the site No - Site is not immediately available (please state the reason)		Green Belt
9. Availability	Allocated, Green Belt, white land etc.		Yes	
10. Current land use & designation	Identify any land designations that border the site (what is their proximity?)	Define		Equestrian Isolation, currently Green Belt
11. Market factor (1)		3. Attractive to National company 2. Attractive to Sub-Regional company 1. Attractive to local company	1	
12. Market factor (2)		1. Market activity on same road or estate within the last 5 years 0. No evidence of market activity	0	Discussions with Waterloo Housing Association but nothing more Used as a car park during events at Ricoh, used as part of riding school.
13. Other possible negative impacts on economic factors e.g. tourism		Written analysis		
14. Physical Constraints (1)		5. Clear plot, no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot, obstructed. 1. Irregular shaped plot, fragmented		Obstructed to North by M6, access of the site off McDonnell Drive is not an issue in itself.
15. Physical Constraints (2)		3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome	3	
16. Physical Constraints (3)		3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome	3	
17. Physical Constraints (4)		3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome	3	
18. Physical Constraints (5)	This is all inclusive so consider landscape matters, biodiversity, ecology etc.	3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome	3	Green Belt score 3. TEP score 10.5 Agricultural score 3.
19. Physical Constraints (6)		3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome	3	There are no immediate infrastructure concerns part from the usual supply of electricity, water, etc. Road improvements may be necessary of the site was taken forward for employment.
20. Access		5. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network; easy site access for all vehicles 3. Easy site access for all vehicles; indirect or restricted access to major road network 2. Restricted access for HGVs; restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to road network	2	Access to major road network is ideal. However, the road itself is narrow and the visibility splay is reduced.
21. Public Transport		5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more	3	Site is within 500m of a bus route. However, accessing this would be difficult to nature of surrounding roads. Routes which pass the site are 20, 48, 778.
22. Strategic Location		5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres (Nuneaton) 2. Other Large Towns (Bedworth) 1. All other sites	5	
23. Neighbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities	Written analysis		agricultural and residential care home.
24. Sequential test and Brownfield/Greenfield	Edge of urban area can be considered to be close to urban area	5. Within urban area, Brownfield 4. Edge of urban area, Brownfield, Edge of urban area Partial Greenfield/Brownfield majority Brownfield, Or within urban area Greenfield 3. Edge of urban area Greenfield, Edge of urban area Partial Greenfield/Brownfield majority Greenfield 2. Outside of urban area Brownfield, Outside of urban area Partial Greenfield/Brownfield majority Brownfield 1. Outside of urban area, Greenfield; Outside of urban area Partial Greenfield/Brownfield majority Greenfield	3	
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and neighbouring uses	Written analysis		All B uses could be considered
26. Assessment of viability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site etc.	Written analysis		The site is unlikely to be viable due to the improvements needed for the road network to allow HGVs to access the site safely.
27. Other notes		Written analysis		
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this result in?	Written analysis		The site is located near to Bayton Road industrial estate but not close enough to be considered part of it.
29. Are there any other sites that adjoin this submission	If there are please undertake an additional site assessment	Written analysis	Yes	ELR015
30. Site photos	Include photos inclusive of location of photos	Written analysis		
31. NPPF/NPPG compliance	Consider how site conforms or poses issues against the Development Plan inc. the NPPF	Written analysis		The site is located in Green Belt paragraphs 79-92, particularly in reference to separation of settlements.
32. Assessment against Emerging Borough Plan policy	Consider how site conforms to requirements of PO	Written analysis		Green Belt site and not in line with settlement hierarchy.
33. Indication of timescale for bringing site forward		Written analysis		Applicant has indicated that the site is available immediately.

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	If provided	Define		Land at Bowling Green Lane and St Giles Road, B10 7JF
2. Site Address		Define		Land at Bowling Green Lane and St Giles Road, B10 7JF
3. Site Address		Define		Land at Bowling Green Lane and St Giles Road, B10 7JF
4. Site Size	hectares	Define		56.09 hectares
5. Ownership	Identify ownership and whether there are any potential issues	Define		1 owner
6. Site Boundaries	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or permissions etc.	Written analysis		031427 Change of use from agricultural land to prepared to include car park and church garden (Land east of Bell Drive, off Church Lane)
9. Availability		Yes		Proceeds in hand and site is available
10. Current land use & designation	Identify any land designations that border the site (what is their proximity?)	Define		Agricultural and Green Belt
11. Market factor (1)		3. Attractive to National company 2. Attractive to Sub-Regional company 1. Attractive to Local company	3	Parts of the site would be attractive to national companies, if developed to a high standard
12. Market factor (2)		4. Market activity on same road or estate within the last 5 years 3. No evidence of market activity	0	
13. Other possible negative impacts on economic factors e.g. tourism		Written analysis		Possibility of having negative effect on the recent scheduled monument
14. Physical Constraints (1)		6. Clear plot, no obstructions 5. Regular shaped plot, obstructed 4. Irregular shaped plot, fragmented 3. Irregular shaped plot, obstructed 2. Irregular shaped plot, obstructed 1. Irregular shaped plot, obstructed	4	The 4 plots are separated by roads. Two sites to the north and 2 to the south.
15. Physical Constraints (2)		3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome	3	
16. Physical Constraints (3)		3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome	2	Parts of the eastern site are classed as being in flood zones 2, 3a and 3b to the east of bowling green lane and south of School Lane. However, large parts of the site are unaffected. A flood risk assessment would be required to determine the flooding constraint of the site.
17. Physical Constraints (4)		3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome	2	There are some potential low risk contamination issues in parts of the site and adjacent to the site.
18. Physical Constraints (5)	This is all inclusive so consider landscape features, biodiversity, etc.	3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome	2	There may be environmental constraints - potential loss of habitats, biodiversity and potentially important hedgerow. An ecological/habitat assessment is recommended to determine the extent of this. Green Belt zones north 31 south 3, 1E17 zones north 12, 15 south 10, 5 Agricultural caps 3.
19. Physical Constraints (6)		3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome	2	pylons cover part a small part of the site but there is sufficient space around them. The applicant has not indicated any other constraints at this stage.
20. Access		5. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, indirect or restricted access to major road network 2. Restricted access for HGVs, restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network	4	The site can not currently be accessed off the site
21. Public Transport		6. Close to station, peak time bus route and cycle route on a pedestrian route 5. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 4. Close to either a station or peak time bus route or cycle route on a pedestrian route 3. Not near a station, peak time bus route or cycle route, on a pedestrian route 2. Not on a pedestrian route, not near a station, peak time bus route or cycle route 1. Not on a pedestrian route, not near a station, peak time bus route or cycle route NB1: "Close" is within about 10 minutes walk NB2: Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon - Fri)	3	The site is within 500m of a bus route. Route 209 runs around the site. The sites are close to routes 56, 67 and 78A.
22. Strategic Location		6. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Corridor (Nuisance) 2. Other Large Towns (Borough) 1. All other sites	6	M6 Junction 3 within 5 minutes
23. Neighbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities	Written analysis		residential, agricultural
24. Sequential test and Brownfield priority	Edge of urban area can be considered to be close to urban area	Written analysis		
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and available user	Written analysis		all uses considered
26. Assessment of viability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site the could be e.g. is it a gateway site etc.	Written analysis		Due to the size of the site and location. The site is likely to be viable. However, further flood risk investigation would be required. In addition it is unlikely that all the sites would be developed out as this would reduce the separation between Boscath Heath and Ash Green.
27. Other notes		Written analysis		
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this have?	Written analysis		The Gallagher industrial estate is opposite this site and the Prologis development would be near by.
29. Are there any other sites that adjoin the submission	If there are please undertake an additional site assessment	Written analysis		
30. Site photos	Include photos inclusive of location of above	Written analysis		
31. NPPF/NPPG compliance	Consider how site conforms to issues against the Development Plan in the NPPF	Written analysis		The site is located in Green Belt paragraphs 79-82, particularly in reference to separation of settlements.
32. Assessment against Emerging Strategic Plan policy	Consider how site conforms to requirements of PD	Written analysis		Green Belt. The north part of the site would meet the settlement hierarchy.
33. Indication of timescale for bringing site forward	Written analysis	Written analysis		Applicant has indicated site is available immediately.

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	If provided	Define		Land at Bowling Green Lane and St Giles Road north-west
2. Site Reference		Define		EB0172a
3. Site Address		Define		Land at Bowling Green Lane and St Giles Road, CV7 6DF
4. Site Size	hectares	Define		20.88 hectares
5. Changeable	Identify ownership and whether there are any potential issues	Define		1 owner
6. Site Boundary	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or allocations etc.	Written analysis		Site is advertised as being available, or there are no obvious objections to immediately develop the site. No - Site is not immediately available (please state the reasons)
9. Availability	Assessed: Green Belt, white land etc. Identify any land designations that border the site (what is their priority?)	Yes		Discussions in hand and site is available
10. Current land use & designation		Define		Agricultural and Green Belt a footpath crosses the site
11. Market factor (1)		1. Attractive to National company 2. Attractive to Sub-Regional company 3. Attractive to Local company		The site would be attractive to national companies if developed to a high standard, although the residential area and school to the north may put restrictive businesses off the site
12. Market factor (2)		1. Market activity on same road or roads within the last 5 years 2. No evidence of market activity		
13. Other possible negative impacts on economic factors e.g. location		Written analysis		Possibility of having negative effect on the ancient scheduled monument (Bowling Stone or Great Hall) which should be given significant weight. Further work would be need to ascertain the archaeological potential of the site
14. Physical Constraints (1)		1. No topography issues 2. Topography is an issue but relatively easy to overcome 3. Flood risk is an issue and would be challenging to overcome		The plot is bounded by the M6 to the south, residential development to the north and Bowling Green Lane to the east. There is a footpath running across the middle of the site which have to be considered as part of any development.
15. Physical Constraints (2)		1. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 3. Flood risk is an issue and would be challenging to overcome		Parts of the western boundary are closed so being susceptible to surface water flooding, but due to the area this is located there is no real issue for the site
16. Physical Constraints (3)		1. No contamination issues 2. Contamination is an issue but relatively easy to overcome 3. Contamination is an issue and would be challenging to overcome		No issues
17. Physical Constraints (4)		1. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 3. Natural features are an issue and would be challenging to overcome		There may be environmental constraints - potential loss of habitats, biodiversity and potentially important hedgerows. An ecological/habitat assessment is recommended to describe the extent of the site.
18. Physical Constraints (5)	This is all inclusive so consider landscape matters, biodiversity etc.	1. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 3. Infrastructure is an issue and would be challenging to overcome		There are no immediate infrastructure concerns at this site
19. Physical Constraints (6)		1. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 2. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, indirect or restricted access to major road network 4. Restricted access for commercial vehicles, severely restricted access to major road network		Access for this site would be from Bowling Green Lane or Goodsons End Lane. Although, Bowling Green Lane would provide a more suitable access point. If the site developed as a access to the A444 would be via School Lane and Longford Road. Ideally the site would connect to the A444, but it would need to cross Bowling Green Lane and the adjacent field to a railway but this would happen with this site in its own
20. Access		1. Not near a station, peak time bus route or cycle route, on a pedestrian route 2. Not near a station, peak time bus route or cycle route, on a pedestrian route 3. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 4. Close to a station or peak time bus route or cycle route, on a pedestrian route 5. Not on a pedestrian route, not near a station, peak time bus route or cycle route 6. Not on a pedestrian route, not near a station, peak time bus route or cycle route 7. Not on a pedestrian route, not near a station, peak time bus route or cycle route 8. Not on a pedestrian route, not near a station, peak time bus route or cycle route 9. Not on a pedestrian route, not near a station, peak time bus route or cycle route 10. Not on a pedestrian route, not near a station, peak time bus route or cycle route 11. Not on a pedestrian route, not near a station, peak time bus route or cycle route 12. Not on a pedestrian route, not near a station, peak time bus route or cycle route 13. Not on a pedestrian route, not near a station, peak time bus route or cycle route 14. Not on a pedestrian route, not near a station, peak time bus route or cycle route 15. Not on a pedestrian route, not near a station, peak time bus route or cycle route 16. Not on a pedestrian route, not near a station, peak time bus route or cycle route 17. Not on a pedestrian route, not near a station, peak time bus route or cycle route 18. Not on a pedestrian route, not near a station, peak time bus route or cycle route 19. Not on a pedestrian route, not near a station, peak time bus route or cycle route 20. Not on a pedestrian route, not near a station, peak time bus route or cycle route 21. Not on a pedestrian route, not near a station, peak time bus route or cycle route 22. Not on a pedestrian route, not near a station, peak time bus route or cycle route 23. Not on a pedestrian route, not near a station, peak time bus route or cycle route 24. Not on a pedestrian route, not near a station, peak time bus route or cycle route 25. Not on a pedestrian route, not near a station, peak time bus route or cycle route 26. Not on a pedestrian route, not near a station, peak time bus route or cycle route 27. Not on a pedestrian route, not near a station, peak time bus route or cycle route 28. Not on a pedestrian route, not near a station, peak time bus route or cycle route 29. Not on a pedestrian route, not near a station, peak time bus route or cycle route 30. Not on a pedestrian route, not near a station, peak time bus route or cycle route 31. Not on a pedestrian route, not near a station, peak time bus route or cycle route 32. Not on a pedestrian route, not near a station, peak time bus route or cycle route 33. Not on a pedestrian route, not near a station, peak time bus route or cycle route 34. Not on a pedestrian route, not near a station, peak time bus route or cycle route 35. Not on a pedestrian route, not near a station, peak time bus route or cycle route 36. Not on a pedestrian route, not near a station, peak time bus route or cycle route 37. Not on a pedestrian route, not near a station, peak time bus route or cycle route 38. Not on a pedestrian route, not near a station, peak time bus route or cycle route 39. Not on a pedestrian route, not near a station, peak time bus route or cycle route 40. Not on a pedestrian route, not near a station, peak time bus route or cycle route 41. Not on a pedestrian route, not near a station, peak time bus route or cycle route 42. Not on a pedestrian route, not near a station, peak time bus route or cycle route 43. Not on a pedestrian route, not near a station, peak time bus route or cycle route 44. Not on a pedestrian route, not near a station, peak time bus route or cycle route 45. Not on a pedestrian route, not near a station, peak time bus route or cycle route 46. Not on a pedestrian route, not near a station, peak time bus route or cycle route 47. Not on a pedestrian route, not near a station, peak time bus route or cycle route 48. Not on a pedestrian route, not near a station, peak time bus route or cycle route 49. Not on a pedestrian route, not near a station, peak time bus route or cycle route 50. Not on a pedestrian route, not near a station, peak time bus route or cycle route 51. Not on a pedestrian route, not near a station, peak time bus route or cycle route 52. Not on a pedestrian route, not near a station, peak time bus route or cycle route 53. Not on a pedestrian route, not near a station, peak time bus route or cycle route 54. Not on a pedestrian route, not near a station, peak time bus route or cycle route 55. Not on a pedestrian route, not near a station, peak time bus route or cycle route 56. Not on a pedestrian route, not near a station, peak time bus route or cycle route 57. Not on a pedestrian route, not near a station, peak time bus route or cycle route 58. Not on a pedestrian route, not near a station, peak time bus route or cycle route 59. Not on a pedestrian route, not near a station, peak time bus route or cycle route 60. Not on a pedestrian route, not near a station, peak time bus route or cycle route 61. Not on a pedestrian route, not near a station, peak time bus route or cycle route 62. Not on a pedestrian route, not near a station, peak time bus route or cycle route 63. Not on a pedestrian route, not near a station, peak time bus route or cycle route 64. Not on a pedestrian route, not near a station, peak time bus route or cycle route 65. Not on a pedestrian route, not near a station, peak time bus route or cycle route 66. Not on a pedestrian route, not near a station, peak time bus route or cycle route 67. Not on a pedestrian route, not near a station, peak time bus route or cycle route 68. Not on a pedestrian route, not near a station, peak time bus route or cycle route 69. Not on a pedestrian route, not near a station, peak time bus route or cycle route 70. Not on a pedestrian route, not near a station, peak time bus route or cycle route 71. Not on a pedestrian route, not near a station, peak time bus route or cycle route 72. Not on a pedestrian route, not near a station, peak time bus route or cycle route 73. Not on a pedestrian route, not near a station, peak time bus route or cycle route 74. Not on a pedestrian route, not near a station, peak time bus route or cycle route 75. Not on a pedestrian route, not near a station, peak time bus route or cycle route 76. Not on a pedestrian route, not near a station, peak time bus route or cycle route 77. Not on a pedestrian route, not near a station, peak time bus route or cycle route 78. Not on a pedestrian route, not near a station, peak time bus route or cycle route 79. Not on a pedestrian route, not near a station, peak time bus route or cycle route 80. Not on a pedestrian route, not near a station, peak time bus route or cycle route 81. Not on a pedestrian route, not near a station, peak time bus route or cycle route 82. Not on a pedestrian route, not near a station, peak time bus route or cycle route 83. Not on a pedestrian route, not near a station, peak time bus route or cycle route 84. Not on a pedestrian route, not near a station, peak time bus route or cycle route 85. Not on a pedestrian route, not near a station, peak time bus route or cycle route 86. Not on a pedestrian route, not near a station, peak time bus route or cycle route 87. Not on a pedestrian route, not near a station, peak time bus route or cycle route 88. Not on a pedestrian route, not near a station, peak time bus route or cycle route 89. Not on a pedestrian route, not near a station, peak time bus route or cycle route 90. Not on a pedestrian route, not near a station, peak time bus route or cycle route 91. Not on a pedestrian route, not near a station, peak time bus route or cycle route 92. Not on a pedestrian route, not near a station, peak time bus route or cycle route 93. Not on a pedestrian route, not near a station, peak time bus route or cycle route 94. Not on a pedestrian route, not near a station, peak time bus route or cycle route 95. Not on a pedestrian route, not near a station, peak time bus route or cycle route 96. Not on a pedestrian route, not near a station, peak time bus route or cycle route 97. Not on a pedestrian route, not near a station, peak time bus route or cycle route 98. Not on a pedestrian route, not near a station, peak time bus route or cycle route 99. Not on a pedestrian route, not near a station, peak time bus route or cycle route 100. Not on a pedestrian route, not near a station, peak time bus route or cycle route		The site is within 500m of a bus route, with routes 55, 56 and 57 passing the site. Although, these routes do not pass the northern part of the site, where development would likely be focused to the south-east part of the site.
21. Public Transport		1. Motorway Corridor (within 5 minutes of junction) 2. Other Strategic Roads (within 5 minutes drive time) 3. Sub-regional Centres (within 10 minutes) 4. Other Large Towns (within 10 minutes)		M6 Junction 3 within 5 minutes
22. Strategic Location	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities	Written analysis		residential, agricultural, school, certain sales
23. Neighbouring uses		Written analysis		
24. Sequential test and Brownfield/Brownfield	Edge of urban area can be considered to be Brownfield	Written analysis		
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and site characteristics	Written analysis		all uses could be considered, although any development would have to be mindful of Goodsons End Primary School
26. Assessment of ability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site etc.	Written analysis		At this stage there is nothing to suggest that the site would be viable as there are no obvious issues to overcome
27. Other notes		Written analysis		
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this have?	Written analysis		Bayton Road and School Land industrial estates are close by but not close enough to be considered connected
29. Are there any other sites that adjacent submission	If there are please indicate additional site assessment	Written analysis	yes	
30. Site photos	Consider how site conforms or poses issues against the Development Plan etc. NPPF	Written analysis		The site is located in Green Belt paragraphs 79 - 80
31. NPPF/NPPG compliance	Consider how site conforms to requirements of PO	Written analysis		Green Belt restrictions. The site would meet the settlement hierarchy.
32. Indication of timescale for bringing forward		Written analysis		Applicant has indicated site is available immediately

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	If provided	Define		Land to East of Bowling Green Lane
2. Site Reference		Define		ES/0172
3. Site Address		Define		Land of Bowling Green Lane and St Giles Road, CV2 2DF
4. Site Size	Hectares	Define		11.69 hectares
5. Changeable	Identify ownership and whether there are any potential issues	Define		1 issue
6. Site Boundary	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or restrictions etc.	Written analysis		
9. Availability	Assessed: Green Belt, white land etc. Identify any land designations that border the site (what is their amenity?)	Written analysis	Yes	Discussions in hand and site is available.
10. Current land use & designation		Define		Agricultural and Green Belt a footpath crosses the site.
11. Market factor (1)		1. Attractive to National company 2. Attractive to Sub-Regional company 3. Attractive to Local company		The site would be attractive to national companies if developed to a high standard, although the residential area to the north may put prospective businesses off the site.
12. Market factor (2)		1. Market activity on same road or roads within the last 5 years 2. No evidence of market activity		
13. Other possible negative impacts on economic factors & location		Written analysis		Possibility of having negative effect on the ancient scheduled monument (Bowling Green or Great Hall) which should be given significant weight. Further work would be need to ascertain the archaeological potential of the site
14. Physical Constraints (1)		1. No other physical restraints 2. Regular shaped plot, rectangular 3. Regular shaped plot, rectangular 4. Irregular shaped plot, rectangular 5. Irregular shaped plot, rectangular		The plot is bounded by School Lane to the south, residential development to the north and Bowling Green Lane to the west and A44 to the east. There is a River running through the middle of the site (River Spout)
15. Physical Constraints (2)		1. No topography issues 2. Topography is an issue but relatively easy to overcome 3. Topography is an issue and would be challenging to overcome		
16. Physical Constraints (3)		1. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 3. Flood risk is an issue and would be challenging to overcome		A large part of the middle of the site is classed as being susceptible to surface water flooding and is classified flood zones 2, 3a, and 3b due to the River Spout running through the site. Development could be built around the river but this reduces the overall land availability.
17. Physical Constraints (4)		1. No contamination issues 2. Contamination is an issue but relatively easy to overcome 3. Contamination is an issue and would be challenging to overcome		No issues
18. Physical Constraints (5)	This is all inclusive so consider landscape matters, biodiversity, etc.	1. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 3. Natural features are an issue and would be challenging to overcome		There may be environmental constraints - potential loss of habitats, biodiversity and potentially important hedgerows. An ecological/habitat assessment is recommended to determine the extent of the site.
19. Physical Constraints (6)		1. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 3. Infrastructure is an issue and would be challenging to overcome		There are no immediate infrastructure concerns at this site
20. Access		1. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 2. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, indirect or restricted access to major road network 4. Restricted access for commercial vehicles, severely restricted access to major road network		Access for this site would be from Bowling Green Lane or School Lane. If the site was developed as it is access to the A44 would be via School Lane and Longford Road. Ideally the site would connect to the A44 to improve access for the site.
21. Public Transport		1. Not near a station, peak time bus route or cycle route, on a pedestrian route 2. Not near a station, peak time bus route or cycle route, on a pedestrian route 3. Close to a station or peak time bus route, on a pedestrian route 4. Close to a station or peak time bus route, on a pedestrian route 5. Not on a pedestrian route, not near a station, peak time bus route or cycle route 6. Not on a pedestrian route, not near a station, peak time bus route or cycle route 7. Not on a pedestrian route, not near a station, peak time bus route or cycle route 8. Not on a pedestrian route, not near a station, peak time bus route or cycle route 9. Not on a pedestrian route, not near a station, peak time bus route or cycle route 10. Not on a pedestrian route, not near a station, peak time bus route or cycle route 11. Not on a pedestrian route, not near a station, peak time bus route or cycle route 12. Not on a pedestrian route, not near a station, peak time bus route or cycle route 13. Not on a pedestrian route, not near a station, peak time bus route or cycle route 14. Not on a pedestrian route, not near a station, peak time bus route or cycle route 15. Not on a pedestrian route, not near a station, peak time bus route or cycle route 16. Not on a pedestrian route, not near a station, peak time bus route or cycle route 17. Not on a pedestrian route, not near a station, peak time bus route or cycle route 18. Not on a pedestrian route, not near a station, peak time bus route or cycle route 19. Not on a pedestrian route, not near a station, peak time bus route or cycle route 20. Not on a pedestrian route, not near a station, peak time bus route or cycle route 21. Not on a pedestrian route, not near a station, peak time bus route or cycle route 22. Not on a pedestrian route, not near a station, peak time bus route or cycle route 23. Not on a pedestrian route, not near a station, peak time bus route or cycle route 24. Not on a pedestrian route, not near a station, peak time bus route or cycle route 25. Not on a pedestrian route, not near a station, peak time bus route or cycle route 26. Not on a pedestrian route, not near a station, peak time bus route or cycle route 27. Not on a pedestrian route, not near a station, peak time bus route or cycle route 28. Not on a pedestrian route, not near a station, peak time bus route or cycle route 29. Not on a pedestrian route, not near a station, peak time bus route or cycle route 30. Not on a pedestrian route, not near a station, peak time bus route or cycle route 31. Not on a pedestrian route, not near a station, peak time bus route or cycle route 32. Not on a pedestrian route, not near a station, peak time bus route or cycle route 33. Not on a pedestrian route, not near a station, peak time bus route or cycle route 34. Not on a pedestrian route, not near a station, peak time bus route or cycle route 35. Not on a pedestrian route, not near a station, peak time bus route or cycle route 36. Not on a pedestrian route, not near a station, peak time bus route or cycle route 37. Not on a pedestrian route, not near a station, peak time bus route or cycle route 38. Not on a pedestrian route, not near a station, peak time bus route or cycle route 39. Not on a pedestrian route, not near a station, peak time bus route or cycle route 40. Not on a pedestrian route, not near a station, peak time bus route or cycle route 41. Not on a pedestrian route, not near a station, peak time bus route or cycle route 42. Not on a pedestrian route, not near a station, peak time bus route or cycle route 43. Not on a pedestrian route, not near a station, peak time bus route or cycle route 44. Not on a pedestrian route, not near a station, peak time bus route or cycle route 45. Not on a pedestrian route, not near a station, peak time bus route or cycle route 46. Not on a pedestrian route, not near a station, peak time bus route or cycle route 47. Not on a pedestrian route, not near a station, peak time bus route or cycle route 48. Not on a pedestrian route, not near a station, peak time bus route or cycle route 49. Not on a pedestrian route, not near a station, peak time bus route or cycle route 50. Not on a pedestrian route, not near a station, peak time bus route or cycle route 51. Not on a pedestrian route, not near a station, peak time bus route or cycle route 52. Not on a pedestrian route, not near a station, peak time bus route or cycle route 53. Not on a pedestrian route, not near a station, peak time bus route or cycle route 54. Not on a pedestrian route, not near a station, peak time bus route or cycle route 55. Not on a pedestrian route, not near a station, peak time bus route or cycle route 56. Not on a pedestrian route, not near a station, peak time bus route or cycle route 57. Not on a pedestrian route, not near a station, peak time bus route or cycle route 58. Not on a pedestrian route, not near a station, peak time bus route or cycle route 59. Not on a pedestrian route, not near a station, peak time bus route or cycle route 60. Not on a pedestrian route, not near a station, peak time bus route or cycle route 61. Not on a pedestrian route, not near a station, peak time bus route or cycle route 62. Not on a pedestrian route, not near a station, peak time bus route or cycle route 63. Not on a pedestrian route, not near a station, peak time bus route or cycle route 64. Not on a pedestrian route, not near a station, peak time bus route or cycle route 65. Not on a pedestrian route, not near a station, peak time bus route or cycle route 66. Not on a pedestrian route, not near a station, peak time bus route or cycle route 67. Not on a pedestrian route, not near a station, peak time bus route or cycle route 68. Not on a pedestrian route, not near a station, peak time bus route or cycle route 69. Not on a pedestrian route, not near a station, peak time bus route or cycle route 70. Not on a pedestrian route, not near a station, peak time bus route or cycle route 71. Not on a pedestrian route, not near a station, peak time bus route or cycle route 72. Not on a pedestrian route, not near a station, peak time bus route or cycle route 73. Not on a pedestrian route, not near a station, peak time bus route or cycle route 74. Not on a pedestrian route, not near a station, peak time bus route or cycle route 75. Not on a pedestrian route, not near a station, peak time bus route or cycle route 76. Not on a pedestrian route, not near a station, peak time bus route or cycle route 77. Not on a pedestrian route, not near a station, peak time bus route or cycle route 78. Not on a pedestrian route, not near a station, peak time bus route or cycle route 79. Not on a pedestrian route, not near a station, peak time bus route or cycle route 80. Not on a pedestrian route, not near a station, peak time bus route or cycle route 81. Not on a pedestrian route, not near a station, peak time bus route or cycle route 82. Not on a pedestrian route, not near a station, peak time bus route or cycle route 83. Not on a pedestrian route, not near a station, peak time bus route or cycle route 84. Not on a pedestrian route, not near a station, peak time bus route or cycle route 85. Not on a pedestrian route, not near a station, peak time bus route or cycle route 86. Not on a pedestrian route, not near a station, peak time bus route or cycle route 87. Not on a pedestrian route, not near a station, peak time bus route or cycle route 88. Not on a pedestrian route, not near a station, peak time bus route or cycle route 89. Not on a pedestrian route, not near a station, peak time bus route or cycle route 90. Not on a pedestrian route, not near a station, peak time bus route or cycle route 91. Not on a pedestrian route, not near a station, peak time bus route or cycle route 92. Not on a pedestrian route, not near a station, peak time bus route or cycle route 93. Not on a pedestrian route, not near a station, peak time bus route or cycle route 94. Not on a pedestrian route, not near a station, peak time bus route or cycle route 95. Not on a pedestrian route, not near a station, peak time bus route or cycle route 96. Not on a pedestrian route, not near a station, peak time bus route or cycle route 97. Not on a pedestrian route, not near a station, peak time bus route or cycle route 98. Not on a pedestrian route, not near a station, peak time bus route or cycle route 99. Not on a pedestrian route, not near a station, peak time bus route or cycle route 100. Not on a pedestrian route, not near a station, peak time bus route or cycle route		The majority of the site is within 500m of a bus route. Although, parts of the southern east section of the site are not. The bus routes which are close to the site are routes 55, 56, 57 and 6.
22. Strategic Location		1. Major Corridor (within 5 minutes of London) 2. Other Strategic Routes (within 5 miles drive time) 3. Sub-regional Corridor (within 10 miles drive time) 4. Other Large Towns (within 10 miles drive time) 5. All other sites		M6 Junction 3 within 5 minutes
23. Neighbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities	Written analysis		residential, agricultural, school
24. Sequential test and Brownfield/Brownfield	Edge of urban area can be considered to be sequential	Written analysis		
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and other factors	Written analysis		all uses could be considered, although any development in the north would have to be mixed of Grouches End Primary School
26. Assessment of ability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site the could be e.g. is it a gateway site etc.	Written analysis		At this stage there is nothing to suggest that the site would be viable as there are no obvious issues to overcome
27. Other notes		Written analysis		
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this have?	Written analysis		Bayton Road and School Lane industrial estates are close by but not close enough to be considered connected.
29. Are there any other sites that adjacent submission	If there are please provide an additional site assessment	Written analysis	yes	
30. Site photos	Include photos evidence of location of jobs	Written analysis		
31. NEPP/EPG compliance	Consider how site conforms or poses issues against the Development Plan etc. NEPP/EPG	Written analysis		The site is located in Green Belt paragraphs 79 - 80.
32. Assessment against Emerging Borough Plan policy	Consider how site conforms to requirements of PG	Written analysis		Green Belt restrictions. The site would meet the settlement hierarchy.
33. Indication of timescale for bringing forward		Written analysis		Applicant has indicated site is available immediately.

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	If provided	Define		Land to North of Church Lane, Exhall
2. Site Reference		Define		EA/0172
3. Site Address		Define		Land of Bowling Green Lane and St Giles Road, CV2 6DF
4. Site Size	hectares	Define		1.70 hectares
5. Changeable	Identify ownership and whether there are any easements	Define		1 owner
6. Site Boundary	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or designations etc.	Written analysis		Site is not allocated as being residential, or there are no obvious obstructions to immediately develop the site. No - Site is not immediately available (please state the reason)
9. Availability	Assessed: Green Belt, white land etc. Identify any land designations that border the site (what is their amenity?)	Yes		Discussions in hand and site is available.
10. Current land use & designation		Define		Agricultural and Green Belt
11. Market factor (1)		1. Attractive to National company 2. Attractive to Sub-Regional company 3. Attractive to Local company		The size and shape of the site may limit the overall attractiveness in terms of potential businesses on the site.
12. Market factor (2)		1. Market activity on same road or roads within the last 5 years 2. No evidence of market activity		
13. Other possible negative impacts on economic factors e.g. location		Written analysis		The site is further away from the ancient scheduled monument than the northern site of EA/0171 but it should still take account of due to a bare, a relatively short distance away.
14. Physical Constraints (1)		1. There are no obstructions 2. Regular shaped plot, rectangular 3. Regular shaped plot, triangular 4. Irregular shaped plot, rectangular 5. Irregular shaped plot, triangular		The plot is a triangle shape with the widest part being nearest the road. This is more of an issue as the site is relatively small meaning only a few small industrial units would be able to be catered for on site.
15. Physical Constraints (2)		1. No topography issues 2. Topography is an issue but relatively easy to overcome 3. Topography is an issue and would be challenging to overcome		
16. Physical Constraints (3)		1. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 3. Flood risk is an issue and would be challenging to overcome		As small portion of the western boundary just encroaches with an area susceptible to surface water flooding, but this is small enough to be negligible.
17. Physical Constraints (4)		1. No contamination issues 2. Contamination is an issue but relatively easy to overcome 3. Contamination is an issue and would be challenging to overcome		
18. Physical Constraints (5)	This is all inclusive so consider landscape, matters, biodiversity, etc.	1. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 3. Natural features are an issue and would be challenging to overcome		There may be environmental constraints - potential loss of habitats and biodiversity. An ecological/habitat assessment is recommended to determine the extent of this.
19. Physical Constraints (6)		1. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 3. Infrastructure is an issue and would be challenging to overcome		Pylons cover part a small part of the site but there is sufficient space around them, although it does mean the potential development area is further reduced. The applicant has not indicated any other constraints at this stage.
20. Access	6. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, indirect or restricted access to major road network 2. Restricted access for all vehicles 1. Restricted access for all commercial vehicles, severely restricted access to major road network			The site can not currently be accessed off the A46 and due to its location it is very unlikely to happen as it would have to cross the adjacent site and would need to become an extra turning off the Junction 33/444 roundabout.
21. Public Transport	1. Close to main time bus route and cycle route on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route, on a pedestrian route 2. Not near a station, peak time bus route or cycle route, on a pedestrian route 1. Not on a pedestrian route, not near a station, peak time bus route or cycle route NB1: "Close" = within about 10 minutes walk NB2: Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon - Fri)			The site is approximately 10 minutes walk from bus route, with routes 56&7 available as well as the bus regular 208 service.
22. Strategic Location	1. Motorway Corridor (within 5 minutes of Junction) 4. Other Strategic Roads (within 5 miles drive time) 3. Sub-regional Corridor (Narrowly) 2. Other Large Towns (Broadly) 1. 50 other sites			M6 Junction 3 within 5 minutes
23. Neighbourhood uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities	Written analysis		residential, agricultural, M6 motorway, Listed building, Church of St. Giles
24. Sequential test and Brownfield/Brownfield	Edge of urban area can be considered to be close to other sites. What type of employment uses would be acceptable - consider market analysis and regeneration strategy	Written analysis		1. Within Urban Area, Brownfield 4. Edge of urban area, Brownfield, Edge of urban area Partial, Greenfield/Brownfield majority Brownfield, or within urban area Greenfield 3. Edge of urban area, Greenfield, Edge of urban area Partial, Greenfield/Brownfield majority Greenfield 2. Outside of urban area Brownfield, Outside of urban area Partial, Greenfield/Brownfield majority Brownfield 1. Outside of urban area, Greenfield, Outside of urban area Partial, Greenfield/Brownfield majority Greenfield
25. Potential uses	Consider what sort of uses there are with bringing the site forward. Consider other factors such as surrounding uses, what the site could be e.g. in a gateway site etc.	Written analysis		all uses considered
26. Assessment of ability		Written analysis		There is nothing to suggest that the site wouldn't be viable at this stage. Although as mentioned previously the size and shape of the site does limit the potential for the types of development
27. Other notes		Written analysis		Classified as "Green Listed Building Grade II" possible site
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this result in?	Written analysis		The Prologis development is near by but not close enough for it to be considered close.
29. Are there any other sites that adjacent submission	If there are please consider additional site assessment	Written analysis		
30. Site photos	Include photos indicative of location of photos			
31. NPPF/NPPG compliance	Consider how site conforms or poses issues against the Development Plan etc. the NPPF	Written analysis		The site is located in Green Belt paragraphs 79 - 80, particularly in reference to separation of settlements.
32. Assessment against Emerging Borough Plan policy	Consider how site conforms to the requirements of PO	Written analysis		Green Belt: As the site would be considered part of Ash Green this would be in line with the settlement hierarchy
33. Indication of timescale for bringing the forward		Written analysis		Applicant has indicated the site is available immediately.

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	If provided	Define		Land to East of St Giles Road
2. Site Reference		Define		EA/0172
3. Site Address		Define		Land of Bowling Green Lane and St Giles Road, CP2 6DF
4. Site Size	Hectares	Define		23.01 hectares
5. Changeable	Identify ownership and whether there are any easements	Define		1 owner
6. Site Boundary	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or applications etc.	Written analysis		
9. Availability	Assessed: Green Belt, white land etc. Identify any land designations that border the site (what is their priority?)	Yes		Discussions in hand and site is available.
10. Current land use & designation		Define		Agricultural and Green Belt a footpath crosses the site in various places.
11. Market factor (1)		1. Attractive to National company 2. Attractive to Sub-Regional company 3. Attractive to Local company		The site would be attractive to national companies if developed to a high standard, although the residential area to the west may put prospective businesses off the site.
12. Market factor (2)		1. Market activity on same road or roads within the last 5 years 2. No evidence of market activity		
13. Other possible negative impacts on economic factors e.g. location		Written analysis		Possibility of having negative effect on the ancient scheduled monument (Boswell St or Great Hall) and site next to Church of St. Giles listed building.
14. Physical Constraints (1)		1. There are no obstructions 2. Regular shaped plot, rectangular 3. Regular shaped plot, triangular 4. Irregular shaped plot, rectangular 5. Irregular shaped plot, triangular		The plot is bounded by St Giles Road to the west and the A444 to the East, and Bowling Green Lane to the west and A444 to the east.
15. Physical Constraints (2)		1. No topography issues 2. Topography is an issue but relatively easy to overcome 3. Topography is an issue and would be challenging to overcome		
16. Physical Constraints (3)		1. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 3. Flood risk is an issue and would be challenging to overcome		A large part of the northern section of the site is assessed as being susceptible to surface water flooding and flood zones 2, 3a and 3b.
17. Physical Constraints (4)		1. No contamination issues 2. Contamination is an issue but relatively easy to overcome 3. Contamination is an issue and would be challenging to overcome		No issues
18. Physical Constraints (5)	This is all inclusive so consider landscape, matters, biodiversity etc.	1. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 3. Natural features are an issue and would be challenging to overcome		There may be environmental constraints - potential loss of habitats, biodiversity and potentially important hedgerows. An ecological/habitat assessment is recommended to determine the extent of this.
19. Physical Constraints (6)		1. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 3. Infrastructure is an issue and would be challenging to overcome		There are no immediate infrastructure concerns at this stage.
20. Access		6. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, indirect or restricted access to major road network 2. Restricted access for A/D/V, restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network		Access for this site would be from Church Lane or St Giles Road. If the site was developed and it is accessed to the A444 would be via School Lane and Longford Road. Ideally the site would connect to the A444 to improve access for the site.
21. Public Transport		1. Major bus routes, peak time bus route and cycle route on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route, on a pedestrian route 2. Not near a station, peak time bus route or cycle route, on a pedestrian route 1. Not on a pedestrian route, not near a station, peak time bus route or cycle route NB1: "Close" = within about 10 minutes walk NB2: Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon - Fri)		Just over half of the southern part of the site is within 500m of a bus route. The bus routes which are close to the site are routes 66 and 67.
22. Strategic Location		6. Motorway Corridor (within 5 minutes of junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Corridor (Narrower) 2. Other Large Towns (Biodiversity) 1. 50 other sites		A444 Junction is within 5 minutes
23. Neighbourhood uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local services	Written analysis		residential, agricultural, church
24. Sequential test and Brownfield/Inward	Edge of urban area can be considered to the edge of urban area. What type of employment uses would be acceptable - consider market analysis and regeneration	Written analysis		
25. Potential uses	Consider what sort of uses there are with bringing the site forward. Consider other factors such as surrounding uses, what the site could be used for, a gateway site etc.	Written analysis		All 3 uses could be considered, although any development in the north would have to be mindful of residential development.
26. Assessment of ability		Written analysis		At this stage there is nothing to suggest that the site wouldn't be viable as there are no obvious issues to overcome.
27. Other notes		Written analysis		Development of the site which would straddle the site of Ash Green and would be out of character with development in this area.
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of employment uses are there? If there are issues, undertake an additional site assessment	Written analysis		Photogs, Greenlocks, Bayton Road and School Lane industrial estates are close by but not close enough to be considered constrained.
29. Any there any other sites that affect this submission	Includes photos inclusive of location of photos	Written analysis	yes	
30. NPPF/NPFG compliance	Consider how the site conforms or does not conform to the NPPF	Written analysis		The site is located in Green Belt paragraphs 79 - 86, particularly in reference to separation of settlements.
31. Assessment against Emerging Research/Statistics	Consider how the site conforms to requirements of PO	Written analysis		Green Belt restrictions The site would meet the relevant criteria.
32. Indication of timescale for bringing the site forward		Written analysis		Applicant has indicated site is available immediately.

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	Useful information	Define		Land East of Woodford Close
2. Site Reference	Useful information	Define		EL018 NUN288
3. Site Address	Useful information	Define		Land East of Woodford Close, Part of former Barretts Farm, New's Green Estate
4. Site Size	Useful information	Define		0.99
5. Changeable	Useful information	Define		1 owner Edward Family
6. Site Boundary	Useful information	Define		
7. Site location in borough context	Useful information	Define		
8. Site History	Useful information	Written analysis		
9. Availability	Useful information	Yes - Site is advertised as being available, or there are no obvious obstructions to immediately develop the site No - Site is not immediately available (please state the reason)	Yes	Enquiries received but as part of a larger area including the adjoining fields to the South West which is in the same ownership.
10. Current land use & designation	Useful information	Identify any land designations that become site label is their proximity?	Define	Current use is vacant, was previously used for pasture. Designated Green Belt
11. Market factor (1)	Useful information	3. Attractive to National company 2. Attractive to Sub-Regional company 1. Attractive to Local company	2	
12. Market factor (2)	Useful information	1. Market activity on same road or estate within the last 5 years 0. No evidence of market activity	0	Enquiries received
13. Other possible negative impacts on economic factors e.g. tourism	Useful information	Written analysis		Barretts Farmhouse a grade II listed building is close to the site.
14. Physical Constraints (1)	Useful information	5. Clear plot, no obstructions 4. Regular shaped plot, unfragmented 3. Regular shaped plot, fragmented 2. Irregular shaped plot, unfragmented 1. Irregular shaped plot, fragmented	5	
15. Physical Constraints (2)	Useful information	3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome	3	
16. Physical Constraints (3)	Useful information	5. No flood risk issues 4. Flood risk is an issue but relatively easy to overcome 3. Flood risk is an issue and would be challenging to overcome	2	Some areas susceptible to surface water flooding on southern and eastern boundary but overall flooding is not an issue.
17. Physical Constraints (4)	Useful information	5. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome	3	Applicant had indicated that they are not aware of any contamination issues but it is unknown. GGP hasn't tested any issues.
18. Physical Constraints (5)	Useful information	3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome	2	Part of the access to the site has been raised as a potential wildlife site "Barretts Farm Lane". Landscape Character area is considered poor in TEP study. There may be environmental constraints - potential loss of habitats, biodiversity and potentially important hedgerow. An ecological/habitat assessment is recommended to determine the extent of this. Green Belt score 3, TEP score 10.5 Agricultural grade 3.
19. Physical Constraints (6)	Useful information	2. There are no infrastructure issues 1. Infrastructure is an issue and would be challenging to overcome	3	There are no immediate concerns in terms of infrastructure at this stage.
20. Access	Useful information	5. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, indirect or restricted access to major road network 2. Restricted access for all commercial vehicles, severely restricted access to major road network	2	Access is currently along a farm track which runs adjacent to residential housing and is shared with the adjacent site. The boundary doesn't reach the A444, so this is not an option unless agreements were sought with the landowners. The applicant has raised the possibility of gaining access from adjoining site at Wheelwright Lane. Although this site has only been put forward for housing.
21. Public Transport	Useful information	5. Close to station, peak time bus route and cycle route on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route, on a pedestrian route 2. Not near a station, peak time bus route or cycle route, on a pedestrian route 1. Not on a pedestrian route, not near a station, peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (M60 - E1)	4	The site is within 500m of a bus route, Bedworth Woodford Close Route 57. Cycle route within 10 minutes
22. Strategic Location	Useful information	5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres (Nuneaton) 2. Other Large Towns (Birmingham) 1. All other sites	6	M6 Junction 3 is accessible in 5 minutes
23. Neighbouring uses	Useful information	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Includes reference to access to local amenities	Written analysis	Housing to west, unused pasture to north and south and A444 to east
24. Sequential test and Brownfield/contaminated	Useful information	Edge of urban area can be considered to be close to urban area	3	
25. Potential uses	Useful information	What type of employment uses would be acceptable - consider market analysis and topography use	Written analysis	The access to the site would limit the types of employment suitable for the site, particularly as it runs alongside residential. However, if access issues could be resolved all employment uses could be considered
26. Assessment of viability	Useful information	Consider what sort of uses there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site	Written analysis	The viability of the site is likely to be marginal mainly due to access issues. Ideally access would be gained from the A444, however, currently this is not the case. The adjoining site is proposed for residential of which some of the access would need to be expanded in order to serve this site. Otherwise there are no real issues to overcome.
27. Other notes	Useful information	Consider sites outside the Borough, what sort of implications would this have?	Written analysis	Impact development would have on the listed building of Barretts Farm, which is in close proximity to this and adjacent site
28. Connectivity to other existing employment sites	Useful information	Consider how site conforms or poses issues against the Development Plan for the Borough	Written analysis	The site would be located near to Prohlogs and Gallagher industrial estate but would be regarded as separate from these.
29. Are there any other sites that adjoin the submission	Useful information	If there are please undertake an additional site assessment	Yes	
30. Site photos	Useful information	Include photos, inclusive of location of access	Written analysis	
31. NPPF/NPPG compliance	Useful information	Consider how site conforms to requirements of NPPF	Written analysis	The site is located in Green Belt paragraphs 79-80, 123
32. Assessment against Emerging Strategic Plan Policy	Useful information	Consider how site conforms to requirements of PC	Written analysis	Designated Green Belt and would go against settlement hierarchy.
33. Indicators of timescale for bringing site forward	Useful information	Consider how site conforms to requirements of PC	Written analysis	The site is available immediately and anticipated coming forward between 2015-2018 with 2 years to develop.

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	As recorded	Define		Land at Endbrook Park Zone 2
2. Site Reference	As recorded	Define		EL019/NA/N312
3. Site Address	As recorded	Define		Land north east of Windy House Lane, Prokings Park, Coventry, CV3
4. Site Size	As recorded	Define		1.58 Hectares
5. Change(s)	Identify ownership and whether there are any ownership issues	Define		1 owner Endbrook
6. Site Boundaries	As recorded	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or commissions etc.	Written analysis		
9. Availability	Allocated, Green Belt, white land etc.	Yes - Site is advertised as being available, or there are no obvious obstructions to immediately develop the site No - Site is not immediately available (please state the reason)	Yes	Within next 5 years anticipate development will come forward between 2015-2016
10. Current land use & designation	Identify any land designations that border the site (what is their proximity?)	Define		Vacant, east of the former Coventry Colliery Land
11. Market Factor (1)	3. Attractive to National company 2. Attractive to Sub-Regional company 1. Attractive to Local company	2		prominent location, close links to A444 and would be considered part of Endbrook Park
12. Market Factor (2)	1. Market activity on same road or estate within the last 5 years 0. No evidence of market activity	1		0 - No evidence of market activity
13. Other possible negative impacts on economic factors e.g. tourism	Written analysis			Development of the site would effectively join up Kenilworth and Neash Green/Sash Green
14. Physical Constraints (1)	5. Clear plot, no obstructions 4. Regular shaped plot, unobstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot, unobstructed 1. Irregular shaped plot, fragmented	5		
15. Physical Constraints (2)	3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome	3		
16. Physical Constraints (3)	5. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome	3		
17. Physical Constraints (4)	5. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome	2		Potential contaminated site due to old sand pit but classification is low risk, a contamination risk assessment is recommended
18. Physical Constraints (5)	3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome	2		Due to the location of the Country Park to the North of the site there may be environmental constraints (potential loss of habitats, biodiversity and potentially important hedgerows. An ecological/habitat assessment is recommended to determine the extent of this. There are no LWSs within this piece of land, although to the east of the site there is a potential LWS (Sallycroft Farm & Greenwood Farm), which is due to go in front of a panel for consideration as a LWS. The area is not considered to be sensitive to change, as significant change has already weakened the character and condition of the landscape. Green Belt score 3, TEP score 8, 5 Agricultural grade 3
19. Physical Constraints (6)	3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome	3		There are no immediate infrastructure constraints at this stage
20. Access	5. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, indirect or restricted access to major road network 2. Restricted access for HGVs, restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network	4		
21. Public Transport	5. Close to a station, peak time bus route and cycle route on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1: "Close" is within about 10 minutes walk NB2: Peak time bus route defined as being a frequency of 7 buses per hour or more (M60 - Fri)	4		The site is within 500m of a bus route. There are stops adjacent to the site Holbrook Second Stop and Holbrook Wheelwright Lane Route 56. The site is located next to a cycle route
22. Strategic Location	5. Majorly Constrained (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres (National) 2. Other Large Towns (Birmingham) 1. All other sites	5		M6 Junction 3 is within 5 miles
23. Neighbouring uses	Describe the neighbouring uses, where and they located, what sort of employment uses would the affect? Include reference to access to local amenities	Written analysis		employment, school, open space
24. Sequential test and Brownfield/Greenfield	5. Within urban area, Brownfield 4. Edge of urban area, Brownfield, Edge of urban area Partia Greenfield/Brownfield majority 3. Edge of urban area Greenfield 2. Outside of urban area Partia Greenfield/Brownfield majority 1. Outside of urban area Brownfield, Outside of urban area Partia Greenfield/Brownfield majority	3		
25. Potential uses	Edge of urban area Greenfield/Brownfield majority be close to urban area	Written analysis		All B use classes could be considered. However, the eastern part of the site would have to be mindful of the residential character nearby.
26. Assessment of viability	What type of employment uses would be acceptable - consider market analysis and neighbouring uses Written analysis			The site is likely to be viable due to its market attractiveness and its location to key road networks. There are few issues that need to be overcome in order for the site to be delivered
27. Other notes	Written analysis			
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this result in? Written analysis			The site would be considered an extension to the existing Endbrook Park
29. Are there any other sites that add to the submission	If there are please undertake an additional site assessment Written analysis			
30. Site photos	Include photos inclusive of location of photos Written analysis			
31. NPPF/PPDC compliance	Consider how site conforms or poses issues against the Development Plan Inc. Written analysis			The site is located in Green Belt paragraphs 79 - 82, particularly in relation to separation of settlements
32. Assessment against Emerging Borough Plan policy	Consider how site conforms or poses issues against the Development Plan Inc. Written analysis			The site is in Green Belt and is not in line with the emerging hierarchy
33. Indication of timescale for bringing use forward	Written analysis			The site is available and development could happen within 5 years

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	If provided	Define		Land at the North West Junction of Coventry Road & Wilson's Lane
2. Site Reference		Define		EU/000
3. Site Address		Define		Land & Buildings at the North West Junction of Coventry Road & Wilson's Lane, Exhal, CV7 9PU
4. Site Size	Hectares	Define	2.63	
5. Characteristics	Identify ownership and whether there are any potential issues	Define		2.7 acres
6. Site Boundaries	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or permissions etc.	Written analysis		The site circa 25 years ago had at some stage had planning consent for a residential development which has long since elapsed
9. Availability	Allocated, Green Belt, white land etc.	Yes - Site is advertised as being available or there are no obvious obstructions to immediately develop the site No - Site is not immediately available (please state the reason)	No	Applicant has indicated site is available immediately but likely to come forward within next 5 years. However, the site is not currently cleared and is still within its commercial/retail status
10. Current land use & designation	Identify any land designations that border the site (what is their proximity?)	Define		Part of site has a commercial retail in the form of vehicle sales and the remainder is used as pastoral land Green Belt
11. Market factor (1)	3. Attractive to National Company 2. Attractive to Sub-Regional Company 1. Attractive to Local Company	Written analysis	2	Site is located close to Barton Road
12. Market factor (2)	1. Market activity on same road or estate within the last 5 years 0. No evidence of market activity	Written analysis	0	
13. Other possible negative impacts on economic factors e.g. tourism		Written analysis		
14. Physical Constraints (1)	4. Regular shaped plot, fragmented 3. Irregular shaped plot, fragmented 2. Irregular shaped plot, distorted 1. Irregular shaped plot, fragmented	Written analysis	5	
15. Physical Constraints (2)	5. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome	Written analysis	3	
16. Physical Constraints (3)	3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome	Written analysis	2	Flooding a very minor issue on site due to a very small part in the southern part of the site being susceptible to surface water flood-flow
17. Physical Constraints (4)	5. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome	Written analysis	3	
18. Physical Constraints (5)	This is all inclusive so consider landscape matters, biodiversity, ecology etc. 1. Natural features are an issue and would be challenging to overcome 0. No other natural features of concern	Written analysis	2	A part of the southern boundary has been classed as a potential wildlife site, "Wilson's Lane" Green Belt score 3, T&EP score 12.5, Environmental score 3
19. Physical Constraints (6)	3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome	Written analysis	2	A section of the site has a pylon running through it but this wouldn't stop development of the site
20. Access	5. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, indirect or restricted access to major road network 2. Restricted access for HGV's, restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network	Written analysis	5	
21. Public Transport	5. Close to a station, peak time bus route and cycle route on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route, on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1: "Close" is within about 10 minutes walk NB2: Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon-Fri)	Written analysis	3	The site is within 500m of a bus route. The routes which pass the site are 209, 20, 48, 778
22. Strategic Location	5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres (Nuneaton) 2. Other Large Towns (Bedworth) 1. All other sites	Written analysis	5	M1 Junction 3 within 5 minutes drive
23. Neighbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities	Written analysis		Employment, agriculture
24. Sequential test and Brownfield/ Greenfield	Edge of urban area can be considered to be close to urban area What type of employment uses would be acceptable consider market analysis and neighbouring uses	Written analysis	3	
25. Potential uses	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site etc.	Written analysis		All B use classes could be considered
26. Assessment of viability		Written analysis		There are no immediate issues to consider the site available. However, junction improvements may be needed to bring the site forward
27. Other notes		Written analysis		
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this entail? If there are please undertake an additional site assessment	Written analysis		The site would sit adjacent to School Lane and Barton Road employment sites
29. Are there any other sites that adjoin the site?	Include photos inclusive of location of photos	Written analysis	Yes	
30. Site advice	Consider how site conforms or poses issues against the Development Plan Inc. the Borough	Written analysis		The site is located in Green Belt paragraphs 79-82
31. NPPF/PPG compliance	Consider how site conforms to requirements of PPG	Written analysis		The site is currently Green Belt but would conform to the settlement hierarchy
32. Assessment against Emerging Borough Plan policy		Written analysis		The applicant has indicated the site could be developed in the next 5 years.
33. Indication of timescale for bringing the forward		Written analysis		

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	If provided	Define		Rev or Wilson Lane
2. Site Reference		Define		ELR021 M.U.N.030
3. Site Address		Define		Land located by the M6, the former Wilson Lane and London Road, Ewell
4. Site Size	Hectares	Define		2.3 hectares
5. Ownership	Identify ownership and whether there are any potential issues.	Define		1 owner
6. Site Boundary	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or permissions etc.	Written analysis		
9. Availability	Allocated, Green Belt, white land etc.	Yes - Site is advertised as being available, or there are no obvious obstructions to immediately develop the site No - Site is not immediately available (please state the reason)	No	The site is anticipated to be available within the next 5 years
10. Current land use & designation	Identify any land designations that border the site (what is their proximity?)	Define		Vacant site subject to a agricultural tenancy but has not been actively used for a number of years
11. Market factor (1)		3. Attractive to National company 2. Attractive to Sub-Regional company 1. Attractive to Local company	2	The site would have prominence by being close the M6
12. Market factor (2)		1. Market activity on same road or estate within the last 5 years 0. No evidence of market activity	1	The Groveland's Industrial Estate is located opposite the site
13. Other possible negative impacts on economic factors e.g. tourism		Written analysis		
14. Physical Constraints (1)		5. Clear plot, no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot, obstructed 1. Irregular shaped plot, fragmented	4	Overall the plot is fine except for the boundary line which forms a triangle into the site along the southern boundary.
15. Physical Constraints (2)		3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome	3	
16. Physical Constraints (3)		3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome	2	The southern part of the site has elements which are susceptible to surface water flooding.
17. Physical Constraints (4)		3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome	2	Part of the site has been identified as having a low contamination risk due to a pond. A ground investigation / contamination study is recommended.
18. Physical Constraints (5)	This is all inclusive to consider landscape matters, biodiversity, ecology etc.	3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome	2	There may be environmental constraints - potential loss of habitats, biodiversity and potentially important hedgerow. An ecological/habitat assessment is recommended to determine the extent of this. However, there are no immediate concerns raised for this site. Green Belt score 3, TEP score 12.5 Agricultural score
19. Physical Constraints (6)		3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome	2	A pylon crosses the middle of the site. However, development could be positioned around this.
20. Access		5. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, indirect or restricted access to major road network 2. Restricted access for HGVs; restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network	5	
21. Public Transport		5. Close to a station, peak time bus route and cycle route, on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route, on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. 'Close' = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon - Fri)	4	The site is within 500m of a bus route. The routes which cross the site are 200, 201, 48, 778
22. Strategic Location		5. Motorway Corridor (within 5 miles of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres (Nuneaton) 2. Other Large Towns (Bardonia) 1. All other sites	5	Junction 3 of the M6 is within 5 minute drive
23. Neighbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses would be affected? Include reference to access to local amenities	Written analysis		employment and M6 motorway to south
24. Sequential test and Brownfield/Greenfield	Edge of urban area can be considered to be close to urban area	5. Within urban area, Brownfield 4. Edge of urban area, Brownfield, Edge of urban area 3. Edge of urban area, Greenfield, Edge of urban area 2. Outside of urban area, Greenfield, Outside of urban area 1. Outside of urban area, Greenfield, Outside of urban area, Partial Greenfield/Brownfield majority Greenfield	3	
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and neighbouring uses	Written analysis		All B use classes could be considered
26. Assessment of viability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site etc.	Written analysis		At this stage there is no reason to suggest that development of the site would not be viable. However, it would be better if this was brought forward with other sites in the area.
27. Other notes		Written analysis		
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this result in?	Written analysis		The site is located opposite Groveland's Industrial Estate and near Bayton Road industrial estate
29. Are there any other sites that add to this submission	If there are please undertake an additional site assessment	Written analysis	Yes	
30. Site photos	Include photos inclusive of location of photos	Written analysis		
31. NPPF/NPPG compliance	Consider how site conforms or poses issues against the Development Plan inc. the NPPF	Written analysis		The site is located in Green Belt paragraph 79-82
32. Assessment against Emerging Borough Plan policy	Consider how site conforms to requirements of PO	Written analysis		Currently on Green Belt and would conform to settlement hierarchy
33. Indication of timescale for bringing site forward		Written analysis		It is indicated that the site is likely to be brought forward within next 5 years.

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	If provided	Define		Land at Whitstone Farm (north)
2. Site Reference		Define		ELR022 MLN110
3. Site Address		Define		Land at Whitstone Farm, Bullerston Lane
4. Site Size	Hectares	Define		63.3 hectares
5. Ownership	Identify ownership and whether there are any potential issues	Define		1 owner
6. Site Boundary	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous situations or permissions etc.	Written analysis		
9. Availability		Yes - Site is advertised as being available, or there are no obvious obstructions to immediately develop the site No - Site is not immediately available (please state the reason)	Yes	
10. Current land use & designation	Agriculture, Green Belt, white land etc. Identify any land designations that border the site (what is their proximity?)	Define		agriculture
11. Market factor (1)		3. Attractive to National company 2. Attractive to Sub-Regional company 1. Attractive to Local company	2	Not near any existing employment areas, but could become well connected to Belmonts along Gippy Lane
12. Market factor (2)		1. Market activity on same road or estate within the last 5 years 0. No evidence of market activity	0	
13. Other possible negative impacts on economic factors e.g. tourism		Written analysis		
14. Physical Constraints (1)		3. Clear plot, no obstructions 4. Regular shaped plot, obstructed 2. Irregular shaped plot, fragmented 1. Irregular shaped plot, obstructed	5	There are no obstructions to the site, although the northern element of the site is a slightly unusual shape.
15. Physical Constraints (2)		3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome	3	
16. Physical Constraints (3)		3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome	2	Ashby de la zouch canal runs along the eastern part of the site and the majority of the eastern boundary is located within flood zones 2 and 3b.
17. Physical Constraints (4)		3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome	2	a very small part has been identified as having a potential low contamination risk due to a pond
18. Physical Constraints (5)	This is all inclusive so consider landscape matters, biodiversity, ecology etc.	3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome	2	The site is located next to a potential LWS, The God Course. There may be environmental constraints - potential loss of habitats, biodiversity and potentially important hedgerow. An ecological/habitat assessment is recommended to determine the extent of this.
19. Physical Constraints (6)		3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome	2	Pylons run across part of the site, but development could be brought forward around this. There are no immediate infrastructure concerns.
20. Access		5. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network; easy site access for all vehicles 3. Easy site access for all vehicles; indirect or restricted access to major road network 2. Restricted access for HDV; restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network	4	Eastboro Way and the A444 are accessible from the site
21. Public Transport		5. Close to a station, peak time bus route and cycle route, on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route, on a pedestrian route 2. Not near a station, peak time bus route or cycle route, on a pedestrian route 1. Not on a pedestrian route, not near a station, peak time bus route or cycle route NB1. "Close" is within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon-Fri)	2	The site is within 500m of a bus route. However it doesn't have a pedestrian route, therefore a score of 2 has been given.
22. Strategic Location		5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres (Nuneaton) 2. Other Large Towns (Birmingham) 1. All other sites	1	The A9, A444 and M69 can be accessed in approx. 6 minutes. Nuneaton Town Centre is accessed in 6 minutes.
23. Neighbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities	Written analysis		agriculture and residential
24. Sequential test and Brownfield/Greenfield	Edge of urban area can be considered to be close to urban area	5. Within urban area, Brownfield 4. Edge of urban area, Brownfield, Edge of urban area Partial Greenfield/Brownfield majority Brownfield, Or within urban area Greenfield 3. Edge of urban area, Greenfield, Edge of urban area Partial Greenfield/Brownfield majority Greenfield 2. Outside of urban area, Brownfield, Outside of urban area Partial Greenfield/Brownfield majority Brownfield 1. Outside of urban area, Greenfield, Outside of urban area, Partial Greenfield/Brownfield majority Greenfield	1	
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and neighbouring uses	Written analysis		All employment B uses
26. Assessment of viability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is a gateway site etc.	Written analysis		As this is not an established area for employability viability may be an issue in delivery.
27. Other roads		Written analysis		
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would bringing the site forward have?	Written analysis		No other employment sites nearby
29. Are there any other sites that belong to this submission	If there are please undertake an additional site assessment	Written analysis	Yes	
30. Site photos	Include photos inclusive of location of photos. Consider how site conforms or poses issues against the Development Plan inc. the NPPF	Written analysis		The site is located in Green Belt (paragraphs 79-92)
31. NPPF/NPPG compliance	Consider how site conforms to requirements of PO	Written analysis		
32. Assessment against Emerging Borough Plan policy		Written analysis		Currently Green Belt but would be in line with wider hierarchy
33. Indication of timescale for bringing site forward		Written analysis		site is available immediately though viability issues would need to be resolved

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	If provided	Define		Land at Whitestone Farm
2. Site Reference		Define		ELR023 MLN111
3. Site Address		Define		Land at Whitestone Farm, Bullington Lane
4. Site Size	Hectares	Define		61.72 hectares
5. Ownership	Identify ownership and whether there are any potential issues.	Define		1 owner
6. Site Boundary	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or permissions etc.	Written analysis		
9. Availability		Yes - Site is advertised as being available, or there are no obvious obstructions to immediately develop the site No - Site is not immediately available (please state the reason)	Yes	
10. Current land use & designation	Allocated, Green Belt, white land etc. Identify any land designations that border the site (what is their proximity?)	Define		agriculture
11. Market factor (1)		3. Attractive to National company 2. Attractive to Sub-Regional company 1. Attractive to Local company	2	Not near any existing employment areas, but could become well connected to Bermuda along Gipsy Lane
12. Market factor (2)		1. Market activity on same road or estate within the last 5 years 0. No evidence of market activity	0	
13. Other possible negative impacts on economic factors e.g. tourism		Written analysis		
14. Physical Constraints (1)		5. Clear plot, no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot, obstructed 1. Irregular shaped plot, fragmented	5	There are no obstructions to the site, although the northern element of the site is bounded by Littenworth Road and the east by the Ashley de la zouch canal.
15. Physical Constraints (2)		3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome	3	
16. Physical Constraints (3)		3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome	2	Ashby de la zouch canal runs along the eastern part of the site and the majority of the eastern boundary is located within flood zones 2 and 3a.
17. Physical Constraints (4)		3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome	2	a very small part has been identified as having a potential low contamination risk due to a pond
18. Physical Constraints (5)	This is all inclusive to consider landscape factors, biodiversity, ecology etc.	3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome	2	There may be environmental constraints - potential loss of habitats, biodiversity and potentially important hedgerows. An ecological/habitat assessment is recommended to determine the extent of this. Green Belt score 2. TEP score 11.5 Agricultural score 3.
19. Physical Constraints (6)		3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome	2	Pylons run across part of the site, but development could be brought forward around this. There are no immediate infrastructure concerns.
20. Access		5. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, indirect or restricted access to major road network 2. Restricted access for HGVs; restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network	4	Eastboro Way and the A444 are accessible from the site.
21. Public Transport		5. Close to station, peak time bus route and cycle route, on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route, on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" - within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon - Fri)	3	The site is within 500m of a bus route. The routes accessible are 7, 26, 74.
22. Strategic Location		5. Motorway Corridor (within 5 miles of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres (Nuneaton) 2. Other Large Towns (Bakewell) 1. All other sites	1	The A5, A444 and M69 can be accessed in approx. 6 minutes. Nuneaton Town Centre is accessed in 6 minutes.
23. Neighbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities	Written analysis		agriculture and residential
24. Sequential test and Brownfield/Greenfield	Edge of urban area can be considered to be close to urban area	5. Within urban area, Brownfield 4. Edge of urban area, Brownfield, Edge of urban area Partial Greenfield/Brownfield majority Brownfield 3. Edge of urban area Greenfield, Edge of urban area Partial Greenfield/Brownfield majority Greenfield 2. Outside of urban area Brownfield, Outside of urban area Partial Greenfield/Brownfield majority Brownfield 1. Outside of urban area, Greenfield, Outside of urban area, Partial Greenfield/Brownfield majority Greenfield	3	
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and neighbouring uses	Written analysis		All employment B uses
26. Assessment of viability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site etc.	Written analysis		As this is not an established area for employability viability may be an issue in delivery.
27. Other notes		Written analysis		
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this result in?	Written analysis		No other employment sites nearby
29. Are there any other sites that add to this submission	If there are please undertake an additional site assessment	Written analysis	Yes	
30. Site photos	Include photos inclusive of location of photos	Written analysis		
31. NPPF/NPPG compliance	Consider how site conforms or poses issues against the Development Plan inc. the NPPF	Written analysis		The site is located in Green Belt paragraphs 79-92, particularly in reference to separation of settlements.
32. Assessment against Emerging Borough Plan policy	Consider how site conforms to requirements of PO	Written analysis		currently Green Belt but would be in line with settlement hierarchy.
33. Indication of timescale for bringing site forward		Written analysis		site is available immediately though viability issues would need to be resolved.

Information to collect	Useful information	How to access	Score	Notes/Observations
1. Site Name	1. Site Name	Define		Land at Barkers Farm, E. ROAD, NEWTON
2. Site Reference	2. Site Reference	Define		
3. Site Address	3. Site Address	Define		Land at Barkers Farm, Newland Lane, Coventry
4. Site Size	4. Site Size	Define		0.7 hectares
5. Ownership and whether there are any potential issues	5. Ownership and whether there are any potential issues	Define		1 owner
6. Site Boundaries	6. Site Boundaries	Define		
7. Site location in Borough context	7. Site location in Borough context	Map		
8. Site history	8. Site history	Written analysis		
9. Availability	9. Availability	1. Site is identified as being available, or there are no device obstructions to immediately develop the site No - Site is not immediately available (please state the reason)	16	
10. Current land use & designation	10. Current land use & designation	Define		agriculture
11. Market factor (1)	11. Market factor (1)	3. Attractive to National economy 2. Attractive to Sub-Regional economy 1. Attractive to Local economy		The site would have prominence to the MB, but is disconnected from any other employment sites and access roads would be an issue.
12. Market factor (2)	12. Market factor (2)	1. Market activity on same road or estate within the last 5 years 0. No evidence of market activity	0	
13. Other possible negative impacts on economic factors e.g. tourism	13. Other possible negative impacts on economic factors e.g. tourism	Written analysis		
14. Physical Constraints (1)	14. Physical Constraints (1)	1. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome		Part of the site is obstructed by residential to the east but there are still plenty of access opportunities at locations around the site
15. Physical Constraints (2)	15. Physical Constraints (2)	3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome	3	The middle of the site has been identified as Flood zone 2 and 3a. This covers around half the site. Development could take place around the flood zone but this would not be the site 2.
16. Physical Constraints (3)	16. Physical Constraints (3)	3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome	2	It has been identified that a small part of the site has a potential low risk of contamination due to a pond on the south eastern boundary.
17. Physical Constraints (4)	17. Physical Constraints (4)	3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome	1	There are potential environmental constraints - potential loss of habitats, biodiversity and potentially important hedgerows. An ecological/habitat assessment is recommended to determine the extent of this. In landscape terms, the principal value of this area of land is the contribution that it, together with the land to the south and east of Royal Oak Lane, makes to the separation of the dispersed settlement pattern in this area. Whilst development may be accommodated in the more dispersed eastern part (north and east of Barkers Farm) it would truncate the flow of the valley which creates with maintaining the separate identity of Ash Green and its distinctive full fall development is not recommended.
18. Physical Constraints (5)	18. Physical Constraints (5)	3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome	2	Power lines cross the southern part of the site. Development could be accommodated around them, but would further reduce the potential development area.
19. Physical Constraints (6)	19. Physical Constraints (6)	3. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, indirect or restricted access to major road network 2. Restricted access for HGVs, restricted access for major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network	3	
20. Access	20. Access	5. Close to a station, peak time bus route and cycle route, on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route, on a pedestrian route 2. Not near a station, peak time bus route or cycle route, on a pedestrian route 1. Not on a pedestrian route, not near a station, peak time bus route or cycle route NB: "Close" is written about 10 metres wide NB: Peak time bus route defined as being a frequency of 2 buses per hour or more (M62, E1)	3	The site is within 500m of a bus route. Bus route Royal Oak Lane Route 69 is adjacent to the site. Other routes which pass the site are 56, 67 & 69.
21. Public Transport	21. Public Transport	5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres (Nucleus) 2. Other Large Towns (Sub-centre) 1. All other sites	4	The A444 is within 5 minutes drive time.
22. Strategic Location	22. Strategic Location	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities		
23. Neighbourhood uses	23. Neighbourhood uses	Written analysis		agriculture and residential
24. Sequential test and Brownfield/Brownfield	24. Sequential test and Brownfield/Brownfield	5. Within urban area, Brownfield 4. Edge of urban area, Brownfield/Edge of urban area Partial Greenfield/Brownfield majority Brownfield, Or within urban area Greenfield 3. Edge of urban area Greenfield/Edge of urban area Partial Greenfield/Edge of urban area Partial Greenfield/Brownfield majority Greenfield 2. Outside of urban area Brownfield, Outside of urban area Partial Greenfield/Brownfield majority Brownfield 1. Outside of urban area, Greenfield, Outside of urban area, Partial Greenfield/Brownfield majority Greenfield	3	
25. Potential uses	25. Potential uses	What type of employment uses would be acceptable - consider market analysis and neighbouring uses	Written analysis	All use classes could be considered
26. Assessment of viability	26. Assessment of viability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding area, type of site this could be e.g. is it a gateway site etc.	Written analysis	Viability of the site is questionable due to the constraints and lack of potential development area.
27. Other notes	27. Other notes	Written analysis		
28. Connectivity to other existing employment sites	28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of employment uses would this result in?	Written analysis	The site is located near to Prologs but is far enough away to not be considered an extension of the site.
29. Are there any other sites that affect this application	29. Are there any other sites that affect this application	If there are please undertake an additional site assessment	Written analysis	Yes
30. Site details	30. Site details	Include photos inclusive of location of adjacent	Written analysis	
31. NPPF/NPPG compliance	31. NPPF/NPPG compliance	Consider how site conforms or poses issues against the Development Plan Inc. the NPPF	Written analysis	The site is located in Green Belt paragraphs 79 - 82.
32. Assessment against Emerging Borough Plan policy	32. Assessment against Emerging Borough Plan policy	Consider how site conforms to requirements of PD	Written analysis	The site would be located in Green Belt and so not conform to the Settlement Hierarchy.
33. Indication of timescale for bringing site forward	33. Indication of timescale for bringing site forward	Written analysis		Site available immediately.

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	Useful information	Define		Area in Whitestone Farm
2. Site Reference	Useful information	Define		NUN12P_ELR005
3. Site Address	Useful information	Define		Land at Whitestone Farm, Biddenden Lane
4. Site Size	Useful information	Define		8.5g
5. Ownership	Identify ownership and whether there are any conserved areas	Define		1 owner
6. Site Boundary	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or permissions etc.	Written analysis		
9. Availability	Allocated Green Belt, white land etc. Identify any land designations that border the site (what is the accuracy?)	Written analysis Yes - Site is advertised as being available, or there are no obvious obstructions to immediately develop the site No - Site is not immediately available (please state the reason)	10a	
10. Current land use & designation		Define		Agriculture
11. Market factor (1)		3. Attractive to National company 2. Attractive to Sub-Regional company 1. Attractive to Local company	2	The surroundings would be attractive but there is no other employment activity in this area and wouldn't hold any real promise
12. Market factor (2)		1. Market activity on same road or estate within the last 5 years 0. No evidence of market activity	0	
13. Other possible negative impacts on economic factors e.g. tourism		Written analysis		Would connect Whitestone with ribbon development from Biddenden
14. Physical Constraints (1)		5. Clear plot, no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot, obstructed 1. Irregular shaped plot, fragmented	4	Obstructed by railway line to west and school to south and canal to south
15. Physical Constraints (2)		3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome	3	
16. Physical Constraints (3)		3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome	2	Approximately 40-50% of the site is susceptible to surface water flooding
17. Physical Constraints (4)		3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome	3	
18. Physical Constraints (5)	This is all inclusive so consider landscape matter, biodiversity, ecology etc.	1. Natural features are an issue and would be challenging to overcome 2. There are no other natural features of concern 3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome	2	There may be environmental constraints - potential loss of habitats, biodiversity and potentially important hedgerow. An ecological/habitat assessment is recommended to determine the extent of this. Land between Cippy Lane and Marston Lane is important in providing separation between Nunston and Biddenden. Within the landscape there is limited capacity for development without having a negative effect on separation except land to the north of Cippy Lane Green Belt score 3, TEP score 12.6 Agricultural score 3.
19. Physical Constraints (6)		1. Infrastructure is an issue and would be challenging to overcome 2. Infrastructure could be an issue but relatively easy to overcome	2	An overhead electricity line crosses the south western part of the site. However, development could be brought forward around this.
20. Access		5. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, indirect or restricted access to major road network 2. Restricted access for HGVs, restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network	3	
21. Public Transport		6. Close to a station, peak time bus route and cycle route, on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route, on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1: "Close" is within about 10 minutes walk NB2: Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon - Fri)	3	The site is within 500m of a bus route. The routes accessible are 7, 56, 74
22. Strategic Location		5. Mainly Consider (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres (Nunston) 2. Other Large Towns (Biddenden) 1. All other sites	4	The A444 is accessible in under 5 minutes
23. Neighbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities	Written analysis		Residential, residential
24. Sequential test and Brownfield/semi-rural	Edge of urban area can be considered to be close to urban area	Written analysis		
25. Potential uses	What type of employment uses could be accessible - consider market analysis and neighbouring uses	Written analysis		
26. Assessment of viability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is a gateway site etc.	Written analysis		It is uncertain whether development of the land for employment uses would be viable, particularly in terms of market attractiveness and how much of the land could actually be developed without joining Nunston to Biddenden
27. Other notes		Written analysis		
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this result in?	Written analysis		There are no other sites in the area. The nearest site would be Marston, adjacent
29. Are there any other sites that add to the site?	If there are please undertake an additional site assessment	Written analysis	Yes	
30. Site photos	Include photos inclusive of location of photos	Written analysis		
31. NPPF/NPPG compliance	Consider how site conforms or poses issues against the Development Plan Inc. the NPPF	Written analysis		The site is located in Green Belt paragraphs 79-82, particularly in reference to separation of settlements
32. Assessment against Emerging Borough Plan (2016)	Consider how site conforms to requirements of EP	Written analysis		The site would be within Green Belt but would meet the settlement hierarchy of the Borough. However, it would go against the need to keep settlements separate
33. Indication of proposals for bringing site forward		Written analysis		Available immediately, therefore need 5 years

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	Parcel	Define		Land at Burghes Lane
2. Site Reference	Parcel	Define		ELR016 NURS10
3. Site Address	Address	Define		Land at Burghes Lane, Coventry, CV6 6AY
4. Site Size	Hectares	Define		2.2 ha
5. Ownership	Identify ownership and whether there are any potential issues	Define		1 owner: The Brookhays and Chalfont Companies
6. Site Boundaries	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site history	Previous allocations or restrictions etc.	Written analysis		
9. Availability	Allocated Green Belt, white land etc. Identify any land designations that border the site (what is their constraint?)	Yes/No	Yes	Green Belt - currently used as paddocks and allotments
10. Current land use & designation	Define			
11. Market factor (1)	1. Attractive to National company 2. Attractive to Sub-Regional company 3. Attractive to Local company		2	The site is well positioned in terms of being partly in NBSC and partly in Coventry. The southern part of the site is likely to be more attractive due to its proximity and closer relation to the Booth area.
12. Market factor (2)	1. Market activity on same road or estate within the last 5 years 2. No evidence of market activity		0	
13. Other possible negative impacts on economic factors e.g. tourism	Written analysis			
14. Physical Constraints (1)	1. Clear plot, no obstructions 2. Regular shaped plot, fragmented 3. Irregular shaped plot, fragmented		4	Part of the plot is obstructed by Greenwood Farm, as these buildings are not within the boundary lines
15. Physical Constraints (2)	3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome		3	
16. Physical Constraints (3)	3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome		2	A small portion of the southern boundary has been identified as having a risk of surface water flooding. However, this is unlikely to have an effect on developing the site.
17. Physical Constraints (4)	3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome		3	
18. Physical Constraints (5)	3. There are no other natural features of interest 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome		2	There may be environmental constraints - potential loss of habitats, biodiversity and potentially important hedgerows. An ecological/habitat assessment is recommended to determine the extent of this. In terms of landscape, the fields are isolated remnants of an older landscape but their value in terms of the small amount of separation that they provide has to be questionable when weighed against the fact that development here would be in a more sustainable location than other land lying on the wider settlement fringe. If development were to be accepted here, provision should be made for the creation of a substantial landscape buffer along the southern side to maintain and reinforce visual separation and identity. There may be scope for the relocation of the allotments north to the southern part of site run 180 where they can make a more useful contribution to separation. Green Belt score 3, TEP score 8.5
19. Physical Constraints (6)	3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome		3	There are no immediate infrastructure issues at this site.
20. Access	5. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and/or sea networks 4. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, indirect or restricted access to major road network 2. Restricted access for major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network		4	Burghes Lane is blocked halfway along for vehicular access, therefore access could be provided from the Navigation or Coventry side if a through road wasn't developed. The idea access would be off Winding Hoar Lane, however, the boundary doesn't extend to this point.
21. Public Transport	4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route, on a pedestrian route 2. Not near a station, peak time bus route or cycle route, on a pedestrian route 1. Not on a pedestrian route, not near a station, peak time bus route or cycle route NB: "Close" = within about 10 minutes walk NBSC: Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon-Fri)		4	The site is within 500m of a bus route. The nearest stop is Bodworth Canal Close route 56. Other routes within a close distance to this site are 58 and 67. The site is adjacent to a cycle route.
22. Strategic Location	6. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres (Nuneaton) 2. Other Large Towns (Buckworth) 1. All other sites		4	M4 Junction 3 is within 5 minutes drive.
23. Neighbourhood uses	Describe the neighbourhood uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities	Written analysis		Commercial residential issue
24. Sequential test and Brownfield/Prevalent	Edge of urban area can be considered to be close to urban area		3	
25. Potential uses	Consider what sort of employment uses would be acceptable, consider market analysis and neighbouring uses	Written analysis		All 5 use classes could be considered, although development would need to be mindful of existing residential development.
26. Assessment of viability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site etc.	Written analysis		As the site crosses the borough boundary a joint development plan with Coventry would need to be agreed if all of the site was to come forward.
27. Observations	Consider sites outside the Borough, what sort of implications might this site have if there are other undeveloped sites in the area	Written analysis		
28. Connectivity to other existing employment sites	Consider what sort of implications might this site have if there are other undeveloped sites in the area	Written analysis		The site would be close to Gallagher Business Park and the Booth complex in Coventry.
29. Are there any other sites that inform the submission	Include photos	Written analysis	No	
30. Site photos	Inclusive of location of photos			
31. NPPF/NPPG compliance	Consider how site conforms to policies in the NPPF	Written analysis		The site is located in Green Belt paragraphs 79-82, applicable in reference to designation of settlement Green Belt. Close to Coventry Settlement, and crosses into Coventry administrative area. Against settlement hierarchy.
32. Assessment against Emerging Borough Plan Policy	Consider how site conforms to policies in the EBP	Written analysis		
33. Indication of timescale for bringing site forward	Written analysis			Site available immediately.

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	If provided	Define		See ELR012
2. Site Reference		Define		MAN36, ELR0
3. Site Address		Define		
4. Site Size	Hectares	Define	18.147	
5. Changeable	Identify ownership and whether there are any potential issues	Define		
6. Site Boundary	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or permissions etc.	Written analysis		Yes - Site is advertised as being available, or there are no obvious obstructions to immediately develop the site No - Site is not immediately available (please state the reason)
9. Availability	Allocated, Green Belt, white land etc. Identify any land designations that border the site (what is their context?)	Define		
10. Current land use & destination		Define		
11. Market factor (1)		1. Attractive to National company 2. Attractive to Sub-Regional company 3. Attractive to Local company		
12. Market factor (2)		1. Market activity on same land or estate within the last 5 years 2. No evidence of market activity		
13. Other possible negative impacts on economic factors & a location		Written analysis		
14. Physical Constraints (1)		4. Clear plot, no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, irregular 2. Irregular shaped plot, obstructed 1. Irregular shaped plot, fragmented		
15. Physical Constraints (2)		3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome		
16. Physical Constraints (3)		3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome		
17. Physical Constraints (4)		3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome		
18. Physical Constraints (5)	This is all inclusive to consider landscape issues, biodiversity, ecology etc.	3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome		
19. Physical Constraints (6)		3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome		
20. Access		5. Either adjoining main road or roadway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, indirect or restricted access to major road network 2. Restricted access for HGVs, restricted access for all commercial vehicles, severely restricted access to major road network		
21. Public Transport		4. Close to a station, peak time bus route and cycle route, on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route, on a pedestrian route 2. Not near a station, peak time bus route or cycle route, on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1: "Close" is written about 10 minutes walk NB2: Peak time bus route defined as being a frequency of 2 buses per hour or more NB3: etc.		
22. Strategic Location		5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minutes drive time) 3. Sub-regional Centres (Borough) 2. Other Large Towns (Borough) 1. All other sites		
23. Neighbourhood uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities	Written analysis		
24. Sequential test and Brownfield/Brownfield	Edge of urban area can be considered to be close to urban area	2. Within urban area, Brownfield 4. Edge of urban area, Brownfield, Edge of urban area Partial Greenfield/Brownfield majority Brownfield, Or within urban area Greenfield 3. Edge of urban area Greenfield, Edge of urban area Partial Greenfield/Brownfield majority Greenfield 2. Outside of urban area Brownfield, Outside of urban area Partial Greenfield/Brownfield majority Brownfield 1. Outside of urban area, Greenfield, Outside of urban area, Partial Greenfield/Brownfield majority Greenfield		
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and neighbouring uses	Written analysis		
26. Assessment of viability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site etc.	Written analysis		
27. Other notes		Written analysis		
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this have?	Written analysis		
29. Are there any other sites that adjust the submission	If there are please undertake an additional site assessment	Written analysis		
30. Site photos	Inclusive of location of photos	Written analysis		
31. NPPF/NEPC compliance	Consider how site conforms to policies Houses against the Development Plan etc. Also NPPF	Written analysis		
32. Assessment against Emerging Recovery Plan index	Consider how site conforms to assessments of PO	Written analysis		
33. Indication of timescale for bringing site forward		Written analysis		

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	Parcel/field	Define		Lot 1 of Block 2 Farm
2. Site Reference	Define	Define		EE/10000_N/10/12
3. Site Address	Define	Define		Newstead Lane
4. Site Size	Hectares	Define		1.00 hectares
5. Ownership	Identify ownership and whether there are any potential issues	Define		1 Owner Fofiles of Bonds Hospital Charity Estate
6. Site Boundaries	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site history	Previous allocations or restrictions etc	Written analysis		
9. Availability	Allocated Green Belt, white land etc. Identify any land designations that border the site (what is their strength?)	Yes		
10. Current land use & designation	Define	Green Belt - current agriculture		
11. Market factor (1)	1. Attractive to National company 2. Attractive to Sub-Regional company 3. Attractive to Local company	1		The size of the site on its own would only be attractive to smaller companies as the size of the development would be limited
12. Market factor (2)	1. Market activity on same road or estate within the last 5 years 2. No evidence of market activity	0		
13. Other possible negative impacts on economic factors e.g. tourism	Written analysis			
14. Physical Constraints (1)	3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome	3		The plot shape may be somewhat restrictive in terms of development due to the triangle shape but overall there would be no issues
15. Physical Constraints (2)	3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome	3		
16. Physical Constraints (3)	3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome	3		
17. Physical Constraints (4)	3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome	3		There may be environmental constraints - potential loss of habitats, biodiversity and potentially important hedgerows. An ecological/habitat assessment is recommended to determine the extent of this. In landscape terms, the land identified in this area is considered to be unsuitable for any development. Development would detract from an area of attractive countryside, making it vulnerable to further development, and erode the separate identity of the settlements of Kenley Newlands and Ash Green (which in turn is linked to Mead's Green). The land appears to fall Green Belt purposes by maintaining this separation and preventing what would be perceived as an encroachment within an attractive accessible area of countryside which would be contrary to the main purpose of Green Belt. Green belt score 1, TEP score 3.5, Particular grade 3
18. Physical Constraints (5)	3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome	3		
19. Physical Constraints (6)	5. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and/or sea networks 4. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, indirect or restricted access to major road network 2. Restricted access for HGVs; restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network	3		
20. Access	4. Close to a station, peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route, on a pedestrian route 2. Not near a station, peak time bus route or cycle route, on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB: "Close" = within about 10 minutes walk NB2: Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon - Fri)	3		The site is within 500m of a bus route. Ash Green Caravan Park Route 55, the site is also close to routes 56, 57 and 209. There is a cycle route within 10 minutes walk
21. Public Transport	6. Motorway Corridor (within 6 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres (Newcastle) 2. Other Large Towns (Buckworth) 1. All other sites	4		The A444 is within 5 minutes drive time
22. Strategic Location	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities	Written analysis		agriculture, country park
23. Neighbourhood uses	4. Edge of urban area, Brownfield 3. Edge of urban area, Partial Greenfield/Brownfield majority Brownfield, On within urban area Greenfield 2. Outside of urban area Brownfield, Outside of urban area Partial Greenfield/Brownfield majority Brownfield 1. Outside of urban area, Partial Greenfield/Brownfield majority Greenfield	Written analysis		
24. Sequential test and Brownfield/Prevalent	Edge of urban area Partial Greenfield/Brownfield majority Greenfield	3		
25. Potential uses	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be, e.g. is it a gateway site etc.	Written analysis		On its own the site is unlikely to be viable due to the limited use of the size and shape of the site
26. Assessment of viability	Written analysis			
27. Observations	Consider sites outside the Borough, what sort of implications would this site have? If there are please undertake an additional site assessment, include photos inclusive of location of photos	Written analysis		
28. Connectivity to other existing employment sites	Consider how site conforms or poses issues against the Development Plan for the NEPP	Written analysis		The site is located near to Prologs Park, but not close enough to be considered an extension unless other sites were also brought forward for development
29. Are there any other sites that inform this submission	Consider how site conforms to the requirements of PO	Written analysis	Yes	
30. Site photos	Written analysis			
31. NEPP/NEPCO compliance	Written analysis			The site is located in Green Belt paragraphs 79-92
32. Assessment against Emerging Borough Plan policy	Written analysis			Currently Green Belt and wouldn't comply with the settlement hierarchy
33. Indication of timescale for bringing site forward	Written analysis			Site available immediately

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	If provided	Define		Peters Farm
2. Site Reference		Define		ES/2007/A/2007
3. Site Address		Define		Land at Peters Farm, The Long Shout, Newington, CV11 8AQ
4. Site Size	Hectares	Define		43.45ha
5. Ownership	Identify ownership and whether there are any potential issues	Define		1 owner
6. Site Boundary	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or constraints	Written analysis		None in last 10 years
9. Availability	Identify any land designations that encumber the site (what is that coverage?)	Define		Yes. The applicant has indicated that the site is available immediately.
10. Current land use & occupation		Define		The current land use is agriculture. The land is currently designated as ENO2 and ENO3 Countryside and Area of Outstanding Natural Beauty.
11. Market factor (1)	3. Attractive to National Company 2. Attractive to Sub-Regional Company 1. Attractive to Local Company			The site would be well placed with connections to the A5 and Epsford Way.
12. Market factor (2)	1. Market activity on same road or estate within the last 5 years 0. No evidence of market activity			Market activity has been recorded in this area rather than employment uses. The applicant has indicated that the site has received interest and the owner is actively seeking a developer to purchase the site.
13. Other possible negative impacts on economic health & tourism		Written analysis		None
14. Physical Constraints (1)	5. Clear path/ no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot, obstructed 1. Irregular shaped plot, fragmented			The plot is slightly obstructed by the residential dwellings which front on to The Long Shout and the West Brook to the south of the site and the A5 to the East.
15. Physical Constraints (2)	3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome			No issue
16. Physical Constraints (3)	3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome			The southern part of the site is bounded by the West Brook. It has been indicated to be more susceptible to surface water flooding with sections of less susceptible risk running through the site. The majority of the site is part of Flood Zones 2 and 3a.
17. Physical Constraints (4)	3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome			There is a potential high contamination risk in a small portion of the site which backs on to the Long Shout hotel and restaurant.
18. Physical Constraints (5)	3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome			There may be environmental constraints due to the number of potentially important hedgerows on the site. An ecological/habitat assessment is recommended to determine the extent of this. The medium size partially hedged fields are mostly in extensive arable use based on Pipers Farm with some pasture to the east, and vegetation cover is limited along the west and east of the site; there is some good vegetation along the brook. The landscape is particularly sensitive where ribbon development along the road almost joins with Hockley and remains prominent in relation to separation.
19. Physical Constraints (6)	3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome			There are no obvious infrastructure issues apparent at the stage. The applicant has not indicated that there are any constraints to the site.
20. Access	5. Either adjoining main road or railway junction with easy site access for all vehicles or access to rd, air and sea networks 4. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, railway or restricted access to major road network 2. Restricted access for HGVs, restricted access to major road network 1. Restricted access for all commercial vehicles, generally restricted access to major road network			The site is accessed from an agricultural track off The Long Shout. The site is close to the A5, A44 and Epsford Way. Although site access would be easy for all vehicles it would necessarily be ideal as vehicles entering the site would have to pass residential properties on other sites.
21. Public Transport	5. Close to the station, peak time bus route and cycle route, on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route, on a pedestrian route 2. Not near a station, peak time bus route or cycle route, on a pedestrian route 1. Not on a pedestrian route, not near a station, peak time bus route or cycle route NIL: 'Close' = within about 10 minutes walk NIL: Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon-Fri)			The site is close to routes 48, 158 and 4. Cycles routes are accessible within 10 minutes walk.
22. Strategic Location	3. Motorway Corridor (within 5 minutes drive time) 2. Other Strategic Routes (within 5 miles drive time) 1. Sub-regional Centres (Manchester) 0. Other Large Towns (Buckingham)			The A5 is accessible within 5 minutes drive time.
23. Neighbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses would the affect? Include reference to access to local amenities	Written analysis		Residential park and agricultural
24. Sequential test and Brownfield/contaminated	Edge of urban area, but not considered to be close to public area	Written analysis		
25. Potential uses	What type of employment uses would be appropriate - consider market analysis and neighbouring uses	Written analysis		Any employment uses would need to be mindful of the surrounding residential use.
26. Assessment of ability	What other issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site etc could be e.g. is it a gateway site etc.	Written analysis		The site would be attractive, however, road improvements would be required if the site came forward with the allocated housing sites.
27. Other notes		Written analysis		
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of employers would they need to? Consider other factors such as surrounding uses, type of site etc could be e.g. is it a gateway site etc.	Written analysis		Within the Borough the nearest site is Hemdale Business Park, however, the closest industrial estate is Dockwells Industrial estate.
29. Are there any other sites that support this submission	If there are, please undertake an additional site assessment	Written analysis		Another submission has been submitted next to the site.
30. Site context	Include photos inclusive of location of office	Written analysis		
31. NPPF/NPPG compliance	Consider how site conforms or does issues against the Development Plan etc. the NPPF	Written analysis		The site is located in Green Belt paragraphs 79-80, particularly in reference to separation of settlements.
32. Assessment against Emerging Borough Plan policies	Consider how site conforms to requirements of PO	Written analysis		The site is being proposed as Green Belt.
33. Indication of timescale for bringing site forward		Written analysis		The applicant has indicated that the site is available immediately with development expected to take 2 years.

Information to collect	Useful information	How to score	Score	Notes/Observations	Source of Info
1. Site Name	If provided	Define		Land to the rear of Crown Off Golf Drive, Newton, South & Land at Crown Off Golf Drive, Newton, North	Site suggestion form
2. Site Reference		Define		EL 0033 - SHAA - 14/02/15 - W1403308	previous SHAA
3. Site Address		Define		Off Golf Drive, Rear of Wintworth Drive, Newton, CV11 6GF	Site suggestion form
4. Site Size	Hectares	Define		12.67 hectares	Site suggestion form
5. Ownership	Identify ownership and whether there are any potential issues	Define		Wells Family Partnership & Dawson	Site suggestion form
6. Site Boundary	Map	Define			Site suggestion form
7. Site location in Borough context	Map	Define			Site suggestion form
8. Site History	Previous allocations of use	Written analysis		None	Neighbourhood planning search
9. Availability	Allocated, Green Belt, white land etc. Identify any land designations that border the site (what is their zoning?)	Written analysis		The owners are supportive of development of the site. Site is under option by a developer.	Site suggestion form
10. Current land use & designation		Define		Agricultural	Site suggestion form
11. Market factor (1)	1. Attractive to National company 2. Attractive to Sub-Regional company 3. Attractive to local contacts		2		Professional judgement
12. Market factor (2)	1. Market activity on main road or estate within the last 5 years 2. No evidence of market activity		0		Professional judgement
13. Other possible negative impacts on economic factors e.g. tourism		Written analysis		Commercial local habitats lost	Professional judgement
14. Physical Constraints (1)	1. Clear plot: no obstructions 2. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 4. Irregular shaped plot, obstructed 5. Irregular shaped plot, fragmented		5	Multiple options for access, however these would be through residential streets.	Site suggestion form, Professional judgement
15. Physical Constraints (2)	1. No topography issues 2. Topography is an issue but relatively easy to overcome 3. Topography is an issue and would be challenging to overcome		3		Site suggestion form
16. Physical Constraints (3)	1. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 3. Flood risk is an issue and would be challenging to overcome		2	There are no flood zones 2 or 3 on the site. However, EA data indicates there may be some prior surface water flooding to the east of the site.	GGP - SPRA Level 2 FC, L, 3a, 3b & D/O0 plot on EA Surface water flooding lower, intermediate and more risk
17. Physical Constraints (4)	1. No contamination issues 2. Contamination is an issue but relatively easy to overcome 3. Contamination is an issue and would be challenging to overcome		3	No issues	Site suggestion form, GGP, BGS Potential contamination also
18. Physical Constraints (5)	This is all inclusive so consider landscape, nature, local wildlife, ecology etc. 1. Natural features are an issue but relatively easy to overcome 2. Natural features are an issue and would be challenging to overcome 3. No natural features		3	No issues	Site suggestion form, GGP, BGS LWS
19. Physical Constraints (6)	1. Infrastructure could be an issue but relatively easy to overcome 2. Infrastructure is an issue and would be challenging to overcome		3	There are no immediate issues which would need to be overcome apart from the expected gas, electric, water, sewage etc. The site suggestion form highlighted that pipes may be a constraint to development	Site suggestion form, Professional judgement
20. Access	5. Either adjoining main road or railway junction with easy site access for all vehicles or access to rd, air and sea networks 6. Close to major road network, easy site access for all vehicles 7. Easy site access for all vehicles, railway or restricted access to major road network 8. Restricted access for HGVs, restricted access to major road network 9. Restricted access for all commercial vehicles, severely restricted access to major road network		2	There are a number of potential access points for this site. However, improvements would be needed to allow access for HGVs due to the surrounding residential estate. There is also potential for access to be gained from Heart of England Way if the surrounding land was brought forward.	Professional judgement
21. Public Transport	1. Close to a station, peak time bus route, cycle route, on a pedestrian route 2. Close to a station or peak time bus route, cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route, on a pedestrian route 4. Not near a station, peak time bus route or cycle route, on a pedestrian route 5. Not on a pedestrian route, not near a station, peak time bus route or cycle route 6. Not on a pedestrian route, not near a station, peak time bus route or cycle route 7. Not on a pedestrian route, not near a station, peak time bus route or cycle route 8. Not on a pedestrian route, not near a station, peak time bus route or cycle route 9. Not on a pedestrian route, not near a station, peak time bus route or cycle route 10. Not on a pedestrian route, not near a station, peak time bus route or cycle route 11. Not on a pedestrian route, not near a station, peak time bus route or cycle route 12. Not on a pedestrian route, not near a station, peak time bus route or cycle route 13. Not on a pedestrian route, not near a station, peak time bus route or cycle route 14. Not on a pedestrian route, not near a station, peak time bus route or cycle route 15. Not on a pedestrian route, not near a station, peak time bus route or cycle route 16. Not on a pedestrian route, not near a station, peak time bus route or cycle route 17. Not on a pedestrian route, not near a station, peak time bus route or cycle route 18. Not on a pedestrian route, not near a station, peak time bus route or cycle route 19. Not on a pedestrian route, not near a station, peak time bus route or cycle route 20. Not on a pedestrian route, not near a station, peak time bus route or cycle route 21. Not on a pedestrian route, not near a station, peak time bus route or cycle route 22. Not on a pedestrian route, not near a station, peak time bus route or cycle route 23. Not on a pedestrian route, not near a station, peak time bus route or cycle route 24. Not on a pedestrian route, not near a station, peak time bus route or cycle route 25. Not on a pedestrian route, not near a station, peak time bus route or cycle route 26. Not on a pedestrian route, not near a station, peak time bus route or cycle route 27. Not on a pedestrian route, not near a station, peak time bus route or cycle route 28. Not on a pedestrian route, not near a station, peak time bus route or cycle route 29. Not on a pedestrian route, not near a station, peak time bus route or cycle route 30. Not on a pedestrian route, not near a station, peak time bus route or cycle route 31. Not on a pedestrian route, not near a station, peak time bus route or cycle route 32. Not on a pedestrian route, not near a station, peak time bus route or cycle route 33. Not on a pedestrian route, not near a station, peak time bus route or cycle route 34. Not on a pedestrian route, not near a station, peak time bus route or cycle route 35. Not on a pedestrian route, not near a station, peak time bus route or cycle route 36. Not on a pedestrian route, not near a station, peak time bus route or cycle route 37. Not on a pedestrian route, not near a station, peak time bus route or cycle route 38. Not on a pedestrian route, not near a station, peak time bus route or cycle route 39. Not on a pedestrian route, not near a station, peak time bus route or cycle route 40. Not on a pedestrian route, not near a station, peak time bus route or cycle route 41. Not on a pedestrian route, not near a station, peak time bus route or cycle route 42. Not on a pedestrian route, not near a station, peak time bus route or cycle route 43. Not on a pedestrian route, not near a station, peak time bus route or cycle route 44. Not on a pedestrian route, not near a station, peak time bus route or cycle route 45. Not on a pedestrian route, not near a station, peak time bus route or cycle route 46. Not on a pedestrian route, not near a station, peak time bus route or cycle route 47. Not on a pedestrian route, not near a station, peak time bus route or cycle route 48. Not on a pedestrian route, not near a station, peak time bus route or cycle route 49. Not on a pedestrian route, not near a station, peak time bus route or cycle route 50. Not on a pedestrian route, not near a station, peak time bus route or cycle route 51. Not on a pedestrian route, not near a station, peak time bus route or cycle route 52. Not on a pedestrian route, not near a station, peak time bus route or cycle route 53. Not on a pedestrian route, not near a station, peak time bus route or cycle route 54. Not on a pedestrian route, not near a station, peak time bus route or cycle route 55. Not on a pedestrian route, not near a station, peak time bus route or cycle route 56. Not on a pedestrian route, not near a station, peak time bus route or cycle route 57. Not on a pedestrian route, not near a station, peak time bus route or cycle route 58. Not on a pedestrian route, not near a station, peak time bus route or cycle route 59. Not on a pedestrian route, not near a station, peak time bus route or cycle route 60. Not on a pedestrian route, not near a station, peak time bus route or cycle route 61. Not on a pedestrian route, not near a station, peak time bus route or cycle route 62. Not on a pedestrian route, not near a station, peak time bus route or cycle route 63. Not on a pedestrian route, not near a station, peak time bus route or cycle route 64. Not on a pedestrian route, not near a station, peak time bus route or cycle route 65. Not on a pedestrian route, not near a station, peak time bus route or cycle route 66. Not on a pedestrian route, not near a station, peak time bus route or cycle route 67. Not on a pedestrian route, not near a station, peak time bus route or cycle route 68. Not on a pedestrian route, not near a station, peak time bus route or cycle route 69. Not on a pedestrian route, not near a station, peak time bus route or cycle route 70. Not on a pedestrian route, not near a station, peak time bus route or cycle route 71. Not on a pedestrian route, not near a station, peak time bus route or cycle route 72. Not on a pedestrian route, not near a station, peak time bus route or cycle route 73. Not on a pedestrian route, not near a station, peak time bus route or cycle route 74. Not on a pedestrian route, not near a station, peak time bus route or cycle route 75. Not on a pedestrian route, not near a station, peak time bus route or cycle route 76. Not on a pedestrian route, not near a station, peak time bus route or cycle route 77. Not on a pedestrian route, not near a station, peak time bus route or cycle route 78. Not on a pedestrian route, not near a station, peak time bus route or cycle route 79. Not on a pedestrian route, not near a station, peak time bus route or cycle route 80. Not on a pedestrian route, not near a station, peak time bus route or cycle route 81. Not on a pedestrian route, not near a station, peak time bus route or cycle route 82. Not on a pedestrian route, not near a station, peak time bus route or cycle route 83. Not on a pedestrian route, not near a station, peak time bus route or cycle route 84. Not on a pedestrian route, not near a station, peak time bus route or cycle route 85. Not on a pedestrian route, not near a station, peak time bus route or cycle route 86. Not on a pedestrian route, not near a station, peak time bus route or cycle route 87. Not on a pedestrian route, not near a station, peak time bus route or cycle route 88. Not on a pedestrian route, not near a station, peak time bus route or cycle route 89. Not on a pedestrian route, not near a station, peak time bus route or cycle route 90. Not on a pedestrian route, not near a station, peak time bus route or cycle route 91. Not on a pedestrian route, not near a station, peak time bus route or cycle route 92. Not on a pedestrian route, not near a station, peak time bus route or cycle route 93. Not on a pedestrian route, not near a station, peak time bus route or cycle route 94. Not on a pedestrian route, not near a station, peak time bus route or cycle route 95. Not on a pedestrian route, not near a station, peak time bus route or cycle route 96. Not on a pedestrian route, not near a station, peak time bus route or cycle route 97. Not on a pedestrian route, not near a station, peak time bus route or cycle route 98. Not on a pedestrian route, not near a station, peak time bus route or cycle route 99. Not on a pedestrian route, not near a station, peak time bus route or cycle route 100. Not on a pedestrian route, not near a station, peak time bus route or cycle route		2	The site is located within 500m of a bus route. These are bus routes 7, 46 and 74	GGP - 500m bus routes under 2011, approach bus stop locations - 2010, Bus routes 2011, Cycle network development
22. Strategic Location	1. Within a Metropolitan Conurbation (within 10 minutes of a junction) 2. Other Strategic Routes (within 5 miles drive time) 3. Sub-regional Centres (Manchester) 4. Other Large Towns (Birmingham)		3	The site is within 7mins drive time to the A444, to all other sites	Google Maps
23. Neighbourhood uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities	Written analysis		The neighbouring uses are residential and agricultural. The site is located near to Golf Drive, Lutterworth Road Local Centre	Site suggestion form, Site Visit
24. Sequential test and Brownfield/Brownfield	Edge of urban area, not in conurbation, be able to public use	Written analysis		The site is currently Green Belt but would be attached to the existing urban area if developed.	Site suggestion form, Professional judgement
25. Potential uses	Consider how site performs or does issues against the Development Plan etc. the NPPF	Written analysis		Due to the surrounding uses being mainly residential and industrial site located near to the residential area would need to be high standard e.g. B1/B8	Professional judgement
26. Assessment of ability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site the could be e.g. in a gateway	Written analysis		The site is adjacent to the urban area and is a location that developers would find attractive, although the surrounding residential area may put off perspective businesses. The financial viability of the site may be marginal given access market conditions. However, there are no major issues which would need to be overcome for the site to be developed. Achievability should not be in any doubt in the medium term, once the market has recovered.	Professional judgement
27. Other notes		Written analysis		The site suggestion form suggests that residential is the favoured use particularly as Taylor Wimpey is present.	Professional judgement
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of employment uses are they? If there are issues undertake an additional site assessment	Written analysis		The site is located near to Ashborough Fields, but is unlikely to impact on employment sites outside the Borough.	Professional judgement
29. Any other sites that affect the submission		Written analysis		Yes.	Review submissions
30. Site context	Include photos inclusive of location of photos	Written analysis			Professional judgement
31. NPPF/NPPG compliance	Consider how site performs or does issues against the Development Plan etc. the NPPF	Written analysis		The site is located in Green Belt paragraphs 79, 80 & 81	Professional judgement
32. Assessment against Emerging Borough Plan policies	Consider how site performs or does issues against the Development Plan etc. the NPPF	Written analysis		Supports the forward for employment use goes against creating strategic locations near existing successful employment sites.	Professional judgement
33. Indication of timescale for bringing the site forward		Written analysis		The site suggestion form suggests that development could take place immediately and that it would take 2 years to develop the site.	Site suggestion form, Professional judgement

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	If covered	Define		Newland Hall Farm, Newland Lane, Ash Green & Land north of Prologis Park (Zone 1), north of New Road, Keresley, Coventry & Land at Barker's Farm, Newland Lane
2. Site Reference		Define		ELKEMA 44446, NEWLAND
3. Site Address		Define		Newland Hall Farm, Newland Lane, Ash Green & Land north of Prologis Park (Zone 1), north of New Road, Keresley, Coventry & Land at Barker's Farm, Newland Lane
4. Site Size	Hectares	Define		17.22 hectares
5. Changeable	Identify ownership and whether there are any potential issues	Define		6 owners
6. Site Boundaries	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations/permissions etc.	Written analysis		None in last 10 years
9. Availability	Allocated Green Belt, white land etc. Identify any land designations that border the site (what is their proximity?)	No - Site is advertised as being available, or there are no obvious obstructions to immediately develop the site. No - Site is not immediately available (please state the reason)		Not all of land can be considered available.
10. Current land use & designation		Define		Current land use is agricultural
11. Market factor (1)		1. Attractive to National company 2. Attractive to Sub-Regional company 3. Attractive to Local company		Adjacent to Prologis development, close to M6, rail lines around site.
12. Market factor (2)		1. Market activity on same road or estate within the last 5 years 2. No evidence of market activity		0
13. Other possible negative impacts on economic factors e.g. tourism		Written analysis		
14. Physical Constraints (1)		5. Clear plot, no obstructions 4. Regular shaped plot, obstructed 3. Irregular shaped plot, obstructed 2. Irregular shaped plot, obstructed 1. Irregular shaped plot, obstructed		5
15. Physical Constraints (2)		3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome		3
16. Physical Constraints (3)		5. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome		2
17. Physical Constraints (4)		5. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome		2
18. Physical Constraints (5)	This is all inclusive so consider landscape, routes, biodiversity, etc.	3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome		2
19. Physical Constraints (6)		3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome		2
20. Access		5. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, indirect or restricted access to major road network 2. Restricted access for HGV's, restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network		3
21. Public Transport		5. Close to a station, peak time bus route and cycle route on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route, on a pedestrian route 2. Not near a station, peak time bus route or cycle route, on a pedestrian route 1. Not on a pedestrian route, not near a station, peak time bus route or cycle route NB1: "Close" = within about 10 minutes walk NB2: Peak time bus route defined as being a frequency of 2 buses per hour or more (6.00am - 9.00am)		4
22. Strategic Location		5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres (Nuneaton) 2. Other Large Towns (Bedworth) 1. All other sites		4
23. Neighbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses would they affect? Include reference to access to local amenities	Written analysis		agriculture and residential
24. Sequential test and Reasoning/development	Edge of urban area can be considered to be close to urban area	Written analysis		
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and accessibility issues	Written analysis		All industrial uses could be considered, although the development would need to be mindful of the industrial development
26. Assessment of viability	Issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be, e.g. is it a gateway site etc.	Written analysis		Viability of the entire site is questionable due to the constraints and the potential issues with the layout due to both potential development sites.
27. Other notes		Written analysis		
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this present?	Written analysis		The site is adjacent to the Prologis site.
29. Are there any other sites that adjoin this submission	If there are please undertake an additional site assessment	Written analysis		The site is adjacent to the ECOS expansion land.
30. Site status	Include photos inclusive of location of site.	Written analysis		
31. NPPF/NPDC compliance	Consider how site conforms or poses issues against the Development Plan in the NPPF.	Written analysis		The site is located in Green Belt paragraphs 79-82, particularly in reference to separation of settlements.
32. Assessment against Emerging Borough Plan policy	Consider how site conforms to requirements of PO.	Written analysis		The site is currently in the Green Belt but would offer an extension to the ECOS allocated land.
33. Indication of timescale for bringing site forward		Written analysis		Different users have different timescales.

Information to collect	Useful information	How to access	Score	Notes/Observations
1. Site Name	If provided	Define		Field at McDonnell Drive
2. Site Reference		Define		ELR035_NUN034_NUN089
3. Site Address		Define		Land at McDonnell Drive, Exhall, Coventry, CV7 9DT
4. Site Size	Hectares	Define		0.84
5. Changeable	Identify ownership and whether there are any potential issues	Define		3 owners
6. Site Boundary	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or designations etc.	Written analysis		Green Belt
9. Availability	Allocated, Green Belt, white land etc. Identify any land designations that border the site (what is their context?)	Yes - Site is advertised as being available, or there are no obvious obstructions to immediately develop the site No - Site is not immediately available (please state the reason)	Yes	
10. Current land use & destination		Define		Equitation location, currently Green Belt. The site is adjacent to a potential wildlife site 'Moat House, Exhall'
11. Market factor (1)	1. Attractive to National company 2. Attractive to Sub-Regional company 3. Attractive to Local company	1. Market activity on same land or estate within the last 5 years 2. No evidence of market activity		Location is good but prominence and size of site is likely to be unattractive.
12. Market factor (2)				Discussions with Waterlo Housing Association but nothing more
13. Other possible negative impacts on adjacent farms & a. location		Written analysis		Most are a car park during events at Ricoh, used as site of primary school
14. Physical Constraints (1)		1. Clear plot, no obstructions 2. Regular shaped plot, unfragmented 3. Regular shaped plot, fragmented 4. Irregular shaped plot, unfragmented 5. Irregular shaped plot, fragmented		Obstructed to North by M5, access of the site off McDonnell Drive is not an issue in itself
15. Physical Constraints (2)		3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome		
16. Physical Constraints (3)		3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome		
17. Physical Constraints (4)		3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome		
18. Physical Constraints (5)	This is all inclusive to consider landscape features, biodiversity, ecology etc.	3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome		The site is adjacent to a potential wildlife site
19. Physical Constraints (6)		3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome		There are no immediate infrastructure concerns apart from the usual supply of electricity, water etc. Road improvements may be necessary of the site was taken through for employment
20. Access	5. Either adjoining main road or roadway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, indirect or restricted access to major road network 2. Restricted access for HGVs, restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network			Access to major road network is ideal. However the road itself is narrow and the visibility splay is reduced
21. Public Transport	4. Close to a station, peak time bus route and cycle route, on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route, on a pedestrian route 2. Not near a station, peak time bus route or cycle route, on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB: "Close" is written about 10 minutes walk NB: Peak time bus route defined as being a frequency of 2 buses per hour or more Miles, etc.			Site is within 500m of a bus route. However, accessing this would be difficult to nature of surrounding roads. Routes which pass the site are 26, 28, 72
22. Strategic Location		5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minutes drive time) 3. Sub-regional Centres (Nearest) 2. Other Large Towns (Nearest) 1. All other sites		
23. Neighbouring uses	Describe the neighbouring uses, where site they located, what sort of employment uses would this affect? Include reference to access to local amenities	Written analysis		agricultural and residential care home.
24. Sequential test and Brownfield/Whitefield	Edge of urban area can be considered to be close to urban area	2. Within urban area, Brownfield 4. Edge of urban area, Brownfield, Edge of urban area 3. Edge of urban area, Partial Greenfield/Brownfield majority 2. Outside of urban area, Brownfield, Outside of urban area 1. Outside of urban area, Greenfield, Outside of urban area, Partial Greenfield/Brownfield majority 0. Outside of urban area, Greenfield		
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and neighbouring uses	Written analysis		Employment uses would have to be mindful of care home, but all B use classes could be considered
26. Assessment of viability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site etc.	Written analysis		The site is unlikely to be viable due to the improvements needed for the road network to allow HGVs to access the site safely.
27. Other notes		Written analysis		
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications regarding site location? If there are other undeveloped sites additional site assessment, inclusive of location of photos	Written analysis		The site is located near to Baylton Road industrial estate but not close enough to be considered part of it.
29. Are there any other sites that adjust this submission		Written analysis	Yes	ELR015
30. Site photos	Consider how site confirms or poses issues against the Development Plan for the area, NPPF	Written analysis		
31. NPPF/NPDC compliance	Consider how site confirms or poses issues against the Development Plan for the area, NPPF	Written analysis		
32. Assessment against Emerging Risks/Plan Indicators	Consider how site confirms or poses issues against the Development Plan for the area, NPPF	Written analysis		Green Belt site and not in line with settlement boundaries
33. Indication of timescale for bringing site forward		Written analysis		Applicant has indicated that the site is available immediately.

Information to collect	Useful information	How to access	Score	Notes/Observations
1. Site Name	If provided	Define		North West junction of Cowley Road & Wilsons Lane, Enthal & South of Wilsons Lane, Enthal
2. Site Reference		Define		ELP036
3. Site Address		Define		Wilsons Lane, Enthal
4. Site Size	Hectares	Define		4.93 hectares
5. Changeable	Identify ownership and whether there are any potential issues	Define		3 points
6. Site Boundary	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations	Written analysis		The site circa 25 years ago had some planning consent for a residential development which has since been abandoned
9. Availability	Allocated, Green Belt, white land etc. Identify any land designations that border the site (what is their position?)	Yes - Site is advertised as being available, or there are no obvious obstructions to immediately develop the site No - Site is not immediately available (please state the reason)	No	Applicant has indicated site is available immediately but likely to come forward within next 5 years. However, the site is not currently cleared and is still working as commercial vehicle sales.
10. Current land use & destination		Define		Part of site has a commercial retail in the form of vehicle sales and the remainder is used as pastoral land. Green Belt. Vacant site subject to a agricultural tenancy but has not been actively used for a number of years.
11. Market factor (1)	3. Attractive to National economy 2. Attractive to Sub-Regional economy 1. Attractive to Local economy		3	Site is located close to Blunton Road
12. Market factor (2)	1. Market activity on same land or estate within the last 5 years 0. No evidence of market activity		0	
13. Other possible negative impacts on economic factors & a location		Written analysis		
14. Physical Constraints (1)	5. Clear plot, no obstructions 4. Regular shaped plot, untrammelled 3. Regular shaped plot, trammelled 2. Irregular shaped plot, untrammelled 1. Irregular shaped plot, trammelled		5	Overall the plot is fine except for the boundary line which forms a triangle into the site along the southern boundary.
15. Physical Constraints (2)	3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome		3	
16. Physical Constraints (3)	3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome		3	Flooding a very minor issue on site due to a very small part in the southern part of the site being susceptible to surface water flooding.
17. Physical Constraints (4)	3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome		3	Part of the site has been identified as having a low contamination risk due to a pond. A ground investigation / contamination study is recommended.
18. Physical Constraints (5)	This is all inclusive to consider landscape features, biodiversity, ecology etc. 3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome		3	A part of the southern boundary has been depicted a potential wildlife site, "Wilsons Lane"
19. Physical Constraints (6)	3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome		3	A section of the site has a pylon running through it but this wouldn't stop development of the site.
20. Access	5. Either adjoining main road or roadway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, indirect or restricted access to major road network 2. Restricted access for HGVs, restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network		5	
21. Public Transport	4. Close to a station, peak time bus route and cycle route, on a pedestrian route 3. Close to a station or peak time bus route or cycle route, on a pedestrian route 2. Not near a station, peak time bus route or cycle route, on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1: "Close" is written about 10 minutes walk NB2: Peak time bus route defined as being a frequency of 2 buses per hour or more NB3: etc.		4	The site is within 500m of a bus route. The closest stops pass the site are 200, 201, 202, 203, 204, 205
22. Strategic Location	5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minutes drive time) 3. Sub-regional Centres (Nearest) 2. Other Large Towns (Nearest) 1. All other sites		5	At B location 3 within 5 minutes drive
23. Neighbourhood uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities	Written analysis		Employment, agriculture
24. Sequential test and Brownfield/Brownfield	Edge of urban area can be considered to be close to urban area	Written analysis		
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and neighbouring uses	Written analysis		All B use classes could be considered
26. Assessment of viability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding area, type of site this could be e.g. is it a gateway site etc.	Written analysis		There are no immediate issues to consider the site viable. However, junction improvements may be needed to bring the site forward.
27. Other notes		Written analysis		
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this have?	Written analysis		The site would sit adjacent to School Lane and Blunton Road employment sites.
29. Are there any other sites that adjust the submission	If there are please undertake an additional site assessment	Written analysis	Yes	
30. Site photos	Inclusive of location of photos	Written analysis		
31. NPPF/NPPG compliance	Consider how site conforms to policies in the Development Plan including NPPF	Written analysis		The site is located in Green Belt paragraphs 79-92.
32. Assessment against Emerging Recovery Plan index	Consider how site conforms to policies in the Development Plan including NPPF	Written analysis		The site is currently Green Belt but would conform to the settlement hierarchy.
33. Indication of timescale for bringing site forward		Written analysis		The applicant has indicated the site could be developed in the next 5 years.

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	If provided	Define		Land at Whitestone Farm, Bullockton Lane
2. Site Reference		Define		EA 2027
3. Site Address		Define		Bullockton Lane, Whitestone
4. Site Size	Reference	Define		116.61 hectares
5. Changeable	Identify ownership and whether there are any potential issues	Define		1 owner
6. Site Boundary	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or applications etc.	Within analysis		
9. Availability	Identify any land designations that border the site (what is their amenity?)	Yes		
10. Current land use & designation		Define		agriculture
11. Market factor (1)		1. Attractive to National company 2. Attractive to Sub-Regional company 3. Attractive to Local company		Not near any existing employment areas, but could become well connected to Barnsley along Colton Lane
12. Market factor (2)		1. Market activity on same road or roads within the last 5 years 2. No evidence of market activity		
13. Other possible negative impacts on economic factors & location		Within analysis		Would connect Whitestone with ribbon development from Bullockton
14. Physical Constraints (1)		1. No obstructions 2. Regular shaped plot, rectangular 3. Regular shaped plot, triangular 4. Irregular shaped plot, rectangular 5. Irregular shaped plot, triangular		There are no obstructions to the site, although the northern element of the site is bounded by Lutterworth Road and the east by the Ashby de la Zouch canal.
15. Physical Constraints (2)		1. No topography issues 2. Topography is an issue but relatively easy to overcome 3. Topography is an issue and would be challenging to overcome		3
16. Physical Constraints (3)		1. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 3. Flood risk is an issue and would be challenging to overcome		Ashby de la Zouch canal runs along the eastern part of the site and the majority of the eastern boundary is located within flood zones 2 and 3a. Parts of the site are susceptible to surface water flooding.
17. Physical Constraints (4)		1. No contamination issues 2. Contamination is an issue but relatively easy to overcome 3. Contamination is an issue and would be challenging to overcome		a very small part has been identified as being a potential low contamination risk due to a good
18. Physical Constraints (5)	This is all inclusive so 1. Natural features are an issue but relatively easy to overcome 2. Natural features are an issue and would be challenging to overcome	1. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 3. Natural features are an issue and would be challenging to overcome		The site is located next to a potential LWS, The Colt Course. There may be environmental constraints - potential loss of habitats, biodiversity and potentially important hedgerow. An ecological/habitat assessment is recommended to determine the extent of this.
19. Physical Constraints (6)		1. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 3. Infrastructure is an issue and would be challenging to overcome		Paths run across part of the site, but development could be brought forward around this. There are no immediate infrastructure concerns.
20. Access		1. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 2. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, indirect or restricted access to major road network 4. Restricted access for major road network 5. Restricted access for all commercial vehicles, severely restricted access to major road network		Easton Way and the A44 are accessible from the site
21. Public Transport		1. Close to railway, main time bus route and cycle route on a pedestrian route 2. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route on a pedestrian route 4. Not near a station, peak time bus route or cycle route on a pedestrian route 5. Not on a pedestrian route, not near a station, peak time bus route or cycle route NB: "Close" = within about 10 minutes walk NB2: Peak time bus route defined as being a frequency of 2 buses per hour or more (M30 - 6)		The site is within 500m of a bus route. The routes are available at 7, 26, 74. However it doesn't have a pedestrian route, therefore a score of 2 has been given.
22. Strategic Location		1. Motorway Corridor (within 5 miles of junction) 2. Other Strategic Roads (within 5 miles of junction) 3. Sub-regional Corridor (within 5 miles) 4. Other Local Towns (within 5 miles) 5. Other sites		The A5, A44 and M19 can be accessed in approx 10 minutes. Navigation Town Centre is accessed in 8 minutes.
23. Neighbourhood uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities	Within analysis		agriculture and residential
24. Sequential test and Brownfield/Inward	Edge of urban area can be considered to this score in other sites What type of employment uses would be acceptable - consider market analysis and topography	Within analysis		
25. Potential uses	Consider what sort of uses there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site etc.	Within analysis		26 employment B uses
26. Assessment of ability		Within analysis		It is uncertain whether development of the land for employment uses would be viable, particularly in terms of market attractiveness and how much of the land could actually be developed without joining Navigation to Bullockton.
27. Other notes		Within analysis		
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this result in?	Within analysis		No other employment sites nearby
29. Are there any other sites that require submission	If there are please indicate site assessment	Within analysis		Yes
30. Site photos	Consider how site conforms or poses issues against the Development Plan etc. the MFC	Within analysis		
31. NPFF/NPFC compliance	Consider how site conforms to provisions of PO	Within analysis		The site is located in Green Belt paragraphs 79 - 80, particularly in reference to separation of agricultural uses.
32. Assessment against Emerging Risks/Disasters		Within analysis		The site would be within Green Belt but would meet the settlement hierarchy of the Borough. However, it would go against the need to keep agricultural areas.
33. Indication of timescale for bringing site forward		Within analysis		site is available immediately though viability issues would need to be resolved

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	If provided	Define		Land at Barker's Farm, Newland Lane
2. Site Reference		Define		EA/2016
3. Site Address		Define		Barker's Farm, Newland Lane
4. Site Size	Reference	Define		40.37 hectares
5. Changeable	Identify ownership and whether there are any potential issues	Define		5 owners
6. Site Boundary	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or restrictions etc.	Written analysis		Site is identified as being available, or there are no obvious obstructions to immediately develop the site. No - Site is not immediately available (please state the reasons)
9. Availability	Assess: Current ten, while land etc. Identify any land designations that border the site (what is their priority?)	Yes		Not all parts of the site are available
10. Current land use & designation		Define		agriculture
11. Market factor (1)		1. Attractive to National company 2. Attractive to Sub-Regional company 3. Attractive to Local company		The site would have prominence to the M6, but is disconnected from any other employment sites and access roads would be an issue. Adjacent to Protidge development, close to M6, rural views around etc.
12. Market factor (2)		1. Market activity on same road or roads within the last 5 years 2. No evidence of market activity		
13. Other possible negative impacts on economic factors e.g. location		Written analysis		Development of whole site would be considerably out of character with the area
14. Physical Constraints (1)		1. No topography issues 2. Topography is an issue but relatively easy to overcome 3. Topography is an issue and would be challenging to overcome		Part of the site is obstructed by residential to the west but there are still plenty of access opportunities & locations around the site.
15. Physical Constraints (2)		3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome		Parts of the site has been identified as Flood zone 2 and 3a. Development could take place around the flood zones but this would split the site. 2. Other areas are susceptible to surface water flooding
16. Physical Constraints (3)		3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome		It has been identified that a small part of the site has a potential low risk of contamination due to a spill on the south eastern boundary.
17. Physical Constraints (4)		1. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 3. Natural features are an issue and would be challenging to overcome		There are potential environmental constraints - potential loss of habitats, biodiversity and potentially important hedgerows. An ecological/habitat assessment is recommended to determine the extent of this. In landscape terms, the principal value of this area of land is the combination of 1, together with the land to the south and east of Royal Oak Lane, makes to the separation of the dispersed settlement pattern in this area. Whilst development may be accommodated in the more discreet western part (north and east of Barker's Farm) it would truncate the flow of the valley which assists with maintaining the separate identity of Ash Green and is therefore full out development is not recommended. The north western part of the site is a local access route. Spence Road
18. Physical Constraints (5)		3. This area is not infrastructure 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome		Power lines cross the southern part of the site. Development could be accommodated around these, but would further reduce the potential development area.
19. Physical Constraints (6)		5. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, indirect or restricted access to major road network 2. Restricted access for HGVs, restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network		Access from New Road is unlikely to be an issue. However, some of the roads leading to the site are a little narrow or steep, particularly where right hand turns are needed for large HGVs. A better access solution would be to connect to the Protidge Park via ECOU to Central Boulevard.
20. Access		1. Not near a station, peak time bus route or cycle route, on a pedestrian route 2. Not near a station, peak time bus route or cycle route, on a pedestrian route 3. Not on a pedestrian route, not near a station, peak time bus route or cycle route 4. Not near a station, peak time bus route or cycle route, on a pedestrian route 5. Not near a station, peak time bus route or cycle route, on a pedestrian route 6. Not near a station, peak time bus route or cycle route, on a pedestrian route 7. Not near a station, peak time bus route or cycle route, on a pedestrian route 8. Not near a station, peak time bus route or cycle route, on a pedestrian route 9. Not near a station, peak time bus route or cycle route, on a pedestrian route 10. Not near a station, peak time bus route or cycle route, on a pedestrian route 11. Not near a station, peak time bus route or cycle route, on a pedestrian route 12. Not near a station, peak time bus route or cycle route, on a pedestrian route 13. 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Not near a station, peak time bus route or cycle route, on a pedestrian route 62. Not near a station, peak time bus route or cycle route, on a pedestrian route 63. Not near a station, peak time bus route or cycle route, on a pedestrian route 64. Not near a station, peak time bus route or cycle route, on a pedestrian route 65. Not near a station, peak time bus route or cycle route, on a pedestrian route 66. Not near a station, peak time bus route or cycle route, on a pedestrian route 67. Not near a station, peak time bus route or cycle route, on a pedestrian route 68. Not near a station, peak time bus route or cycle route, on a pedestrian route 69. Not near a station, peak time bus route or cycle route, on a pedestrian route 70. Not near a station, peak time bus route or cycle route, on a pedestrian route 71. Not near a station, peak time bus route or cycle route, on a pedestrian route 72. Not near a station, peak time bus route or cycle route, on a pedestrian route 73. 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Not near a station, peak time bus route or cycle route, on a pedestrian route 98. Not near a station, peak time bus route or cycle route, on a pedestrian route 99. Not near a station, peak time bus route or cycle route, on a pedestrian route 100. Not near a station, peak time bus route or cycle route, on a pedestrian route		The site is within 500m of a bus route. Bakers Road (A66) is adjacent to the site. Other routes which pass the site are 56, 57 & 58.
21. Public Transport		5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 mins drive time) 3. Sub-regional Corridor (Newland) 2. Other Large Towns (Bakerston) 1. All other sites		The A444 is within 5 minutes drive time.
22. Strategic Location				
23. Neighbourhood uses		Written analysis		agriculture and residential
24. Sequential test and Brownfield/lowland		Written analysis		
25. Potential uses		Written analysis		All 6 uses classes could be considered
26. Assessment of ability		Written analysis		Viability of the site is questionable due to the constraints and lack of potential development area. While other parts are more likely to be viable as there are no known existing constraints and the site is likely to be attractive to the market if it becomes part of the Protidge estate.
27. Other notes		Written analysis		
28. Connectivity to other existing employment sites		Written analysis		The site is adjacent to the Protidge site.
29. Are there any other sites that adjacent		Written analysis		Yes
30. Site photos		Written analysis		
31. NPPF/NPPG compliance		Written analysis		The site is located in Green Belt paragraphs 79 - 80, particularly in reference to separation of settlements.
32. Assessment against Emerging Borough Plan policy		Written analysis		The site is currently in the Green Belt but would offer an extension to the ECOU allowed site.
33. Indication of timescale for bringing into forward		Written analysis		Site available immediately

Information to collect	Useful information	How to access	Score	Notes/Observations
1. Site Name	If provided	Define		Land at Woodford Close & Land at Bowling Green Lane and Rr Close Road, Exhal
2. Site Reference		Define		R1070
3. Site Address		Define		Land at Woodford Close & Land at Bowling Green Lane and Rr Close Road, Exhal
4. Site Size	Hectares	Define		60.92ha
5. Ownership	Identify ownership and whether there are any potential issues	Define		2 owners
6. Site Boundary	Misc	Define		
7. Site location in Borough context	Misc	Define		
8. Site History	Previous allocations or permissions on site	Write analysis		01/12/17 Change of use from agricultural land to include car park and church garden (land east of Bell Drive, off Church Lane)
9. Availability	Allocated, Green Belt, white land etc. Identify any land designations that border the site (what is their proximity?)	Yes. Site is advertised as being available, or there are no obvious obstructions to immediately develop the site. No. Site is not immediately available (please state the reason)	Yes	Discussions in hand and site is available
10. Current land use & designation		Define		Agricultural and Green Belt
11. Market factor (1)		5. Attractive to National company 2. Attractive to Sub-Regional company 1. Attractive to Local company	5	Parts of the site would be attractive to national companies if developed to a high standard
12. Market factor (2)		1. Market activity on same road or estate within the last 5 years 0. No evidence of market activity	0	
13. Other possible negative impacts on economy factors e.g. tourism		Write analysis		Possibility of having negative effect on the ancient scheduled monument, Barratt's Farmhouse a grade II listed building is close to the site.
14. Physical Constraints (1)		4. Clear plot, no obstructions 3. Regular shaped plot, obstructed 2. Irregular shaped plot, fragmented 1. Irregular shaped plot, obstructed	4	The sites are separated by roads
15. Physical Constraints (2)		3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome	3	
16. Physical Constraints (3)		3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome	3	Parts of the site are classed as being in flood zones 2, 3a and 3b to the east of bowling green lane and south of School Lane. However, large parts of the site are unaffected. A flood risk assessment would be required to determine the flood risk of the site.
17. Physical Constraints (4)		3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome	3	There are some potential low risk contamination issues in parts of the site and adjacent to the sites
18. Physical Constraints (5)	This is all inclusive of natural landscape features, biodiversity, etc.	3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome	3	There may be environmental constraints - potential loss of habitats, biodiversity and potentially important hedgerows. An ecological/habitat assessment is recommended to determine the extent of this. Part of the access to the site has been raised as a potential wildlife site 'Barrett's Farm Lane'. Landscape character study is completed as a TEP study
19. Physical Constraints (6)		3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome	3	Pylons cover part of a small part of the site but there is sufficient space around them. The applicant has not indicated any other constraints at this site.
20. Access		5. Either adjoining main road or roadway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, indirect or restricted access to major road network 2. Restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network	5	There are multiple access opportunities. The site can not currently be accessed off the A44, but this would improve access to the site. Access is currently along a farm track which runs adjacent to residential housing and is shared with the adjacent site. The boundary doesn't reach the A44, so this is not an option unless agreements were sought with the landowners. The applicant has raised the possibility of gaining access from adjoining site at Wheelwright Lane. Although this site has only been put forward for housing.
21. Public Transport		4. Close to a station, peak time bus route and cycle route, on a pedestrian route 3. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 2. Not near a station, peak time bus route or cycle route, on a pedestrian route 1. Not on a pedestrian route, not near a station, peak time bus route or cycle route NB: "Close" is written about 10 minutes walk NB: Peak time bus route defined as being a frequency of 2 buses per hour or more	4	The site is within 500m of a bus route. Route 201 runs around the sites. The sites are close to routes 58, 57 and 768. Cycle route within 10 minutes walk from part of the site, but not all.
22. Strategic Location		5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minutes drive time) 3. Sub-regional Centres (Nearest) 2. Other Large Towns (Nearest) 1. All other sites	5	M5 Junction 3 within 5 minutes
23. Neighbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities	Write analysis		residential, agricultural
24. Sequential test and Brownfield/contaminated	Edge of urban area can be considered to be outside of urban area	Write analysis		
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and potential uses	Write analysis		Wherever the main access points are well defined the uses. However, if access issues could be resolved all employment uses could be considered.
26. Assessment of viability	Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site etc.	Write analysis		Due to the size of the site and location. The site is likely to be viable. However, further flood risk investigation would be required. In addition it is unlikely that all the sites would be developed out as this would reduce the separation between Berrys Bank and Bell Drive.
27. Other issues		Write analysis		
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this have?	Write analysis		The Gallagher industrial estate is opposite this site and the Prologis development would be near by.
29. Are there any other sites that inform this submission	If there are please undertake an additional site assessment	Write analysis		
30. Site photos	Include photos inclusive of location of plots	Write analysis		
31. NPPF/NPPG compliance	Consider how site conforms or does not conform against the Development Plan for the NPPF	Write analysis		The site is located in Green Belt paragraphs 79-82, particularly in reference to separation of settlements.
32. Assessment against Emerging Borough Plan policy	Consider how site conforms to the requirements of PO	Write analysis		Green Belt. The north part of the site would meet the settlement hierarchy other parts would go against settlement hierarchy.
33. Indication of timescale for bringing site forward		Write analysis		Applicant has indicated site is available immediately.

Information to collect	Method information	How to score	Score	Notes/Observations
1. Site Title	Address	EDC1		
2. Site Reference	Address	EDC1		
3. Site Area	Address	EDC1		
4. Ownership	Identify ownership and control. Who are any related firms?	EDC1		
5. Site Location	Address	EDC1		
6. Site History	Previous occupants, previous uses etc.	EDC1		
7. Availability	Historical, Green Belt, white land etc. Identify any land designations that border the site (where is the green belt?)	EDC1		
8. Current land use & occupation	Address	EDC1		
9. Market Factor (1)		EDC1		
10. Market Factor (2)		EDC1		
11. Other possible negative impacts on adjacent sites & buildings		EDC1		
12. Physical Constraints (1)		EDC1		
13. Physical Constraints (2)		EDC1		
14. Physical Constraints (3)		EDC1		
15. Physical Constraints (4)		EDC1		
16. Physical Constraints (5)		EDC1		
17. Physical Constraints (6)		EDC1		
18. Physical Constraints (7)		EDC1		
19. Physical Constraints (8)		EDC1		
20. Access		EDC1		
21. Urban Form		EDC1		
22. Street Location		EDC1		
23. Street Location		EDC1		
24. Separated and Connected?		EDC1		
25. Separated and Connected?		EDC1		
26. Assessment of public		EDC1		
27. Other notes		EDC1		
28. Connectivity to other existing employment sites		EDC1		
29. Are there any other sites that adjacent to the site?		EDC1		
30. Site status		EDC1		
31. Assessment of Emerging		EDC1		
32. Evaluation of proposals for bringing the site forward		EDC1		

Information to collect	Identify information	How to score	Score	Notes/Observations
1. Site Name	1. Available	1. Available	100%	100% Pass
2. Site Address	2. Defined	2. Defined	100%	100% Pass
3. Site Location	3. Defined	3. Defined	100%	100% Pass
4. Site Size	4. Defined	4. Defined	100%	24.41
5. Ownership	5. Identified	5. Identified	100%	1 owner
6. Site Boundaries	6. Defined	6. Defined	100%	
7. Site History	7. Defined	7. Defined	100%	
8. Availability	8. Available	8. Available	100%	The owner has indicated that the site is available.
9. Potential land use & development	9. Identified	9. Identified	100%	Residential - Green Belt
10. Market factor (1)	10. No evidence of market activity	10. No evidence of market activity	0	Market activity on Bermuda Industrial Estate, but none on particular road.
11. Market factor (2)	11. No evidence of market activity	11. No evidence of market activity	0	Market activity on Bermuda Industrial Estate, but none on particular road.
12. Other possible negative impacts on economic factors at a location	12. No evidence of market activity	12. No evidence of market activity	0	Historic link to George Eliot on Fruit lands Farm. Development within the Strategic Site could impact upon possible archaeological features.
13. Physical Constraints (1)	13. No topography issues	13. No topography issues	100%	No issues
14. Physical Constraints (2)	14. No flood risk issues	14. No flood risk issues	100%	No issues
15. Physical Constraints (3)	15. No contamination issues	15. No contamination issues	100%	Parts of the site have been identified as having a potential low contamination risk due to former operations.
16. Physical Constraints (4)	16. No infrastructure issues	16. No infrastructure issues	100%	Highway improvements are likely to be needed for Gipsy Lane and Giff Island in order to cope with additional traffic.
17. Physical Constraints (5)	17. No access issues	17. No access issues	100%	Site located close to A444
18. Physical Constraints (6)	18. No public transport issues	18. No public transport issues	100%	The site is located near to the area proposed for the Bermuda train station as part of the H2020 scheme. This will improve the public transport access and the site's attractiveness and overall sustainability if a pedestrian access is delivered at the north of the site then the site is close to public transport.
19. Strategic Location	19. Defined	19. Defined	100%	The site is located near to the area proposed for the Bermuda train station as part of the H2020 scheme. This will improve the public transport access and the site's attractiveness and overall sustainability if a pedestrian access is delivered at the north of the site then the site is close to public transport.
20. Neighbourhood uses	20. Defined	20. Defined	100%	Local 2020/21 Sites: Quays, Residential, Employment, Agriculture
21. Sequential test and Brownfield/Redeveloped	21. Defined	21. Defined	100%	
22. Potential uses	22. Defined	22. Defined	100%	All B use classes could be considered. Although any uses near to the proposed residential area should be mindful of the surrounding area.
23. Relationship of adjacent sites	23. Defined	23. Defined	100%	
24. Connectivity to other existing employment sites	24. Defined	24. Defined	100%	Not connected to Bermuda Industrial Estate.
25. Are there any other sites that adjoin the submission	25. Defined	25. Defined	100%	Proposed housing site.
26. Site phasing	26. Defined	26. Defined	100%	
27. APP/PP/PPA compliance	27. Defined	27. Defined	100%	The site is located in Green Belt category 79 - 01.
28. Assessment against Emerging Economic Sites criteria	28. Defined	28. Defined	100%	Aligned with Local Plan/PPA/PPA. Would otherwise be a Green Belt site.
29. Incidence of pressures for blighting the location	29. Defined	29. Defined	100%	There are no indications to suggest that the site could be blighted from the surrounding area.

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	1. ECCC Street			ECCC Street
2. Site Reference	2. Duline			ECCC Street
3. Site Address	3. Duline			Land: Inverness County Road and St Georges Way
4. Site Size	4. Hectares			12.00
5. Ownership	5. Identify ownership and whether there are any potential issues			2 owners
6. Site Boundary	6. Main			
7. Site location in Borough context	7. Main			
8. Site History	8. Previous allocations or occupancies			Written analysis
9. Availability	9. Yes - Site advertised as being available, or there are no obvious obstructions to immediately develop the site No - Site is not immediately available (please state the reason)			The owners have indicated that the site is available
10. Current land use & designation	10. Allocated Green Belt, white land etc. Identify any land designations that border the site (either at their proximity?)			The majority of the site is Green Belt, except for the northern parcel which is in former Red Charge Giff Street
11. Market factor (1)	11. Attractive to Sub-Regional company 12. Attractive to local company 13. Road or estate within the last 5 years 14. No evidence of market			The site is located off Coventry Road and is bound by the railway line to the West. The railway would help with the lack of prominence for the site & development was visible from the railway. The location of the site is a disadvantage. The site is not a prime location for a business.
12. Market factor (2)	12. Development within the Strategic Site could impact upon possible archaeological features. Overall the Strategic Site is considered to be of medium - high sensitivity, it appears likely that any unrecorded archaeological features could exist within the northern quarter of the site that has not been queried. The presence of such features would be unlikely to prevent future development, however, further investigative works will be required in order to clarify the archaeological potential before any development takes place.			
13. Other possible negative impacts on economic factors e.g. tourism	13. Mitigation may comprise further recording and excavation (preservation by record) or preservation in situ of significant sites if these are identified during the investigation. The northern part of the western site would be likely to impact upon features associated with the Deansford Medical Dispensary which is located immediately to the north. Overall the Strategic Site is considered to be of high sensitivity. It is highly likely that features associated with the former industrial settlement located immediately to the north of the Site may extend into the Strategic Site. While the presence of such features would not necessarily prohibit future development within the Strategic Site, it is considered that further investigative work would be required in order to clarify the potential prior to any development taking place. Trenching Excavation will help to clarify the nature of the possible archaeological resource within the Strategic Site.			
14. Physical Constraints (1)	14. 5. Clear path, no obstructions 6. Regular shaped plot, demarcated 7. Regular shaped plot, fragmented 8. Irregular shaped plot, demarcated 9. Irregular shaped plot, fragmented			The site is bound to roads and railway line. The Giff corner site also blocks any potential access near to the Giff roundabout. The shape of the site would restrict the overall distribution of any development due to its rectangular shape. The St George's Way part of the Bermuda estate has a similar constraint. Therefore, it is not enough of an issue to downgrade the scoring as it can be overcome but it does place a restriction on how any larger units might fit into the overall design of the site.
15. Physical Constraints (2)	15. 3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome			No issues
16. Physical Constraints (3)	16. 5. No flood risk issues 4. Flood risk is an issue but relatively easy to overcome 3. Flood risk is an issue and would be challenging to overcome			There is an area which crosses the middle of the site horizontally designed as being susceptible to intermediate surface water flooding. There is also a small area along the boundary with the site and the Giff corner site. Flood zone 2 also covers the area of the site. The scope of this would not be an issue to development.
17. Physical Constraints (4)	17. 5. No contamination issues 4. Contamination is an issue but relatively easy to overcome 3. Contamination is an issue and would be challenging to overcome			The middle of the site is identified as having a low risk or potential contamination due to the Giff Granite Quarries
18. Physical Constraints (5)	18. This is not an other natural feature of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome			The site forms part of the potential LVIS St George's Way East. There may be environmental constraints - covered loss of habitats, biodiversity and potentially important hedgerow. An ecological/habitat assessment is recommended to determine the extent of this. The site is located near to Giff Hollow Local Wildlife Site, which is across St George's Way from the site. Green Belt performance 3, TEP score 3.5, Agricultural grade 4
19. Physical Constraints (6)	19. 2. There are no infrastructure issues 1. Infrastructure is an issue and would be challenging to overcome			Highway improvements are likely to be needed for Giff Lane and Giff Island in order to cope with additional traffic.
20. Access	20. 5. Either adjoining main road or motorway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road (includes easy site access for all vehicles) 3. Easy site access for all vehicles, direct or restricted access to major road network 2. Restricted access for HEV's, restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network			Site located close to A444
21. Public Transport	21. 5. Close to station, peak time bus route and cycle route, on a pedestrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 3. Close to either a station or peak time bus route or cycle route on a pedestrian route 2. Not near a station, peak time bus route or cycle route, on a pedestrian route 1. Not on a pedestrian route, not near a station, peak time bus route or cycle route NEE: "Close" - either about 10 minutes walk NEE: Peak time bus route defined as being a frequency of 2 buses per hour or more (M60, F6)			The site is located near to the area proposed for the Bermuda train station as part of the M60/LE scheme. This will improve the public transport access to the site and improve local sustainability.
22. Strategic Location	22. 6. Meeting County Council's purpose of a junction 4. On Strategic Roads (within 5 miles drive time) 3. Sub-regional Centre (Parish) 2. Other Large Towns (Borough) 1. All other sites			The M6 Junction 3 and the A444 is within 5 minutes drive time
23. Neighbourhood uses	23. Describe the neighbourhoods, where are they located, what sort of employment uses would the area? Include reference to access to local amenities			adjacent site, residential, railway line, LVIS, employment
24. Sequential test and Brownfield/Whitefield	24. Edge of urban area can be considered to be close to other sites What type of employment uses would be acceptable - consider market requirements and any issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site and site e.g. is it a gateway site etc.			
25. Potential uses	25. Written analysis			All B use classes could be considered. Although any uses near to the proposed residential areas should be mindful of the surrounding uses. Also restrictions would apply to the uses within the HSE zone.
26. Assessment of ability	26. Written analysis			There are no immediate concerns in terms of issues to overcome, but there are issues which may affect the overall deliverability of the site. The HSE zone could be an issue as it reduces the potential use and scale of developments to the north. Also the constraints to the south may put off prospective businesses in terms of the uses which may be carried out nearby. The above would also need to be considered along with any mitigation measures for the natural features and any other issues.
27. Other issues	27. Written analysis			HSE zone covers part of the northern site due to a site on the existing employment site. Development in that area would be restricted to workplaces with less than 100 people and less than 5 animals. Workplaces with over 100 people and over 5 animals would only be acceptable in the middle and outer zones. Development outside of these zones would not be restricted.
28. Connectivity to other existing employment sites	28. Consider sites outside the Borough, what sort of implications would this have?			Well connected to Bermuda Industrial Estate
29. Are there any other sites that adjacent to the site	29. If there are please consider additional site information Include photos including location of site			No
30. Site status	30. Consider how site conforms or does not conform against the Development Plan Inc. the MFC			The site is located in Green Belt performance 3, TEP score 3.5
31. Assessment against Emerging Borough Plan policy	31. Consider how site conforms or does not conform against the Development Plan Inc. the MFC			Allocated site under Preferred Options. Would otherwise be a Green Belt site.
32. Indication of likelihood for bringing site forward	32. Written analysis			There are no indications to suggest that the site could be brought forward within the plan period.

Information to collect	Detailed information	How to score	Score	Notes/Observations
1. Site Name	A. Available	Deduce	2/200	
2. Site Address	Deduce		2/200	
3. Site Address	Deduce		2/200	
4. Site Size	Deduce		2/200	
5. Ownership	Deduce		2/200	
6. Site Boundaries	Deduce		2/200	
7. Site Boundaries	Deduce		2/200	
8. Site History	When analysis			
9. Availability	Allocated Green Belt sites level 2. Identify any land designations that border the site (what is it not within?)	Deduce		
10. Proposed Land Use / Development		Deduce		
11. Market Factor (1)				
12. Market Factor (2)				
13. Other possible negative impacts on				
14. Physical Constraints (1)				
15. Physical Constraints (2)				
16. Physical Constraints (3)				
17. Physical Constraints (4)				
18. Physical Constraints (5)				
19. Physical Constraints (6)				
20. Access				
21. Public Transport				
22. Proximity / Location				
23. Neighbourhood Issues				
24. Employment Issues				
25. Potential Issues				
26. Employment of other existing employment sites				
27. Other Notes				
28. Connectivity to other existing employment sites				
29. Are there any other sites that add to the submission?				
30. Site Address				
31. APP/PPDC compliance				
32. Assessment against Emerging Research Data Policy				
33. Information of relevance for bringing the forward				

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	1. Location	Define		EC03
2. Site Reference	2. Location	Define		EC03
3. Site Address	3. Location	Define		Proleg Park, Kewstey
4. Site Size	4. Location	Define		3.55
5. Ownership	Identify ownership and whether there are any special interests	Define		2 owner
6. Site Boundaries	6. Location	Define		
7. Site location in Borough context	7. Location	Define		
8. Site history	Previous allocations or commitments etc.	Written analysis		
9. Availability	Allocated Green Belt, white land etc. Identify any land designations that border the site (what is their constraint?)	Yes		
10. Current land use & designation	10. Location	1. Alternative to National company 2. Alternative to Sub-Regional company 3. Alternative to Local company		Current/In use used as country park
11. Market factor (1)	11. Market activity on same road or estate within the last 5 years	1. Market activity on same road or estate within the last 5 years		Would be considered as expansion of existing Proleg Park
12. Market factor (2)	12. No evidence of market activity	1. No evidence of market activity		
13. Other possible negative impacts on economic factors e.g. location	13. Other possible negative impacts on economic factors e.g. location	Written analysis		The Strategic Site does not appear to contain archaeological features following an earlier evaluation. Overall the Strategic Site is considered to be of low sensitivity. There are no archaeological aspects which could impact development within the Strategic Site. No key sensitivities have been identified and the site has been evaluated by an earlier archaeological investigation. No further investigative work will be required. It appears that the Strategic Site is suitable for development on cultural heritage grounds.
14. Physical Constraints (1)	14. Physical Constraints (1)	1. Clear plot, no obstructions 2. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 4. Irregular shaped plot, obstructed 5. Irregular shaped plot, fragmented		
15. Physical Constraints (2)	15. Physical Constraints (2)	3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to overcome		
16. Physical Constraints (3)	16. Physical Constraints (3)	3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome		Along the eastern boundary it has been identified that there is potential for surface water flooding.
17. Physical Constraints (4)	17. Physical Constraints (4)	3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome		
18. Physical Constraints (5)	18. Physical Constraints (5)	3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome		Due to the location of the country park and the pond adjacent to the site there may be environmental constraints - potential loss of habitats, biodiversity and potentially important hedgerows. An ecological/habitat assessment is recommended to determine the extent of this. Green Belt performance: 3 out of 5. TEP score: 4 & 4. Agricultural grade: 3.
19. Physical Constraints (6)	19. Physical Constraints (6)	3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome		
20. Access	20. Access	5. Either adjoining main road or railway junction with easy site access for all vehicles or access to rail, air and sea networks 4. Close to major road network, easy site access for all vehicles 3. Easy site access for all vehicles, indirect or restricted access to major road network 2. Restricted access for HGVs, restricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major road network		
21. Public Transport	21. Public Transport	4. Close to a station, peak time bus route and cycle route, on a pedestrian route 3. Close to a station or peak time bus route, close to cycle route, on a pedestrian route 2. Not near a station, peak time bus route or cycle route, on a pedestrian route 1. Not on a pedestrian route, not near a station, peak time bus route or cycle route NB: "Close" is written about 10 minutes walk NB: Peak time bus route defined as being a frequency of 2 buses per hour or more		The site is within 500m of a bus route with the nearest stops being Kewstey Marston Meadow and Kewstey, Green Drive 50.
22. Strategic Location	22. Strategic Location	5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minutes drive time) 3. Sub-regional Centres (Rural/Urban) 2. Other Large Towns (Rural/Urban) 1. All other sites		The site is within 6 minutes of the M6 junction 3 interchange and within 5 minutes of the A444.
23. Neighbouring uses	23. Neighbouring uses	Written analysis		Country Park, Residential, Employment
24. Sequential test and Brownfield/Whitefield	24. Sequential test and Brownfield/Whitefield	Edge of urban area can be considered to be outside of urban area What type of employment uses would be acceptable - consider market analysis and site characteristics Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site		
25. Proportional uses	25. Proportional uses	Written analysis		if it is up there could be considered
26. Assessment of viability	26. Assessment of viability	Written analysis		There are no immediate concerns to suggest that the site is not viable. Although the size of the site does restrict the development potential in terms of what could be built on the site.
27. Other notes	27. Other notes	Written analysis		
28. Connectivity to other existing employment sites	28. Connectivity to other existing employment sites	Written analysis		Connections to the rest of the Proleg Park located in Kewstey
29. Are there any other sites that affect the submission	29. Are there any other sites that affect the submission	Written analysis		
30. Site photos	30. Site photos	Include photos inclusive of location of photos		
31. NPPF/PPV compliance	31. NPPF/PPV compliance	Written analysis		The site is located in Green Belt paragraphs 79-82
32. Assessment against Emerging Borough Plan policy	32. Assessment against Emerging Borough Plan policy	Written analysis		Allocated site in Preferred Options, otherwise would be Green Belt
33. Mitigation of impacts for bringing into forward	33. Mitigation of impacts for bringing into forward	Written analysis		available immediately, no issues to address