e		(ha)			Quality	External ment	ble	enants	s		ß	ties	ties	ansport			0	ore	>	ing		~
Reference	e	Site (	v	j Age	g Qua	Exte ment	Visible		Market Attractiveness	Strategic Accessibility	Acces	Local Amenities (walking)	Local Amenities (cycling)	rans	sess		Score	l Score	Sustainability Score	Ranking		Sustainability Ranking
	Nar	of	Typology	uilding	Building	General Environr	el of ds	Nature of Existing <sup>·</sup>	ket activ	ntegi essi	ocal A	al A Ikinç	al A ling	Public Tra Access	Acc	в	arket (	sical	taina	Market I	Physical Ranking	taina
Site	Site	Size	Тур	Buil	Buil	Ger Env	Level Voids	Nati Exis	Mar Attr	Stra Acc	Loc	Loc (wal	Loc (cyc	Pub Acc	Rail	Total	Mar	Phy	Sus Sco	Mar	Phy Ran	Sus Ran
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 &			2	4	4	3	4	5	2	4	5	0	5	5	3							
	Bayton Road Industrial Estate	70.3														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
	St Georges Way Bermuda		2	4	4	3	5	4	2	4	4	0	2	5	2						- ·	
E32	Park	18.01	0	2	0	3	2	2	2	2	E	0	1	2	2	41	26	15	13	Good	Good	Average
E33	Hazell Way	8.6	2	3	3	3	3	3	2	3	5	0		3	2	33	22	14	9	Good	Good	Average
E34	Tenlons Road	4.14	2	2	2	Ŭ	4	4	2		2	0		3	2	31	21	9	10	Average	Average	Average
E35	Haunchwood Park	6.09	2	4	3	3	4	4	2	4	4	0		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		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		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
	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	<ol> <li>An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.</li> </ol>	2	
Building Age	<ol> <li>Pre 1945</li> <li>1945 – 1960, post war but likely to have similar characteristics</li> <li>1960-1980 more modern buildings portal frame with modern car parking emerging</li> <li>1980-2006 modern buildings good specification</li> </ol>	3	
Building Quality	<ul> <li>and car parking</li> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>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.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	3	Pool Road Business centre in better condition than surrounding uses. Some units better than others.
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names: significant majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	3	
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	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	<ul> <li>5 – easy site access no issues available public transport</li> <li>4 – No access for issues for vehicles but no public transport</li> <li>3 – Easy immediate site access but wider issues on link to strategic highway net work</li> <li>2 – Restricted access for HGV's and restricted access to major road network</li> <li>1 – restricted access by all commercial vehicles not public transport</li> </ul>	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)	<ol> <li>5. Close to a town centre with a wide range of services (5 different services or more)</li> <li>4. Close to local centre with a reasonable range of services (4 different services)</li> <li>3. Close to a limited range of basic services (3 different services)</li> <li>2. Close to one or two services</li> <li>1. No services in close proximity</li> <li>NB1: Employment related services such as banks, travel</li> <li>agents, shops, leisure/recreation, pubs/restaurants.</li> <li>NB2: "Close" = within about 10 minutes walk</li> </ol>	0	
Local Amenities (cycling)	<ol> <li>5. Close to a town centre with a wide range of services (5 different services or more)</li> <li>4. Close to local centre with a reasonable range of services (4 different services)</li> <li>3. Close to a limited range of basic services (3 different services)</li> <li>2. Close to one or two services</li> <li>1. No services in close proximity</li> <li>NB1: Employment related services such as banks, travel</li> <li>agents, shops, leisure/recreation, pubs/restaurants.</li> <li>NB2: "Close" = within about 10 minutes cycle</li> </ol>	1	
Public Transport Access	<ul> <li>5. Close to a station, peak time bus route and cycle route; on a pedestrian route</li> <li>4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route</li> <li>3. Close to either a station or peak time bus route or cycle route; on a pedestrian route</li> <li>2. Not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>1. Not on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> <li>NB1. "Close" = within about 10 minutes walk</li> <li>NB2. Peak time bus route defined as being a frequency</li> <li>of 2 buses per hour or more (Mon – Fri).</li> </ul>	4	
Rail Access	<ul> <li>4. 4 modes of transport can access a rail facility within 8 minutes.</li> <li>3. 3 modes of transport can access a rail facility within 8 minutes.</li> <li>2. 2 modes of transport can access a rail facility within 8 minutes.</li> <li>1. 1 mode of transport can access a rail facility within 8 minutes.</li> <li>1. 1 mode of transport can access a rail facility within 8 minutes.</li> <li>NB - modes of transport include walk, cycle, PT and car</li> </ul>	0	

Information to collect	How to score	Score	Notes/Observations
Information to collect Typology	How to score           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.	<u>Score</u> 2	Notes/Observations
Building Age	<ol> <li>Pre 1945</li> <li>1945 – 1960, post war but likely to have similar characteristics</li> <li>1960-1980 more modern buildings portal frame with modern car parking emerging</li> <li>1980-2006 modern buildings good specification</li> </ol>	2	
Building Quality	<ul> <li>and car parking</li> <li>5 - Good condition – lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition – normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>2 - Poor condition – major repair and /or technical work required in the short term but capable of attraining with expenditure that does not exceed 50% of replacement cost.</li> <li>1 - Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	2	
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	4	ABS Skips, National Rail
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	1	

Accessibility Strategic	5 – 0 -5 minutes drive time	4	
Accessionity Offacegie	4 - 5-10 minutes drive time	7	
	3 – 10-20 minutes drive time		
	2 – 20-30 minutes drive time		
	1 – 30 minutes plus		
Local Access	5 – easy site access no issues available public	5	The access is suitable for HGV's to
	transport		access / egress the site. However,
	4 – No access for issues for vehicles but no public transport		there is no ghost island for right turns into the site from Midland Road (B4114).
	3 – Easy immediate site access but wider issues on		Midland Road is a primary route in and
	link to strategic highway net work		out of Nuneaton, and waiting vehicles can
	2 – Restricted access for HGV's and restricted		obstruct the free flow of traffic.
	access to major road network		The length of the north-western visibility
	1 – restricted access by all commercial vehicles not		splay is in accordance with guidance set
	public transport		out in Manual for Streets, but not DMRB.
			The site is currently predominantly used
			for outside storage including a skip hire
			company.
Local Amenities (walking)	5. Close to a town centre with a wide range of	1	
	services (5 different services or more)		
	<ol><li>Close to local centre with a reasonable range of</li></ol>		
	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		
Local Amenities (cycling)	5. Close to a town centre with a wide range of	1	
	services (5 different services or more)		
	<ol> <li>Close to local centre with a reasonable range of services (4 different services)</li> </ol>		
	3. Close to a limited range of basic services (3		
	different services)		
	2. Close to one or two services		
	<ol> <li>No services in close proximity</li> </ol>		
	NB1: Employment related services such as banks,		
	travel		
	agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle		
	NDZ. Close - within about to minutes cycle		
Public Transport Access	5. Close to a station, peak time bus route and cycle	2	
	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		
	<ol><li>Not near a station, peak time bus route or cycle route; on a pedestrian route</li></ol>		
	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).	-	
Rail Access	4. 4 modes of transport can access a rail facility	2	
	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		

Information to collect	How to score	Score	Notes/Observations
Typology	<ol> <li>An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.</li> </ol>	2	
Building Age	<ol> <li>Pre 1945</li> <li>1945 – 1960, post war but likely to have similar characteristics</li> <li>1960-1980 more modern buildings portal frame with modern car parking emerging</li> <li>1980-2006 modern buildings good specification</li> </ol>	2	
Building Quality	<ul> <li>and car parking</li> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>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.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	2	Aston Road garage appears to be in use but overall investment is needed to improve overall appearance
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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
Nature of Existing Tenants	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	1	
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	1	

Accessibility Strategic	5 – 0 -5 minutes drive time	4	
	4 – 5-10 minutes drive time		
	3 – 10-20 minutes drive time		
	2 – 20-30 minutes drive time		
	1 – 30 minutes plus		
Local Access	5 – easy site access no issues available public	2	Access to the site is through residential
	transport		streets with residents and
	4 – No access for issues for vehicles but no public		employees parking on both sides of the
	transport		carriageway restricting the size of vehicle
	3 – Easy immediate site access but wider issues on		able to enter sites. Larger vehicles have
	link to strategic highway net work		to reverse up streets and are loaded /
	2 – Restricted access for HGV's and restricted		unloaded from the carriageway.
	access to major road network		
	1 – restricted access by all commercial vehicles not		
	public transport		
Local Amenities (walking)	5. Close to a town centre with a wide range of	1	
	services (5 different services or more)		
	4. Close to local centre with a reasonable range of		
	services (4 different services)		
	<ol><li>Close to a limited range of basic services (3</li></ol>		
	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		
Local Amenities (cycling)	5. Close to a town centre with a wide range of	1	
	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		
Public Transport Access	5. Close to a station, peak time bus route and cycle	2	
	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).		
Rail Access	4. 4 modes of transport can access a rail facility	2	
	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		
	cai		

Information to collect	How to score	Score	Notes/Observations
Typology	<ol> <li>An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.</li> </ol>	2	
Building Age	<ol> <li>Pre 1945</li> <li>1945 – 1960, post war but likely to have similar characteristics</li> <li>1960-1980 more modern buildings portal frame with modern car parking emerging</li> <li>1980-2006 modern buildings good specification</li> </ol>	2	
Building Quality	<ul> <li>and car parking</li> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>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.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	3	Looks tired but not in derelict state
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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
Nature of Existing Tenants	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	2	
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	1	

Accessibility Strategic	5 – 0 -5 minutes drive time	4	
Accessibility Strategic	4 - 5-10 minutes drive time	4	
	3 - 10-20 minutes drive time		
	2 - 20-30 minutes drive time		
	1 - 30 minutes plus		
Local Access	5 – easy site access no issues available public	2	Access to the site is through residential
	transport		streets with residents parking
	4 – No access for issues for vehicles but no public		on both sides of the carriageway;
	transport		potentially restricting the size of vehicle
	3 – Easy immediate site access but wider issues on		able to
	link to strategic highway net work		enter site and preventing two way free
	2 – Restricted access for HGV's and restricted		flowing traffic.
	access to major road network		No issues with access to public transport.
	1 - restricted access by all commercial vehicles not		
	public transport		
Local Amenities (walking)	5. Close to a town centre with a wide range of	0	
g)	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		
Local Amenities (cycling)	5. Close to a town centre with a wide range of	1	
	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		
Public Transport Access	5. Close to a station, peak time bus route and cycle	3	
	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).	,	
Rail Access	4. 4 modes of transport can access a rail facility	4	
	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.		

Information to collect	How to score	Score	Notes/Observations
Typology	<ul> <li>1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial</li> </ul>	2	
Building Age	estates. 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	<ul> <li>and car parking</li> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>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.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	4	Although not particuarly modern the build seems well looked after from an external perspective
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	4	Attempts at landscaping gnereally 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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	3	Thermoscreens
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	1	

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

Information to collect	How to score	Score	Notes/Observations
Typology	<ul> <li>1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial</li> </ul>	2	
Building Age	estates. 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	<ul> <li>and car parking</li> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>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.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	2	lack of maintenance, graffiti, lack of landscaping, poorly maintained shrubs, units in need of investment.
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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	<ul> <li>1 - less than 40% of buildings occupied</li> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	2	Gymnastics, R2 Solutions
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	1	

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

Information to collect	How to score	Score	Notes/Observations
Typology	<ol> <li>An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>Other industrial areas dominated by owner occupiers interwoven with other small industrial</li> </ol>	2	
Building Age	estates. 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	<ul> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>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.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	2	
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	2	minimal landscaping. Derelict buildings make the environment unattractive e.g.
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	broken glass. IVC looks well maintained
Nature of Existing Tenants	<ul> <li>1 - less trian 40% of buildings occupied</li> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	2	Chapel End Coaches, Independent Vauxhall Centre
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	1	

Accessibility Strategic	5 – 0 -5 minutes drive time	4	
Accessionity Otracegie	4 - 5-10 minutes drive time	-	
	3 – 10-20 minutes drive time		
	2 – 20-30 minutes drive time		
Local Access	1 – 30 minutes plus 5 – easy site access no issues available public	5	The site can be accessed via a one-way
	transport	5	system through St. Nicholas Road, but
	4 – No access for issues for vehicles but no public		Trent Road is the most direct route to the
	transport		site from strategic network.
	3 – Easy immediate site access but wider issues on link to strategic highway net work		Access to the site is through a residential
	2 – Restricted access for HGV's and restricted		area with parking on the carriageway,
	access to major road network		which can obstruct free flowing traffic.
	1 - restricted access by all commercial vehicles not		Although a score of 5 has been given,
	public transport		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.
Local Amenities (walking)	5. Close to a town centre with a wide range of	0	
	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)		
	<ol> <li>Close to one or two services</li> <li>No services in close proximity</li> </ol>		
	NB1: Employment related services such as banks,		
	travel		
	agents, shops, leisure/recreation, pubs/restaurants.		
	NB2: "Close" = within about 10 minutes walk		
Local Amenities (cycling)	5. Close to a town centre with a wide range of	2	
	services (5 different services or more)		
	<ol> <li>Close to local centre with a reasonable range of services (4 different services)</li> </ol>		
	3. Close to a limited range of basic services (3		
	different services)		
	2. Close to one or two services		
	<ol> <li>No services in close proximity NB1: Employment related services such as banks,</li> </ol>		
	travel		
	agents, shops, leisure/recreation, pubs/restaurants.		
	NB2: "Close" = within about 10 minutes cycle		
Public Transport Access	5. Close to a station, peak time bus route and cycle	3	Access to public transport is just within
	route; on a pedestrian route	-	walking distance
	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		
Beil Access	frequency of 2 buses per hour or more (Mon – Fri).	A	
Rail Access	frequency of 2 buses per hour or more (Mon – Fri). 4. 4 modes of transportcan access a rail facility	4	
Rail Access	frequency of 2 buses per hour or more (Mon – Fri).	4	
Rail Access	frequency of 2 buses per hour or more (Mon – Fri). 4. 4 modes of transportcan access a rail facility within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes.	4	
Rail Access	frequency of 2 buses per hour or more (Mon – Fri). 4. 4 modes of transportcan 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	4	
Rail Access	frequency of 2 buses per hour or more (Mon – Fri). 4. 4 modes of transportcan 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.	4	
Rail Access	frequency of 2 buses per hour or more (Mon – Fri). 4. 4 modes of transportcan 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	4	
Rail Access	frequency of 2 buses per hour or more (Mon – Fri). 4. 4 modes of transportcan 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	4	

Information to collect	How to score	Score	Notes/Observations
Typology	<ol> <li>An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.</li> </ol>	2	
Building Age	<ol> <li>Pre 1945</li> <li>1945 – 1960, post war but likely to have similar characteristics</li> <li>1960-1980 more modern buildings portal frame with modern car parking emerging</li> <li>1980-2006 modern buildings good specification</li> </ol>	3	
Building Quality	<ul> <li>and car parking</li> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>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.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	3	a few good quality but largely average quality
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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 - 40% of buildings occupied	4	majority appear in use
Nature of Existing Tenants	<ol> <li>1 – less than 40% of buildings occupied</li> <li>5 – National /international names: significant presence.</li> <li>4 – Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 – No national /international names companies exclusively Warwickshire based.</li> <li>2 – Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ol>	4	Magnet Trade & Co-op distribution
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	2	

Accessibility Strategic	5 – 0 -5 minutes drive time	4	
iccocciently endlogic	4 – 5-10 minutes drive time		
	3 – 10-20 minutes drive time		
	2 – 20-30 minutes drive time		
	1 – 30 minutes plus		
Local Access	5 – easy site access no issues available public	2	The most direct access to the site is via a
	transport		one-way system through St.
	4 – No access for issues for vehicles but no public		Nicholas Road and Trent Road. Access
	transport		to the site is through a residential area
	3 – Easy immediate site access but wider issues on		with
	link to strategic highway net work		parking on the carriageway obstructing
	2 – Restricted access for HGV's and restricted		free flowing traffic along Oaston Road
	access to major road network		and
	1 – restricted access by all commercial vehicles not		Whitacre Road. On-street parking can
	public transport		also cause issues with vehicles turning
Local Amenities (walking)	5. Close to a town centre with a wide range of	1	
	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		
Local Amenities (cycling)	5. Close to a town centre with a wide range of	2	
	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		
Public Transport Access	5. Close to a station, peak time bus route and cycle	5	Access to public transport can be
·	route; on a pedestrian route		considered too far away, with the nearest
	4. Close to a station or peak time bus route, close to		bus stop
	cycle route, on a pedestrian route		over 550 metres from the nearest point
	3. Close to either a station or peak time bus route or		from the estate. The furthest point is over
	cycle route; on a pedestrian route		а
	2. Not near a station, peak time bus route or cycle		kilometre away from the nearest bus
	route; on a pedestrian route		stop.
	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		
Rail Access	4. 4 modes of transport can access a rail facility	3	
	within 8 minutes.	-	
	within 8 minutes		
	within 8 minutes.		
Rail Access	<ul> <li>within 8 minutes.</li> <li>3. 3 modes of transport can access a rail facility within 8 minutes.</li> <li>2. 2 modes of transport can access a rail facility within 8 minutes.</li> <li>1. 1 mode of transport can access a rail facility</li> </ul>	3	
	within 8 minutes		
	within 8 minutes. NB - modes of transport include walk, cycle, PT and		

Information to collect	How to score	Score	Notes/Observations
Typology	<ol> <li>An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.</li> </ol>	2	
Building Age	<ol> <li>Pre 1945</li> <li>1945 – 1960, post war but likely to have similar characteristics</li> <li>1960-1980 more modern buildings portal frame with modern car parking emerging</li> <li>1980-2006 modern buildings good specification</li> </ol>	4	
Building Quality	<ul> <li>and car parking</li> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>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.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	4	
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names resent, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	4	
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	2	

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

Information to collect	How to score	Score	Notes/Observations
Typology	<ul> <li>1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial</li> </ul>	2	
Building Age	estates. 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 an participation	4	
Building Quality	<ul> <li>and car parking</li> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>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.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	5	
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	4	
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	3	

Accessibility Strategic       5 - 0 - 5 minutes drive time       3         4 - 5-10 minutes drive time       3 - 10-20 minutes drive time       3         2 - 20-30 minutes drive time       1 - 30 minutes drive time       4         1 - 30 minutes plus       5 - easy site access no issues available public       4         Local Access       5 - easy site access no issues available public       4         transport       Although the bellmout       constructed to allow la access the site, and a scess the site, and a scess the site access but wider issues on link to strategic highway net work       surface has not been         2 - Restricted access by all commercial vehicles not       in a difference in level junction.	
2 - 20-30 minutes drive time       1 - 30 minutes plus       4         Local Access       5 - easy site access no issues available public       4       The site has not been transport         4 - No access for issues for vehicles but no public transport       Although the bellmout constructed to allow la access the site, and a 3 - Easy immediate site access but wider issues on link to strategic highway net work       been formed on Eastt surface has not been carriageway appears access to major road network         1 - restricted access by all commercial vehicles not       in a difference in level	
1 - 30 minutes plus       4         Local Access       5 - easy site access no issues available public transport       4       The site has not been Although the bellmout constructed to allow la access to rissues for vehicles but no public transport       4       The site has not been Although the bellmout constructed to allow la access the site, and a 3 - Easy immediate site access but wider issues on link to strategic highway net work       been formed on East surface has not been carriageway appears access to major road network         2 - Restricted access for HGV's and restricted access to major road network       constructed to binder in a difference in level	
Local Access       5 – easy site access no issues available public transport       4       The site has not been Although the bellmout constructed to allow la access for issues for vehicles but no public transport       4       The site has not been Although the bellmout constructed to allow la access the site, and a been formed on East link to strategic highway net work         2 – Restricted access for HGV's and restricted access to major road network       5       - easy site access by all commercial vehicles not	
transport       Although the bellmout         4 - No access for issues for vehicles but no public       constructed to allow la         transport       access the site, and a         3 - Easy immediate site access but wider issues on       been formed on East         link to strategic highway net work       surface has not been         2 - Restricted access for HGV's and restricted       carriageway appears         access to major road network       constructed to binder         1 - restricted access by all commercial vehicles not       in a difference in level	
4 – No access for issues for vehicles but no public transport       constructed to allow la access the site, and a         3 – Easy immediate site access but wider issues on link to strategic highway net work       been formed on Eastt         2 – Restricted access for HGV's and restricted access to major road network       carriageway appears constructed to binder         1 – restricted access by all commercial vehicles not       in a difference in level	
3 - Easy immediate site access but wider issues on link to strategic highway net workbeen formed on East surface has not been carriageway appears access to major road network2 - Restricted access for HGV's and restricted access to major road networkcarriageway appears constructed to binder in a difference in level	irge vehicles to
link to strategic highway net worksurface has not been2 - Restricted access for HGV's and restrictedcarriageway appearsaccess to major road networkconstructed to binder1 - restricted access by all commercial vehicles notin a difference in level	ghost island has
2 - Restricted access for HGV's and restricted       carriageway appears         access to major road network       constructed to binder         1 - restricted access by all commercial vehicles not       in a difference in level	oro Way, the road
access to major road network constructed to binder 1 – restricted access by all commercial vehicles not in a difference in level	completed yet. The
1 - restricted access by all commercial vehicles not in a difference in level	o have been
	level only, resulting
public transport junction.	s around the
Local Amenities (walking)     5. Close to a town centre with a wide range of     1	
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	
Local Amenities (cycling)         5. Close to a town centre with a wide range of         2	
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	
Public Transport Access 5. Close to a station, peak time bus route and cycle 5 The nearest bus stop	
route; on a pedestrian route away in Camborne Dr	
4. Close to a station or peak time bus route, close to Horeston Grange Esta	
cycle route, on a pedestrian route the units are over 800	
3. Close to either a station or peak time bus route or which can be conside cycle route; on a pedestrian route be practical.	eu loo lar away lo
cycle route; on a pedestrian route be practical. 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).	
Rail Access 4. 4 modes of transport can access a rail facility 2	
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.	
ND media of transmission in the DT	
NB - modes of transport include walk, cycle, PT and	

Information to collect	How to score	Score	Notes/Observations
Typology	<ol> <li>An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.</li> </ol>	2	
Building Age	<ol> <li>Pre 1945</li> <li>1945 - 1960, post war but likely to have similar characteristics</li> <li>- 1960-1980 more modern buildings portal frame with modern car parking emerging</li> <li>- 1980-2006 modern buildings good specification</li> </ol>	2	
Building Quality	<ul> <li>and car parking</li> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>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.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	2	
General External Environment	<ul> <li>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.</li> <li>4 – High quality – less extensive landscaping but public realm maintained, road maintenance adequate but minor</li> <li>defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names resent, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	3	
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	1	

Accessibility Strategic	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time	4	
	3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus		
Local Access	<ul> <li>5 - easy site access no issues available public transport</li> <li>4 - No access for issues for vehicles but no public transport</li> <li>3 - Easy immediate site access but wider issues on link to strategic highway net work</li> <li>2 - Restricted access for HGV's and restricted access to major road network</li> <li>1 - restricted access by all commercial vehicles not public transport</li> </ul>	2	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.
Local Amenities (walking)	<ol> <li>5. Close to a town centre with a wide range of services (5 different services or more)</li> <li>4. Close to local centre with a reasonable range of services (4 different services)</li> <li>3. Close to a limited range of basic services (3 different services)</li> <li>2. Close to one or two services</li> <li>1. No services in close proximity</li> <li>NB1: Employment related services such as banks, travel</li> <li>agents, shops, leisure/recreation, pubs/restaurants.</li> <li>NB2: "Close" = within about 10 minutes walk</li> </ol>	0	
Local Amenities (cycling)	<ul> <li>5. Close to a town centre with a wide range of services (5 different services or more)</li> <li>4. Close to local centre with a reasonable range of services (4 different services)</li> <li>3. Close to a limited range of basic services (3 different services)</li> <li>2. Close to one or two services</li> <li>1. No services in close proximity</li> <li>NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants.</li> <li>NB2: "Close" = within about 10 minutes cycle</li> </ul>	2	
Public Transport Access	<ol> <li>5. Close to a station, peak time bus route and cycle route; on a pedestrian route</li> <li>4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route</li> <li>3. Close to either a station or peak time bus route or cycle route; on a pedestrian route</li> <li>2. Not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>1. Not on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>1. Not on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> <li>NB1. "Close" = within about 10 minutes walk</li> <li>NB2. Peak time bus route defined as being a frequency</li> <li>of 2 buses per hour or more (Mon – Fri).</li> </ol>	5	
Rail Access	<ul> <li>4. 4 modes of transportcan access a rail facility within 8 minutes.</li> <li>3. 3 modes of transport can access a rail facility within 8 minutes.</li> <li>2. 2 modes of transport can access a rail facility within 8 minutes.</li> <li>1. 1 mode of transport can access a rail facility within 8 minutes.</li> <li>1. 1 mode of transport can access a rail facility within 8 minutes.</li> <li>NB - modes of transport include walk, cycle, PT and car</li> </ul>	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	<ol> <li>Pre 1945</li> <li>1945 – 1960, post war but likely to have similar characteristics</li> <li>1960-1980 more modern buildings portal frame with modern car parking emerging</li> <li>1980-2006 modern buildings good specification</li> </ol>	3	
Building Quality	<ul> <li>and car parking</li> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>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.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	3	
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	3	
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	1	

Accessibility Strategic	5 – 0 -5 minutes drive time	4	
	4 – 5-10 minutes drive time		
	3 – 10-20 minutes drive time		
	2 – 20-30 minutes drive time		
	1 – 30 minutes plus		
Local Access	5 – easy site access no issues available public	2	To allow large vehicles to service the site
	transport		double yellow lines have had to be laid
	4 – No access for issues for vehicles but no public		along Attleborough Road (B4114), Park
	transport		Street (D1732) and Holman Way (D1916)
	3 – Easy immediate site access but wider issues on		to protect the junctions. Large vehicles
	link to strategic highway net work		have to use both sides of the carriageway
	2 – Restricted access for HGV's and restricted		to manoeuvre in and out of the site, so
	access to major road network		the site is not suitable for regular
	1 – restricted access by all commercial vehicles not		movements of large vehicles. Parked
	public transport		vehicles on the carriageway in Park Street also affect vehicle movements,
			preventing two way free flowing traffic.
			preventing two way nee nowing trainc.
Local Amenities (walking)	5. Close to a town centre with a wide range of	0	
Local Amenides (waiking)	services (5 different services or more)	0	
	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		
Local Amenities (cycling)	<ol><li>Close to a town centre with a wide range of</li></ol>	2	
	services (5 different services or more)		
	<ol><li>Close to local centre with a reasonable range of</li></ol>		
	services (4 different services)		
	<ol><li>Close to a limited range of basic services (3</li></ol>		
	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		
Bublic Transport Access	5. Close to a station, peak time bus route and cycle	5	Public transport is within recommended
Public Transport Access	route; on a pedestrian route	5	
			walking distance from the site.
	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).		
Rail Access	4. 4 modes of transportcan access a rail facility	2	
	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		
	2. 2 modes of transport can access a rail facility		
	within 8 minutes.		
	within 8 minutes.		
	within 8 minutes. 1. 1 mode of transport can access a rail facility		

Information to collect	How to score	Score	Notes/Observations
Typology	<ol> <li>An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>Other industrial areas dominated by owner occupiers interwoven with other small industrial</li> </ol>	2	
Building Age	estates. 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 eac packing	4	Mixture of buildings majority more towards modern end
Building Quality	<ul> <li>and car parking</li> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>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.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	3	Different styles of unit across the estate, some high quality, some of poorer quality.
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	4	Triton
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	2	

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

Information to collect	How to score	Score	Notes/Observations
Typology	<ol> <li>An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>Other industrial areas dominated by owner</li> </ol>	1	
	occupiers interwoven with other small industrial		
Building Age	estates. 1 – Pre 1945 2 – 1945 – 1960, post war but likely to have similar estated and the second	4	Modern but with older characteristics
	characteristics 3 – 1960-1980 more modern buildings portal frame with modern car parking emerging 4 – 1980-2006 modern buildings good specification		
Ruilding Quality	and car parking	2	
Building Quality	<ul> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>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.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	3	
	cost.		
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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 4-10% - 60% of buildings occupied	2	
Nature of Existing Tenants	<ol> <li>1 – less than 40% of buildings occupied</li> <li>5 – National /international names: significant presence.</li> <li>4 – Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 – No national /international names companies exclusively Warwickshire based.</li> <li>2 – Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ol>	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	1. Site attractive to Local companies           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	2	The site location can be considered as	1	
LUCALACCESS	transport	2	remote. The site is accessed from		
	4 – No access for issues for vehicles but no public		Marston Lane (D1498). There are no		
	transport		footways fronting the site, no street		
	3 – Easy immediate site access but wider issues on link to strategic highway net work		lighting and overgrown verges. Access other than by vehicle is prohibitive		
	2 – Restricted access for HGV's and restricted		other than by vehicle is promblave		
	access to major road network		Access by large vehicles is also		
	1 - restricted access by all commercial vehicles not		restricted. To the West the bridge of the		
	public transport		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.		
			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.		
			-		
			There is no available public transport		
			within reasonable walking distance of the site.		
			516.		
Local Amenities (walking)	5. Close to a town centre with a wide range of	0			
	services (5 different services or more)				
	<ol> <li>Close to local centre with a reasonable range of services (4 different services)</li> </ol>				
	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				
Local Amenities (cycling)	5. Close to a town centre with a wide range of	1			
	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				
	travel agents, shops, leisure/recreation, pubs/restaurants.				
	NB2: "Close" = within about 10 minutes cycle				
Public Transport Access	5. Close to a station, peak time bus route and cycle	5			
	route; on a pedestrian route				
	<ol> <li>Close to a station or peak time bus route, close to cycle route, on a pedestrian route</li> </ol>				
	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).			??	
Rail Access	4. 4 modes of transport can access a rail facility	2			
	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				

Information to collect	How to score	Score	Notes/Observations
Typology	<ol> <li>An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> </ol>	2	Mixture of units differing in size and appearance
	<ul> <li>2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.</li> </ul>		
Building Age	<ul> <li>1 - Pre 1945</li> <li>2 - 1945 - 1960, post war but likely to have similar characteristics</li> <li>3 - 1960-1980 more modern buildings portal frame with modern car parking emerging</li> <li>4 - 1980-2006 modern buildings good specification and car parking</li> </ul>	4	Mixture of units across the site with some falling into the 3 category
Building Quality	<ul> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>2 - Poor condition - major repair and /or technical work required in the short term but capable of attraining with expenditure that does not exceed 50% of replacement cost.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	4	North side of the industrial estate is in better condition scores vary from 2-4.
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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	<ul> <li>5 – National /international names: significant presence.</li> <li>4 – Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 – No national /international names companies exclusively Warwickshire based.</li> <li>2 – Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	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	3. Site attractive to National companies 2. Site attractive to Sub-regional companies	2	Although the site does have national companies on it. It is unlikely to attract
	1. Site attractive to Local companies		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	5 - 0.5 minutes drive time 4 - 5.10 minutes drive time 3 - 10.20 minutes drive time 2 - 20.30 minutes drive time	4	
Local Access	1 – 30 minutes plus 5 – easy site access no issues available public	5	The site is close proximity to the strategic
	<ul> <li>transport</li> <li>4 - No access for issues for vehicles but no public transport</li> <li>3 - Easy immediate site access but wider issues on link to strategic highway net work</li> <li>2 - Restricted access for HGV's and restricted access to major road network</li> <li>1 - restricted access by all commercial vehicles not public transport</li> </ul>	5	network and public transport is within easy walking distance
Local Amenities (walking)	<ol> <li>5. Close to a town centre with a wide range of services (5 different services or more)</li> <li>4. Close to local centre with a reasonable range of services (4 different services)</li> <li>3. Close to a limited range of basic services (3 different services)</li> <li>2. Close to one or two services</li> <li>1. No services in close proximity</li> <li>NB1: Employment related services such as banks, travel</li> <li>agents, shops, leisure/recreation, pubs/restaurants.</li> <li>NB2: "Close" = within about 10 minutes walk</li> </ol>	0	
Local Amenities (cycling)	<ol> <li>5. Close to a town centre with a wide range of services (5 different services or more)</li> <li>4. Close to local centre with a reasonable range of services (4 different services)</li> <li>3. Close to a limited range of basic services (3 different services)</li> <li>2. Close to one or two services</li> <li>1. No services in close proximity</li> <li>NB1: Employment related services such as banks, travel</li> <li>agents, shops, leisure/recreation, pubs/restaurants.</li> <li>NB2: "Close" = within about 10 minutes cycle</li> </ol>	5	
Public Transport Access	<ul> <li>5. Close to a station, peak time bus route and cycle route; on a pedestrian route</li> <li>4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route</li> <li>3. Close to either a station or peak time bus route or cycle route; on a pedestrian route</li> <li>2. Not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> <li>MB1. "Close" = within about 10 minutes walk</li> <li>NB2. Peak time bus route defined as being a frequency</li> <li>of 2 buses per hour or more (Mon - Fri).</li> </ul>	5	
Rail Access	<ul> <li>4. 4 modes of transport can access a rail facility within 8 minutes.</li> <li>3. 3 modes of transport can access a rail facility within 8 minutes.</li> <li>2. 2 modes of transport can access a rail facility within 8 minutes.</li> <li>1. 1 mode of transport can access a rail facility within 8 minutes.</li> <li>1. 1 mode of transport can access a rail facility within 8 minutes.</li> <li>MB - modes of transport include walk, cycle, PT and car</li> </ul>	3	

Information to collect	How to score	Score	Notes/Observations
Typology	<ol> <li>An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.</li> </ol>	1	Majority of buildings are similar e.g. colour schemes and sizes. Mostly retail rather than owned
Building Age	<ul> <li>1 - Pre 1945</li> <li>2 - 1945 - 1960, post war but likely to have similar characteristics</li> <li>3 - 1960-1980 more modern buildings portal frame with modern car parking emerging</li> <li>4 - 1980-2006 modern buildings good specification</li> </ul>	3	Plenty of parking to front of units
Building Quality	<ul> <li>and car parking</li> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>2 - Poor condition - major repair and /or technical work required in the short term but capable of attraining with expenditure that does not exceed 50% of replacement cost.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	4	Overall majority in satisfactory condition, minimal maintenance required to maintain current condition.
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	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	
	4 – 5-10 minutes drive time		
	3 – 10-20 minutes drive time		
	2 – 20-30 minutes drive time		
	1 – 30 minutes plus		
Local Access	5 – easy site access no issues available public	5	The site is close proximity to the strategic
	transport		network and public transport is within
	4 – No access for issues for vehicles but no public		easy walking distance.
	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		
Local Amenities (walking)	5. Close to a town centre with a wide range of	0	
	services (5 different services or more)		
	4. Close to local centre with a reasonable range of		
	services (4 different services)		
	<ol><li>Close to a limited range of basic services (3</li></ol>		
	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		
Local Amenities (cycling)	5. Close to a town centre with a wide range of	1	
	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		
Public Transport Access	5. Close to a station, peak time bus route and cycle	5	
	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).		
Rail Access	4. 4 modes of transport can access a rail facility	1	
	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		
	vai		

Information to collect	How to score	Score	Notes/Observations
Typology	<ol> <li>An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.</li> </ol>	2	Mixture of units some similar in size and nature. Unit to front of estate is different in character
Building Age	<ol> <li>Pre 1945</li> <li>1945 – 1960, post war but likely to have similar characteristics</li> <li>- 1960-1980 more modern buildings portal frame with modern car parking emerging</li> <li>- 1980-2006 modern buildings good specification</li> </ol>	2	Lack of clear structured parking facilities, bit of a free for all. Heavy vehicles mixed together with cars
Building Quality	<ul> <li>and car parking</li> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>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.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	2	Buildings in average poor condition with investment needed in near future. Building operating at capacity which causes parking issues.
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names: significant presence.</li> <li>3 - No national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	3	Handmade flapjack company
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	1	

Accessibility Strategic	5 – 0 -5 minutes drive time	3	
Cooling Onalogic	4 - 5-10 minutes drive time	5	
	3 - 10-20 minutes drive time		
	2 - 20-30 minutes drive time		
	1 - 30 minutes plus		
Local Access	5 – easy site access no issues available public	5	The main access to the site is suitable for
	transport		the purpose intended. There
	4 – No access for issues for vehicles but no public		are other accesses to the site which
	transport		would not be considered suitable for
	3 – Easy immediate site access but wider issues on		access by large vehicles, but they do not
	link to strategic highway net work		need to be used. It appears they are used
	2 – Restricted access for HGV's and restricted		for car parking, rather than for deliveries.
	access to major road network		5,
	1 – restricted access by all commercial vehicles not		
	public transport		
Local Amenities (walking)	5. Close to a town centre with a wide range of	1	
g,	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		
Local Amenities (cycling)	5. Close to a town centre with a wide range of	1	Public transport is within walking distance
	services (5 different services or more)		of the site.
	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		
	,		
Public Transport Access	5. Close to a station, peak time bus route and cycle	2	
·	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		
Rail Access	of 2 buses per hour or more (Mon – Fri).		
Rail Access	of 2 buses per hour or more (Mon – Fri). 4. 4 modes of transport can access a rail facility	2	
Rail Access		2	
Rail Access	4. 4 modes of transport can access a rail facility	2	
Rail Access	4. 4 modes of transport can access a rail facility within 8 minutes.	2	
Rail Access	<ul><li>4. 4 modes of transport can access a rail facility within 8 minutes.</li><li>3. 3 modes of transport can access a rail facility</li></ul>	2	
Rail Access	<ul><li>4. 4 modes of transport can access a rail facility within 8 minutes.</li><li>3. 3 modes of transport can access a rail facility within 8 minutes.</li></ul>	2	
Rail Access	<ul> <li>4. 4 modes of transport can access a rail facility within 8 minutes.</li> <li>3. 3 modes of transport can access a rail facility within 8 minutes.</li> <li>2. 2 modes of transport can access a rail facility</li> </ul>	2	
Rail Access	<ul> <li>4. 4 modes of transport can access a rail facility within 8 minutes.</li> <li>3. 3 modes of transport can access a rail facility within 8 minutes.</li> <li>2. 2 modes of transport can access a rail facility within 8 minutes.</li> </ul>	2	
Rail Access	<ol> <li>4. 4 modes of transport can access a rail facility within 8 minutes.</li> <li>3. 3 modes of transport can access a rail facility within 8 minutes.</li> <li>2. 2 modes of transport can access a rail facility within 8 minutes.</li> <li>1. 1 mode of transport can access a rail facility</li> </ol>	2	

Information to collect	How to score	Score	Notes/Observations
Typology	<ol> <li>An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.</li> </ol>	2	1 company operating on site. Adjacent building is likely to be used by BT Openreach.
Building Age	<ul> <li>1 – Pre 1945</li> <li>2 – 1945 – 1960, post war but likely to have similar characteristics</li> <li>3 – 1960-1980 more modern buildings portal frame with modern car parking emerging</li> <li>4 – 1980-2006 modern buildings good specification and car parking</li> </ul>	3	
Building Quality	<ul> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>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.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	3	Not in particularly bad condition but certain parts of building appear dated. No major repairs necessary
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>2 - Below average quality – maintenance of public realm</li> <li>poor, extensive repairs needed to roads, some open storage uses – vacant plots appear abandoned, buildings of below average quality.</li> <li>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</li> </ul>	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	3	Local company with regional significance
	<ul> <li>presence.</li> <li>4 - Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen <ul> <li>as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices</li> <li>in terms of alternative location.</li> </ul> </li> </ul>		RSM industries
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	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	<ul> <li>5 - easy site access no issues available public transport</li> <li>4 - No access for issues for vehicles but no public transport</li> <li>3 - Easy immediate site access but wider issues on link to strategic highway net work</li> <li>2 - Restricted access for HGV's and restricted access to major road network</li> <li>1 - restricted access by all commercial vehicles not public transport</li> </ul>	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)	<ul> <li>5. Close to a town centre with a wide range of services (5 different services or more)</li> <li>4. Close to local centre with a reasonable range of services (4 different services)</li> <li>3. Close to a limited range of basic services (3 different services)</li> <li>2. Close to one or two services</li> <li>1. No services in close proximity</li> <li>NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants.</li> <li>NB2: "Close" = within about 10 minutes walk</li> </ul>	0	
Local Amenities (cycling)	<ul> <li>5. Close to a town centre with a wide range of services (5 different services or more)</li> <li>4. Close to local centre with a reasonable range of services (4 different services)</li> <li>3. Close to a limited range of basic services (3 different services)</li> <li>2. Close to one or two services</li> <li>1. No services in close proximity</li> <li>NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants.</li> <li>NB2: "Close" = within about 10 minutes cycle</li> </ul>	1	The site is in close proximity to the strategic network and public transport is within easy walking distance.
Public Transport Access	<ul> <li>5. Close to a station, peak time bus route and cycle route; on a pedestrian route</li> <li>4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route</li> <li>3. Close to either a station or peak time bus route or cycle route; on a pedestrian route</li> <li>2. Not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>1. Not on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> <li>NB1. "Close" = within about 10 minutes walk</li> <li>NB2. Peak time bus route defined as being a frequency</li> <li>of 2 buses per hour or more (Mon – Fri).</li> </ul>	5	

Rail Access	<ol><li>4. 4 modes of transport can access a rail facility</li></ol>	1	
	within 8 minutes.		
	<ol><li>3 modes of transport can access a rail facility</li></ol>		
	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		

Information to collect	How to score	Score	Notes/Observations
Typology	<ol> <li>An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>Other industrial areas dominated by owner occupiers interwoven with other small industrial</li> </ol>	1	
Building Age	estates. 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	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	<ul> <li>and car parking</li> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>2 - Poor condition - major repair and /or technical work required in the short term but capable of attraining with expenditure that does not exceed 50% of replacement cost.</li> <li>1 - Very poor condition - as per as poor condition</li> </ul>	4	Overall good condition
General External Environment	but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.         5 - Excellent quality environment - extensive external public realm areas well maintained, road maintained, road	3	Not much landscaping and limited parking. Road tidy and no repairs
	<ul> <li>maintenance no issues, buildings of high quality external appearance for use, no derelict sites, vacant plots maintained.</li> <li>4 - High quality - less extensive landscaping but public realm maintained, road maintenance adequate but minor</li> <li>defects, buildings of appropriate quality, no derelict sites but vacant plots need some maintenance.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>		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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names: significant majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	3	Warks police
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	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	
,	4 – 5-10 minutes drive time		
	3 – 10-20 minutes drive time		
	2 – 20-30 minutes drive time		
	1 – 30 minutes plus		
Local Access	5 – easy site access no issues available public	5	Public transport is within walking distance
	transport		of the site and the site is in
	4 – No access for issues for vehicles but no public		close proximity to the strategic network.
	transport		However, the site is accessed through a
	3 – Easy immediate site access but wider issues on		residential area and traffic calming
	link to strategic highway net work		features have been installed between the
	2 – Restricted access for HGV's and restricted		site and strategic network. As such, noise
	access to major road network		could be an issue.
	1 – restricted access by all commercial vehicles not		
	public transport		
Local Amenities (walking)	5. Close to a town centre with a wide range of	0	
	services (5 different services or more)		
	<ol><li>Close to local centre with a reasonable range of</li></ol>		
	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		
Local Amenities (cycling)	5. Close to a town centre with a wide range of	0	
Local Amenities (cycling)	services (5 different services or more)	0	
	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		
Public Transport Access	5. Close to a station, peak time bus route and cycle	3	
	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		
	<ol><li>Not near a station, peak time bus route or cycle</li></ol>		
	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).		
Rail Access	4. 4 modes of transport can access a rail facility	1	
	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		

Information to collect	How to score	Score	Notes/Observations
Typology	<ol> <li>An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.</li> </ol>	2	
Building Age	<ul> <li>1 - Pre 1945</li> <li>2 - 1945 - 1960, post war but likely to have similar characteristics</li> <li>3 - 1960-1980 more modern buildings portal frame with modern car parking emerging</li> <li>4 - 1980-2006 modern buildings good specification and car parking</li> </ul>	2	
Building Quality	<ul> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>2 - Poor condition - major repair and /or technical work required in the short term but capable of attraining with expenditure that does not exceed 50% of replacement cost.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	2	In need of cosmetic investment.
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	2	
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	1	

Accessibility Strategic	5 - 0.5 minutes drive time 4 - 5-10 minutes drive time	3	
	3 – 10-20 minutes drive time 2 – 20-30 minutes drive time 1 – 30 minutes plus		
Local Access	<ul> <li>5 - easy site access no issues available public transport</li> <li>4 - No access for issues for vehicles but no public transport</li> <li>3 - Easy immediate site access but wider issues on link to strategic highway net work</li> <li>2 - Restricted access for HGV's and restricted access to major road network</li> <li>1 - restricted access by all commercial vehicles not public transport</li> </ul>	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)	<ol> <li>Close to a town centre with a wide range of services (5 different services or more)</li> <li>Close to local centre with a reasonable range of services (4 different services)</li> <li>Close to a limited range of basic services (3 different services)</li> <li>Close to one or two services</li> <li>No services in close proximity</li> <li>NB1: Employment related services such as banks, travel</li> <li>agents, shops, leisure/recreation, pubs/restaurants.</li> <li>NB2: "Close" = within about 10 minutes walk</li> </ol>	1	
Local Amenities (cycling)	<ul> <li>5. Close to a town centre with a wide range of services (5 different services or more)</li> <li>4. Close to local centre with a reasonable range of services (4 different services)</li> <li>3. Close to a limited range of basic services (3 different services)</li> <li>2. Close to one or two services</li> <li>1. No services in close proximity</li> <li>NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants.</li> <li>NB2: "Close" = within about 10 minutes cycle</li> </ul>	1	
Public Transport Access	<ul> <li>5. Close to a station, peak time bus route and cycle route; on a pedestrian route</li> <li>4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route</li> <li>3. Close to either a station or peak time bus route or cycle route; on a pedestrian route</li> <li>2. Not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>1. Not on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>1. Not on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route; NB1. "Close" = within about 10 minutes walk</li> <li>NB2. Peak time bus route defined as being a frequency</li> <li>of 2 buses per hour or more (Mon – Fri).</li> </ul>	2	
Rail Access	<ul> <li>4. 4 modes of transportcan access a rail facility within 8 minutes.</li> <li>3. 3 modes of transport can access a rail facility within 8 minutes.</li> <li>2. 2 modes of transport can access a rail facility within 8 minutes.</li> <li>1. 1 mode of transport can access a rail facility within 8 minutes.</li> <li>1. 1 mode of transport can access a rail facility within 8 minutes.</li> <li>NB - modes of transport include walk, cycle, PT and car</li> </ul>	2	

Information to collect	How to score	Score	Notes/Observations
Typology	<ol> <li>An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.</li> </ol>	2	
Building Age	<ol> <li>Pre 1945</li> <li>1945 - 1960, post war but likely to have similar characteristics</li> <li>1960-1980 more modern buildings portal frame with modern car parking emerging</li> <li>1980-2006 modern buildings good specification</li> </ol>	3	
Building Quality	<ul> <li>and car parking</li> <li>5 - Good condition – lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition – normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>2 - Poor condition – major repair and /or technical work required in the short term but capable of attraining with expenditure that does not exceed 50% of replacement cost.</li> <li>1 - Very poor condition – as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	4	Condition of building is adequate, but the area is largely residential.
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	3	The front of the site is relatively small and hides the employment activites 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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	2	
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	1	

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

Information to collect	How to score	Score	Notes/Observations
Typology	<ol> <li>An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>Other industrial areas dominated by owner occupiers interwoven with other small industrial</li> </ol>	1	
Building Age	estates. 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	4	Mixture between old and more modern buildings
Building Quality	<ul> <li>and car parking</li> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>2 - Poor condition - major repair and /or technical work required in the short term but capable of attraining with expenditure that does not exceed 50% of replacement cost.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	4	Lots of landscaped areas, some rubbish/litter at side of road. Roads good condition.
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>2 - Below average quality - maintenance of public realm poor, extensive repairs needed to roads, some open storage uses - vacant plots appear abandoned, buildings of 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.</li> </ul>	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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	4	Leekes, GES
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	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	7.3
, 0	4 – 5-10 minutes drive time		
	3 – 10-20 minutes drive time		
	2 – 20-30 minutes drive time		
	1 – 30 minutes plus		
ocal Access	<ul> <li>5 – easy site access no issues available public transport</li> <li>4 – No access for issues for vehicles but no public transport</li> <li>3 – Easy immediate site access but wider issues on</li> </ul>	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.
	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		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.
	E. Class to a town control with a wide rear of	0	
Local Amenities (walking)	<ul> <li>5. Close to a town centre with a wide range of services (5 different services or more)</li> <li>4. Close to local centre with a reasonable range of services (4 different services)</li> <li>3. Close to a limited range of basic services (3 different services)</li> <li>2. Close to one or two services</li> <li>1. No services in close proximity</li> <li>NB1: Employment related services such as banks, travel</li> </ul>	0	
	agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk		
Local Amenities (cycling)	<ul> <li>5. Close to a town centre with a wide range of services (5 different services or more)</li> <li>4. Close to local centre with a reasonable range of services (4 different services)</li> <li>3. Close to a limited range of basic services (3 different services)</li> <li>2. Close to one or two services</li> <li>1. No services in close proximity</li> <li>NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants.</li> <li>NB2: "Close" = within about 10 minutes cycle</li> </ul>	0	
Public Transport Access	<ul> <li>5. Close to a station, peak time bus route and cycle route; on a pedestrian route</li> <li>4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route</li> <li>3. Close to either a station or peak time bus route or cycle route; on a pedestrian route</li> <li>2. Not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>1. Not on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route; On a pedestrian route</li> <li>1. Not on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route; NB1. "Close" = within about 10 minutes walk</li> <li>NB2. Peak time bus route defined as being a frequency</li> <li>of 2 buses per hour or more (Mon – Fri).</li> </ul>	5	
Rail Access	4. 4 modes of transport can access a rail facility	1	
	<ul> <li>within 8 minutes.</li> <li>3. a modes of transport can access a rail facility within 8 minutes.</li> <li>2. 2 modes of transport can access a rail facility within 8 minutes.</li> <li>1. 1 mode of transport can access a rail facility within 8 minutes.</li> <li>1. 1 mode of transport can access a rail facility within 8 minutes.</li> <li>MB - modes of transport include walk, cycle, PT and</li> </ul>		
	car		

Information to collect	How to score	Score	Notes/Observations
Typology	<ul> <li>1 - An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>2 - Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.</li> </ul>	1	
Building Age	<ol> <li>Pre 1945</li> <li>1945 – 1960, post war but likely to have similar characteristics</li> <li>1960-1980 more modern buildings portal frame with modern car parking emerging</li> <li>1980-2006 modern buildings good specification</li> </ol>	4	
Building Quality	<ul> <li>and car parking</li> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>2 - Poor condition - major repair and /or technical work required in the short term but capable of attraining with expenditure that does not exceed 50% of replacement cost.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	5	
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	5	
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	3	

Accessibility Strategic	5 – 0 -5 minutes drive time	4	Access to the strategic network is not an
	4 – 5-10 minutes drive time		issue
	3 – 10-20 minutes drive time		
	2 – 20-30 minutes drive time		
	1 – 30 minutes plus		
Local Access	5 – easy site access no issues available public	5	The estate has been laid out to allow
	transport		easy access to sites by commercial
	4 – No access for issues for vehicles but no public		vehicles. No on-street parking is allowed
	transport		and service areas have been provided.
	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		
	<ol> <li>restricted access by all commercial vehicles not</li> </ol>		
	public transport		
Local Amenities (walking)	5. Close to a town centre with a wide range of	0	
	services (5 different services or more)		
	<ol><li>Close to local centre with a reasonable range of</li></ol>		
	services (4 different services)		
	<ol><li>Close to a limited range of basic services (3</li></ol>		
	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		
	5. Observations and the wide servation of	<u>^</u>	
Local Amenities (cycling)	5. Close to a town centre with a wide range of	0	
	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 loisure/recreation pubs/restaurants		
	agents, shops, leisure/recreation, pubs/restaurants.		
	agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle		
Public Transport Access	NB2: "Close" = within about 10 minutes cycle	2	Public transport is available within
Public Transport Access	NB2: "Close" = within about 10 minutes cycle           5. Close to a station, peak time bus route and cycle	2	Public transport is available within walking distances of the units on site
Public Transport Access	NB2: "Close" = within about 10 minutes cycle           5. Close to a station, peak time bus route and cycle route; on a pedestrian route	2	Public transport is available within walking distances of the units on site
Public Transport Access	NB2: "Close" = within about 10 minutes cycle         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	2	
Public Transport Access	NB2: "Close" = within about 10 minutes cycle         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	2	
Public Transport Access	NB2: "Close" = within about 10 minutes cycle         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	2	
Public Transport Access	NB2: "Close" = within about 10 minutes cycle         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	
Public Transport Access	NB2: "Close" = within about 10 minutes cycle         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	2	
Public Transport Access	NB2: "Close" = within about 10 minutes cycle         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         2. Not near a station, peak time bus route or cycle route; on a pedestrian route	2	
Public Transport Access	NB2: "Close" = within about 10 minutes cycle         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         1. Not on a pedestrian route; not near a station,	2	
Public Transport Access	NB2: "Close" = within about 10 minutes cycle         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         1. Not on a pedestrian route; not near a station, peak time bus route or cycle route;	2	
Public Transport Access	NB2: "Close" = within about 10 minutes cycle         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         1. Not 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	2	
Public Transport Access	NB2: "Close" = within about 10 minutes cycle         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         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	2	
Public Transport Access	NB2: "Close" = within about 10 minutes cycle         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         1. Not 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	2	
Public Transport Access	NB2: "Close" = within about 10 minutes cycle         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         NB1. "Close" = within about 10 minutes walk         NB2. Peak time bus route defined as being a frequency	2	
	NB2: "Close" = within about 10 minutes cycle         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         2. 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).		
	NB2: "Close" = within about 10 minutes cycle         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         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. 4 modes of transportcan access a rail facility within 8 minutes.		
	NB2: "Close" = within about 10 minutes cycle         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         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. 4 modes of transportcan access a rail facility         within 8 minutes.         3. 3 modes of transport can access a rail facility <td></td> <td></td>		
	NB2: "Close" = within about 10 minutes cycle         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         2. 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. 4 modes of transportcan access a rail facility within 8 minutes.         3. 3 modes of transport can access a rail facility within 8 minutes.		
	NB2: "Close" = within about 10 minutes cycle         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         2. 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. 4 modes of transportcan 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		
	NB2: "Close" = within about 10 minutes cycle         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         1. Not on a pedestrian route; not near a station, peak time bus route or cycle route; no 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. 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.		
	NB2: "Close" = within about 10 minutes cycle         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         1. 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		
	NB2: "Close" = within about 10 minutes cycle         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         1. Not on a pedestrian route; not near a station, peak time bus route or cycle route; no 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. 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.		

Information to collect	How to score	Score	Notes/Observations
Typology	<ol> <li>An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>Other industrial areas dominated by owner occupiers interwoven with other small industrial</li> </ol>	2	
Building Age	estates. 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 explored income	4	
Building Quality	<ul> <li>and car parking</li> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>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.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	4	well designed plently of parking
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names: significant presence.</li> <li>3 - No national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	5	Hermes, Odeon, Dairy Crest
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	3	

Accessibility Strategic	5 – 0 -5 minutes drive time	4	
	4 – 5-10 minutes drive time		
	3 – 10-20 minutes drive time		
	2 – 20-30 minutes drive time		
	1 – 30 minutes plus		
Local Access	5 – easy site access no issues available public	5	The site is in close proximity to the
	transport		strategic network. Wide carriageways
	4 – No access for issues for vehicles but no public		and parking restrictions allow free flowing
	transport 3 – Easy immediate site access but wider issues on		traffic for vehicles of all sizes. The majority of the units on the
	link to strategic highway net work		estate are within the recommended
	2 – Restricted access for HGV's and restricted		walking distance from bus stops.
	access to major road network		hammig aletanee nem sue eteper
	1 – restricted access by all commercial vehicles not		
	public transport		
Local Amenities (walking)	5. Close to a town centre with a wide range of	0	
	services (5 different services or more)		
	4. Close to local centre with a reasonable range of		
	services (4 different services)		
	<ol><li>Close to a limited range of basic services (3</li></ol>		
	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		
Local Amenities (cycling)	5. Close to a town centre with a wide range of	2	
Elocal / Internities (eyening)	services (5 different services or more)	2	
	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		
	<ol> <li>No services in close proximity</li> </ol>		
	NB1: Employment related services such as banks,		
	travel		
	agents, shops, leisure/recreation, pubs/restaurants.		
	NB2: "Close" = within about 10 minutes cycle		
Public Transport Access	5. Close to a station, peak time bus route and cycle	5	
	route; on a pedestrian route	0	
	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		
	<ol><li>Not near a station, peak time bus route or cycle</li></ol>		
	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		
Rail Access	of 2 buses per hour or more (Mon – Fri). 4. 4 modes of transportcan access a rail facility	2	
1100000	within 8 minutes.	2	
	3. 3 modes of transport can access a rail facility		
	3. 3 modes of transport can access a rail facility within 8 minutes.		
	within 8 minutes.		
	within 8 minutes. 2. 2 modes of transport can access a rail facility		
	within 8 minutes. 2. 2 modes of transport can access a rail facility within 8 minutes.		
	<ul> <li>within 8 minutes.</li> <li>2. 2 modes of transport can access a rail facility within 8 minutes.</li> <li>1. 1 mode of transport can access a rail facility</li> </ul>		

Information to collect	How to score	Score	Notes/Observations
Typology	<ul> <li>1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial</li> </ul>	1	
Building Age	estates. 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	<ul> <li>and car parking</li> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>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.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	5	
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	5	
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	3	

Accessibility Strategic	5 – 0 -5 minutes drive time	3	
Accessibility Strategic	4 - 5-10 minutes drive time	3	
	3 - 10-20 minutes drive time		
	2 - 20-30 minutes drive time		
	1 - 30 minutes plus		
Local Access	5 – easy site access no issues available public	5	The site is in close proximity to the
	transport	0	strategic network. There is an issue with
	4 – No access for issues for vehicles but no public		parking on the estate. It could be
	transport		associated with the adjacent hospital or
	3 – Easy immediate site access but wider issues on		the businesses on the industrial estate.
	link to strategic highway net work		Either way, two way free flowing traffic is
	2 – Restricted access for HGV's and restricted		not possible in areas on the network. The
	access to major road network		problem increases when vehicle
	1 – restricted access by all commercial vehicles not		transporters are loading or unloading.
	public transport		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	0	
Loodi / Infolitioo (Walking)	services (5 different services or more)	Ũ	
	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		
Local Amenities (cycling)	5. Close to a town centre with a wide range of	1	
	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		
Public Transport Access	<ol><li>Close to a station, peak time bus route and cycle</li></ol>	2	
	route; on a pedestrian route		
	<ol><li>Close to a station or peak time bus route, close to</li></ol>		
	cycle route, on a pedestrian route		
	<ol><li>Close to either a station or peak time bus route or</li></ol>		
	cycle route; on a pedestrian route		
	<ol><li>Not near a station, peak time bus route or cycle</li></ol>		
	route; on a pedestrian route		
	<ol> <li>Not on a pedestrian route; not near a station,</li> </ol>		
	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).		
Rail Access	4. 4 modes of transportcan access a rail facility	2	
	within 8 minutes.		
	<ol><li>3 modes of transport can access a rail facility</li></ol>		
	within 8 minutes.		
	2. 2 modes of transport can access a rail facility		
	2. 2 modes of transport can access a rail facility within 8 minutes.		
	<ul><li>2. 2 modes of transport can access a rail facility within 8 minutes.</li><li>1. 1 mode of transport can access a rail facility</li></ul>		
	<ul><li>2. 2 modes of transport can access a rail facility within 8 minutes.</li><li>1. 1 mode of transport can access a rail facility within 8 minutes.</li></ul>		
	<ul><li>2. 2 modes of transport can access a rail facility within 8 minutes.</li><li>1. 1 mode of transport can access a rail facility</li></ul>		

Information to collect	How to score	Score	Notes/Observations
Typology	<ol> <li>An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>Other industrial areas dominated by owner occupiers interwoven with other small industrial</li> </ol>	2	
Building Age	estates. 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 ear parking	4	
Building Quality	<ul> <li>and car parking</li> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>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.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	4	
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	3	Similar in style to Bermuda 1 but lack of maintantence strarting to shwo in some areas such as sides of roads not being maintained. Derelict area at entrance reuces 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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names: significant majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	4	
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	2	

Accessibility Strategic	5 – 0 -5 minutes drive time	4	
, ,	4 – 5-10 minutes drive time		
	3 – 10-20 minutes drive time		
	2 – 20-30 minutes drive time		
Local Access	1 – 30 minutes plus 5 – easy site access no issues available public	4	The site is in close proximity to the
	transport		strategic network. Large goods
	4 – No access for issues for vehicles but no public		vehicles can access and egress the size
	transport		without issues as on-street parking
	3 – Easy immediate site access but wider issues on		restrictions prevent the carriageway from
	link to strategic highway net work		being obstructed.
	2 – Restricted access for HGV's and restricted access to major road network		No public transport is within recommended walking distance currently.
	1 – restricted access by all commercial vehicles not		Bus services
	public transport		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	0	
	services (5 different services or more)	Ū	
	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		
Local Amenities (cycling)	5. Close to a town centre with a wide range of	2	
Local Amenities (cycling)	services (5 different services or more)	2	
	4. Close to local centre with a reasonable range of		
	services (4 different services)		
	<ol><li>Close to a limited range of basic services (3</li></ol>		
	different services)		
	<ol> <li>Close to one or two services</li> <li>No services in close proximity</li> </ol>		
	NB1: Employment related services such as banks,		
	travel		
	agents, shops, leisure/recreation, pubs/restaurants.		
	NB2: "Close" = within about 10 minutes cycle		
Public Transport Access	5. Close to a station, peak time bus route and cycle	5	
Fublic Transport Access	route; on a pedestrian route	5	
	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		
	<ol><li>Not near a station, peak time bus route or cycle route; on a pedestrian route</li></ol>		
	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		
Rail Access	of 2 buses per hour or more (Mon – Fri). 4. 4 modes of transportcan access a rail facility	2	
1 (an / 100035	within 8 minutes.	2	
	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.		
	<ol> <li>1 mode of transport can access a rail facility</li> </ol>		
	within 8 minutes. NB - modes of transport include walk, cycle, PT and		

Information to collect	How to score	Score	Notes/Observations
Typology	<ol> <li>An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>Other industrial areas dominated by owner occupiers interwoven with other small industrial</li> </ol>	2	
Building Age	estates. 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	<ul> <li>and car parking</li> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>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.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	3	Generally ok condition.
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	3	
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	2	

Accessibility Strategic	5 – 0 -5 minutes drive time	3	
Accessionity Offategie	4 - 5-10 minutes drive time	5	
	3 – 10-20 minutes drive time		
	2 – 20-30 minutes drive time		
	1 – 30 minutes plus		
Local Access	5 – easy site access no issues available public	5	The estate is within 500 metres of the
	transport		strategic network (Heath End
	4 – No access for issues for vehicles but no public transport		Road (B4112) and access to public
	3 – Easy immediate site access but wider issues on		transport is not an issue. A score of 5 has been given because of the proximity to
	link to strategic highway net work		the strategic network. However, concerns
	2 – Restricted access for HGV's and restricted		have been previously raised about
	access to major road network		junction capacity. Also, the
	1 - restricted access by all commercial vehicles not		route to and along the strategic network
	public transport		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	0	
Local Amenities (waiking)	services (5 different services or more)	0	
	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		
	NB2. Close – within about 10 minutes wark		
Local Amenities (cycling)	5. Close to a town centre with a wide range of	1	
	services (5 different services or more)	·	
	4. Close to local centre with a reasonable range of		
	services (4 different services)		
	<ol><li>Close to a limited range of basic services (3</li></ol>		
	different services)		
	2. Close to one or two services		
	<ol> <li>No services in close proximity NB1: Employment related services such as banks,</li> </ol>		
	travel		
	agents, shops, leisure/recreation, pubs/restaurants.		
	NB2: "Close" = within about 10 minutes cycle		
Public Transport Access	5. Close to a station, peak time bus route and cycle	3	
	route; on a pedestrian route		
	4. Close to a station or peak time bus route, close to		
	cycle route, on a pedestrian route		
	<ol><li>Close to either a station or peak time bus route or cycle route; on a pedestrian route</li></ol>		
	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		
Poil Access	of 2 buses per hour or more (Mon – Fri).	0	
Rail Access	<ol> <li>4 modes of transportcan access a rail facility within 8 minutes.</li> </ol>	2	
	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		

Information to collect	How to score	Score	Notes/Observations
Typology	<ol> <li>An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.</li> </ol>	2	
Building Age	<ol> <li>Pre 1945</li> <li>1945 – 1960, post war but likely to have similar characteristics</li> <li>1960-1980 more modern buildings portal frame with modern car parking emerging</li> <li>1980-2006 modern buildings good specification</li> </ol>	2	
Building Quality	<ul> <li>and car parking</li> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>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.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	2	Range of buildings but generally look tired and dates. Limited areas for parking
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	4	
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	2	

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

Information to collect	How to score	Score	Notes/Observations
Typology	<ul> <li>1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial</li> </ul>	2	
Building Age	estates. 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	<ul> <li>and car parking</li> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>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.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	3	Some investment needed in certain buildings requires in short term
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	3	Not particualrly bad but couldn't be considered as good either, but this is laregley 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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names: significant majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	4	
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	2	

Accessibility Strategic	5 – 0 -5 minutes drive time	4	
Accessionity Orlategic	4 - 5-10 minutes drive time	4	
	3 - 10-20 minutes drive time		
	2 - 20-30 minutes drive time		
	1 - 30 minutes plus		
Local Access	5 – easy site access no issues available public	4	Access to the strategic highway network
	transport		is not an issue.
	4 – No access for issues for vehicles but no public		The majority of the units on the estate in
	transport		excess or over 600 metres from available
	3 – Easy immediate site access but wider issues on		public transport, which could be
	link to strategic highway net work		considered too far from the site.
	2 – Restricted access for HGV's and restricted		
	access to major road network		
	1 – restricted access by all commercial vehicles not		
	public transport		
Local Amenities (walking)	5. Close to a town centre with a wide range of	0	
(	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		
Local Amenities (cycling)	5. Close to a town centre with a wide range of	1	
	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		
Public Transport Access	5. Close to a station, peak time bus route and cycle	3	
	route; on a pedestrian route		
	<ol><li>Close to a station or peak time bus route, close to</li></ol>		
	cycle route, on a pedestrian route		
	<ol><li>Close to either a station or peak time bus route or</li></ol>		
	cycle route; on a pedestrian route		
	<ol><li>Not near a station, peak time bus route or cycle</li></ol>		
	route; on a pedestrian route		
	<ol> <li>Not on a pedestrian route; not near a station,</li> </ol>		
	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).		
Rail Access	4. 4 modes of transportcan access a rail facility	0	
	within 8 minutes.		
	3. 3 modes of transport can access a rail facility		
	within 8 minutes.		
	<ol><li>2 modes of transport can access a rail facility</li></ol>		
	2. 2 modes of transport can access a rainacinty		
	within 8 minutes.		
	within 8 minutes. 1. 1 mode of transport can access a rail facility		
	within 8 minutes.		
	within 8 minutes. 1. 1 mode of transport can access a rail facility		

Information to collect	How to score	Score	Notes/Observations
Typology	<ul> <li>1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial</li> </ul>	2	
Building Age	estates. 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	<ul> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>2 - Poor condition - major repair and /or technical work required in the short term but capable of attraining with expenditure that does not exceed 50% of replacement cost.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	2	
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	2	
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	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	<ul> <li>5 – easy site access no issues available public transport</li> <li>4 – No access for issues for vehicles but no public transport</li> <li>3 – Easy immediate site access but wider issues on link to strategic highway net work</li> <li>2 – Restricted access for HGV's and restricted access to major road network</li> <li>1 – restricted access by all commercial vehicles not public transport</li> </ul>	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)	<ol> <li>5. Close to a town centre with a wide range of services (5 different services or more)</li> <li>4. Close to local centre with a reasonable range of services (4 different services)</li> <li>3. Close to a limited range of basic services (3 different services)</li> <li>2. Close to one or two services</li> <li>1. No services in close proximity</li> <li>NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants.</li> <li>NB2: "Close" = within about 10 minutes walk</li> </ol>	0	
Local Amenities (cycling)	<ol> <li>5. Close to a town centre with a wide range of services (5 different services or more)</li> <li>4. Close to local centre with a reasonable range of services (4 different services)</li> <li>3. Close to a limited range of basic services (3 different services)</li> <li>2. Close to one or two services</li> <li>1. No services in close proximity</li> <li>NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants.</li> <li>NB2: "Close" = within about 10 minutes cycle</li> </ol>	1	
Public Transport Access	<ul> <li>5. Close to a station, peak time bus route and cycle route; on a pedestrian route</li> <li>4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route</li> <li>3. Close to either a station or peak time bus route or cycle route; on a pedestrian route</li> <li>2. Not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> <li>NB1. "Close" = within about 10 minutes walk</li> <li>NB2. Peak time bus route defined as being a frequency</li> <li>of 2 buses per hour or more (Mon – Fri).</li> </ul>	5	
Rail Access	<ul> <li>4. 4 modes of transportcan access a rail facility within 8 minutes.</li> <li>3. 3 modes of transport can access a rail facility within 8 minutes.</li> <li>2. 2 modes of transport can access a rail facility within 8 minutes.</li> <li>1. 1 mode of transport can access a rail facility within 8 minutes.</li> <li>1. 1 mode of transport can access a rail facility within 8 minutes.</li> <li>NB - modes of transport include walk, cycle, PT and car</li> </ul>	4	

Information to collect	How to coore	Saara	Notos/Observations
Information to collect Typology	How to score 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	2 2	Notes/Observations
Building Age	estates. 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 ear parking	4	
Building Quality	<ul> <li>and car parking</li> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>2 - Poor condition - major repair and /or technical work required in the short term but capable of attraining with expenditure that does not exceed 50% of replacement cost.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	4	
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	4	
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	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	4	
	1 - 30 minutes plus		
Local Access	<ul> <li>5 - easy site access no issues available public transport</li> <li>4 - No access for issues for vehicles but no public transport</li> <li>3 - Easy immediate site access but wider issues on link to strategic highway net work</li> <li>2 - Restricted access for HGV's and restricted access to major road network</li> <li>1 - restricted access by all commercial vehicles not public transport</li> </ul>	3	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
Local Amenities (walking)	<ol> <li>5. Close to a town centre with a wide range of services (5 different services or more)</li> <li>4. Close to local centre with a reasonable range of services (4 different services)</li> <li>3. Close to a limited range of basic services (3 different services)</li> <li>2. Close to one or two services</li> <li>1. No services in close proximity</li> <li>NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants.</li> <li>NB2: "Close" = within about 10 minutes walk</li> </ol>	5	
Local Amenities (cycling)	<ol> <li>5. Close to a town centre with a wide range of services (5 different services or more)</li> <li>4. Close to local centre with a reasonable range of services (4 different services)</li> <li>3. Close to a limited range of basic services (3 different services)</li> <li>2. Close to one or two services</li> <li>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</li> </ol>	5	
Public Transport Access	<ol> <li>5. Close to a station, peak time bus route and cycle route; on a pedestrian route</li> <li>4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route</li> <li>3. Close to either a station or peak time bus route or cycle route; on a pedestrian route</li> <li>2. Not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> <li>Not on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> <li>NB1. "Close" = within about 10 minutes walk</li> <li>NB2. Peak time bus route defined as being a frequency</li> <li>of 2 buses per hour or more (Mon – Fri).</li> </ol>	5	

Rail Access	4. 4 modes of transportcan access a rail facility	4	
	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		

Information to collect	How to score	Score	Notes/Observations
Typology	<ol> <li>An industrial estate covered and managed as an investment likely to have similar types of buildings, etc.</li> <li>Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.</li> </ol>	2	
Building Age	<ul> <li>1 - Pre 1945</li> <li>2 - 1945 - 1960, post war but likely to have similar characteristics</li> <li>3 - 1960-1980 more modern buildings portal frame with modern car parking emerging</li> <li>4 - 1980-2006 modern buildings good specification and car parking</li> </ul>	1	
Building Quality	<ul> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>2 - Poor condition - major repair and /or technical work required in the short term but capable of attraining with expenditure that does not exceed 50% of replacement cost.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	1	
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	1	
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	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	4	
Local Access	<ul> <li>1 – 30 minutes plus</li> <li>5 – easy site access no issues available public transport</li> <li>4 – No access for issues for vehicles but no public transport</li> <li>3 – Easy immediate site access but wider issues on link to strategic highway net work</li> <li>2 – Restricted access for HGV's and restricted access to major road network</li> <li>1 – restricted access by all commercial vehicles not public transport</li> </ul>	2	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
Local Amenities (walking)	<ol> <li>5. Close to a town centre with a wide range of services (5 different services or more)</li> <li>4. Close to local centre with a reasonable range of services (4 different services)</li> <li>3. Close to a limited range of basic services (3 different services)</li> <li>2. Close to one or two services</li> <li>1. No services in close proximity</li> <li>NB1: Employment related services such as banks, travel</li> <li>agents, shops, leisure/recreation, pubs/restaurants.</li> <li>NB2: "Close" = within about 10 minutes walk</li> </ol>	0	Street (D1257) were not designed for
Local Amenities (cycling)	<ol> <li>5. Close to a town centre with a wide range of services (5 different services or more)</li> <li>4. Close to local centre with a reasonable range of services (4 different services)</li> <li>3. Close to a limited range of basic services (3 different services)</li> <li>2. Close to one or two services</li> <li>1. No services in close proximity</li> <li>NB1: Employment related services such as banks, travel</li> <li>agents, shops, leisure/recreation, pubs/restaurants.</li> <li>NB2: "Close" = within about 10 minutes cycle</li> </ol>	2	
Public Transport Access	<ul> <li>5. Close to a station, peak time bus route and cycle route; on a pedestrian route</li> <li>4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route</li> <li>3. Close to either a station or peak time bus route or cycle route; on a pedestrian route</li> <li>2. Not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>1. Not on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> <li>NB1. "Close" = within about 10 minutes walk</li> <li>NB2. Peak time bus route defined as being a frequency</li> <li>of 2 buses per hour or more (Mon – Fri).</li> </ul>	5	

Rail Access	4. 4 modes of transport can access a rail facility	2	
	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		

Information to collect	How to score	Score	Notes/Observations
Typology	<ol> <li>An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>Other industrial areas dominated by owner occupiers interwoven with other small industrial</li> </ol>	2	
Building Age	estates. 1 – Pre 1945	1	
	<ul> <li>2 – 1945 – 1960, post war but likely to have similar characteristics</li> <li>3 – 1960-1980 more modern buildings portal frame with modern car parking emerging</li> <li>4 – 1980-2006 modern buildings good specification and car parking</li> </ul>		
Building Quality	<ul> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>2 - Poor condition - major repair and /or technical work required in the short term but capable of attraining with expenditure that does not exceed 50% of replacement cost.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	2	Looks outdated from outside, may have been refurbished on inside but lacks in external appearance.
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	3	
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	1	

Accessibility Strategic	5 – 0 -5 minutes drive time	4	
Accessionity Strategic	4 - 5-10 minutes drive time	4	
	3 – 10-20 minutes drive time		
	2 – 20-30 minutes drive time		
	1 – 30 minutes plus		
Local Access	5 – easy site access no issues available public	2	The access to the site is not suited to
	transport		large vehicle movements. The access is
	4 – No access for issues for vehicles but no public		approximately 5.2 metres wide, which
	transport 3 – Easy immediate site access but wider issues on		restricts movements of large vehicles as it is not wide enough for two vehicles to
	link to strategic highway net work		pass.
	2 – Restricted access for HGV's and restricted		
	access to major road network		A parking and service area to the rear of
	1 - restricted access by all commercial vehicles not		the site is accessed between the two
	public transport		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.
			tor two vericles 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	1	
	services (5 different services or more)		
	<ol><li>Close to local centre with a reasonable range of</li></ol>		
	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		
	E. Clean to a town control with a wide range of	5	
Local Amenities (cycling)	5. Close to a town centre with a wide range of services (5 different services or more)	5	
	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		
Public Transport Access	5. Close to a station, peak time bus route and cycle	5	
	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).		
Rail Access	4. 4 modes of transportcan access a rail facility	2	1
Nail Access	within 8 minutes.		
	within 8 minutes. 3. 3 modes of transport can access a rail facility		
	within 8 minutes. 3. 3 modes of transport can access a rail facility within 8 minutes.		
	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		
	<ul> <li>within 8 minutes.</li> <li>3. 3 modes of transport can access a rail facility within 8 minutes.</li> <li>2. 2 modes of transport can access a rail facility within 8 minutes.</li> </ul>		
	<ul> <li>within 8 minutes.</li> <li>3. 3 modes of transport can access a rail facility within 8 minutes.</li> <li>2. 2 modes of transport can access a rail facility within 8 minutes.</li> <li>1. 1 mode of transport can access a rail facility</li> </ul>		
	<ul> <li>within 8 minutes.</li> <li>3. 3 modes of transport can access a rail facility within 8 minutes.</li> <li>2. 2 modes of transport can access a rail facility within 8 minutes.</li> </ul>		

Information to collect	How to score	Score	Notes/Observations
Typology	<ul> <li>1 – An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial</li> </ul>	2	
Building Age	estates. 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	<ul> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>2 - Poor condition - major repair and /or technical work required in the short term but capable of attraining with expenditure that does not exceed 50% of replacement cost.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	3	Generally good condition but parts of building need repairing
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	3	Few landscaped areas within actual estate to front. Not really high quality but few areas in need of improvement.
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 4 how the or $40%$ of buildings occupied	5	Roads fine.
Nature of Existing Tenants	<ol> <li>1 – less than 40% of buildings occupied</li> <li>5 – National /international names: significant presence.</li> <li>4 – Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 – No national /international names companies exclusively Warwickshire based.</li> <li>2 – Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 – Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ol>	3	Swan Bathrooms, Midland Tyre Supply
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	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	<ul> <li>5 - easy site access no issues available public transport</li> <li>4 - No access for issues for vehicles but no public transport</li> <li>3 - Easy immediate site access but wider issues on link to strategic highway net work</li> <li>2 - Restricted access for HGV's and restricted access to major road network</li> <li>1 - restricted access by all commercial vehicles not public transport</li> </ul>	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)	<ul> <li>5. Close to a town centre with a wide range of services (5 different services or more)</li> <li>4. Close to local centre with a reasonable range of services (4 different services)</li> <li>3. Close to a limited range of basic services (3 different services)</li> <li>2. Close to one or two services</li> <li>1. No services in close proximity</li> <li>NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants.</li> <li>NB2: "Close" = within about 10 minutes walk</li> </ul>	1	
Local Amenities (cycling)	<ul> <li>5. Close to a town centre with a wide range of services (5 different services or more)</li> <li>4. Close to local centre with a reasonable range of services (4 different services)</li> <li>3. Close to a limited range of basic services (3 different services)</li> <li>2. Close to one or two services</li> <li>1. No services in close proximity</li> <li>NB1: Employment related services such as banks, travel agents, shops, leisure/recreation, pubs/restaurants.</li> <li>NB2: "Close" = within about 10 minutes cycle</li> </ul>	1	
Public Transport Access	<ul> <li>5. Close to a station, peak time bus route and cycle route; on a pedestrian route</li> <li>4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route</li> <li>3. Close to either a station or peak time bus route or cycle route; on a pedestrian route</li> <li>2. Not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route; Nute, a station or cycle route; not a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> <li>NB1. "Close" = within about 10 minutes walk</li> <li>NB2. Peak time bus route defined as being a frequency</li> <li>of 2 buses per hour or more (Mon – Fri).</li> </ul>	4	

Rail Access	<ol><li>4 modes of transportcan access a rail facility</li></ol>	2	
	within 8 minutes.		
	<ol><li>3 modes of transport can access a rail facility</li></ol>		
	within 8 minutes.		
	<ol><li>2 modes of transport can access a rail facility</li></ol>		
	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		

Information to collect	How to score	Score	Notes/Observations
Typology	<ol> <li>An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> </ol>	2	
	2 – Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.		
Building Age	<ol> <li>Pre 1945</li> <li>1945 – 1960, post war but likely to have similar characteristics</li> <li>1960-1980 more modern buildings portal frame with modern car parking emerging</li> <li>1980-2006 modern buildings good specification</li> </ol>	0	No building. Citroen and ATS adajcent to site
Building Quality	<ul> <li>and car parking</li> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>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.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	0	No building on site
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	0	
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	3	The surround sites are citroen and ATS, therefore this site could be potenially 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	4	
Local Access	<ul> <li>1 – 30 minutes plus</li> <li>5 – easy site access no issues available public transport</li> <li>4 – No access for issues for vehicles but no public transport</li> <li>3 – Easy immediate site access but wider issues on link to strategic highway net work</li> <li>2 – Restricted access for HGV's and restricted access to major road network</li> <li>1 – restricted access by all commercial vehicles not public transport</li> </ul>	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)	<ol> <li>5. Close to a town centre with a wide range of services (5 different services or more)</li> <li>4. Close to local centre with a reasonable range of services (4 different services)</li> <li>3. Close to a limited range of basic services (3 different services)</li> <li>2. Close to one or two services</li> <li>1. No services in close proximity NB1: Employment related services such as banks, travel</li> <li>agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk</li> </ol>	0	
Local Amenities (cycling)	<ol> <li>5. Close to a town centre with a wide range of services (5 different services or more)</li> <li>4. Close to local centre with a reasonable range of services (4 different services)</li> <li>3. Close to a limited range of basic services (3 different services)</li> <li>2. Close to one or two services</li> <li>1. No services in close proximity NB1: Employment related services such as banks, travel</li> <li>agents, shops, leisure/recreation, pubs/restaurants.</li> <li>NB2: "Close" = within about 10 minutes cycle</li> </ol>	2	
Public Transport Access	<ul> <li>5. Close to a station, peak time bus route and cycle route; on a pedestrian route</li> <li>4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route</li> <li>3. Close to either a station or peak time bus route or cycle route; on a pedestrian route</li> <li>2. Not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> <li>NB1. "Close" = within about 10 minutes walk</li> <li>NB2. Peak time bus route defined as being a frequency</li> <li>of 2 buses per hour or more (Mon – Fri).</li> </ul>	2	
Rail Access	<ul> <li>of 2 buses per hour or more (Mon – Fr).</li> <li>4. 4 modes of transportcan access a rail facility within 8 minutes.</li> <li>3. 3 modes of transport can access a rail facility within 8 minutes.</li> <li>2. 2 modes of transport can access a rail facility within 8 minutes.</li> <li>1. 1 mode of transport can access a rail facility within 8 minutes.</li> <li>NB - modes of transport include walk, cycle, PT and car</li> </ul>	4	

Information to collect	How to score	Score	Notes/Observations
Typology	<ul> <li>1 - An industrial estate owned and managed as an investment likely to have similar types of buildings, etc.</li> <li>2 - Other industrial areas dominated by owner occupiers interwoven with other small industrial estates.</li> </ul>	1	
Building Age	<ol> <li>Pre 1945</li> <li>1945 – 1960, post war but likely to have similar characteristics</li> <li>1960-1980 more modern buildings portal frame with modern car parking emerging</li> <li>1980-2006 modern buildings good specification</li> </ol>	4	
Building Quality	<ul> <li>and car parking</li> <li>5 - Good condition - lower than normal level of maintenance requirement within medium term.</li> <li>4 - Satisfactory condition - normal level of maintenance and repair requirement within the medium term.</li> <li>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.</li> <li>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.</li> <li>1 - Very poor condition - as per as poor condition but level of expenditure required to obtain satisfactory condition exceeds 50% of replacement cost.</li> </ul>	5	
General External Environment	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	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	<ul> <li>5 - National /international names: significant presence.</li> <li>4 - Some national /international names present, but majority of occupiers from drawn from regional companies.</li> <li>3 - No national /international names companies exclusively Warwickshire based.</li> <li>2 - Companies drawn from local area but could be seen as having choice of locations in local area.</li> <li>1 - Very local companies who by nature of their business would be expected to have very limited choices in terms of alternative location.</li> </ul>	5	
Market Attractiveness	<ol> <li>Site attractive to National companies</li> <li>Site attractive to Sub-regional companies</li> <li>Site attractive to Local companies</li> </ol>	3	

Accessibility Strategic	5 – 0 -5 minutes drive time	4	
, ,	4 – 5-10 minutes drive time		
	3 – 10-20 minutes drive time		
	2 – 20-30 minutes drive time		
	1 – 30 minutes plus		
Local Access	5 – easy site access no issues available public	5	The site is used as for offices and
	transport		training, but can still be serviced by
	4 – No access for issues for vehicles but no public		large vehicles without detriment to the
	transport		connecting highway. Access to the
	3 – Easy immediate site access but wider issues on		strategic network is not an issue, nor is
	link to strategic highway net work		accessing public transport a problem.
	2 – Restricted access for HGV's and restricted		
	access to major road network		
	<ol> <li>restricted access by all commercial vehicles not</li> </ol>		
	public transport		
Local Amenities (walking)	<ol><li>Close to a town centre with a wide range of</li></ol>	0	
	services (5 different services or more)		
	<ol><li>Close to local centre with a reasonable range of</li></ol>		
	services (4 different services)		
	<ol><li>Close to a limited range of basic services (3</li></ol>		
	different services)		
	2. Close to one or two services		
	<ol> <li>No services in close proximity</li> </ol>		
	NB1: Employment related services such as banks,		
	travel		
	agents, shops, leisure/recreation, pubs/restaurants.		
	NB2: "Close" = within about 10 minutes walk		
Local Amenities (cycling)	5. Close to a town centre with a wide range of	0	
	services (5 different services or more)		
	<ol><li>Close to local centre with a reasonable range of</li></ol>		
	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		
	travel agents, shops, leisure/recreation, pubs/restaurants.		
	travel		
Dublic Transport Access	travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle		
Public Transport Access	travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle 5. Close to a station, peak time bus route and cycle	2	
Public Transport Access	travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle 5. Close to a station, peak time bus route and cycle route; on a pedestrian route	2	
Public Transport Access	travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle 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	2	
Public Transport Access	travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle 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	2	
Public Transport Access	travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle 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	2	
Public Transport Access	travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle 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	
Public Transport Access	<ul> <li>travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle</li> <li>5. Close to a station, peak time bus route and cycle route; on a pedestrian route</li> <li>4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route</li> <li>3. Close to either a station or peak time bus route or cycle route; on a pedestrian route</li> <li>2. Not near a station, peak time bus route or cycle</li> </ul>	2	
Public Transport Access	travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle 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	2	
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Public Transport Access	travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle 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, 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 1. Not on a pedestrian route; not near a station, peak time bus route or cycle route	2	
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Public Transport Access	travel agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes cycle 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 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	2	
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Information to collect	How to score	Score	Notes/Observations
Typology	1 – An industrial estate owned and managed as an	2	
,	investment likely to have similar types of buildings,		
	etc.		
	2 – Other industrial areas dominated by owner		
	occupiers interwoven with other small industrial estates.		
Building Age	1 – Pre 1945	1	
Duliang Age	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		
Puilding Quality	and car parking 5 – Good condition – lower than normal level of	2	Renovations needed
Building Quality	maintenance requirement within medium term.	2	Renovations needed
	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.		
General External Environment	5 – Excellent quality environment – extensive	1	Poor quality environment abandonded
	external public realm areas well maintained, road maintenance no issues, buildings of high quality		cars used to block car park to adhancent restrauntant. Lack of landscaping
	external appearance for use, no derelict sites,		restraumant. Lack of landscaping
	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.		
	F 00 4000( -£1 111	~	
Level of Visible Voids	5 - 90 - 100% of buildings occupied	3	
	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		
Nature of Existing Tenants	5 – National /international names: significant	1	
5 1 1	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.		
Market Attractiveness	3. Site attractive to National companies	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	5 – 0 -5 minutes drive time 4 – 5-10 minutes drive time 3 – 10-20 minutes drive time 2 – 20-30 minutes drive time	4	
Local Access	1 – 30 minutes plus 5 – easy site access no issues available public	5	The main access to the site, on the
	<ul> <li>transport</li> <li>4 - No access for issues for vehicles but no public transport</li> <li>3 - Easy immediate site access but wider issues on link to strategic highway net work</li> <li>2 - Restricted access for HGV's and restricted access to major road network</li> <li>1 - restricted access by all commercial vehicles not public transport</li> </ul>		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.
Local Amenities (walking)	<ol> <li>5. Close to a town centre with a wide range of services (5 different services or more)</li> <li>4. Close to local centre with a reasonable range of services (4 different services)</li> <li>3. Close to a limited range of basic services (3 different services)</li> <li>2. Close to one or two services</li> <li>1. No services in close proximity NB1: Employment related services such as banks, travel</li> <li>agents, shops, leisure/recreation, pubs/restaurants. NB2: "Close" = within about 10 minutes walk</li> </ol>	1	
Local Amenities (cycling)	<ol> <li>5. Close to a town centre with a wide range of services (5 different services or more)</li> <li>4. Close to local centre with a reasonable range of services (4 different services)</li> <li>3. Close to a limited range of basic services (3 different services)</li> <li>2. Close to one or two services</li> <li>1. No services in close proximity</li> <li>NB1: Employment related services such as banks, travel</li> <li>agents, shops, leisure/recreation, pubs/restaurants.</li> <li>NB2: "Close" = within about 10 minutes cycle</li> </ol>	1	
Public Transport Access	<ul> <li>5. Close to a station, peak time bus route and cycle route; on a pedestrian route</li> <li>4. Close to a station or peak time bus route, close to cycle route, on a pedestrian route</li> <li>3. Close to either a station or peak time bus route or cycle route; on a pedestrian route</li> <li>2. Not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>1. Not on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route; or a pedestrian route</li> <li>1. Not on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route; NB1. "Close" = within about 10 minutes walk</li> <li>NB2. Peak time bus route defined as being a frequency</li> <li>of 2 buses per hour or more (Mon – Fri).</li> </ul>	2	
Rail Access	<ul> <li>4. 4 modes of transport an access a rail facility within 8 minutes.</li> <li>3. 3 modes of transport can access a rail facility within 8 minutes.</li> <li>2. 2 modes of transport can access a rail facility within 8 minutes.</li> <li>1. 1 mode of transport can access a rail facility within 8 minutes.</li> <li>NB - modes of transport include walk, cycle, PT and car</li> </ul>	2	

Information to collect	Useful information	How to acome	Score	Notes/Observations
1. See Name 2. Site Reference 3. Site Address	a provideo	Define Define		ELROIT AUTO CONDECTION IN A CONDECTION OF A CO
4. Ste Size	Hectarea	Define		Total site 72 hectares with 5 hectares proposed as B1. B2 and B8 employment land The Judkins Quarry Complex (72ha) is owned by FCC Environment. There is an additional 2.6ha
				PCC Environment. I need an an abordieral Zona control by Narson which may become available for development in the future subject to land contenting agreement. FCC has approached futurion who has appressed their interest and support in partnering FCC in redevelopment of both FCC and Hanarch landholdings as a joint development strategy.
5. Ownership 6. Site Boundary	Identify ownership and whether there are any potential issues Map	Define Define		both FCC and Hanson's landholdings as a joint development strategy.
7. Site location in Borough context	Map	Define		The sile comprises a former hard silves quarry which has base backlikel or part with controlled wates and anciently inder which has been used to mixere and associate production of coaled terms: and associated wates nexp(orget packviles. Landti operations communed in 1978 and have nore cassed depids a substantial void remaining. There is an estant planning consent that permits anyannying and subsequant resistantion by landtiling until 2042.
				to mineral processing, production of coaled termsc and associated wate recycling activities. Landfill operations commenced in 1978 and have
				now ceased despite a substantial void remaining. There is an extant planning consent that permits quarrying and subsequent restoration by
				Planning permission was recently granted
				Planning permission was recently granted (January 2013) for the relocation of the existing Chic Amerity uits to the finctings of the complex adjacent to Tutle Hit. The new HWRMC occupies 0.5the and is currently under construction and will serve a 15 year contract with WCC.
				serve a 15 year contract with WCC. The land to the east of the Canal and to the west
				The land to the east of the Carol and to the west of the West Coast Main Line within PCC's somethyle is a former blockworks area. It is controlly not in use scorept for a temporary sola accessing operation incidential to the orgonic landit reasonation: This land is allocated for employment use under the current local plan.
				landfil restoration. This land is allocated for employment use under the current local plan.
				Ref: 031900 (Planning) - accepted 8/1/13 - Decision Made Judkins Quarry (Site 394002), Tuttle Hill,
5. Site History	Previous allocations or permissions etc.	Witten analysis		Juckins Quarry (Site 394002), Tuttle Hill, Numeston The establishment of a soil screening operation for a period of 4 years. The operation would
		Yes - Site is advertised as being available, or there are no obvious obstructions to immediately		The site has a number of phases which they hope
9. Availability		obstructions to immediately develop the site No - Site is not immediately available (please state the reason)	Yes	The site has a number of phases which they hope to implement over the short, medium and long term (within next 5 year, with 5-10 years and after 15 years)
				Parts of the site are designated for employment under the Local Plan 2006. The rest of the site is white space. The land is bounded by EN/2 & EN/3 in the Local Plan 2006. The site has areas
				ENV3 in the Local Plan 2006. The site has areas of vacant land and extant landfill and ancilary woode management uses. The new HWRC
	Allocated, Green Belt, white land etc.			occupies 0.5hs and is currently under construction and will serve a 15 year contract with WCC. There are currently 2 buildings on the site
10. Current land use & designation	Identify any land designations that border the site (what is their proximity?)	Define		EWG in the Local Plan 2006. The site has areas of vacant lind and extent landfill and ancillary waste management uses. The new HWRC occupies LGPs and is currently under construction and will sarve a 15 year contract with WCC. There are currently 2 buildings on the site of which use 10% of the land. Sumounding uses include excilential, curval, naiway line, light include excilential, curval, naiway line, light include site and anticultural.
		3. Attractive to National company 2. Attractive to Sub-Regional company 1. Attractive to Local company		
11. Market factor (1)		1. Attractive to Local company 1. Market activity on same road or estate within the last 5 years 0. No evidence of market activity	3	
12. workst factor (2)		u. no evidence of market activity	0	2 lated buildings on site - the brick kin sited adapter to the canal and the tolet/shower block
13. Other possible negative impacts on economic factors e.o. tourism		Written analysis		adjacent to the canal and the tolet/shower block (now daused) adjacent to the site office. Noted in 2005 report (CHECK IF STELL THERE)
		5. Clear plot, no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 2. Inregular shaped plot, obstructed.		The employment element of the site is located in the central part of the site. Due to the mixed uses of the whole site the development of the manufacture are set on the set of the set
				The employment element of the site is located in the central part of the site. Due to the mixed uses of the whole site the development of the employment approximation on the development of the surrounding uses. For water the treatment and nexycling activities area. The water treatment and nexycling activities area. The many terms many next the surrounding uses are the treatment and nexycling activities area.
14. Dissinal Constraints (1)		Inconcertant	7	nase reads at-
M. Revised County 11, 191		3. No topography issues 2. Topography is an issue but subtively easy to overcome 1. Topography is an issue and would be challending to overcome		A topographical survey has been carried out by the land owners. The former uses would need to be overcome e.g. Mount Judd.
su ministra Constaints (2)		mound the challenging to overcome	2	the sourcome is in neuror Add. The site is not within flood zones 2 or 3. The EA records show parts of the site are less supportion.
		3. No food risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would		The site is not within flood zones 2 or 3. The EA records show parts of the site are less succeptible to surface water flooding. However, the technical report submitted by the land owner states that the sate is in a moderately high sensitivity setting with respect to hydrology and hydrogeology as it less partially owner anyor aquifer. In addition, the Coventry Canel casses through the site.
16. Physical Constraints (3)		relatively easy to overcome 1. Flood risk is an issue and would be challenging to overcome	3	respect to hydrology and hydrogeology as it les partially over a major aquifer. In addition, the Coventry Canal casses through the site.
				Contamination would be an issue on the site due to the provious uses. Nowever, the end use of the set would divertise by what level the contamination needs to be evercome. The memoralization of the employment use would likely to be less than if it was for maidenial due. The accompanying Physical Theorematical Science Assists to be close Christian would also the theory of the size of the software and what is be close a Christian would also. The main field the activity of the software and what is be close Christian and a software and what is be close a Christian and a software and what is be close a Christian and a software and the software and the software and the software and the software and the software and the software and the s
				contamination needs to be overcome. The remediation costs for employment use would likely to be less than if it was for residential use. The
				accompanying Phase 1 Environmental Site Assessment estimates the potential development costs to be circa E2m for the whole site. These
		7 No exclusion in		costs to be circle Lominor the Whole state. I result costs dicht include the relocating of existing intrastructure such as the site office, weighbridge andfil gas compound and associate sub-statione. The Phase 2 Environmental Site Assessment inclustes that based on he results there does not appear to be a risk to human health with respect
		<ol> <li>No contamination issues</li> <li>Contamination is an issue but relatively easy to overcome</li> <li>Contamination is an issue and would be challenging to overcome</li> </ol>		indicates that based on he results there does not appear to be a risk to human health with respect to development of the site for
17. Physical Constraints (4)			1	to development of the site for commercial/immdovment ourscess. Ecological habitate on detailst land within site. Extended Phase 1 habitat survey and protected species surveys completed. The site does not
		3. There are no other natural features of concerned 2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to overcome		species surveys completed. The site does not deeply impact upon areas of acheeduled protectors including SSS2, NNRs, Ramear sites, ESAe, SAC, National Parks, SPA, NSA, NVZs. The site is however within 24m of Ensor's Rool. Green Bett Score nis. TEP no score. Agricultural mede 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	2	ED-R, DHL, Natorial Parks, DPA, NDA, NV23. The site is however within 2km of Ensor's Pool. Green Belt Score nis. TEP no score. Agricultural crade 3.
		3. There are no infrastructure		The main infrastructure needs would be related to accessibility of the site. These would be relatively easy to overcome and details of which would need to be undertaken as part of a detailed
		issues 2. Infrastructure could be an issue but relatively easy to overcome 3. Infrastructure is on incomend		easy to overcome and details of which would need to be undertaken as part of a detailed planning application. The accompanying Transport Feasibility Assessment confirms access errenovements are usable.
19. Physical Constraints (6)		but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome 5. Ether adjoining main road or motorway junction with easy site	2	arrangements are viable.
		monoway junction with easy are access for all vehicles or access to rail, air and as networks 4. Close to major road network; easy ate access for all vehicles 3. Easy ate access for all		
		<ol> <li>Close to major road network; easy site access for all vehicles</li> <li>Easy site access for all whiches indicate a material</li> </ol>		
		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		The location of the employment site would be
20 Arrans		estricted access to major mari estenti 5. Gase to a sascr, peak one bus route and cycle route; on a pedestrian route	4	The location of the employment alls would be accessed off Tutlie Hill B4114. The site is within a short risterors of the Adda and &:
		pedeatrian route 4. Close to a station or peak time bus route, close to cycle route, on a pedeatrian		
		a pedestrian noute 3. Close to either a station or peak time bus noute or cycle route; on a sorticition		
				The Covertry Canal runs through the overall site
		bus route or cycle route; on a		The Control of Calculation of the original field of the control of the suitable for pedeathians and cyclists, but this can only be accessed at Tutile HII mark to the junction with Stoney Lane. There are no dedicated cycleways along Tutile HII. There are bus stops on Tutile
		NR1 "Close" a within about 10		Stoney Lane. There are no dedicated cycleways along Tuttle Hill. There are bus stops on Tuttle Hill close to Stanely Road, 175m east of the site more than the store operation but the site and the site store.
		minutes walk NB2: Pleak time bus route defined as being a frequency of 2 buses per hour or more Mon – Fril.		along rome rm: There are but soop on Lune Hill close to Stanely Read. T2m east of the site access. These operate in both decisions. There are 7 buses per hour alopping on Tutle Hill adjacent to the site and within 400m of the areas designated for residential. The bus routes are dis to sert 275.
21. Public Transport		(Mon – Fri).	4	45.15 and 765.
		5. Motorway Corridor (within 5		
		5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-executed Costere		
22. Strategic Location		5. Motorway Comidor (within 5 minutus of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centrus (Naneator) 2. Other Large Towns (Bedworth) 1. All other attes		The A444 is within 3-3 minutes drive and the A5 is 5 minute drive away from Tuble Hill
22. Strategic Location	Describe the neighbouring uses, where are they located, what act of employment uses would have		4	5 minute drive away from Tutle Hill
22 Statesis Location	Describe the neighbouring uses, where are they located, what sort of employment uses would this attect? include minutes to access to local amendes.	3. Sub-regional Centres (Numetori) 2. Other Lange Towns (Beckeoth) 1. All other alters Written analysis	4	The A444 is within 2-3 minutes drive and the A5 is Samula drive areas from Tuelle HII Sumounding uses include residential, canal, rathers. BMI industrial and assistables
22. Statesis Loration 23. Naiobhavinn usas	Descrite the neighbouring asset, where are they located, whe same of employment uses used in a sitted? Include reference to access to bool amendes.	3. Sub-regional Centres (Numetori) 2. Other Lange Towns (Beckeoth) 1. All other alters Written analysis	4	5 minute drive away from Tutle Hill
22. Stratestic Leration 23. Neutronology una	Deache the respinant quest, where are they located, what sort of employment case would the adapt? Include information access in local second second second second in local second	3. Sub-regional Centrus plannatori)     2. Other Large Tourna (Bedworth)     1. All other salan     Writien anabels     Writien anabels     S. Within unban area, Brownfield     4. Edge of utana area, Brownfield     Commission Tourna (Brownfield)     Commission Tourna (Brownfield)     Commission Tourna (Brownfield)     Commission Tourna	4	5 minute drive away from Tutle Hill
22 Statust London 23 Northantin London	Descrite the neighboring uses, where are they located, while sort of employment uses would this advantagement of the source of the source of the sources.	3. Sub-regional Centres     Bochester(a)     2. Sub-central(a)     2. Sub-central(a)     Bochester(a)     Bochester(a)     Bochester(a)     Sub-central(a)     S	4	5 minute drive away from Tutle Hill
22 Rostelli Leraton 23 Notebournu uter	Statution for anytherary uses, where are the ploating, dust any alter? Folder pleases to a scalar alter? Folder pleases to a scalar alter?	3. Sub-regimal Centres     3. Sub-regimal Centres     3. Sub-regimal Centres     4. Sub-regimal C	4	5 minute drive away from Tutle Hill
22 Statet Leater	Edas of urban area can be	3. Sub-regimal Centres     3. Sub-regimal Centres     4. Sub-regimal C	4	5 minute drive away from Tutle Hill
22 Datas Londo 23 Datas Londo 23 Technom an 24 Dependent of ad	Edge of urban area can be consistent to be close to urban area Worktype of amployment case.	3. Sub-regimal Centres     3. Sub-regimal Centres     3. Sub-regimal Centres     4. Sub-regimal C		Annuk ing san bar line 19 Bonundig san subde nadarist, gend adhen: bit maanticel another
27. Dennis London 23. Notificant ann 24. Separati lan ant 24. Separati lan ant 25. Pontecime	Edge of urban avea can be considented to be dicue to urban and and the acception - consider market analysis and neighbouring ass	3. Sub-regimal Centres     3. Sub-regimal Centres     4. Sub-regimal C	4	Sense for see that live (1) Senseding use relationshifts (1) Senseding (1) Pointsford (1) Sense Andre (1) Pointsford (1) Sense Restored, septyment, with \$ wate
Broanfield/areanfield 25. Potential uses	Edge of urban area can be construint for be close to urban What type of employment case would be acception - consider muchai analysis and majo bounds	3. Sub-regimal Centres     3. Sub-regimal Centres     4. Sub-regimal C	4	Sense for see that live (1) Senseding use relationshifts (1) Senseding (1) Pointsford (1) Sense Andre (1) Pointsford (1) Sense Restored, septyment, with \$ wate
Broanfield/areanfield 25. Potential uses	Edge of urban avea can be considented to be dicue to urban and and the acception - consider market analysis and neighbouring ass	3. Sub-regimal Centres     3. Sub-regimal Centres     4. Sub-regimal C	4	Ample for each lan Line 19 Smoothy use solub readers, and, about 10 plantic of another
Roarfieldussofield 28. Potertialuses 28. Ansenarent of visibility 27. Orter roles 29. Concerchity to other existing	Equal value uses an la considered est duits to solution and the acculate to acculate	3. Sub-regimal Centres     3. Sub-regimal Centres     4. Sub-regimal C	4	Ample for each lan Link 19 Smoothing was tools making, and, and the present of anothing of an and annu top present of an annu top present in the present of a smoothing present of the smoothing of the smoothing of the present of the smoothing of the smoothing of the present of the smoothing of the smoothing of the smoothing of the smoothing of the smoothing of the present of the smoothing
Renerfield uses 25. Potertial uses 26. Assessment of vability 27. Other noise 27. Other noise 28. Concervity to other existing antichanical sides 29. An there any other lates that adjust the intervition.	Edge of urban avec can be constructed by the distant to clear the distant acception of the distant acception of the acception of the distant here are onto imposed to distant here are onto imposed to distant the acception of the distant here are onto imposed to distant here are onto a distan	3. Sub-regimal Centres     3. Sub-regimal Centres     4. Sub-regimal C	4	A sense have seen han 1 wer 19 Simonolog use such as safetaat, gevel, alance uie proteining of simologie Resolution of the second second second Resolution Coupled Second Se
Roarfieldussofield 28. Potertialuses 28. Ansenarent of visibility 27. Orter roles 29. Concerchity to other existing	Equal value uses an la considered est duits to solution and the acculate to acculate	3. Sub-regimal Centres     3. Sub-regimal Centres     4. Sub-regimal C		A sense have seen built for 19 Simonology as an existing activity of a sense data on the product of a sense of a sense of the product of a sense of a sense of the sense of the sense Sense of the sense of the sense of the sense Sense of the sense of the sense of the sense Sense of the sense of the sense of the sense Sense of the sense of the sense of the sense of the sense Sense of the sense of
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Rearfattwarheit 25. Peterlet om 27. Ansammer af vabilite 27. Ober mins 27. Ober mins 2	Equal value uses an la considered est duits to solution and the acculate to acculate	3. Sub-regimal Centres     3. Sub-regimal Centres     4. Sub-regimal C		A sense have seen built for 19 Simonology as an existence of each of the Simonology as a existence of each of the seed of the second second second second Resolutions of the second second second Simonology as a second second second Resolutions of the second second second Simonology as a second second second second second second Simonology as a second second second second second second Simonology as a second second second second second second second Simonology as a second s

Information to collect 1. Site Name	Useful information	How to score Define	Score	Notes/Observations Wood Barn Farm
2. Site Reference 3. Site Address		Define Define		ELR002 Wood Barn Farm
4. Site Size	Hectares Identify ownership and whether	Define		4.33 ha T. Woolliscroft - site is occupied and managed by
5. Ownership 6. Site Boundary 7. Site location in Borough context	there are any potential issues Map Map	Define Define Define		owner.
		Lennø		Ref: 02228 (Pfenning): accepted 10/4/09 - Decision Made Wood Bam Farm, Coleshill Road, Nuneaton, Wood Bam Farm, Coleshill Road, Nuneaton, Duiding and Conversion of table block to temporary workers dwelling. Ref: 011811 (Pfenning): accepted 21/1/09 - Decision Made Wood Bam Farm, Coleshill Road, Nuneaton, Wood Bam Farm, Coleshill Road, Nuneaton, Ref: 010202 (Pfenning): accepted 18/7/05 - Decision Made Wood Bam Farm, Coleshill Road, Nuneaton, CV10 002P
	Previous allocations or			building. Currently the site benefits from various commercial consents and a considerable area benefitting from consent to store caravans.
8. Site History	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		
9. Availability	Allocated, Green Belt, white land	reason)		Yes
10. Current land use & designation	etc. Identify any land designations that border the site (what is their proximity?)	Define 3. Attractive to National company 2. Attractive to Sub-Regional company 1. Attractive to Local company	1	15% of the land is used by buildings 85% is open/vacant land. Current designation is ENV2 Area of Restraint and ENV3 Countryside
12. Market factor (2)		1. Market activity on same road or estate within the last 5 years 0. No evidence of market activity		
13. Other possible negative impacts on economic factors e.g. tourism		Written analysis		Loss of farmland
14. Physical Constraints (1)		S. Clear plot, no obstructions     4. Regular shaped plot, obstructed     3. Regular shaped plot, fragmented     2. Irregular shaped plot, obstructed.     1. Irrequiar shaped plot, fragmented	-	Set back from the road down a long drive, but accessing the site is not a problem.
		Trequire shaped plot, institutented     Solution     Solution		
15. Physical Constraints (2)		3. No flood risk issues	3	No obvious issues at this stage
16. Physical Constraints (3)		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 contamination issues     2. Contamination is an issue but relatively easy to     overcome	3	There are no flooding or surface water issues on the site.
17. Physical Constraints (4)	This is all inclusive so consider	<ol> <li>Contamination is an issue and would be challenging to overcome</li> <li>There are no other natural features of concerned</li> <li>Natural features are an issue but relatively easy to overcome</li> </ol>	3	Noissues. The site is adiacent to Thornvfield Wood LWS.
18. Physical Constraints (5)	landscape matters, biodiversity, ecology etc.	1. Natural features are an issue and would be challenging to overcome 3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to	2	Green Beit score n/a. TEP score 10.5. Agricultural grade 3.
		overcome 1. Infrastructure is an issue and would be challenging		
19. Physical Constraints (6)		to overcome to overcome S. Eliber adjoining main road or motorway junction with easy site access for all whiches or access to rail, air and sea networks 4. Close to major road network; easy site access for all whiches 3. Easy site access for all vehicles; indirect or relaticed access to rail or each network 2. Restricted access for HOVs, restricted access to main road access for all overlaw the site of 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		<ol> <li>Close to a station, peak time bus route and cycle route; on a pedestrian route</li> <li>A. Close to a station or peak time bus route, close to cycle route, on a pedestrian route</li> <li>S. Close to either a station or peak time bus route or cycle route; on a pedestrian route</li> <li>S. Close to either a station or peak time bus route or cycle route; on a pedestrian route</li> <li>Net on a pedestrian route</li> <li>Net on a pedestrian route no near a station, peak time bus route or cycle route</li> <li>Net or close thin about 10 minutes walk</li> <li>NB2. "Close" within about 10 minutes walk</li> <li>NB2. "Close" within about 10 minutes walk</li> <li>S. Materway: Coorder (within 5 minute drive time)</li> <li>S. Materway: Coorder (within 5 minute drive time)</li> <li>S. Obscrigging Roads (used)</li> <li>S. Obscrigging Roads (Bedworth)</li> <li>Ald other alies</li> </ol>	2	The site is isolated in terms of public transport and is more than 500m from a bus route. The site is 5 minutes drive from Hartshill
22. Strategic Location	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access			
23. Neighbouring uses 24. Sequential test and Brownlekt/greenfield	to local amenities Edge of urban area can be considered to be close to urban area What type of employment uses	Written analysis 5. Within urban area, Brownfield 4. Edge of urban area, Brownfield, Edge of urban area Pantal Greenfield Brownfield, Edge of urban area Pantal Greenfield Brownfield majority Brownfield 5. Edge of urban area Greenfield Cape of urban area Pantal Greenfield Brownfield majority Greenfield 2. Outside of urban area Brownfield, Outside of urban area Pantal Greenfield Brownfield majority Grownfield 1. Outside of urban area, Greenfield Coutside or Urban area, Pantal Greenfield Brownfield majority Greenfield Brownfield Rownfield majority Greenfield	2	Surrounding use is agriculture.
25. Potential uses	would be acceptable - consider market analysis and neighbouring	Written analysis		small scale industrial uses similar to Marston Jabbett
26. Assessment of viability	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 Written analysis		Jabbett 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	Consider sites outside the	Written analysis		There are no other employment sites located
28. Connectivity to other existing employment sites 29. Are there any other sites that adjoin	Borough, what sort of implications would this result in? If there are please undertake an	Written analysis		near to this site. The nearest estate would be Haunchwood.
this submission 30. Site photos	additional site assessment Include photos inclusive of location of photos	Written analysis		No
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 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 1. Site Name	Useful information If provided	How to score Define	Score	Notes/Observations Court Farm
2. Site Reference		Define		ELR00 Land north of Bedworth, South of Nuneaton, to
3. Site Address 4. Site Size	Hectares Identify ownership and whether	Define		the east of the A444 and west of Coventry Road 24.5ha The site has one owner Arbury Estate and the
5. Ownership 6. Site Boundary 7. Site location in Borough context	there are any potential issues Map Map	Define Define Define		owner has indicated support for development.
7. site location in borough context		Lene		Ref (OB037 (Planning) - accepted 25/11/03 - Decision Made Court Farm, Coverity Road, Grift, Nuneaton, Crift 79; 170 DETERMINE WHETHER PRIOR APPROVAL IS RECOURED FOR NEW BARN Ref (07024) (Planning) - accepted 7/8/03 - Decision Made Court Farm, Coverity Road, Nuneaton, Warwickshier, Crivo 797) TEMPORARY TELECOMMUNICATION BASE STATON WITH 28 WETER HIGH TOWER.
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		EQUIPMENT CABIN & FENCING
9. Availability		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	3	The site is located next to the Bermuda Industrial estate and benefits from a pedestrian bridge.
12 Market factor (2)		Attractive to Local company     Market activity on same road or estate within the     last 5 years     O. No evidence of market activity	0	The site has not been marketed to date.
12. Market factor (2) 13. Other possible negative impacts on economic factors e.g. tourism		Written analysis 5. Clear plot, no obstructions 4. Regular shaped plot, obstructed		loss of agricultural land.
14. Physical Constraints (1)		Regular shaped plot, fragmented     Irregular shaped plot, obstructed.     Irregular shaped plot, fragmented     No topography issues	4	
15. Physical Constraints (2)		<ol> <li>Topography is an issue but relatively easy to overcome</li> <li>Topography is an issue and would be challenging to overcome</li> </ol>	3	
16. Physical Constraints (3)		<ol> <li>No flood risk issues</li> <li>Flood risk is an issue but relatively easy to overcome</li> <li>Flood risk is an issue and would be challenging to overcome</li> </ol>	2	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 as and 2. However, the applicant is proposing that this be left as open space. Parts of the site have been identified as having
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 nave been identified as having a low risk of contamination under a unspecified low contamination landuse: - Old quary, landscaping, pond, embankment, well. Therefore a land contamination assessment is recommended.
<ol> <li>Physical Constraints (4)</li> <li>Physical Constraints (5)</li> </ol>	This is all inclusive so consider landscape matters, biodiversity, ecology etc.	There are no other natural features of concerned     That are an issue but relatively easy to     overcome     I. Natural features are an issue and would be     challenging to overcome	2	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 score 4. TEP no score. Agricultural grade 4.
		<ol> <li>There are no infrastructure issues</li> <li>Infrastructure could be an issue but relatively easy to overcome</li> <li>Infrastructure is an issue and would be challenging</li> </ol>		There are no obvious infrastructure issues at this stage and none have been identified in the site suggestion form.
		5. Either adjoining main road or motorway junction with easy site access for all whicks or access for all air and sea networks. 4. Close to major road network, says liea access for all vehicles, indirect or rail vehicles, indirect or restricted access for all vehicles, indirect or restricted access for MOVs, restricted access to major road network. 1. Restricted access for all commercial vehicles, severely restricted access for all commercial vehicles, severely restricted access for all commercial vehicles.		If access could be gained from the A444 this
20. Access 21. Public Transport		road network 5. Close to a staticor, peak time bus route and cycle 4. Close to a staticor, 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 1. Such are a station or peak time bus route or cycle route, on a pedestrian 1. Not on a pedestrian route 1. Such are a station route, or there a station, peak time bus route or cycle route 1. Such are a station adult 10 mitutes waik 1. Such are a station adult 1	3	would improve the access scoring for this site. Public transport opportunities will be improved with the development of the Nuckis column. The site runs alongude Bus Routes 48, 55, 209, 788, 778.
		Other Strategic Roads (within 5 minute drive time)     Sub-regional Centres (Nuneaton)     Other Large Towns (Bedworth)		Close to the A444. Also potential for access off the A444 roundabout which connects to
22. Strategic Location 23. Neighbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Incude reference to access to local amenities	1. All other alles     Written analysis     Written analysis     Written analysis     Written unban area, Brownfield     4. Edge of urban area, Brownfield     majority Brownfield;	4	Walandham Drive. The artis as exclused by drift from to the born the artis as exclused by drift from to the born statement to the south and the Ar44 to the wals. Byoyon which there is existing amployment land located to the north and north wal of the site and approped engloyment is also located to the west and a quary to the exist.
24. Sequential test and Brownfield/greenfield 25. Potential uses	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	Or within utchan area Greenfield 3. Edge of utchan area Greenfield. See Seg of utchan area Greenfield. Brownfield majority Greenfield brown of the Section of the Section of the Section of the Section area Farial Greenfield: Brownfield majority Brownfield 1. Outside of utchan area, Greenfield. Outside of utchan area, Dreenfield. Brownfield majority Greenfield Written analysis	3	Edge of urban area for Nuneaton and Bedworth The site could be considered for \$1,82,88. However, the type of use would need to be mindful of the adjoince pub restaurant.
and a second second	Consider what sort of issues			The close link with Bermuda Industrial Estate is likely to make the site attractive and being
26. Assessment of viability 27. Other notes	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 cateway site etc.	Written analysis Written analysis		adjoinent to the A444 would site in a prime prominent locality. The access of the A444 is not a necessity for the site but it would improve its overall connectivity to the major read instruct. The applicant proposes that the site be divided with the land to the north of the existing readential activement be left as generated land on the readential and employment land. This land the residential and employment land. This land could remain open, possibly in recreational use.
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this result in?	Written analysis		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.
employment sites 29. Are there any other sites that adjoin this submission	If there are please undertake an additional site assessment	Written analysis Written analysis		connects to waisingnam Drive. No, although the ECO1 and ECO2 preferred Options proposals are close to the site.
30. Site photos	Include photos inclusive of location of photos Consider how site conforms or			
31. NPPF/PPG Compliance	poses issues against the Development Plan inc. the NPPF	Written analysis		Paragraphs 79-92. The site would remain as Green Belt under the
32. Emerging Plan policy	Consider how site conforms to requirements of PO	Written analysis		emerging plan unless allocated for a particular use. The applicant has indicated the site could come
	1	1	1	forward between April 2015 - March 2016 and once commenced it is estimated that it will take

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 3. Site Address		Define Define		NUN166, EL004 Bermuda Road
4. Site Size	Hectares Identify ownership and whether	Define		5.79 The site has one owner Deeley Homes. User
5. Ownership 6. Site Boundary	there are any potential issues Map	Define Define		covenant in favour of Arbury Estate
7. Site location in Borough context	Map Previous allocations or	Define		
8. Site History	permissions etc.	Written analysis		No applications in last 10 years
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
10. Current land use & designation	Identify any land designations that border the site (what is their proximity?)	Define 3. Attractive to National company		Site borders Green Belt land
11. Market factor (1)		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		
12. Market factor (2)		0. No evidence of market activity	1	
<ol> <li>Other possible negative impacts on economic factors e.g. tourism</li> </ol>		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, ragmented 1. Irregular shaped plot, robstructed. 1. Irregular shaped plot, fragmented 3. No topography issues 2. Topography is an issue but relatively easy to	5	
15. Physical Constraints (2)		overcome 1. Topography is an issue and would be challenging to overcome 3. No flood risk issues	3	
		<ol> <li>Flood risk is an issue but relatively easy to overcome</li> <li>Flood risk is an issue and would be challenging to</li> </ol>		The western part of the site has been identified to
16. Physical Constraints (3)		overcome 3. No contamination issues	2	be less susceptible to surface water flooding.
17. Physical Constraints (4)		<ol> <li>Contamination is an issue but relatively easy to overcome</li> <li>Contamination is an issue and would be challenging to overcome</li> </ol>	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.	<ol> <li>There are no other natural features of concerned</li> <li>Natural features are an issue but relatively easy to overcome</li> <li>Natural features are an issue and would be challenging to overcome</li> </ol>	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.
		<ol> <li>There are no infrastructure issues</li> <li>Infrastructure could be an issue but relatively easy to overcome</li> <li>Infrastructure is an issue and would be challenging</li> </ol>	3	
19. Physical Constraints (6)		to overcome to overcome S. Either adjoining main road or motorway junction with easy site access for all whickes or caccess to rail, air and sea networks 4. Close to major road network; easy site access for all whickes 3. Easy site access for all vehicles; indirect or restricted access for HOVs; restricted access to All over work.	3	
20. Access		1. Restricted access for all commercial vehicles, severely restricted access to major road network     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	3	Although the site is located near to the A444 the actual drive time is high due to the road network.
		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 NB1. "Close" = within about 10 minutes walk NB2. "Peak time bus route defined as being a frequency of 2 buss per hour or more		The site is located near to bus route 17 and
21. Public Transport		(Mon - Fri).	3	nearby cycleway.
		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)		
22. Strategic Location	Describe the neighbouring uses, where are they located, what sort of employment uses would this	1. All other sites		
23. Neighbouring uses	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 Partial Greenfield/Brownfield majority Brownfield; Or within urban area Greenfield 3. Edge of urban area Greenfield 2. Outside of urban area Grewnfield, Outside of urban area Partial Greenfield/Brownfield majority Grewnfield 1. Outside of urban area, Greenfield; Outside of urban area, Partial Greenfield/Brownfield majority Brownfield 1. Outside of urban area, Greenfield; Outside of urban area, Partial Greenfield/Brownfield majority Greenfield	_	
	What type of employment uses would be acceptable - consider market analysis and neighbouring		5	-
25. Potential uses	uses Consider what sort of issues there are with bringing the site forward. Consider other factors such as	Written analysis		B uses Ås 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 confiltere and construinties to develop in
20. Accessed of 1.1.11	surrounding uses, type of site this could be e.g. is it a gateway site	Weiner auch sie		market conditions and opportunities to develop in more accessible locations may prove challenging
26. Assessment of viability	etc.	Written analysis		for this site. Part of the submitted site is already developed for
27. Other notes	Consider sites outside the	Written analysis		industrial use.
28. Connectivity to other existing employment sites	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			
	Consider how site conforms or poses issues against the			The site is classed as the urban area in the Local
31. NPPF/PPG Compliance 32. Emerging Plan policy	Development Plan inc. the NPPF Consider how site conforms to requirements of PO	Written analysis Written analysis		Plan 2006. NPPF paragraphs 17, 111 The site should be designated a axisting employment in the Borouch Plan 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
33. Indication of timescale for bringing site forward				then the comments contained in Appendix 7 would apply.

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name 2. Site Reference	If provided	Define Define		The Croft ELR005
3. Site Address 4. Site Size	Hectares	Define Define		Park Lane, Robinson End, Nuneaton 0.26 ha
5. Ownership	Identify ownership and whether there are any potential issues	Define		1 owner
6. Site Boundary	Map Map	Define Define		
7. Site location in Borough context	Previous allocations or permissions			
8. Site History	etc.	Written analysis Yes - Site is advertised as being available, or there are		None in last 10 years
9. Availability	Allocated, Green Belt, white land	no obvious obstructions to immediately develop the site No - Site is not immediately available (please state the reason)		Yes
10. Current land use & designation	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) 13. Other possible negative impacts on		Market activity on same road or estate within the last 5 years     No evidence of market activity	0	The applicant indicated that the site is being marketed, however, no signs were displayed when visiting the site.
economic factors e.g. tourism		Written analysis 5. Clear plot, no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot, obstructed.		None The site is slightly obstructed due to the by the one lane road and pull in areas, but this could be easily
14. Physical Constraints (1)		Inregular shaped plot, bounded.     Inregular shaped plot, fragmented     S. No topography issues     Z. Topography is an issue but relatively easy to overcome	4	
15. Physical Constraints (2)		<ol> <li>Topography is an issue and would be challenging to overcome</li> </ol>	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)		<ol> <li>No contamination issues</li> <li>Contamination is an issue but relatively easy to overcome</li> <li>Contamination is an issue and would be challenging to overcome</li> </ol>	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.	There are no other natural features of concerned     Autural features are an issue but relatively easy to overcome     Natural features are an issue and would be challenging to overcome		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.
To, T hysical Constraints (s)		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		The road is narrow in this location 1 are 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
19. Physical Constraints (6)		overcome 5. Einter adjoining main road or motorway junction with days 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 1. Easy site access for all vehicles; indirect or restricted access to major road network. 2. Restricted access for all vehicles; restricted access to major road network 1. Restricted access for all commercial vehicles, severely	1	of the site.
20. Access		1. Restricted access for all commercial vehicles, severely restricted access to major road network     5. Close to a station, peak time bus route and cycle	2	See comments on physical constraints.
21. Public Transport		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; not near a station, peak time bus route or cycle route to the walk NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route defined as being a frequency of 2 busse 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.
	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities			Residential, school, agriculture. The site opposite has been allocated for housing under the Local Plan 2006 and has permission for 41 affordable
23. Neighbouring uses		Written analysis 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; Edge of urban area Partial Greenfield/Brownfield majority Greenfield 2. Outside of urban area Brownfield, Outside of urban		homes.
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	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	uses Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of site this	Written analysis		small industrial unit could be possible .
26. Assessment of viability 27. Other notes	could be e.g. is it a gateway site etc. Consider sites outside the Borough,	Written analysis Written analysis		unlikely to be viable for employment uses. The nearest employment site is Haunchwood
28. Connectivity to other existing employment sites	what sort of implications would this result in?	Written analysis		Road, however, this would have to be through the low height bridge.
29. Are there any other sites that adjoin	If there are please undertake an additional site assessment Include photos inclusive of location	Written analysis		No
this submission	unclude photos inclusive of location	1	1	
30. Site photos	of photos Consider how site conforms or			The site is leasted in Orace Data
	of photos	Written analysis		The site is located in Green Belt paragraphs 79 - 92. The site is to remain in Green Belt

Description     Descripti	Information to collect	Useful information	How to score	Score	Notes/Observations
B management         Description         Description         Description         Description           B management         Market second         Market second <td< td=""><td>1. Site Name</td><td>If provided</td><td></td><td></td><td>West of Poplars Farm ELR006 NUN130</td></td<>	1. Site Name	If provided			West of Poplars Farm ELR006 NUN130
Image: set output		Hesteree			Long Shoot, Nuneaton, CV11 6JG
0 Bit Boot Control         Non-         Non-         Non-         Non-         Non-         Non-           1 Browner, Non-         Non- <td< td=""><td></td><td>Identify ownership and whether</td><td></td><td></td><td></td></td<>		Identify ownership and whether			
1. IntraneNon-Additional particulationNon-Additional particulationNon-Addition	6. Site Boundary	Map	Define		
Bookers         Bookers <t< td=""><td></td><td>Previous allocations or permissions</td><td></td><td></td><td>None in last 10 years</td></t<>		Previous allocations or permissions			None in last 10 years
Bookers         Bookers <t< td=""><td></td><td></td><td></td><td></td><td></td></t<>					
Note of the second se			no obvious obstructions to immediately develop the site		Yes The applicant has indicated that the site is
Note of the part of classifiers of the part of classifiers of the second seco	9. Availability		reason)		available immediately.
Decision of the base is deal and t					
Induction of the second conservation of the second c	10. Current land use & decignation	border the site (what is their	Define		The land is currently designated as ENV2 and ENV2 Country into and Area of Restraint
11. Market hebro (1) 12. Posed Constants (1) 13. Market hebro (1) 14. Market hebro (1) 14. Market hebro (1) 15. M		prosenter, y	3. Attractive to National company		The site would be well placed with connections to
I. About later 17     I. About later 17     Ab	11. Market factor (1)			2	the A5 and Eastboro Way Market activity has been for residential in this area
13. Most into 20 13. Most into 20 14. Provide Constraints of Wither watch and with an and a set of the set of					rather than employment uses. The applicant has indicated that the site has received interest and
Second Libor 4 min min (	12. Market factor (2)			(	
I. Product Constraint (1)     Product Constraint (1)     Product Constraint (1)     Product Constraint (2)     Product Const	13. Other possible negative impacts on economic factors e.g. tourism		Written analysis		None
14. Hypography model According to the second part of the Descent part of the second part of the Descent part of the second part of the second part of the Descent part of the second part of the second part of the Descent part of the second part of the second part of the Descent part of the second part of the second part of the Descent part of the second part of the second part of the Descent part of the second part of the second part of the Descent part of the second part of the Descent part of the second part of the Descent part of the second part of the second part of the Descent part of the Descent par			<ol> <li>Regular shaped plot, obstructed</li> <li>Regular shaped plot, fragmented</li> <li>Irregular shaped plot, obstructed.</li> </ol>		The plot is slightly obstructed by the residential
S. Photos Constraints (D)         Non-State State St	14. Physical Constraints (1)		<ol><li>No topography issues</li></ol>	4	awenings which front on to the Long Shoot.
13. Physical Constraints (2) 14. Physical Constraints (2) 15. Physical Co			overcome		
3. Photo: Constants D     4. Photo: A final and a sub and sub defaurgery to the set of the set	15. Physical Constraints (2)			3	No issue
2 Protected Constraints (2) 3 Protected Constraints (2) 4			3. No flood risk issues		The southern part of the site has been indicated to be more susceptible to surface water flooding with
15. Physical Constraints (3)  15. Physical Constraints (4)  17. Physical Constraints (4)  17. Physical Constraints (4)  18. Constraints in a house of work to challenging  19. Physical Constraints (4)  19. Physical Constraints (4)  19. Physical Constraints (4)  19. Physical Constraints (4)  10. Constraints (5)  10. Physical Constraint			2. Flood risk is an issue but relatively easy to overcome		sections of less susceptible risk running through the site. The southern parts of the site are also
2. Contained is a maken to share of a participant is a maken of share of a participant is a maken to share of a participant is a maken and work to challenging 1. Provide Containers (4) 1. Provide Containers (4) 1. Provide Containers (4) 1. Provide Containers (5) 1. These is containers and the participant is a maken and work to challenging 1. Provide Containers (5) 1. These is containers and the participant is a maken and work to challenging 1. Provide Containers (5) 1. Provide Con	16. Physical Constraints (3)		overcome 3. No contamination issues	2	
17. Project Containts (d)       1. Containts in situate and work to challenge       2. Output and seature and work to challenge         17. Project Containts (d)       1. Containts in situate and work to challenge       2. Description         18. Project Containts (d)       1. Thes are no other nature features of concerned in the seature of concern			<ol> <li>Contamination is an issue but relatively easy to overcome</li> </ol>		There is a medium risk of contamintation to the
11. Physical Constraints (6)         This is all inclusive constraints         3. There are no ther rational features of concerned in the control of control in the control in the control of control in the control in the control in the control in the control of control in the contro	17. Physical Constraints (4)			2	South of the site due to the railway land. A contamination assessment is recommended.
Js. Physical Constraints (ii)         The set is done of down inflatitudue is in some and word to challenging         The set is down inflatitudue is insome and word to challenging           19. Physical Constraints (ii)         6. Effer signing main random and matching in the set is accoss for all words in difference is an accoss that is a set is accoss for all words in difference is an accoss that is a set in the set is accoss for all words in difference is an accoss that is a set in the set is accoss for all words in difference is a set in the set is accoss for all words in difference is an accoss that is a set in the set is accoss that is a set in the set is accoss that is a set in the set is accoss that is a set in the set is accoss that is a set in the set is accoss that is a set in the set is accoss that is a set in the set is accoss that is a set in the set is a set in the set is accoss that is acco	18. Physical Constraints (5)	landscape matters, biodiversity,	Natural features are an issue but relatively easy to overcome     Natural features are an issue and would be challenging to overcome     S. There are no infrastructure issues		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 and some intermittent vegetation along the railway. Green Belt score
19. Physical Constraints (b)  19. Physical Constraints (b)  20. Access  20. Access  20. Access  20. Access  20. Access  21. Pable Transport  22. Pable Transport  23. Neighbourg uses  24. Sequential access for a access for access for a access for acces			overcome		There are no obvious infrastructure issues
20. Access         Access         Access to all whether of a same networks.         The site is accessed from an agricultural in The site is accessed from agricultural in The site is accessed from an agricultural in The site is accessed from agricultural in the	19. Physical Constraints (6)		to overcome	3	indicated that there are any constraints to the site.
5. Close to a station, pack time bus noute and cycle route, on a poderation role 4. Close to a station or pack time bus noute, close to route 3. Close to statis or pack time bus noute or cycle route, on a poderation route 2. Not on a poderation route 3. Close to statis route or cycle 2. Not on a poderation route and route or cycle 2. Not on a poderation route 1. Not on a poderation route and route or cycle 2. Not on a poderation route 1. Not on a poderation route or cycle route of cycle route, route or cycle route, route or cycle 2. Not on a poderation route 1. Not one poderation	20 Arross		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, sowerely restricted access to major		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 AS, At44 and Eastborn Way. Although site access would be easy for all vehicles it wouldn't neccessary the siteal as whiches entering the site would have to pass reidential momentes on aither site.
22. Strategic Location     Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access within uses     Written analysis     Residential and agricultural       23. Neighbouring uses     to local amenities     Written analysis     Residential and agricultural       24. Sequential test and considered to be close to usen Brownfield greenfield area     5. Within urban area, Brownfield 3. Edge of urban area Brownfield 4. Written area brownfield Brownfield majority Brownfield 3. Edge of the surrounding uses, urban area Brownfield Brownfield Brownfield 4. Written analysis     The site is located adjacent to existing resi 4. Ary employment uses would he attocher area area with bringing the site forward. Consider what sort of issues there a with bringing the site forward. 2. Connectivity to other existing 8. Connectivity to other existing 8. Connectivity to other existing 8. Connectivity to other existing 8. Arother submission has been applied to in 4. Arother submission has been applied to in 4. Arother submission has been applied to in 4. Ar			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 route, on a pedestrian route 5. And read that the bus route or cycle close route, on a pedestrian route 1. Not or a pedestrian route. Not 3. "Close" a which about 10 minutes walk. NB2. Peak time bus route defined as being a frequency of 2 busies per hour or more (Mon – Fri). 5. Motoway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minutes frequency)	4	The site is close to routes 48, 158 and 4. Cycles routes are accessible within 10 minutes walk.
where are they located, what sort of employment uses would this affect? Include reference to access 23. Neighbouring uses         Residential and agricultural           23. Neighbouring uses         to local amenities         Written analysis         Residential and agricultural           24. Sequential test and Brownfield/greenfield         5. Within urban area, Brownfield, 4. Edge of urban area Greenfield 3. Edge of urban area Greenfield 2. Outside of urban area Brantal Greenfield/Brownfield majority Greenfield 3. development.         The site is located adjacent to existing resi area Praital Greenfield/Brownfield majority Greenfield 3. development.           24. Sequential test and Brownfield/greenfield         Consider what sort of issues there would be acceptable - consider market analysis         The site is located adjacent to existing resi area, Partial Greenfield/Brownfield majority Greenfield 3. development.           25. Potential uses         Consider what sort of issues there are with bringing the site forward.         The site would he attractive, however, root improvement would be required if the submission           26. Assessment of viability         Consider what sort of issues there would the scuttin ?         Written analysis         The nearest site is Henndale Business Partial Consider of the assessment would the scuttin ?           26. Assessmen	22. Strategic Location	Describe the naidthouring user		4	
4. Edge of utban area. Brownfield, Edge of utban area Partial GreenfieldBrownfield migrity Brownfield; 2. Edge of utban area Greenfield Creater field GreenfieldBrownfield migrity Greenfield 2. Outside of utban area Greenfield Creater fieldGreenfieldBrownfield migrity Greenfield 2. Outside of utban area Greenfield Creater fieldGreenfieldBrownfield migrity Greenfield 2. Outside of utban area Greenfield Creater fieldGreenfieldBrownfield area Bratial GreenfieldBrownfield migrity Greenfield 2. Outside of utban area Greenfield Creater field area area from field area Bratial GreenfieldBrownfield migrity Greenfield Brownfield Brownfield area of utban area Greenfield Brownfield Brownfield area of the field area area what bas area from field area Bratial GreenfieldBrownfield migrity Greenfield Brownfi	23. Neighbouring uses	where are they located, what sort of employment uses would this affect? Include reference to access	Written analysis		Residential and agricultural
24. Sequential test and Brownfield/greenfield     Considered to be close to unban area, Partial Greenfield: Outside of unban area, Greenfield: Outside of unban area, Partial Greenfield: Brownfield/greenfield     The site is located adjacent to existing resi advectopment.       25. Potential uses     Writts type of employment uses wordb be acceptable - consider marker analysis and neighbouring consider what sort of usus there are with bringing the site forward. Consider of the stor of usus there are with bringing the site forward. Consider of the stor of usus there are with bringing the site forward.     Any employment uses wordb be acceptable - consider are with bringing the site forward.       26. Assessment of visibility 27. Other notes     Written analysis     The site woold be attractive, however, roo improvements would be required if this sit torward with the allocated houring sites.       27. Other notes     Written analysis     The nearest site is Hendale Business Par Addition site assessment addition site assessment addition site assessment addition site assessment addition site assessment addition site assessment first submission has been applied to n the sate.       29. Are there are please undertake an addition at the assessment addition site assessment Consider the assessment addition site assessment addition site assessment Consider the site ordiners of Consider how site conforms to Consider how site conforms to		Edge of urban area can he	<ol> <li>Edge of urban area, Brownfield, Edge of urban area Partial Greenfield/Brownfield majority Brownfield. Or within urban area Greenfield, Edge of urban area 2 Edge of urban area Greenfield; Edge of urban area Partial Greenfield/Brownfield majority Greenfield 2. Outside of urban area Brownfield, Outside of urban</li> </ol>		
What type of employment uses wordb is acceptable - consider market analysis and neighbouring 25. Potential uses         Any employment uses would need to be n of the surrounding residential           25. Potential uses         United analysis and neighbouring as with bringing the site forward. Consider of the store of lauses the forward. Consider of the store of lauses the as with bringing the site forward.         The site would be attractive, however, no improvements would be explored if this site could be e., is it a gateway site within analysis         The site would be attractive, however, no improvements would be regulated if this site could be e., is it a gateway site.           26. Assessment of viability 27. Other notes         Consider of the site potential explored if this site improvements would be regulated this site would this result in?         The nearest site is Hendale Business Par Minten analysis           27. Are these any other sites that adjoin is submission         Include photos inclusive of location of photos         Another submission has been applied to n the site.           30. Site photos         Include photos inclusive of location of photos         Consider how als conforms of Consider how site conforms to Consider how site conforms to Consider how site conforms to         Chapter 10, paragraph 82, 123           32. Emerging Plan policy         Feasible Site         Written analysis         Chapter 10, paragraph 82, 123		considered to be close to urban	1. Outside of urban area, Greenfield; Outside of urban		The site is located adjacent to existing residential development.
market analysis and neighbouring uses         Mritten analysis         Any employment uses would need to be n of the surrounding residential and 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.         Any employment uses would need to be n of the surrounding uses and other analysis           25. Assessment of viability etc.         Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site etc.         The site would be attractive, however, roa improvements would be required if this sit torward with the allocated housing would this site analysis         The site would be attractive, however, roa improvements would be required if this sit torward with the allocated housing would this site analysis           26. Connectivity to other existing and the site stat adjoint this submission the submission has been applied to n additional site assessment of obtain 30. Site photes         Consider new soft contions of obtain Consider how site conforms or poses issues against the poses issues against the poses issues against the poses issues against the pose issues against of POF         Written analysis         Chapter 10, paragraph 82, 123           31. NPFF.PPG Compliance 25. Emerging Plan policy         PPF         Written analysis         Chapter 10, paragraph 82, 123		would be acceptable - consider			
are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be at, it is a gateway site 25. Assessment of viability         The site would be attractive, however, roa improvements would be required if this site could be attractive, however, roa improvements would be required if this site could be attractive.           27. Other nates         Consider other sites outside the sound bits attractive, however, roa would this required if this site monotent sites           28. Connectivity to other existing emplorment tiles         Consider sites outside the sound sites certain additional site assessment           29. Are there any other sites that adjoin is submission         Here are please undertake an additional site assessment           30. Site photes         Include photes inclusive of location of photes           31. NPPE/PPC Compliance         Consider the nan inc. the NPPF Written analysis           32. Emerging Plan policy requirements of PO         Written analysis	25. Potential uses	market analysis and neighbouring uses	Written analysis		Any employment uses would need to be mindful of the surrounding residential
26. Assessment of viability         etc.         Written analysis         forward with the allocated housing sites.           22. Other notes         Consider sites outside the Borough, what or of implications would this result in?         Written analysis         The nearest site is Hendale Business Par 28. Are there any other sites that adjoin this submission         The nearest site is Hendale Business Par 29. Are there any other sites that adjoin this submission         The nearest site is Hendale Business Par 40. Arothers uses undertake and this submission         The nearest site is Hendale Business Par 40. Arothers uses undertake and the site.         The nearest site is Hendale Business Par 40. Arothers uses undertake and the site.         The nearest site is Hendale Business Par 40. Arothers uses undertake and the site.           30. Site photos         of photos         Consider how site conforms or poses issues against the 31. NPPF/PPG Compliance         Development Pain inc. the NPF           32. Emerging Plan policy         requirements of PO         Written analysis         Chapter 10, paragraph 82, 123		are with bringing the site forward. Consider other factors such as surrounding uses, type of site this			The site would be attractive, however, road
Consider sites outside the     Second, white of dimplications     molournet sites     would this result n?     Written analysis     The nearest site is Hemdale Business Par     would this result n?     Written analysis     The nearest site is Hemdale Business Par     Ancher submission has been applied to n     this submission inclusive of location     Include photos inclusive of location     Consider how site conforms or     poses issues against the     St. NPPF.PPG Compliance     Consider how site conforms to     Consider how site conforms     Consider how site conforms					forward with the allocated housing sites.
employment sites         would this result in?         Written analysis         The nearest ste is Hemdale Business Para           29. Are there any other sites that adjoin         If there are please undertake and         Another submission has been applied to n           20. Stre there any other sites that adjoin         If there are please undertake and         Mritten analysis         the site.           30. Site photos         of photos         Consider how site conforms or poses issues against the 2         Consider how site conforms or poses issues against the 2         Consider how site conforms to 2           31. NPPF./PPG Compliance         Development Plan inc. the NPF         Written analysis         Chapter 10, paragraph 82, 123           32. Emerging Plan policy         requirements of PO         Written analysis         The site is being proposed as Green Belt.			renition dildiyala		
this submission         additional site assessment         Written analysis         the site.           Include photos         Include photos         Include photos         Include photos           30. Site photos         of photos         Include photos         Include photos           Consider how site conforms or poses issues against the 31. NPPF./PPG Compliance         Development Phan inc. the NPF         Written analysis         Chapter 10, paragraph 82, 123           32. Emerging Plan policy         requirements of PO         Written analysis         The site is being proposed as Green Belt.	employment sites	would this result in?			The nearest site is Herndale Business Park Another submission has been applied to next to
30. Site photos         of photos           20. Site photos         Consider how site conforms or poses issues against the           31. NPFF/PG Compliance         Development Phan inc. the NPF           Virtiten analysis         Chapter 10, paragraph 82, 123           Consider how site conforms to requirements of PO         Written analysis		additional site assessment	Written analysis		
31.NPF/PPG Compliance poes issues against the Chapter 10, paragraph 82, 123 Consider how site conforms to 25.Emerging Plan policy requirements of PO Written analysis The site is being proposed as Green Beit.	30. Site photos	of photos			
Consider how site conforms to 32. Emerging Plan policy requirements of PO Written analysis The site is being proposed as Green Belt.	31. NPPF/PPG Compliance	poses issues against the Development Plan inc. the NPPF	Written analysis		Chapter 10, paragraph 82, 123
		Consider how site conforms to			The site is being proposed as Green Belt.
The applicant has indicated that the site is available immediately with development site forward expertence to take 2 years.	33. Indication of timescale for bringing				The applicant has indicated that the site is available immedately with development

1. Site Nume         If provided         Define         East of Poplan Farm           2. Site Address         Define         ELNOT NUMPER         ELNOT NUMPER           3. Site Address         Define         ELNOT NUMPER         ELNOT NUMPER           3. Site Address         Define         ELNOT NUMPER         ELNOT NUMPER           5. Site Scatter         Hectares         Define         Image: State Scatter         ELNOT NUMPER           6. Site Boundary         Map         Define         1 owner Mr Peace         State Scatter           7. Site location in Borough context         Map         Define         Image: State Scatter         None in last 10 years           6. Site Expondence         Vertes analysis         None in last 10 years         None in last 10 years           7. Site location in Borough context         Map         Define         None in last 10 years           7. Site location in Borough context         Written analysis         None in last 10 years         None in last 10 years           9. Availability         Allocated, Green Beit, white land etc.         Define         The current land use is agriculture. The Scatter S	the site is available the land is currently intryside and Area of nnections to the A5 all in this area rather here is actively seeking residential dwellings
3. Site Address         Define         CVIII 6.0           4. Site Size         Hectares         Define         14 6 ht           5. Ownership         Identify ownership and when every Manne and your and the site of the site	the site is available the land is currently intryside and Area of nnections to the A5 all in this area rather here is actively seeking residential dwellings
Somership         Identity ownership and whether there are any potential issues 0 Edite         Define         1         I event with Paace           6. Site Boundary Site bound in Borough context Map         Map         Define         1         I event with Paace         1           7. Site bound in Borough context Map         Map         Define         1         None in last 10 years           8. Site History         etc.         Vest - Site is sidentiated as being available, cort there are no obvious obstructions to immediately develop the site provide the site in the massion)         None in last 10 years           9. Availability         Allocated, Green Beit, white land etc.         Define         The control land use is agriculture. The Berline         The control land use is agriculture. The Berline           10. Current land use & designation prosimity?         3. Attractive to National company         The secontrol land use is agriculture. The Berline         The control land use is agriculture. The Berline           11. Market factor (1)         1. Market activity on same nod or estate within the last 5 years         0. No eventor         2 and Estatione Way           13. Other possible negative impacts on econtrom factors e.g. functions         None         1. Harket activity on same nod or estate within the last 5 years         None           14. Physical Constraints (2)         1. Note to apprice years         None         None           15. Physical Constraints	he land is currently ntryside and Area of nnections to the A5 al in this area rather thas indicated that the ner is actively seeking residential dwellings
G. Site Boundary     G. Site Contain Borough context     Previous allocations or permission     G. Site History     de.     Vet The applicant has indicated or previous distributions to     minimicated/develop the ate     for the are an or obvious distributions to     minimicated/develop the ate     for the are and obvious distributions to     minimicated/develop the ate     for the are and obvious distributions to     minimicated/develop the ate     for the are and obvious distributions to     minimicated/develop the ate     for the are and obvious distributions to     minimicated/develop the ate     for the are and obvious distributions to     minimicated/develop the ate     for the area or obvious distributions to     minimicated/develop the ate     for the current land use is agriculture. The     develop the ate     for the current land use is agriculture. The     develop the ate     for the current land use is agriculture. The     develop the ate     for the current land use is agriculture. The     develop the ate     for the current land use is agriculture. The     develop the ate     for the current land use is agriculture. The     develop the ate     for the current land use is agriculture. The     develop the ate     for the current land use is agriculture. The     develop     for the ate     for the current land use is agriculture. The     develop     for the ate     develop the ate     for the current land use is agriculture. The     develop     for the current land use is agriculture. The     develop     for the ate     develop the ate     for the current land use is agriculture. The     develop     for the ate     develop     develop the ate     develop     develop     develop     develop     develop     develop     dev	he land is currently ntryside and Area of nnections to the A5 al in this area rather thas indicated that the ner is actively seeking residential dwellings
B. Site History         Previous allocations or permissions dec.         Written analysis         None in last 10 years           9. Availability         Vist - Site is advertised as being available, proferse are no dovices obstructions to immediately develop the site No-Site is not immediately available (please state the reason)         Yes The applicant has indicated that 1 immediately develop the site No-Site is not immediately develop the site pointify. <sup>21</sup> Yes The applicant has indicated that 1 immediately develop the site pointify. <sup>21</sup> 10. Current land use & designation etc.         Identify any land designations that border the site (whit is their pointify. <sup>21</sup> Outrin Duffine         The current land use is agriculture. Th designated as ENV2 and ENV3 Cour Pointify. <sup>21</sup> 11. Market factor (1)         1. Attractive to Sub-Regional company 2. Attractive to Sub-Regional company 3. Other possible negative impacts on economic factors e.g. tourism         Market activity on same nad or estate athin the last 5 years 4. Register states attractive the site. 2. Company bissues 2. Contemination 3. No topography issues 2. Prood fask an issue but relatively e.g. to pography issues 3. No topography issues 2. Prood fask an issue but relatively e.g. to contemination is an issue but relatively e.g. to contemination i	he land is currently ntryside and Area of nnections to the A5 al in this area rather thas indicated that the ner is actively seeking residential dwellings
9. Availability         Yes - Site is advertised as being available, cr there are no obvious obstructions to two-Site in an immediately walkale         Yes The applicant has indicated that (please state the reason)           9. Availability         Allocated, Green Belt, white land dec.         The current land use is agriculture. The optimity?)         Yes The applicant has indicated that (please state the reason)           10. Current land use & designation proximity?)         Altractive to National company 2. Attractive to Sub-Regional company 2. Attractive to Sub-Regional company 2. Attractive to Sub-Regional company 2. Attractive to Call company 3. No evidence of market activity         The site would be well placed with coll as the areocholic company 2. Attractive to Call company 3. No evidence of market activity         Market activity has been for residence the test system 3. No evidence of market activity         No e advector is market the site.           12. Other possible regative impacts on economic factors e.g. tourism         No regorgenty is an issue but relatively 3. No feegorgenty is an issue but relatively as to oveccome 3. No topography basies 2. Topography is an issue but relatively as to oveccome 3. No issue         No issue 3. No contamination is an issue but relatively as to oveccome 3. Ro doring is oveccome 3. No issue 3. No issue	he land is currently ntryside and Area of nnections to the A5 al in this area rather thas indicated that the ner is actively seeking residential dwellings
s Availability     s Availability     Allocated, Green Belt, while land     term and statisty develop in safe     how. Site is not immediately available     more databy     availability     Allocated, Green Belt, while land     etc.     identify any land designations that     identify any land designations     identhat land (I)     identify any land designations     identify any	he land is currently ntryside and Area of nnections to the A5 al in this area rather thas indicated that the ner is actively seeking residential dwellings
9. Availability         No - Site is not mediately available (process site the reason)         Year Exploration this indicated that is immediately.           9. Availability         Allocated, Green Beit, white lind etc.         The current land use is agriculture. The object the site (hard is their proximity?)         The current land use is agriculture. The designated as the first activity on same road or estate within the last 5 years         The current land use is agriculture. The designated as the first activity on same road or estate within the last 5 years         The site available well placed with cor 2 and Eastoon Way           11. Market factor (1)         1. Market activity on same road or estate within the last 5 years         More readenia than employment use. The applicant to evaluate activity has been for readenia than employment use. The applicant to a developed the market activity 0 a developed the market activity 0 a developed the market activity 0 a developed that the site.           13. Other possible regative impacts on economic factors e.g. fourism         Writes analysis 2. Regular shaped pict, costituted 3. Regular shaped pict, costituted 3. Regular shaped pict, costituted 3. Regular shaped pict, costituted 3. No topography sause 2. powersome 2. Dowersome 3. No topography sause 2. Dowersome 3. No issue and would be challenging to overcome 2. Dowersome 3. No issue 3. No issue and would be challenging to overcome 4. Regular shaped pict, costituted 3. No issue and would be challenging to overcome 4. Dowersome 5. Domersome 5. Domersom	he land is currently ntryside and Area of nnections to the A5 al in this area rather thas indicated that the ner is actively seeking residential dwellings
Allocated, Green Belt, white land etc. Learnity you had decipations that boding the site (what is their proximity?)     3. Attractive to National company 11. Market factor (1)     3. Attractive to Sub-Regional company 11. Market factor (1)     3. Attractive to Sub-Regional company 11. Market factor (2)     1. Market activity on same road or estate within the last Syears     0. No evidence of market activity 13. Other possible negative impacts on communic to a set of the site is a specification of the si	ntryside and Area of nnections to the A5 al in this area rather t has indicated that the mer is actively seeking residential dwellings
Identify any land designations that bodre the sile (shat is their pointiny.")         Duffine Duffine 2. Attractive to Sub-Regional company 2. Attractive to Sub-Regional company 3. Other possible registrie impacts on economic factors e.g. tourism         The site would be well placed with co 2. and Easter Sub-Regional company 3. Other possible registrie impacts on economic factors e.g. tourism         Market activity in a been for residential the sub-Registrie impacts on economic factors e.g. tourism         None           14. Physical Constraints (1)         5. Clear pick, find control 3. No topography issues 2. Floor fisk is an issue but relatively e.g. topography issues 2. Physical Constraints (2)         No topography issues 3. No fact relatively easy 4. Resource mercine 2. Physical Constraints (3)         The southern part of the site is bound thas been indicated to be more suic that explanation is an issue but relatively e.g. to containing in the overcome 3. No issue           15. Physical Constraints (4)         3. No topography issues 3. No fact first is an issue but relatively e.g. to containing in a sue out relatively e.g. to containing in the sue in ducate bo 2. Detent is a paterial high containing 3. N	ntryside and Area of nnections to the A5 al in this area rather t has indicated that the mer is actively seeking residential dwellings
Dodor the site (what is their pointify?)         Define         designation (Retraint.           1. Current land use & designation pointify?)         2. Affractive to Nation-Regional company 2. Affractive to Local company 2. and Extstoom Way         The site would be well placed with cor 2 and Extstoom Way           1. Market factor (1)         1. Affractive to Local company 2. In Affractive to Local company 2. In Calculation Company 2. Company 2. In Calculation Com	nnections to the A5 al in this area rather thas indicated that the ner is actively seeking residential dwellings
3. Attractive to National company     2. Attractive to Sub-Registration accompany     11. Market factor (1)     1. Attractive to Local company     11. Market factor (1)     1. Attractive to Local company     1. Market factor (1)     1. Attractive to Local company     1. Market activity on same road or estate     with in the last 5 years     1. Market activity on same road or estate     with in the last 5 years     1. Market activity on the last 5 years     1. Market factor (2)     1. Market factor (2)     1. Market factor (2)     1. One addence of market activity     0. No evidence of market activity     1. Attractive to Local company     1. Market activity on same road or estate     with in the last 5 years     1. Attractive to Local company     1. Attractiv	al in this area rather t has indicated that the ner is actively seeking residential dwellings
1. Market activity on same end or estate within the loal 5 years of 1. One order of market activity on same end or estate within the loal 5 years of 1. Other possible negative impacts on economic factors e.g. tourism         Market activity hab been for residential than a received instrement and the site.           12. Market factor (2)         0. No existence within the loal 5 years of notice factors e.g. tourism         None           13. Other possible negative impacts on economic factors e.g. tourism         Writen analysis         None           6. Clear plot, no obstructions 14. Physical Constraints (1)         None         None           14. Physical Constraints (2)         The plot is slightly obstructed by the r indigener plot is slightly obstructed by the south of the site is bound that been indicated to be norms use the highing to overcome is the plot of resistence of the site is bound thas been indicated to be norms use the highing to overcome is the outhor of the site is bound thas been indicated to be norms use the highing to overcome is the outhor of the site is bound thas been indicated to be norms use the highing to overcome is the outhor of the site is bound thas been indicated to be norms use the highing to overcome is the outhor of the site is bound thas been indicated to be norms use the clearing of the overcome is the outhor of the site is bound thas been indicated to be norms use the clearing the overcome is the outhor of the site is bound thas been indicated to be norms use the clearing the overcome is the contamination is an issue but relatively easy to overcome is the outhor backs on to the is the overcome is the outhasis thas the back on to the is the outhor backs on to t	t has indicated that the mer is actively seeking residential dwellings
2. 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     1.0. One evidence or market activity     1.0. One evidence     1.0. Physical Constraints (1)     1.0. Evidence     1.0. Physical Constraints (2)     1.0. Physical Constraints (3)     1.0. Physical Constraints (4)     1.7. Physical Constraints (4)	t has indicated that the mer is actively seeking residential dwellings
12. Market lador (2)     0. N. Re existence of market activity     0 a developer to market the site.       13. Other possible negative impacts on economic factors e.g. tourism     None       6. Clear pild, no obstructions     None       14. Physical Constraints (1)     0 a developer to market the site.       15. Physical Constraints (2)     None       15. Physical Constraints (2)     None       15. Physical Constraints (3)     None       16. Physical Constraints (4)     None       17. Physical Constraints (4)     None       17. Physical Constraints (4)     None	residential dwellings
economic factors e.g. tourism Viritem analysis Constraints (1) Viritem analysis A. Regular shaped pitz, fostifuctions A. Regular shaped pitz, fost	residential dwellings
4. Regular shaped pict, distructed     3. Regular shaped pict, distructed     3. Regular shaped pict, distructed by the r     4. Regular shaped pict, distructed by the r     4. Regular shaped pict, distructed,     4. Regular shaped pict, dis	residential dwellings d the Wern Brook to
14. Physical Constraints (1)         2. Inegular shaped pict, obstructed.         which from on io The Long Short and 1. Regular shaped pict, regimented 3. No topography is an issue but relatively 2. Topography is an issue and would be challenging to overcome         which from on io The Long Short and the south of the site and the AS to the challenging to an issue and would be challenging to avercome           15. Physical Constraints (2)         3. No flood risk issues 2. Plood risk is an issue but relatively 2. Plood risk is an issue but relatively easy 1. Flood risk is an issue but relatively easy 2. Plood risk is an issue but relatively 2. Contamination is an issue but relatively 2. Contamination is an issue but relatively easy to overcome         The southern part of the site is bound through the intermediate through the intermediate through the intermediate through the issue indicated to be more susc through the intermediate through the intermediate through the issue indicated to be more susc through the intermediate through the intermediate through the intermediate through the issue indicated to be more susc through the intermediate through the intermediate through the intermediate through the issue indicated to be more susc through the intermediate through the issue indicated to be more susc through the intermediate through the issue indicated to be more susc through the issue indit issue indicated to be more susc through the issue ind	d the Wern Brook to
1. No topography issues     2. Topography an issue but relatively     any to overcome     15. Physical Constraints (2)     16. Physical Constraints (3)     16. Physical Constraints (4)     17. Physical Constraints (4)	e East
Issay to overcome         Issay and would be           15. Physical Constraints (2)         3. No issue         3. No issue           3. No float risk issues         3. No issue         The southern part of the site is bound if this sues to reaction and would be to built relatively easy to overcome         The southern part of the site is bound if this sues to relatively easy to overcome         The southern part of the site is bound if this sues to relatively easy to overcome         The southern part of the site is bound if this section of ites and would be concerned to overcome         The southern part of the site is bound if this section of ites and would be concerned to overcome         2 zones 2 and 3a.           19. Physical Constraints (a)         3. No contamination is an issue but relatively easy to overcome         2 zones 2 and 3a.           17. Physical Constraints (4)         challenging to overcome         Issue of would be concerned to easy to overcome.	e East.
15. Physical Constraints (2)     Challenging to overcome     3 No issue       3. No flood risk issues     The south part of the site is bound it has been indicated to be more sup to overcome       16. Physical Constraints (3)     Challenging to overcome     2 chood risk is an issue and would be challenging to overcome     2 chood risk is an issue and would be challenging to overcome     2 chood risk is an issue and would be challenging to overcome     2 cones 2 and 3a.       17. Physical Constraints (4)     1. Contamination is an issue and would be challenging to overcome     2 and restaurant.	
2. Flood risk is an issue but relatively easy to overcome is a overcome is a proving a set of work be challenging to overcome issue but relatively asy to overcome issue but relatively easy to overcome issue but relatively issue but relatively easy to overcome issue but relatively issue	
to overcome water fooding with sections of less su through the section of less such as the section of less section of le	
15. Physical Constraints (3) Challenging to overcome 2 zones 2 and 3a. 3. No contamination is asses 2. Contamination is assue but relatively lawy to overcome challenging to overcome and would be challenging to overcome 2 zones 2 and 3a. 17. Physical Constraints (4) challenging to overcome 2 zones 2 and 3a. 17. Physical Constraints (4) challenging to overcome 2 zones 2 and 3a.	sceptible risk running
2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue and would be portion of the site which backs on to it challenging to overcome 2 and restaurant.	
17. Physical Constraints (4) 1. Contamination is an issue and would be portion of the site which backs on to the challenging to overcome 2 and restaurant.	
There may be environmental constrain	
of potentially important hedgerows on ecological/habitat assessment is reco	mmended to
determine the extent of this. The med hedgelined	lium size partially
fields are mainly in intensive arable us Farm, with some pasture to the east,	se based on Poplars and vegetation cover
<ol> <li>There are no other natural features of concerned</li> <li>Inited allowing views into and out of the site; there is some</li> </ol>	good vegetation along
2. Natural features are an issue but the brook. The landscape is particular relatively easy to overcome ribbon development along the road all	Imost joins with
Iandscape matters, biodiversity,         1. Natural features are an issue and would         Hinckley and remains important in ret           18. Physical Constraints (5)         ecology etc.         be challenging to overcome         2 Green Belt score n/a. TEP score 9.5 /	taining separation. Agricultural grade 3.
There are no infrastructure issues     Infrastructure could be an issue but	
relatively easy to overcome There are no obvious infrastructure is 1. Infrastructure is an issue and would be stage. The applicant has not indicated 19. Physical Constraints (6) challenaina to overcome 3 iconstraints to the sete.	sues apparent at this d that there are any
19. Physical Constraints (6) challenging to overcome 3 constraints to the site.	
5. Either adjoining main road or motorway	
junction with easy site access for all wehices or access for all	
networks 4. Close to major road network; easy site	
access for all vehicles; indirect	
or restricted access for HGVs; restricted The site is accessed from an agricultu	ural track off The Long
access to major radio network Shock The site is close to the AS, A4, 41. Restricted access for all commercial Although site access would be easy for	44 and Eastboro Way.
vehicles, severely restricted access to major wouldn't necessarily be ideal as vehici 20. Access road network 4 would have to pass residential proper	les entering the site
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	
<ol> <li>Close to either a station or peak time bus route or cycle route; on a pedestrian</li> </ol>	
route 2. Not near a station, peak time bus route	
or cycle route; cn a pedestrian route 1. Not on a pedestrian route; not near a station. Deak time bus route or orcker poure	
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 The site is close to routes 48, 158 and	d 4. Cycles mutee are
21. Public Transport     (Mon - Fr).     4 accessible within 10 minutes walk.     5. Motoway Corridor (within 5 minutes of a	
junction) 4. Other Strateoic Roads (within 5 minute	
drive time) 3. Sub-regional Centres (Nuneaton)	
2. Other Large Towns (Bedworth) 22. Strategic Location 1. All other sites 4 The A5 is accessible within 5 minutes	s drive time.
Describe the neighbouring uses, where are they located, what sort of	
employment uses would this affect? Include reference to access	
23. Neighbouring uses to local amenities Written analysis Residential, park and agricultural	
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 Edge of urban area can be 1. Outside of urban area, Greenfield;	
24. Sequential test and considered to be close to urban Brownfield/greenfield area What type of employment uses What type of employment uses	y residential
Writer type or employment uses would be acceptable - consider market analysis and neighbouring Any employment uses would need to	be mindful of the
25. Potential uses uses Written analysis and neighbouring Written analysis surrounding residential use 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 attractive, however, could be cip is it a gateway site would be required if this site came for	
26. Assessment of viability etc. Written analysis housing sites. 27. Other notes Written analysis	
27. Other loces Viller always Wither always Within the Borough the nearest site is Consider sites outside the Borough, what sort of implications Park. However, the closet industrial ee	s Hemdale Business state is Dodwells
employment sites would this result in? Written analysis Industrial estate.	
this submission additional site assessment Written analysis Another submission has been submit Include photos inclusive of location	tted next to the site.
30. Site photos of photos in occurrent of indexed photos in occurrent of photos indexed photos i	
poses issues against the 31. NPPF/PPG Compliance Development Plan inc. the NPPF Written analysis paragraph 82, 123	
22. Emerging Plan policy requirements of PO Written analysis The site is being proposed as Green I	Belt.
33. Indication of timescale for bringing The applicant has indicated that the s	
immediately with development expect	

Information to collect	Useful information
1. Site Name	If provided
2. Site Reference	If provided
3. Site Address	
4. Site Size	Hectares
	Identify ownership and whether
5. Ownership	there are any potential issues
6. Site Boundary	Мар
7. Site location in Borough context	Мар
	Previous allocations or permissions
8. Site History	etc.
9. Availability	
	Allocated, Green Belt, white land
	etc.
10. Current land designation	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)	

This is all inclusive so consider landscape matters, biodiversity, ecology etc.
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 What type of employment uses
25. Potential 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	
<ul><li>28. Connectivity to other existing employment sites</li><li>29. Are there any other sites that adjoin this submission</li></ul>	Consider sites outside the Borough, what sort of implications would this result in? If there are please undertake an additional site assessment Include photos inclusive of location
30. Site photos	of photos Consider how site conforms or
31. NPPF/PPG Compliance	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
	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	2
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

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
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
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
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	2
(Mon – Fri).	2
E Motorway Carridar (within E minutes of a junction)	
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
Written analysis	

<ol> <li>5. Within urban area, Brownfield</li> <li>4. Edge of urban area, Brownfield, Edge of urban area Partial Greenfield/Brownfield majority Brownfield; Or within urban area Greenfield</li> <li>3. Edge of urban area Greenfield; Edge of urban area Partial Greenfield/Brownfield majority Greenfield</li> <li>2. Outside of urban area Brownfield, Outside of urban area Partial Greenfield/Brownfield majority Brownfield</li> <li>1. Outside of urban area, Greenfield; Outside of urban area, Partial Greenfield/Brownfield majority Greenfield</li> </ol>	3
Written analysis	
Written analysis	
Written analysis	
Written analysis	
Written analysis	
	31

## 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 need to allow access for HGVs due to the surrounding residential uses. There is also potential for access to be gain 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 7mins 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
	Identify ownership and whether
5. Ownership	there are any potential issues
·	
6. Site Boundary	Мар
7. Site location in Borough context	Мар
	Previous allocations or permissions
8. Site History	etc.
9. Availability	
	Allocated, Green Belt, white land
	etc.
	Identify any land designations that
10. Current land designation	border the site (what is their proximity?)
10. Current land designation	proximity?)
11. Market factor (1)	
10 Market factor (2)	
<ul><li>12. Market factor (2)</li><li>13. Other possible negative impacts on</li></ul>	
economic factors e.g. tourism	
14. Physical Constraints (1)	
15. Physical Constraints (2)	
16. Physical Constraints (3)	

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

	Edge of urban area can be
24. Sequential test and	considered to be close to urban
Brownfield/greenfield	area
	What type of employment uses
	would be acceptable - consider
25. Potential uses	market analysis and neighbouring
	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
26. Assessment of viability	etc.
27. Other notes	
	Consider sites outside the
28. Connectivity to other existing	Borough, what sort of implications
employment sites	would this result in?
29. Are there any other sites that adjoin this submission	If there are please undertake an additional site assessment
	Include photos inclusive of location
30. Site photos	of photos
	Consider how site conforms or
	poses issues against the
31. NPPF/PPG Compliance	Development Plan inc. the NPPF
	Consider how site conforms to
32. Emerging Plan policy	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	0
<ol> <li>Attractive to Local company</li> <li>Market activity on same road or estate within the last</li> </ol>	2
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
<ol> <li>No topography issues</li> <li>Topography is an issue but relatively easy to</li> </ol>	
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	
<ol> <li>Flood risk is an issue and would be challenging to overcome</li> </ol>	2
overedite	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
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
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
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
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	
<ol> <li>Close to either a station or peak time bus route or cycle route; on a pedestrian route</li> </ol>	
cycle route; on a pedestrian	
cycle route; on a pedestrian route	
cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle	
cycle route; on a pedestrian route 2. Not near a station, peak time bus route or cycle route; on a pedestrian route	
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	
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	
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	
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	2
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	2
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
<ul> <li>cycle route; on a pedestrian route</li> <li>2. Not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> <li>NB1. "Close" = within about 10 minutes walk</li> <li>NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).</li> <li>5. Motorway Corridor (within 5 minutes of a junction)</li> </ul>	2
<ul> <li>cycle route; on a pedestrian route</li> <li>2. Not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> <li>NB1. "Close" = within about 10 minutes walk</li> <li>NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).</li> <li>5. Motorway Corridor (within 5 minutes of a junction)</li> <li>4. Other Strategic Roads (within 5 minute drive time)</li> </ul>	2
<ul> <li>cycle route; on a pedestrian route</li> <li>2. Not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> <li>NB1. "Close" = within about 10 minutes walk</li> <li>NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).</li> <li>5. Motorway Corridor (within 5 minutes of a junction)</li> <li>4. Other Strategic Roads (within 5 minute drive time)</li> <li>3. Sub-regional Centres (Nuneaton)</li> </ul>	2
<ul> <li>cycle route; on a pedestrian route</li> <li>2. Not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> <li>NB1. "Close" = within about 10 minutes walk</li> <li>NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).</li> <li>5. Motorway Corridor (within 5 minutes of a junction)</li> <li>4. Other Strategic Roads (within 5 minute drive time)</li> <li>3. Sub-regional Centres (Nuneaton)</li> <li>2. Other Large Towns (Bedworth)</li> </ul>	2
<ul> <li>cycle route; on a pedestrian route</li> <li>2. Not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> <li>NB1. "Close" = within about 10 minutes walk</li> <li>NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).</li> <li>5. Motorway Corridor (within 5 minutes of a junction)</li> <li>4. Other Strategic Roads (within 5 minute drive time)</li> <li>3. Sub-regional Centres (Nuneaton)</li> </ul>	
<ul> <li>cycle route; on a pedestrian route</li> <li>2. Not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> <li>NB1. "Close" = within about 10 minutes walk</li> <li>NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).</li> <li>5. Motorway Corridor (within 5 minutes of a junction)</li> <li>4. Other Strategic Roads (within 5 minute drive time)</li> <li>3. Sub-regional Centres (Nuneaton)</li> <li>2. Other Large Towns (Bedworth)</li> </ul>	
<ul> <li>cycle route; on a pedestrian route</li> <li>2. Not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> <li>NB1. "Close" = within about 10 minutes walk</li> <li>NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).</li> <li>5. Motorway Corridor (within 5 minutes of a junction)</li> <li>4. Other Strategic Roads (within 5 minute drive time)</li> <li>3. Sub-regional Centres (Nuneaton)</li> <li>2. Other Large Towns (Bedworth)</li> </ul>	
<ul> <li>cycle route; on a pedestrian route</li> <li>2. Not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> <li>NB1. "Close" = within about 10 minutes walk</li> <li>NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).</li> <li>5. Motorway Corridor (within 5 minutes of a junction)</li> <li>4. Other Strategic Roads (within 5 minute drive time)</li> <li>3. Sub-regional Centres (Nuneaton)</li> <li>2. Other Large Towns (Bedworth)</li> </ul>	
<ul> <li>cycle route; on a pedestrian route</li> <li>2. Not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>1. Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> <li>NB1. "Close" = within about 10 minutes walk</li> <li>NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri).</li> <li>5. Motorway Corridor (within 5 minutes of a junction)</li> <li>4. Other Strategic Roads (within 5 minute drive time)</li> <li>3. Sub-regional Centres (Nuneaton)</li> <li>2. Other Large Towns (Bedworth)</li> </ul>	

<ol> <li>5. Within urban area, Brownfield</li> <li>4. Edge of urban area, Brownfield, Edge of urban area Partial Greenfield/Brownfield majority Brownfield; Or within urban area Greenfield</li> <li>3. Edge of urban area Greenfield; Edge of urban area Partial Greenfield/Brownfield majority Greenfield</li> <li>2. Outside of urban area Brownfield, Outside of urban area Partial Greenfield/Brownfield majority Brownfield</li> <li>1. Outside of urban area, Greenfield; Outside of urban area, Partial Greenfield/Brownfield majority Greenfield</li> </ol>	3
Written analysis	
Written analysis	
Written analysis	
Written analysis	
Written analysis	31

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 need to allow access for HGVs due to the surrounding residential uses. There is also potential for access to be gain 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 7mins 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 2. Site Reference	If provided	Define Define	-	Newland hall farm elr010 nun295
3. Site Address 4. Site Size	Hectares	Define Define		newland hall farm, newland lane, ash green 32.94
5. Ownership	Identify ownership and whether	Define		1 owner Hill Eamily
6. Site Boundary	there are any potential issues Map	Define		1 owner Hill Family
<ol> <li>Site location in Borough context</li> </ol>	Map Previous allocations or permissions	Define		
8. Site History	etc.	Written analysis		
		Yes - Site is advertised as being available, or there are no obvious obstructions to immediately develop the site		
9. Availability		No - Site is not immediately available (please state the reason)	No	Put forward by perspective purchaser
	Allocated, Green Belt, white land etc.			
	Identify any land designations that			
40. Ourset land use 0 dealerstice	border the site (what is their proximity?)	Define		
10. Current land use & designation	proximity?)	2. Attractive to National company		
11. Market factor (1)		2. Attractive to Sub-Regional company 1. Attractive to Local company	2	close to M6 with rural views to South
		1. Market activity on same road or estate within the last 5 years		
12. Market factor (2) 13. Other possible negative impacts on		0. No evidence of market activity	0	To the south of the site is a listed building which
economic factors e.g. tourism		Written analysis 5. Clear plot, no obstructions		should be protected including its setting
		<ol> <li>Regular shaped plot, obstructed</li> <li>Regular shaped plot, fragmented</li> </ol>		
14. Physical Constraints (1)		2. Irregular shaped plot, obstructed. 1. Irregular shaped plot, fragmented	5	
In Invital Constraints (1)				
		<ol> <li>No topography issues</li> <li>Topography is an issue but relatively easy to overcome</li> </ol>		
15. Physical Constraints (2)		<ol> <li>Topography is an issue and would be challenging to overcome</li> </ol>	3	
		3. No flood risk issues		
		<ol> <li>Flood risk is an issue but relatively easy to overcome</li> <li>Flood risk is an issue and would be challenging to</li> </ol>	1	Parts of the site is susceptible to surface water
16. Physical Constraints (3)		overcome 3. No contamination issues	2	flooding with flood zones 2 and 3.
		<ol><li>Contamination is an issue but relatively easy to</li></ol>	1	
		overcome 1. Contamination is an issue and would be challenging to	1	Parts of the site have a low risk for contamination
17. Physical Constraints (4)		overcome	2	due to ponds and
		3. There are no other natural features of concern		There are potential environmental constraints - potential loss of habitats, biodiversity and potentially
	This is all inclusive so consider	2. Natural features are an issue but relatively easy to overcome	1	important hedgerow. An ecological/habitat assessment is recommended to determine the
18. Physical Constraints (5)	landscape matters, biodiversity, ecology etc.	1. Natural features are an issue and would be challenging to overcome		extent of this. Green Belt score 3. TEP score 10.5 Agricultural grade 2/3.
To. Physical Constraints (5)	ecology etc.	<ol><li>There are no infrastructure issues</li></ol>	2	Agricultural grade 2/3.
		2. Infrastructure could be an issue but relatively easy to overcome		
19. Physical Constraints (6)		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.
		<ol><li>Either adjoining main road or motorway junction with easy site access for all</li></ol>		
		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		Access is currently along a narrow residential street. Access issues would need to be resolved for
		<ol> <li>Restricted access for all commercial vehicles, severely restricted access to major</li> </ol>		this site to come forward. If brought forward with a neighbouring site this would offer a greater
20. Access		road network 5. Close to a station, peak time bus route and cycle	2	opportunity to improve the overall access.
		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		
		<ol> <li>Not near a station, peak time bus route or cycle route; on a pedestrian route</li> </ol>		
		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		Parts of the site are within 500m of a bus route, but
21. Public Transport		of 2 buses per hour or more (Mon – Fri).	3	some of it is not. The nearest bus routes are 55, 56, 57 and 209.
		5. Motorway Corridor (within 5 minutes of a junction)		
		4. Other Strategic Roads (within 5 minute drive time)	1	
22. Strategic Location		3. Sub-regional Centres (Nuneaton) 2. Other Large Towns (Bedworth) 1. All other sites	-	The M6 and A444 are more than 5 minutes drive
22. Ottalegic Location	Describe the neighbouring uses,	1. An Utilet Sites	2	away. Bedworth town is within 5 minutes.
	where are they located, what sort of employment uses would this affect?		1	
23. Neighbouring uses	Include reference to access to local amenities	Written analysis		
		5. Within urban area, Brownfield		
		4. Edge of urban area, Brownfield, Edge of urban area	1	
		Partial Greenfield/Brownfield majority Brownfield; Or within urban area Greenfield	1	
		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		
24. Sequential test and Brownfield/greenfield	Edge of urban area can be	1. Outside of urban area, Greenfield; Outside of urban		
Brownfield/greenfield	considered to be close to urban area What type of employment uses	area, Partial Greenfield/Brownfield majority Greenfield	1	
	would be acceptable - consider market analysis and neighbouring		1	
25. Potential uses	uses	Written analysis		all b uses
	Consider what sort of issues there are with bringing the site forward.			
	Consider other factors such as surrounding uses, type of site this			
26. Assessment of viability 27. Other notes	could be e.g. is it a gateway site etc.	Written analysis Written analysis		Access is a problem
	Consider sites outside the Borough, what sort of implications would this			
28. Connectivity to other existing employment sites	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			The site is located in Green Belt paragraphs 79 -
	poses issues against the			
31. NPPF/NPPG compliance	poses issues against the Development Plan inc. the NPPF	Written analysis		92.
31. NPPF/NPPG compliance 32. Assessment against Emerging Borough Plan policy	poses issues against the	Written analysis Written analysis		92. Would be Green Belt
<ol> <li>Assessment against Emerging</li> </ol>	poses issues against the Development Plan inc. the NPPF Consider how site conforms to			92.

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name 2. Site Reference	If provided	Define Define		Parrotts Grove/Hawkesbury Lane ELR010 NUN314 Parrotts Grove, Hawkesbury Lane, Coventry, CV2
3. Site Address 4. Site Size	Hectares	Define		Parrotts Grove, Hawkesbury Lane, Coventry, CV2 1NR 2.86ha
	Identify ownership and whether there are any			
5. Ownership 6. Site Boundary 7. Site location in Borough context	potential issues Map Map	Define Define Define		2 owners
8. Site History	Previous allocations or permissions etc.	Written analysis		None in last 10 years
		Yes - Site is advertised as being available, or there are no obvious		
		obstructions to immediately develop the site No - Site is not immediately available		
9. Availability		No - Site is not immediately available (please state the reason)		Yes
	Allocated, Green Belt, white land etc.			
	Identify any land designations			
10. Current land use & designation	that border the site (what is their proximity?)	Define 3. Attractive to National company		The current land use is equine grazing and it is currently designated as Green Belt
11. Market factor (1)		<ol><li>Attractive to Sub-Regional company</li></ol>	1	The shape of the site and the surrounding uses would not be attractive for employment purposes
		Attractive to Local company     Attractive to Local company     Market activity on same road or estate     within the last 5 years     No evidence of market activity		enquiries received but no marketing activity
12. Market factor (2)		0. No evidence of market activity	0	stated.
13. Other possible negative impacts on				Parts of the site may be of archaeological value due to possible historic links with Hawkesbury Lodge and Hawkesbury Hall. Small pond on site
economic factors e.g. tourism		Written analysis 5. Clear plot, no obstructions		was part of the old adjoining Hawkesbury Hall.
		<ol> <li>Regular shaped plot, obstructed</li> <li>Regular shaped plot, fragmented</li> </ol>		
14. Physical Constraints (1)		2. Irregular shaped plot, obstructed. 1. Irregular shaped plot, fragmented 3. No topography issues	4	The northern part of the site has power lines running across it.
		<ol> <li>Topography is an issue but relatively easy to overcome</li> </ol>		
15. Physical Constraints (2)		1. Topography is an issue and would be	3	
		challenging to overcome 3. No flood risk issues 2. Flood risk is an issue but relatively		
16. Physical Constraints (3)		easy to overcome 1. Flood risk is an issue and would be challenging to overcome		There are two small ponds on the eastern boundary of the site, one of which was part of the old moat adjoining Hawkesbury Hall.
injerve odristidinis (3)		<ol> <li>No contamination issues</li> <li>Contamination is an issue but</li> </ol>		
		relatively easy to overcome 1. Contamination is an issue and would		
17. Physical Constraints (4)		be challenging to overcome	2	There is a potential contamination issue.
				There may be environmental constraints - potential loss of habitats, biodiversity and potentially important hedgerow. An
				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,
		3. There are no other natural features of concern		within Coventry, land surrounding the Sub- station, referred to as Coventry 'B' Supergrid, is a
	This is all inclusive so consider landscape matters,	<ol> <li>Natural features are an issue but relatively easy to overcome</li> <li>Natural features are an issue and</li> </ol>		potential Local Wildlife Site. The other side of Parrotts Grove, in Coventry, is a LWS, Lenton's Lane. Green belt score 3. TEP score 8.
18. Physical Constraints (5)	consider landscape matters, biodiversity, ecology etc.	would be challenging to overcome 3. There are no infrastructure issues	2	Lane. Green belt score 3. TEP score 8. Agricultural score 3.
		<ol> <li>Infrastructure could be an issue but relatively easy to overcome</li> </ol>		There are no obvious infrastructure issues at this
19. Physical Constraints (6)		1. Infrastructure is an issue and would be challenging to overcome	3	stage. Supply is required for all the necessary services e.g. water, sewage, electricity etc.
		<ol> <li>Either adjoining main road or motorway junction with easy site access</li> </ol>		
		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		
		<ol> <li>Restricted access for HGVs; restricted access to major road network</li> <li>Restricted access for all commercial</li> </ol>		
		vehicles, severely restricted access to major		
20. Access		road network	4	
		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		
		<ol><li>Close to either a station or peak time bus route or cycle route; on a pedestrian</li></ol>		
		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		
		<ol> <li>Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> </ol>		
		NB1. "Close" = within about 10 minutes walk		
		NB2. Peak time bus route defined as being a frequency of 2 buses per hour or		
21. Public Transport		more (Mon – Fri).	3	
		5. Motorway Corridor (within 5 minutes of a junction)		
		<ol> <li>Other Strategic Roads (within 5 minute drive time)</li> <li>Sub-regional Centres (Nuneaton)</li> </ol>		The site is approximately 6 mins to Junction 3 of
22. Strategic Location		2. Other Large Towns (Bedworth) 1. All other sites	2	M6 and A444. Access to Coventry from this site is relatively easy once you have joined the A444.
	Describe the neighbouring uses, where are they located,			Privately owned Hawkesbury Hall to the east, Privately owned Hawkesbury Lodge and an
	what sort of employment uses would this affect? Include reference to access to local			access road to national grid towers to west, travellers sites and old quarry to west.
23. Neighbouring uses	reference to access to local amenities	Written analysis 5. Within urban area, Brownfield		Hawkesbury Lane frontage is all residential. Travellers sites to north of site.
		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		
	1			
	1	3. Edge of urban area Greenfield; Edge		
		<ol> <li>Edge of urban area Greenfield; Edge of urban area Partial Greenfield/Brownfield majority</li> </ol>		
		3. Edge of urban area Greenfield; Edge of urban area Partial Greenfield/Brownfield majority Greenfield 2. Outside of urban area 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		
	Edge of urban area can be	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, Greenfield; Outside of urban area, Greenfield;		
	considered to be close to urban area	<ol> <li>Edge of urban area Greenfield; Edge of urban area Partial Greenfield/Erownfield majority Greenfield</li> <li>Joutside of urban area Brownfield, Outside of urban area Partial Greenfield/Brownfield majority Brownfield</li> <li>Joutside of urban area Greenfield:</li> </ol>	3	
	considered to be close to urban area What type of employment uses would be acceptable -	3. Edge of urban area Greenfield; Edge of urban area Partial Greenfield/Torwfield majority Greenfield 2. Outside of urban area Brownfield, Outside of urban area Partial Greenfield/Torwfield majority Brownfield 1. Outside of urban area, Greenfield; Outside of urban area, Greenfield; Outside of urban area, Srienfield;	3	Lisht industrial due to summarian missionma
Brownfield/greenfield	considered to be close to urban area What type of employment uses would be acceptable - consider market analysis and neighbouring uses	3. Edge of urban area Greenfield; Edge of urban area Partial Greenfield/Torwfield majority Greenfield 2. Outside of urban area Brownfield, Outside of urban area Partial Greenfield/Torwfield majority Brownfield 1. Outside of urban area, Greenfield; Outside of urban area, Greenfield; Outside of urban area, Srienfield;	3	Light Industrial due to surrounding residential
Brownfield/greenfield	considered to be close to urban area What type of employment uses would be acceptable - consider market analysis and neighbouring uses Consider what sort of issues there are with bringing the	3. Edga druthan area Greenfield; Edge druthan eraP Partial Greenfield/Brownfield, majority Greenfield/Brownfield, Dustied druthan area 2. Outside druthan area Brownfield, Outside druthan area Brownfield 1. Outside druthan area, Greenfield, 1. Outside druthan area, Greenfield, Greenfield/Brownfield majority Greenfield	3	uses. There are some restrictions on the site, e.g. power lines and pond that may affect the overall
Brownfield/greenfield	considered to be close to urban area What type of employment uses would be acceptable - consider market analysis and neighbouring uses Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding	3. Edga druthan area Greenfield; Edge druthan eraP Partial Greenfield/Brownfield, majority Greenfield/Brownfield, Dustied druthan area 2. Outside druthan area Brownfield, Outside druthan area Brownfield 1. Outside druthan area, Greenfield, 1. Outside druthan area, Greenfield, Greenfield/Brownfield majority Greenfield	3	uses. 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
25. Potential uses	considered to be close to urban area What type of employment uses would be acceptable - consider market analysis and neighbouring uses Consider what sort of issues there are with bringing the site forward. Consider other	3. Edga druthan area Greenfield; Edga druthan area Partial GreenfieldBloownlield majority Greenfield 2. Outside druthan area Brownlield, Outside druthan area Brownlield Soutside druthan area Brownlield 1. Outside druthan area, Greenfield, 1. Outside druthan area, Greenfield, GreenfieldBloownlield majority Greenfield	3	uses. 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
Brownfield/greenfield	considered to be close to urban area What type of employment uses would be acceptable - consider market analysis and neighbouring 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	Eiga d'utan area Greentidit, Edge d'utan area Parla Greentidiel/Browniteid majorty Greentidiel/Browniteid majorty Doubled d'utan area Parla Greentidel/Browniteid majorty Browniteid Greentidel/Browniteid majorty Greentidel/Browniteid majorty Greentidel/Browniteid majorty Greentidel/Browniteid majorty Greentidel/Browniteid majorty	3	uses. 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 promisence in its fromtage and the
Brownfield/greenfield	considerate to be close to urban area. What type of employment uses would be acceptable - consider market analysis and consider what sort of issues. Consider what sort of issues. Parera are with bringing the site forward. Consider other site forward. Consider other site to an acceptable of the second be e.g. is it a gateway site etc. Consider sites causiste the Consider sites c	Eiga d'utan area Greentidit, Edge d'utan area Parla Greentidiel/Browniteid majorty Greentidiel/Browniteid majorty Doubled d'utan area Parla Greentidel/Browniteid majorty Browniteid Greentidel/Browniteid majorty Greentidel/Browniteid majorty Greentidel/Browniteid majorty Greentidel/Browniteid majorty Greentidel/Browniteid majorty	3	uses. 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. The site is located close to a listed building
Browniestigreenfield 25. Potential uses 26. Assessment of viability 27. Other notes 28. Connectivity to other existing	considered to be close to urban area What type of employment uses word the acceptable consider market analysis and here are with bringing the site forward. Consider other factors such as surrounding uses, type of site ins could be e.g. is it a gateway site etc.	Eligia d'utana rea Greentidis, Edigi d'utana rea Partial Greentidisflovantidiat majority Greentidisflovantidiat majority Diastidia d'utana reas Partial Diastidia d'utana reas Partial Greentidel Bavantidia Greentidel Bavantidia Greentidel Bavantidia Greentidel Bavantidia Greentidel Bavantidia Written analysis Written analysis     Written analysis	3	uses. There are some nestrictions on the site, a, 3, power insu and point that may effect the oversit is writely to be attractive for commercial uses do unlikely to be attractive for commercial uses do to allow of pomimerce in its foratiga and we sometowide uses. The site is located close to a listed building (Hawkeebury Hall) any development proposal would have to respect the setting of the building. The nearest employment site would be
Browniekidgreenfield 25. Potential uses 26. Assessment of viability 27. Other notes 28. Connectivity to other existing employment uses	considered to be close to urban area. What type of employment consider market marks and neighbouring uses. Consider market marks and neighbouring uses. Consider warks the surrounding the area with binging the sec. type of the time is could be e.g. is it a gateway site etc. Consider sites outside the implications would this result or?	Eigr durban area Greentidis: Edge durban area Partia Generitaida majothy Generitaida majothy Datiset durban area Partial Generitaida Constitute durban area Partial Generitaida Constitute durban area. Greentidid Datiset durban area. Greentidid Generitaida Generitaida Witten analysis     Written analysis	3	uses. There are some restrictions on the site, e.g., power lines and poor that may affect the overall unlikely to be attractive for commercial uses due to a law of pominence in its forcage and the surrounding uses. The site is located close to a listed building (travelaciony law of overapment proposal would have to respect the setting of this building
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Browniest/greenfield 25. Potential uses 26. Assessment of viability 27. Other notes 28. Connectivity to other existing amployment sites 28. Are there any other sites that adjoin as bachmission 30. Site photos 31. NPPF/NPPG compliance	considered to be does to urban area What type of employment with a set of employment consider market analysis and neighbouring uses bere are with bringing the set onward. Consider other tails here are with bringing the set onward. Consider other this could be set, by of all the this could be set, by of all the this could be set, by of all the this could be bornagh, what soct of implications would this result un? Enders uncertainty of the set to consider how all conditioned an additional site assessment; the dude photos inclusive of location of photos Development Plant, the Market of the set of the set of the set of the provide photos inclusive of to call on of photos Development Plant, the	Eigr durban area Greentidis: Edge durban area Partia Generitation wantheid majority Generitation wantheid majority Chaistie durban area Branial Generitation Coustie durban area Branial Generitation Coustie durban area. Greentidis Coustie durban area. Greentidis Generitation Written analysis Written analysis Written analysis	3	uses. There are some restrictions on the site, e.g., power lines and point that may affect the overall and that which could be delivered. The land is writiskly to be attractive for commercial uses due to lack of perminence in its foretage and the automating uses. The site is located could be altitude building (transvetary Hall) any development proposal used have to tracket the setting of this building. The nearest employment site would be <u>transvetary user</u> in the setting of the site. No

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name 2. Site Reference 3. Site Address	If provided	Define Define Define		Land North of Prologis Park Zone 1 ELR012 Land north of New Road, Keresley, Coventry
3. Site Address 4. Site Size	Hectares Identify ownership and whether	Define		28.58ha
5. Ownership 6. Site Boundary	there are any potential issues Map	Define Define		4 owners
7. Site location in Borough context 8. Site History	Map Previous allocations or permissions etc.	Define Written analysis		None in last 10 years
0. Site History	permissions etc.	Yes - Site is advertised as being available, or there are no obvious		None in last to years
		obstructions to immediately develop the site		
9. Availability		No - Site is not immediately available (please state the reason)		No - prospective purchaser is currently in talks with landowner.
	Allocated, Green Belt, white land etc.			
	Identify any land designations that border the site (what is their			
10. Current land use & designation	proximity?)	Define		Current land use is agricultural
44 Martine Graders (4)		3. Attractive to National company 2. Attractive to Sub-Regional company	3	Adjacent to Prologis development, close to M6,
11. Market factor (1)		Attractive to Local company     Market activity on same road or     estate within the last 5 years	3	rural views around site.
12. Market factor (2) 13. Other possible negative impacts on		0. No evidence of market activity	0	
economic factors e.g. tourism		Written analysis 5. Clear plot, no obstructions		
		<ol> <li>Regular shaped plot, obstructed</li> <li>Regular shaped plot, fragmented</li> <li>Irregular shaped plot, obstructed.</li> </ol>		
14. Physical Constraints (1)		Inregular shaped plot, dostructed.     Inregular shaped plot, fragmented     S. No topography issues	5	
		<ol><li>Topography is an issue but relatively easy to overcome</li></ol>		
15. Physical Constraints (2)		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		There are some areas of the site principally the middle and northern boundary which are
16. Physical Constraints (3)		1. Flood risk is an issue and would be challenging to overcome	2	middle and northern boundary which are highlighted as being less susceptible to surface water flooding.
		<ol> <li>No contamination issues</li> <li>Contamination is an issue but</li> </ol>	-	
		relatively easy to overcome 1. Contamination is an issue and		There is a possible low contamination risk to the north of the site. A contamination risk
17. Physical Constraints (4)		would be challenging to overcome 3. There are no other natural features of concern	2	assessment is recommended.
	This is all inclusive so consider	2. Natural features are an issue but relatively easy to overcome		The north western part of the site is a local
18. Physical Constraints (5)	landscape matters, biodiversity, ecology etc.	<ol> <li>Natural features are an issue and would be challenging to overcome</li> </ol>	2	wildlife site 'Somers Road Meadow'. Green Belt score 3. TEP score 8.5 Agricultural score 3.
		<ol> <li>There are no infrastructure issues</li> <li>Infrastructure could be an issue but</li> </ol>		There a no known infrastructure issues at this
19. Physical Constraints (6)		relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome	2	stage. However, the applicant is not the current land owner, therefore, there may be underlying issues.
19. Physical Constraints (6)		be challenging to overcome 5. Either adjoining main road or motorway junction with easy site	3	issues.
		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		Access from New Road is unlikely to be an issue. However, some of the roads leading to the site
		1. Restricted access for all commercial vehicles, severely		are a little narrow in places, particular where right hand turns are needed for large HGVs. A better
20. Access		restricted access to major road network	4	access solution would be to connect to the Prologis Park via ECO3 to Central Boulevard.
		<ol> <li>Close to a station, peak time bus route and cycle route; on a pedestrian route</li> </ol>		
		<ol> <li>Close to a station or peak time bus route, close to cycle route, on a</li> </ol>		
		pedestrian route		
		<ol> <li>Close to either a station or peak time bus route or cycle route; on a</li> </ol>		
		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		The site is adjacent to bus route 55 and the
21. Public Transport		or more (Mon – Fri).	4	eastern boundary is close to routes 56, 57 & 209. The site is close to a cycle route.
		5. Motorway Corridor (within 5 minutes of a junction)		
		<ol> <li>Other Strategic Roads (within 5 minute drive time)</li> </ol>		
22. Strategic Location		3. Sub-regional Centres (Nuneaton) 2. Other Large Towns (Bedworth) 1. All other sites		Site is located less 5 minutes of the A444 and within 6 minutes of the M6 junction.
Stateger EUGBIUT	Describe the neighbouring uses, where are they located, what sort		4	and a second second monorable.
	of employment uses would this affect? Include reference to access			
23. Neighbouring uses	to local amenities	Written analysis 5. Within urban area, Brownfield		
		<ol> <li>Edge of urban area, Brownfield, Edge of urban area Partial Greenfield/Brownfield majority</li> </ol>		
		Brownfield; Or within urban area Greenfield		
		<ol> <li>Edge of urban area Greenfield;</li> <li>Edge of urban area Partial</li> </ol>		
		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;		
24. Sequential test and	Edge of urban area can be considered to be close to urban	Outside of urban area, Partial Greenfield/Brownfield majority		
Brownfield/greenfield	area What type of employment uses	Greenfield	3	All industrial uses could be considered, although
25. Potential 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.
	Consider what sort of issues there are with bringing the site forward.			
	Consider other factors such as surrounding uses, type of site this			The site is likely to be viable as there are no known existing constraints and the site is likely to
26. Assessment of viability	could be e.g. is it a gateway site etc.	Written analysis		be attractive to the market if it become part of the Prologis estate.
27. Other notes 28. Connectivity to other existing	Consider sites outside the Borough, what sort of implications	Written analysis		
employment sites 29. Are there any other sites that adjoin	would this result in? If there are please undertake an	Written analysis		The site is adjacent to the Prologis site.
this submission	additional site assessment Include photos inclusive of location	Written analysis		The site is adjacent to the ECO3 expansion land.
30. Site photos	of photos Consider how site conforms or			The site is located in Green Belt paragraphs 79 -
31. NPPF/NPPG compliance	poses issues against the Development Plan inc. the NPPF	Written analysis		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.
Donough man policy	requirements 01 PO	**terr anarysis		once all extension to the ECO3 allocated site.
33. Indication of timescale for bringing site forward		Written analysis		Within next 5 years

Information to collect 1. Site Name	Useful information If provided	How to score Define	Score	Notes/Observations Land East of Phoenix War A444
2. Site Reference 3. Site Addusco 4. Site Size	Hectano	Define Define Define		EL H012 Land Fast of Physicia Way 2444 22,721a
5. Ownership 6. Site Boundary	Identify ownership and whether there are any potential issues Map	Define Define		1 owner Gelischer Estates
7. Site Invation in Romanh contant	Man Previous allocations or	Dafina		
8 Site History	permissiona 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		None in last 10 vezes
2. Availability	Allocated, Green Belt, white land etc.	immediately available (please state the reason)		Yes - site available in next 5 years The current land use is acricultural and the
10. Current land use & designation	Identify any land designations that border the site (what is their proximity?)	Datine 3. Attractive to National company 2. Attractive to Sub- Regional company 1. Attractive to Local		The current land use is agricultural and the southern part of the site bordens land designated as Empt in the Local Plan 2006. The land designation is Green Beb.
11. Market factor (1)		1 Market activity on	3	The site would be well connected to the MS and the A444 with a key prominence of location.
12 Market factor (2) 13. Other possible negative impacts on		same road or estate within the last 5 years 0. No evidence of market articity	0	
13. Other possible negative impacts on accremic factors e.n. trustem		Welton analysis 5. Clear plot, no		
5.4 Phoninal Constraints (1)		obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot, obstructed. 1. Irregular shaped new fragmented 3. No topography		
15. Physical Constraints (2)		S. No bpography issues     Topography is an issue but relatively easy to overcome     Topography is an issue and would be challenging to overcome		The eastern part of the site is indicated as being artistmeticate risk of surface water flooding. A
16. Physical Constraints (3)		<ol> <li>No flood risk issues</li> <li>Flood risk is an issue but relatively easy to overcome</li> <li>Flood risk is an issue and would be challenging to overcome</li> </ol>	2	at intermediate risk of surface water flooding. A nite runs through the such was of the site with a small area of land being located within flood attention part of the site is unsubable for development. A flood file assistance would be development. A flooding constant of the site. A There is potential access difficulties. A hisheevalocess assessment is recommanded
17 Physical Constraints (d)		<ol> <li>No contamination issues</li> <li>Contamination is an issue but relatively easy to ovarcome</li> <li>Contamination is an issue and would be challenging to revenceme</li> </ol>		
18. Photog Constraints (8)	This is all inclusive so consider landscape makes, bodiweally, entropie etc.	3. There are no other natural features of concern     2. Natural features are an issue bot nationally easy to ovarcome any too ovarcome naturally easy to ovarcome anough too did be challenging to maximum.		There is a potential boar white an which follows the part of 0.5 An inver, Oase that a cours 2.12P score 10.5 An invertibility of the methods of the Andward and the Mit The employment and machineline mixing the three employment and machineline mixing the forwards. In a different machineline mixing the forwards the different machineline mixing the forwards with an investment machineline mixing the forwards with a different machineline mixing the forwards with a different mixing the forwards and a different mixing the difference mixing the forwards and a difference mixing the difference mixing the difference mixing the the difference mi
10. Photonal Constraints (K)		<ol> <li>Either adjoining main road or motorway junction with easy site access for</li> </ol>	2	applicant his indicated that further work will be undertaken in the next 12 months
90 <i>Annes</i>		at whiches or access to sal, air ard san anatoxits 4. Close to mijor road access to mijor road access to major road tecoss to major road nateoxit, reativable coss to major road nateoxit, reativable coss to major road nateoxit. J. Reasticula dicess for HGV/r, reativable for all corresting reading to the same road nateoxit. J. Reasticula dicess for all corresting reading to the same road nateoxit.	4	Located does to the protect or AAAA Access to potential to convect the safe to Witten Law background and AAAA word is particular. Nat access of AAAA word is particular.
		5. Close to a station, pask time but not an add cycle mout, and cycle mout, and cycle mout, and cycle mout, and the station of the station		The edge of the southern was part of the site is which software it has an out-built is an order to a the device of the south have access to branch the of device of the south have access to branch the south the south of the south have access to branch the south the south the south of the south have access to branch the south the south the south of the south have access to branch the south
21. Public Transport		5. Motorway Conidor (within 5 minutes of a junction)	2	routes 20. 45 and 778.
22. Stratenic Lonation 23. Neichbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses avoid the affect? Include reference to scores to local merities	<ol> <li>Oten Josepp C.</li> <li>Rodad (within 5 minute drive time)</li> <li>Sub-regional Centres (Nurseator)</li> <li>Other Large Towns (Bachworth)</li> <li>All other sites</li> </ol>	5	Junction 3 of M8 within 5 minutes drive time. Surrounding uses are encolorment and residential
		5. Within urban area, Browninki, Edgu of Ustan area, Browninki, Edgu of Ustan area, Browninki, Edgu of Ustan area majority Boowninki. Or within uban area Greenfield 2. Ossible of Ustan area Greenfield Browninki and Browninki. 2. Ossible of Ustan area Brand Greenfield Browninki Partial Consentied Browninki Mana Browninki. David of Ustan area, Creenfield Stochick of Ustan area.		
24. Sequential test and Brownfield/oneenfield	Edge of urban area can be considered to be close to urban area	area, Greenfield; Outside of urban area, Partial Greenfield/Brownfield majority/Greenfield	3	All B use classes would be acceptable in principle. However, the process/ for the clau you
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and neighbouring uses Consider what sort of issues there are with bringing the site forward. Consider other factors such as sumrounding uses, type of site this could be e.g. is it a gateway site and be e.g. is it a gateway site and be e.g. is it a gateway site	Witten analysis		All B use classes would be acceptibile in principle. However, the proposal for the site was for part of to be readering, threadow, the unpropenent cases hand be instable during the forward. The site would be instable to the forward. The site would be attractive in turns of booston due to indirective in turns of booston due to indirective in turns of booston due to indirective in turns of booston the same complete the secondary. It mould many provide tures connecting be the Roch and the same thank these connections.
26. Assessment of viability 27. Other notes	in.	Written analysis Written analysis		
28. Connectivity to other existing employment also	Consider sites outside the Borough, what sort of implications would this result in?	Written analysis		The site would be adjacent to the Gallagher Business Park and has the potential to link up via Silverstone Drive. Part of the submission is proposed as residential.
29. Are there any other sites that adjoin this submission	If there are please undertake an additional site assessment	Witten analysis		Silverstone Drive. Part of the submission is proposed as residential. However, there is potential to extend the employment element of this.
10 Site obvious	Include photos inclusive of location of ninetos Consider how site conforms or			
31. NPPF/NPPG compliance 32. Assessment against Emerging Borough Plan policy	poses issues against the Development Plan inc. the NPPF Consider how site conforms to requirements of PO	Witten analysis		The site is located in Green Belt paragraphs 79 - 92.
Berough Plan policy 33. Indication of timescale for bringing aite forward	onderenensi of PO	Witten analysis		Applicant has indicated that technical studies and surveys will be completed within 12 months. In terms of availability the site will be available within 5 years (estimated 2016 with an estimated 2-4 wears to develop).
aite forward	1	Written analysis		wears to develop).

	la este si		1	las anno an
Information to collect 1. Site Name 2. Site Reference	Useful information If provided	How to score Define Define	Score	Notes/Observations Land East of Coventry Welsh Rugby Club ELR013. NUN287
3. Site Address		Define		Land East of Coventry Welsh Rugby Club, Neals Green, Exhall Coventry, CV7 6AY
4. Site Size	Hectares Identify ownership and whether	Define		0.32 hectares
5. Ownership 6. Site Boundary	there are any potential issues Map	Define Define		1 owner Trevor Sidwell
7. Site location in Borough context 8. Site History	Map Previous allocations or	Define Written analysis		Currently in Green Belt
8. Site History	permissions etc.	Yes - Site is advertised as		Currently in Green Belt.
		being available, or there are no obvious obstructions to		
		immediately develop the		
		site No - Site is not immediately available (please state the		
9. Availability	Allocated, Green Belt, white land	reason)	Yes	Enquiries received. Site available immediately.
	etc.			
	Identify any land designations that border the site (what is their proximity?)			
10. Current land use & designation	proximity?)	Define 3. Attractive to National company		Green Belt
		2 Attractius to Sub-		
11. Market factor (1)		Regional company 1. Attractive to Local company	1	Due to size of site and shape
		1. Market activity on same road or estate within the		
		last 5 years 0. No evidence of market		
12. Market factor (2) 13. Other possible negative impacts on economic factors e.g. tourism		activity	0	
economic factors e.g. tourism		Written analysis 5. Clear plot, no obstructions		
		obstructions 4. Regular shaped plot, obstructed		
		3. Regular shaped plot, fragmented		
		2. Irregular shaped plot, obstructed.		
14. Physical Constraints (1)		1. Irregular shaped plot, fragmented	2	Shape and size would be restrictive.
14. Physical Constraints (1)		<ol><li>No topography issues</li></ol>		chape and size would be restrictive.
		2. Topography is an issue but relatively easy to overcome		
		1. Topography is an issue and would be challenging to		
15. Physical Constraints (2)		overcome	3	
		3. No flood risk issues 2. Flood risk is an issue but		
		relatively easy to overcome 1. Flood risk is an issue		
16. Physical Constraints (3)		and would be challenging to overcome	3	
		3. No contamination issues		
		2. Contamination is an issue but relatively easy to		
		overcome 1. Contamination is an		
17. Physical Constraints (4)		issue and would be challenging to overcome	3	
		3. There are no other		From the information available there are no
		3. There are no other natural features of concern 2. Natural features are an		immediately obvious constraints. However, there may be potential environmental constraints which would require further investigation - potential loss
		issue but relatively easy to		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 10.5 Agricultural
	This is all inclusive so consider landscape matters, biodiversity,	1. Natural features are an issue and would be		recommended to determine the extent of this. Green Relt score 3, TER score 10.5 Agricultural
18. Physical Constraints (5)	ecology etc.	challenging to overcome 3. There are no	2	grade 3.
		infrastructure issues 2. Infrastructure could be		
		an issue but relatively easy to controlme		
		1. Infrastructure is an issue and would be challenging to		The site in itself is isolated from the existing urban area and as such access would be
19. Physical Constraints (6)		overcome	2	required either from the A444 or Burbages Lane
		5. Either adjoining main road or motorway junction		
		road or motorway junction with easy site access for all vehicles or access to rail,		
		4 Close to major road		
		network; easy site access for all vehicles		
		<ol> <li>Easy site access for all vehicles: indirect or</li> </ol>		
		restricted access to major road network		
		2. Restricted access for		
		major road network 1. Restricted access for all		
		commercial vehicles, severely restricted access		
20. Access		to major road network	1	There is currently no access to the site. However, it could feed off the A444.
		5. Close to a station, peak		
		time bus route and cycle route; on a pedestrian route		
		<ol> <li>Close to a station or peak time bus route, close</li> </ol>		
		to cycle route, on a pedestrian route		
		3. Close to either a station or peak time bus route or		
		cycle route; on a pedestrian		
		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 microter walk		
		TO INFIDIUS WUR		
		defined as being a frequency of 2 buses per		
21. Public Transport		hour or more	-	The site is within 500m of bus routes. These are Route 56 and 57.
auto - conteptore		(Mon – Fri). 5. Motorway Corridor (within 5 minutes of a	3	
		4. Other Strategic Roads		
		(within 5 minute drive time) 3. Sub-regional Centres		
		(Nuneaton) 2. Other Large Towns		
22. Strategic Location		(Bedworth) 1. All other sites	5	The site would be within 5 minutes drive time of the M6 Junction 3.
	Describe the neighbouring uses, where are they located, what sort			
	of employment uses would this affect? Include reference to			The surrounding uses are agricultural, sports ground and residential.
23. Neighbouring uses	access to local amenities	Written analysis 5. Within urban area, Brownfield		ground and residential.
		<ol> <li>Edge of urban area, Brownfield, Edge of urban</li> </ol>		
		area Partial Greenfield/Brownfield		
		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,		
	Edge of urban area can be	Greenfield: Outside of		
24. Sequential test and Brownfield/greenfield	considered to be close to urban area	urban area, Partial Greenfield/Brownfield majority Greenfield	3	
	What type of employment uses would be acceptable - consider market analysis and neighbouring			
25. Potential uses	uses	Written analysis		All B use classes, though size of site limits the potential size of development
	Consider what sort of issues there are with bringing the site forward. Consider other factors such as			
	surrounding uses, type of site this			The site on its own is unlikely to viable. It is more likely that it would come forward as part of a
26. Assessment of viability	could be e.g. is it a gateway site etc.	Written analysis		larger development in the area. It is located opposite the Gallagher Industrial estate.
	Consider sites outside the Borough, what sort of implications	Written analysis		
27. Other notes			1	The site sits opposite Gallagher Industruial Estate across the A444.
27. Other notes 28. Connectivity to other existing	would this result in?	Written analysis		
27. Other notes 28. Connectivity to other existing employment sites 29. Are there any other sites that	would this result in? If there are please undertake an additional site assessment	Written analysis		
	would this result in? If there are please undertake an additional site assessment Include photos inclusive of location of photos			
27. Other notes 28. Connectivity to other existing employment sites 29. Are there any other sites that adjoin this submission 30. Site photos	would this result in? If there are please undertake an additional site assessment Include photos inclusive of location of photos Consider how rise conforme or	Written analysis		The site is located in Green Belt paragraphs 79 -
27. Other notes 28. Connectivity to other existing employment sites 29. Are there any other sites that adjoin this submission	would this result in? If there are please undertake an additional site assessment Include photos inclusive of location of photos			The site is located in Green Belt paragraphs 79 - 92. The site is in Green Belt and wouldn't be in line with the settlement hierarchu.

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name 2. Site Reference	If provided	Define Define		Land North of McDonnell Drive (west) ELR014, NUN289
3. Site Address 4. Site Size	Hectares	Define		Land North of McDonnell Drive, Exhall, Coventry, CV7 9GA 0.24 bectares
	Identify ownership and whether there are any			
5. Ownership 6. Site Boundary	potential issues Map	Define Define		1 owner, Trevor Sidwell
7. Site location in Borough context 8. Site History	Map Previous allocations or permissions etc.	Define Written analysis		Green Belt, 030671 Retention of residential caravan
		Written analysis Yes - Site is advertised as being available, or there are no		
		obvious obstructions to immediately develop the site		
9. Availability		No - Site is not immediately available (please state the reason)	Var	Site is available immediately
5. Avalability	Allocated, Green Belt, white land etc.	(caso)	105	one is available introducity
	Identify any land designations that border the			
	site (what is their			Green Belt. The site is adjacent to a potential
10. Current land use & designation	proximity?)	3. Attractive to National		widlife site 'Moat House, Exhall'
		company 2. Attractive to Sub-Regional		
11. Market factor (1)		company 1. Attractive to Local company	1	Location is good but prominence and size of site is likely to be unattractive.
		1. Market activity on same road or estate within the last 5		
12. Market factor (2)		years 0. No evidence of market activity	0	
13. Other possible negative impacts on economic factors e.g. tourism		Written analysis		
		<ol> <li>Clear plot, no obstructions</li> <li>Regular shaped plot, obstructed</li> </ol>		
		3. Regular shaped plot, fragmented		
		obstructed.		
14. Physical Constraints (1)		1. Irregular shaped plot, fragmented	3	
		3. No topography issues 2. Topography is an issue but		
		2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and		
15. Physical Constraints (2)		would be challenging to overcome	3	
		3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome		
		<ol> <li>Flood risk is an issue and would be challenging to</li> </ol>		
16. Physical Constraints (3)		overcome	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		The site is adjacent to a potential contaminated
17. Physical Constraints (4)		overcome 3. There are no other natural	3	The site is adjacent to a potential contaminated site due to former quarry use.
		features of concern 2. Natural features are an		
	This is all inclusive so	issue but relatively easy to overcome		The site is adjacent to a percent-durable -in-
18. Physical Constraints (5)	This is all inclusive so consider landscape matters, biodiversity, ecology etc.	issue and would be challenging	-	The site is adjacent to a potential wildlife site. Green Belt score 3. TEP score 10.5 Agricultural score 3.
ite i nyaitai tertataina (5)	booterany, ecology etc.	to overcome 3. There are no infrastructure issues		acore o.
		<ol><li>Infrastructure could be an issue but relatively easy to</li></ol>		
		overcome 1. Infrastructure is an issue		There are no obvicus issues at this stage.
19. Physical Constraints (6)		and would be challenging to overcome	3	Applicant has indicated that constraints are unknown at this time.
		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		
		<ol> <li>Restricted access for all commercial vehicles, severely restricted access to major</li> </ol>		Access is good in terms of distance to M6. However, the entry road is narrow and visibility
20. Access		road network 5. Close to a station, peak time	2	solav is limited.
		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 2. 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		Site in within 500m of a fear water 11
		NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more		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
21. Public Transport			3	20, 48, 778.
		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)		
22. Strategic Location		1. All other sites	5	
	Describe the neighbouring uses, where are they			
	located, what sort of employment uses would this affect? Include reference to			
23. Neighbouring uses	arrect / include reference to access to local amenities	Written analysis		agricultural, care home
		5. Within urban area,		
		Brownfield 4. Edge of urban area, Brownfield, Edge of urban area		
		Brownfield, Edge of urban area Partial Greenfield/Brownfield majority Brownfield; Or within		
		majority Brownfield; Or within urban area Greenfield 3. Edge of urban area		
		Greenfield; Edge of urban area Partial Greenfield/Brownfield majority Greenfield		
		majority Greenfield 2. Outside of urban area Brownfield. Outside of urban		
		Brownfield, Outside of urban area Partial Greenfield/Brownfield majority		
		Brownfield 1. Outside of urban area,		
	Edge of urban area can be	Greenfield; Outside of urban area. Partial		
24. Sequential test and Brownfield/greenfield	considered to be close to urban area	Greenfield/Brownfield majority Greenfield	3	
	What type of employment uses would be acceptable -			
25. Potential uses	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.
	Consider what sort of			
	issues there are with bringing the site forward. Consider other factors such			The site is unlikely to be viable on its own. The site
	as surrounding uses, type of site this could be e.g. is it a			would be more likely to come forward if all of McDonnell Drive was developed. However, the
26. Assessment of viability 27. Other notes	gateway site etc.	Written analysis Written analysis		issue of access would still remain.
28. Connectivity to other existing	Consider sites outside the Borough, what sort of		_	The site is boosted, 1.1.1.1.1.
28. Connectivity to other existing employment sites	implications would this result in? If there are please	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	undertake an additional site	Written analysis		yos
30. Site photos	assessment Include photos inclusive of location of photos			
	Consider how site conforms or poses issues against the Development Plan inc. the		_	The site is located in Green Belt paragraphs 79 -
31. NPPF/NPPG compliance	NPPF	Written analysis		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		Site is in Green Belt. Site wouldn't fit into settlement hierarchy.
Borough Plan policy 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 2. Site Reference	If provided	Define Define		Field at McDonnell Drive ELR016, NUN284 Field at McDonnell Drive, Exhall, Coventry, CV7
3. Site Address 4. Site Size	Hectares	Define Define		9GA 0.6 hectares
	Identify ownership and whether there are any			
5. Ownership 6. Site Boundary 7. Site location in Borough context	potential issues Map Map	Define Define Define		2 owners Keith and Diane Ireland
8. Site History	Previous allocations or permissions etc.	Written analysis		Green Belt
		Yes - Site is advertised as being available, or there are no obvious		
		obstructions to immediately develop the site No - Site is not immediately available		
9. Availability	Allocated, Green Belt,	(please state the reason)	Yes	
	white land etc. Identify any land			
	designations that border the site (what is			
10. Current land use & designation	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	
		<ol> <li>Market activity on same road or estate within the last 5 years</li> </ol>		Discussions with Waterloo Housing Association
12. Market factor (2) 13. Other possible negative impacts on		0. No evidence of market activity	0	but nothing more. Used as a car park during events at Ricoh, used as part of riding school.
economic factors e.g. tourism		Written analysis 5. Clear plot, no obstructions 4. Regular shaped plot, obstructed		as part of riding school.
		<ol> <li>Regular shaped plot, fragmented</li> <li>Irregular shaped plot, obstructed.</li> </ol>		Obstructed to North by M6, access of the site off
14. Physical Constraints (1)		Irregular shaped plot, fragmented     No topography issues	4	McDonnell Drive is not an issue in itself.
		<ol> <li>Topography is an issue but relatively easy to overcome</li> <li>Topography is an issue and would be</li> </ol>		
15. Physical Constraints (2)		challenging to overcome 3. No flood risk issues	3	
		2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and would be		
16. Physical Constraints (3)		challenging to overcome 3. No contamination issues	3	
		<ol><li>Contamination is an issue but relatively easy to overcome</li></ol>		
17. Physical Constraints (4)		<ol> <li>Contamination is an issue and would be challenging to overcome</li> </ol>	3	
	This is all inclusive so	<ol> <li>There are no other natural features of concern</li> <li>Natural features are an issue but</li> </ol>		
	consider landscape matters, biodiversity,	relatively easy to overcome 1. Natural features are an issue and		Green Belt score 3. TEP score 10.5 Agricultural
18. Physical Constraints (5)	ecology etc.	would be challenging to overcome 3. There are no infrastructure issues 2. Infrastructure could be an issue but	3	score 3.
		<ol> <li>Infrastructure could be an issue but relatively easy to overcome</li> <li>Infrastructure is an issue and would</li> </ol>		There are no immediate infrastructure concerns part from the usual supply of electricity, water, etc. Road improvements may be necessary of the
19. Physical Constraints (6)		be challenging to overcome	3	etc. Road improvements may be necessary or the site was taken forward for employment.
		<ol> <li>Either adjoining main road or motorway junction with easy site access</li> </ol>		
		for all vehicles or access to rail, air and sea networks		
		<ol> <li>Close to major road network; easy site access for all vehicles</li> </ol>		
		<ol> <li>Easy site access for all vehicles; indirect or restricted access to major</li> </ol>		
		road network 2. Restricted access for HGVs; restricted access to major road network		
		<ol> <li>Restricted access to major road network</li> <li>Restricted access for all commercial vehicles, severely restricted access to</li> </ol>		Access to major road network is ideal. However.
20. Access		major road network	2	the road itself is narrow and the visibility splay is reduced.
		<ol><li>Close to a station, peak time bus route and cycle route; on a pedestrian</li></ol>		
		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		
		<ol> <li>Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> </ol>		
		NB1. "Close" = within about 10 minutes walk		
		NB2. Peak time bus route defined as being a frequency of 2 buses per hour		Site is within 500m of a bus route. However, accessing this would be difficult to nature of
21. Public Transport		or more (Mon – Fri). 5. Motorway Corridor (within 5 minutes	3	surrounding roads. Routes which pass the site are 20, 48, 778.
		of a junction) 4. Other Strategic Roads (within 5		
		minute drive time) 3. Sub-regional Centres (Nuneaton)		
22. Strategic Location	Describe the	2. Other Large Towns (Bedworth) 1. All other sites	5	
	neighbouring uses, where are they			
	located, what sort of employment uses			
	would this affect? Include reference to access to local			
23. Neighbouring uses	access to local amenities	Written analysis 5. Within urban area, Brownfield		agricultural and residential care home.
		<ol> <li>Edge of urban area, Brownfield, Edge of urban area Partial</li> </ol>		
		Greenfield/Brownfield majority Brownfield; Or within urban area Greenfield		
		<ol> <li>Edge of urban area Greenfield; Edge of urban area Partial</li> </ol>		
		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:		
24. Sequential test and	Edge of urban area can be considered to	Outside of urban area, Partial Greenfield/Brownfield majority		
Brownfield/greenfield	be close to urban area What type of	Greenfield	3	
	employment uses would be acceptable - consider market			
25. Potential uses	analysis and neighbouring uses	Written analysis		All B uses could be considered
	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			The site is unlikely to be viable due to the
26. Assessment of viability 27. Other notes	e.g. is it a gateway site etc.	Written analysis Written analysis		improvements needed for the road network to allow HGVs to access the site safety.
June 1999	Consider sites outside	torn tarmingalib		
28. Connectivity to other existing	the Borough, what sort of implications would	Midler and a		The site is located near to Bayton Road industrial estate but not close enough to be considered part
employment sites	this result in? If there are please undertake an	Written analysis		of it.
29. Are there any other sites that adjoin this submission	additional site assessment	Written analysis	Yes	ELR015
	Include photos inclusive of location of			
30. Site photos	photos Consider how site conforms or poses			
	issues against the Development Plan inc.			The site is located in Green Belt paragraphs 79 - 92, particularly in reference to separation of
31. NPPF/NPPG compliance	the NPPF Consider how site	Written analysis		settlements.
	conforms to	1		Green Belt site and not in line with settlement
32. Assessment against Emerging Borough Plan policy 33. Indication of timescale for bringing	requirements of PO	Written analysis		hierarchy. Applicant has indicated that the site is available

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name 2. Site Reference	If provided	Define	L	Land at Bowling Green Lane and St Giles Road ELR017
3. Site Address 4. Site Size	Hectares	Define Define		Land at Bowling Green Lane and St Giles Road, CV7 9GF 56.49 hectares
	Identify ownership and whether there are any			20.42 (0.616)
5. Ownership 5. Site Boundary 7. Site location in Boroush context	potential issues Map Map	Define Define Define		1 owner
	Previous allocations or			031427 Change of use from agricultural land to graveyard to include car park and church garden
8. Site History	permissions etc.	Written analysis Yes - Site is advertised as		(Land east of Bell Drive. off Church Lane)
		being available, or there are no obvious obstructions to immediately develop the site		
9. Availability		No - Site is not immediately available (please state the reason)	Yes	Discussions in hand and site is available.
	Allocated, Green Belt, white land etc.			
	Identify any land designations that border the site (what is			
10. Current land use & designation	their proximity?)	Define		Agricultural and Green Belt
		3. Attractive to National company 2. Attractive to Sub-Regional		
11. Market factor (1)		company 1. Attractive to Local company	з	Parts of the site would be attractive to national companies if developed to a high standard
		road or estate within the last 5		
12. Market factor (2) 13. Other possible negative impacts on		0. No evidence of market activity	Q	Possibility of having negative effect on the
economic factors e.o. tourism		Written analysis 5. Clear plot, no obstructions 4. Regular shaped plot,		ancient scheduled moment.
		obstructed 3. Regular shaped plot, fragmented		
		2. Irregular shaped plot, obstructed. 1. Irregular shaped plot,		
14. Physical Constraints (1)		fragmented	4	The 4 plots are separated by roads. Two sites to the north and 2 to the South.
		<ol> <li>No topography issues</li> <li>Topography is an issue but relatively easy to overcome</li> </ol>		
		1. Topography is an issue and		
15. Physical Constraints (2)		overcome 3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome	3	Parts of the eastern sites are classed as being in flood zones 2, 3a and 3b to the east of bowing green lane and south of School Lane. However,
		<ol> <li>Flood risk is an issue and would be challenging to</li> </ol>		large parts of the site are unaffected. A flood risk assessment would be required to determine the
16. Physical Constraints (3)		overcome	2	flooding constraint of the site.
		2. Contamination is an issue but relatively easy to overcome		
17. Physical Constraints (4)		<ol> <li>Contamination is an issue and would be challenging to</li> </ol>		There are some potential low risk contamination issues in parts of the site and adjacent to the sites.
		overcome 3. There are no other natural features of concern 2. Natural features are an Issue but relatively easy to		
	This is all inclusive so			There may be environmental constraints - potential loss of habitats, biodiversity and potentially important hedgerow. An ecological/habitat assessment is recommended
18. Physical Constraints (5)	consider landscape matters, biodiversity, ecology etc.	<ol> <li>Natural features are an issue and would be challenging</li> </ol>	-	to determine the extent of this. Green Belt score north 3/ south 3. TEP score north 12.5/ south 10.5 Anrici fitral arade 3.
car - manan softanama (b)		to overcome 3. There are no infrastructure issues 5. Infrastructure		new menomene distant A
		2. Infrastructure could be an issue but relatively easy to overcome		Pylons cover part a small part of the site but there
19. Physical Constraints (6)		<ol> <li>Infrastructure is an issue and would be challenging to overcome</li> </ol>		is sufficient space around these. The applicant has not indicated any other constraints at this three.
19. Physical Constraints (6)			2	stade.
		<ol> <li>Either adjoining main road or motorway junction with easy site access for all</li> </ol>		
		vehicles or access to rail, air		
		4. Close to major road network; easy site access for all vehicles		
		<ol> <li>Easy site access for all vehicles; indirect or restricted access to major road network.</li> </ol>		
		access to major road network 2. Restricted access for HGVs; restricted access to major road network		
		major road network 1. Restricted access for all commercial vehicles, severely		
20. Access		metricted access to major	4	The site can not currently be accessed off the A444, but this would improve access to the site.
		<ul> <li>road network</li> <li>5. Close to a station, peak time bus route and cycle route; on a nedestrian mute</li> </ul>		
		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		
		2. Not near a station, peak time bus route or cycle route;		
		on a pedestrian route 1. Not 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.		The site is within 500m of a hus south. Route 200
21. Public Transport		defined as being a frequency of 2 buses per hour or more (Mon – Fri). 5. Motorway Corridor (within 5	3	The site is within 500m of a bus route. Route 209 runs around the sites. The sites are close to routes 56. 57 and 768.
		Minutes of a junction) 4. Other Strategic Roads		
		(within 5 minute drive time)		
		(Nuneaton) 2. Other Large Towns (Bedworth)		
22. Strategic Location	Describe the neighbouring uses,	1. All other sites	5	M6 Junction 3 within 5 minutes
	neighbouring uses, where are they located, what sort of omployment uses			
	employment uses would this affect? Include reference to			
23. Neiahbourina uses	access to local amenities	Written analysis 5. Within urban area,		residential adricultural
		Brownfield 4. Edge of urban area, Brownfield, Edge of urban		
		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,		
	Edge of urban area	Greenfield; Outside of urban area, Partial Greenfield/Brownfield majority		
24 Sequential toot and		- management or owned in majority	1.	
24. Sequential test and Brownfield/greenfield	can be considered to be close to urban area What type of	Greenfield		
24. Sequential test and Brownfield/greenfield	what type of employment uses would be acceptable - consider market	Greeniad		
24. Sequential test and Brownfield/greenfield 25. Potential uses	what type of employment uses would be acceptable - consider market application and	Written analysis		all b uses considered
	What type of employment uses would be acceptable - consider market analysis and neichbouring uses Consider what sort of issues there are with bringing the site	Written analysis		all buses considered
	What type or employment uses would be acceptable - consider market analysis and neichbouring uses Consider what sort of issues there are with bringing the site forward. Consider other factors such as	Written analysis		all b uses considered Due to the size of the site and location. The site is likely to be viable. However, further flood fisk, investigation vould be required. In addition it is
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and neiothourino uses Consider what sort of issues there are with bringing the site forward. Consider there factors such as sumounding uses, type of site this could be e.g. is it a galeway site	Written analysis		all b uses considered Due to the size of the site and location. The site is likely to be viable. However, further flood risk- investigation vould be negaried. In addition it is unlikely that all the sites would be developed out as this would reduce the separation between
	What type of employment uses would be acceptable - consider market analysis and meihhbouring uses Consider what sort of torward. Consider forward. Consider other factors such as surrounding uses, type of site this could be e.g. is it a gateway site etc.	Udertied Written analysis Written analysis Written analysis		all b uses considered Due to the size of the size and location. The size the size of the size and location is the size of the unitality that all the size would be developed out as the would reduce the separation between Bedworth Heath and Anti Green.
25. Potential uses 26. Assessment of viability 27. Other notes	What type of employment uses would be acceptable - consider market analysis and meinhoutrou uses Consider what sort of issues there are with bringing the site forward. Consider other factors such as sumounding uses, type of site this could be etc.	Written analysis Written analysis		Is likely to be viable. However, further flood fisk- investigation would be negative. In addition it is unlikely that all the tites would be developed out as this would reduce the separation between Bedworth Heath and Ash Green.
25. Potential uses	What type of employment asses would be acceptable - comploying and a reliablouring uses reliablouring uses reliablouring uses reliablouring uses there are with forward. Consider wats such as sumounding uses, type of atte this could be e.g. is it a gateway site effe.	Written analysis Written analysis		all b seas considered Date to the size of the site and location. The site is flag's to which However, infinite from fails in the site which is However, infinite from fails and the site which is the search of the site of the site which the site of the search of the site of the site of the search of the search of the search of the site of the search of the search the Galagher industrial estate is opposite the site of the Policy's development would be rear for
25. Potoetal uses 26. Annaschwert of vlabitiv 27. Other cross- 28. Connectional you offer entiting annahomment State.	what type at world be acceptable - concider market analysis and neichbourion uses Consider unlast sort of issues there are with Consider unlast sort of issues there are with consider consider other factors such as a, is it a gateway set dc. Consider sites outside dc. Consider sites outside the Borough, what sort of impleations what is need the is the set outside indentials an asset indentials and	Written analysis Written analysis Written analysis		Is likely to be viable. However, further flood fisk- investigation would be negative. In addition it is unlikely that all the tites would be developed out as this would reduce the separation between Bedworth Heath and Ash Green.
25. Potential uses	what type of cases which be acceptable - consider market analysis and neisebourios uses Consider what sort of issues there are with thriging the site forward. Consider there are with through the site forward. Consider and the site outside etc. Consider sites outside etc.	Written analysis Written analysis		Is likely to be viable. However, further flood fisk- investigation would be negative. In addition it is unlikely that all the tites would be developed out as this would reduce the separation between Bedworth Heath and Ash Green.
25. Potoetal uses 26. Annaschwert of vlabitiv 27. Offer cristes 28. Connections 28. Connections 29. Connections 29. Connections 29. Connections	which speed russ would be acceptable - concider market analysis and consider what sort on Consider what sort on Consider what sort of Executes there are with bringing the site for the sould be a d. is it a patienty site distingtion rules actually consider tactors such as smounding uses, how we distingtion rules actually consider rules actually distingtion rules actually for factors and actually include photos the actual of consider and assessment include photos factors of consider on some site	Written analysis Written analysis Written analysis		Is likely to be viable. However, further flood fisk- investigation would be negative. In addition it is unlikely that all the tites would be developed out as this would reduce the separation between Bedworth Heath and Ash Green.
25. Potoclal uses 26. Assessment of viability 27. Other calas: 28. Connectivity to other electring metabolisment office 29. Are there any other alles that adjoin 20. Are the adjoints.	what speed russ would be acceptable - consider market analysis and consider market analysis consider what sort of the source of the bringing the site bringing the site bringing the site bringing the site bringing the site bringing the site of the factors such as sumurany uses, type of site this could be a, a. If a gateway site at the factors what sort of implications would be factors and site bringing the site factors of implications would additional after assessment include photos broken or passe consider how site confider how site confider how site confider how site confider how site	Votten androis Votten androis Votten androis Votten androis		In Bay's to widek However, further froot disk international strength of the second strength of the second strength and the second strength of the second strength of second strength of the second strength of the second strength of the second strength of the second strength of the second strength of the second strength of the second strength of the second strength of the second strength of the second strength of the second strength of the second strength of the second strength of
25. Polantial uses 26. Assessment of vability 27. Other roles 28. Connections 28. Connections 28. Are there any other sites that adjoin the submetation	which speed tusses would be acceptable - consider market analysis and analysis and analysis and analysis and analysis and analysis and the second second analysis and analysis an	Written analysis Written analysis Written analysis		In Bay to whate However, further flood risk interceptation and the singular II station to its and the singular statistical statistical statistical as the work of reduce the separation between Between Between Hostian and A Green. The Calalysian Industrial statistic to opposite the sits and the Prologis development would be near between the statistical statistics of the second be seen by

<b>A a a a</b>		1	1-	
Information to collect	Useful information	How to score	Score	Notes/Observations Land at Bowling Green Lane and St Giles Road
1. Site Name	If provided	Define		(north west)
2. Site Reference		Define		ELR017a
3. Site Address		Define		Land at Bowling Green Lane and St Giles Road, CV7 9GF
4. Site Size	Hectares	Define		20.86 hectares
5 Dwnershin	Identify ownership and whether there are any ordential issues	Define		1 output
6. Site Boundary	Мар	Define		
7. Site location in Borough context	Mao	Define		
8. Site History	Previous allocations or permissions etc.	Written analysis Yes - Site is advertised as		
		Writin 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 second)		
		immediately develop the site No - Site is not immediately wollable (electro state the		
9. Availability	Allocated, Green Belt,	reason)	Yes	Discussions in hand and site is available.
	white land etc.			
	Identify any land designations that border the site (what is their proximity?)			Agricultural and Green Belt a footpath crosses
10. Current land use & designation	is their proximity?)	Define 3. Attractive to National		the site.
		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 prospective businesses off the site.
11. Market factor (1)		company 1. Attractive to Local company	з	residential area and school to the north may put prospective businesses off the site.
		road or estate within the last 5		
12. Market factor (2)		years 0. No evidence of market activity	0	
				Possibility of having negative effect on the ancient schedulad moment. (Moated Site at Exhall Hall) which should be given significant weight. Further work would be need to ascentain the
13. Other possible negative impacts on economic factors e.o. tourism		William perilyain		which should be given significant weight. Further work would be need to ascertain the archaeological potential of the site.
		5. Clear plot, no obstructions 4. Regular shaped plot,		
		obstructed 3. Regular shaped plot, frammented		The nint is invended by the MR to the south
		fragmented 2. Irregular shaped plot, obstructed.		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 numing across the middle of the site which have
14. Physical Constraints (1)		<ol> <li>Irregular shaped plot, fragmented</li> </ol>	4	running across the middle of the site which have to be considered as part of any development.
		3. No topography issues 2. Topography is an issue but		
		<ol> <li>No topography issues</li> <li>Topography is an issue but relatively easy to overcome</li> <li>Topography is an issue and would be challenging to</li> </ol>		
15. Physical Constraints (2)		would be challenging to overcome	3	
		3. No flood risk issues		
		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		Parts of the western boundary are classed as being susceptible to surface water flooding, but due to the area this is located there is no real
16. Physical Constraints (3)		would be challenging to overcome	2	due to the area this is located there is no real issue for the site.
		would be challenging to overcome 3. No contamination issues 2. Contamination is an issue but reliatively easy to overcome 1. Contamination is an issue and would be challenging to overcome 2. These are so other extent		
		overcome 1. Contamination is an issue		
17. Physical Constraints (4)		and would be challenging to overcome	3	No issues
		and would be challenging to overcome 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 infristructure issues		
	This is all inclusive so	issue but relatively easy to overcome		There may be environmental constraints - potential loss of habitats, biodiversity and potentially important hidgerow. An ecological heads assessment is recommended to determine the astent of this.
18. Physical Constraints (5)	This is all inclusive so consider landscape matters, biodiversity, ecology etc.	<ol> <li>Natural features are an issue and would be challenging to overcome</li> </ol>	2	potentially important hedgerow. An ecological/habitat assessment is recommended to determine the extent of this.
Contractor Contractor Con	Statut en.	3. There are no infrastructure issues		
		<ol> <li>Infrastructure could be an issue but relatively easy to overcome</li> </ol>		
		1. Infrastructure is an issue and would be challenging to		There are no immediate infrastructure concerns at
19. Physical Constraints (6)		owecume	3	this stace
		5. Either adjoining main road or motorway junction with		
		easy site access for all vehicles or access to rail, air and soo maxwely.		
		4. Close to major road network; easy site access for		
		all vehicles 3. Easy site access for all		
		access to major road network 2. Restricted access for		Lane or Goodyers End Lane. Although, Bowling Green Lane would provide a more suitable
		HGVs; restricted access to major road network		access point. If the site was developed as it access to the A444 would be via School Lane and
		5. Ether adjoiring main road or motoway junction with wary bia access for all and same the same same same and same networks. A Close to major read network, easy site access for a vehicles, indirect or reat/read vehicles, indirect or reat/read closes to major cand network. 2. Restricted access for all networks, several networks, several networks, several networks, several networks of access to major reat/read access to major neat/read access to major neat/read access to major		Access for this site would be from Bowing Green Lane or Goodynes End Lane. Although, Bowling Green Lane would provide a more satisfiel access point. If the site was developed as it access to the AHA would be via Sobola Lane and Longford Read. Istaaly the site would connect to Green Lane and the adjacent field it is witely that this would happen with this site on its own.
20. Access		road network 5. Close to a station, peak time hus nute and nucle	4	that this would happen with this site on its own.
		<ol> <li>Close to a station, peak time bus route and cycle foute; on a padestrian route</li> <li>Close to a station or peak time bus route, close to cycle toute, on a padestrian www.</li> </ol>		
		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		
		<ol> <li>Not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> <li>NB1. "Close" = within about 10</li> </ol>		
		<ol> <li>Not on a pedestrian route; not near a station, peak time</li> </ol>		
				The site is within 500m of a bus route, with routes
		NB2. 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 routes 55, 56 and 57 passing the site. Although, these pass the northern part of the site, where development would likely to be focussed to the
21. Public Transport		of 2 busies per hour or more (Mon – Fri). 5. Motorway Corridor (within 5 minutes of a junction)	3	development would likely to be focussed to the south east part of the site.
		<ol> <li>Other Strategic Roads</li> </ol>		
		(within 5 minute drive time) 3. Sub-regional Centres (Nuneaton)		
na numeri la cont		(Nuneaton) 2. Other Large Towns (Bedworth)		MR. Juny from 3 within 5 minutos
22. Strategic Location	Describe the neighbouring uses,	1. All other sites	5	wo Junction 3 within 5 minutes
	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities			
	wrtproyment uses would this affect? Include reference th			
23. Neighbouring uses	access to local amenities	Written analysis 5. Witten urben area.		residential, agricultural, school, caravan sales
		Brownfield		
		<ol> <li>Edge of urban area, Browfield, Edge of urban area Pantial Grearfield/Browfield majority Browfield; Or within urban area Greerfield</li> </ol>		
		Brownfield; Or within urban area Greenfield		
		3. Edge of urban area Greenfield; Edge of urban		
		a ve namel Greenfield/Brownfield majority Greenfield		
		area Greenfield 3: Edge of urban area Greenfield; Edge of urban area Pantal Greenfield; Brownfield majority Greenfield; 2: Outside of urban area Brownfield; Outside of urban area Pantal Greenfield;Brownfield majority Brownfield;		
		area Martial Greenfield/Brownfield majority Brownfield		
		Greenfield/Brownfield majority Brownfield 1. Outside of urban area, Greenfield; Outside of urban area, Partial Greenfield/Brownfield majority Greenfield		
24. Sequential test and Brownfield/greenfield	Edge of urban area can be considered to be close to urban area What type of employment uses	area, Partial Greenfield/Brownfield majority Greenfield		
	What type of employment uses would be acceptable -			
	would be acceptable - consider market analysis and			all b uses could be considered, although any development would have to be mindful of Goodyers End Primary School
25. Potential uses	neighbouring uses Consider what sort of issues there are with	Written analysis		Goodyers End Primary School
	bringing the site forward. Consider			
	other factors such as surrounding uses, type of site this could be			At this stress there is out?
26. Assessment of viability	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 wouldn't be viable as there are no obvious issues to overcome.
27. Other notes		Written analysis		
	Consider sites outside the Borough, what sort			Bayton Road and School Land industrial estates
28. Connectivity to other existing	the Borough, what sort of implications would this result in?	Written analysis		Bayton Road and School Land industrial estates are close by but not close enough to be considered connected.
employment sites	If there are please undertake an additional site			
employment sites 29. Are there any other sites that adjoin	additional site	Written analysis	yes	
employment sites	assessment			
employment sites 29. Are there any other sites that adjoin	assessment Include photos inclusive of location of inclusive			
employment sites 29. Are there any other sites that adjoin this submission	assessment Include photos inclusive of location of inclusive			
employment sites 20. Are there any other sites that adjoin bis submission 30. Site ohotos 31. NPPF/APPG correliance	assessment Include photos inclusive of location of photos Consider how site conforms or poses issues against the Development Plan inc	Witten analysis		The site is located in Green Belt paragraphs 79 - 92
employment sites 20. Are there any other sites that adjoin this submission 30. Site obtoos	assessment Include photos inclusive of location of inclusive	Witten anaksia Witten anaksia		The site is located in Green Belt paragraphs 79 - 52. Green Belt restrictions The site would meet the artifichment Neurody.
employment skes 20. Are here any other skes that adjoin the submission 30. Site oholos 31. NPPF/NPPG correlance 32. Assessment against Emerging Biorough Plan policy	assessment Include photos inclusive of location of photos Consider how site conforms or poses issues against the Development Plan inc	Witten analysia		92. Green Belt restrictions The site would meet the setflement Nerarchy.
employment sites 20. Are there any other sites that adjoin bis submission 30. Site ohotos 31. NPPF/APPG correliance	assessment Include photos inclusive of location of photos Consider how site conforms or poses issues against the Development Plan inc	Witten analysis Witten analysis Witten analysis		92.

<b>A a a a</b>		1	1-	
Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	If provided	Define		Land to East of Bowlino Green Lane
2. Site Reference		Define		ELR017b Land at Bowling Green Lane and St Giles Road,
3. Site Address		Define		CV7 9GF
4. Site Size	Hectores Mentify ownership and	Define		11.69 hectares
5. Ownership	Identify ownership and whether there are any potential issues	Define		1 owner
6. Site Boundary	Man	Define		
7. Site location in Borouch context		Duff-1		
	Map Previous allocations or	Denne		
8. Site History	permissions etc.	Written analysis Yes - Site is advertised as being sublishing of these are		
		Writin 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 source).		
9. Availability		No - Site is not immediately available (please state the reason)		Discussions in hand and site is available.
2. Presson	Allocated, Green Belt, white land etc.	(MAD)		
	Identify any land designations that			
10. Current land use & designation	Identify any land designations that border the site (what is their proximity?)	Define		Agricultural and Green Belt a footpath crosses the site.
		3. Attractive to National company		The site would be attractive to national companies if developed to a birth standard attractive the
11. Market factor (1)		3. Attractive to National company 2. Attractive to Sub-Regional company 1. Attractive to Local company 1. Market activity on same	3	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.
		<ol> <li>Market activity on same road or estate within the last 5</li> </ol>		Commenses on the same
12. Market factor (2)		years 0. No evidence of market activity	0	
				Possibility of having negative effect on the ancient orbitation and antiparticle and site or Exhall kinit
13. Other possible negative impacts on economic factors e.o. tourism				Possibility of having negative effect on the ancient scheduled moment. (Moated Site at Exhall Hall) which should be given significant weight. Further work would be need to ascentain the
economic factors e.o. tourism		Written analysis 5. Clear plot, no obstructions 4. Regular shaped plot,		archaeological potential of the site.
		obstructed 3. Regular shaped plot,		
		fragmented 2. Irregular shaped plot, obstructed.		The plot is bounded by School Lane to the south, residential development to the north and Bowling Green Lane to the west and A444 to the east. There is a River running through the middle of the
14. Physical Constraints (1)		<ol> <li>Irregular shaped plot, fragmented</li> </ol>	4	There is a River running through the middle of the site (River Sowe)
		<ol> <li>No topography issues</li> <li>Topography is an issue but selatively easy to overcome</li> <li>Topography is an issue and would be challenging to workerower.</li> </ol>		
		relatively easy to overcome 1. Topography is an issue and would be challowing to		
15. Physical Constraints (2)		would be challenging to overcome	3	
		3. No flood risk issues 2. Flood risk is an issue tv*		A large part of the middle of the site is classed as being susceptible to surface water flowline and in
		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		A large part of the middle of the site is classed as being susceptible to surface water flooding and is classified flood zones 2 3.a, and 3b due to the River Sowe running through the site. Development could be bait around the river but this reduces the overall land availability.
16. Physical Constraints (3)		would be challenging to overcome 3. No contamination issues	2	could be built around the river but this reduces the overall land availability.
		would be challenging to overcome 3. No contamination issues 2. Contamination is an issue but reliatively easy to overcome 1. Contamination is an issue and would be challenging to overcome		
		overcome 1. Contamination is an issue and would be challeronion **		
17. Physical Constraints (4)		and would be challenging to overcome 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	3	No issues
		features of concern 2. Natural features are an issue but relatively easy to		There may be environmental constraints -
	This is all inclusive so consider landscape matters, biodiversity,	overcome 1. Natural features are an		There may be environmental constraints - potential loss of habitats, biodiversity and potentially important hidgerow. An ecological hybridiat assessment is recommended to determine the extent of this.
18. Physical Constraints (5)	matters, biodiversity, ecology etc.	issue and would be challenging to overcome 3. There are no infrastructure	2	ecological/habitat assessment is recommended to determine the extent of this.
		<ol><li>Infrastructure could be an</li></ol>		
		issue but relatively easy to overcome 1. Infrastructure is an issue		
19. Physical Constraints (6)		<ol> <li>Infrastructure is an issue and would be challenging to overcome</li> </ol>	3	There are no immediate infrastructure concerns at this stage
		5. Either adjoining main road		
		or motorway junction with easy site access for all watering or occess to all		
		and sea networks 4. Close to major road		
		network; easy site access for all vehicles		
		<ol> <li>Easy sine access for all vehicles; indirect or restricted access to major road network</li> </ol>		
		2. Restricted access for HGVs; restricted access to		Access for this site would be from Bowling Green
		5. Ether adjoining main road or motively junction with why this access for load, air and sain networks. A Close to major road network, easy site access for a vehicles a vehicles access to major cand network. 2. Restricted access for 1. Nextreted access for major restricted access for major		Access for this site would be from Bowling Green Lane or School Lane. If the site was developed as it is access to the A444 would be via School Lane and Longford Road. Ideally the site would connect to the A444 to improve access for the oliv.
20. Access		restricted access to major road natwork 5. Close to a station, peak	4	connect to the A444 to improve access for the site.
		<ol> <li>Close to a station, peak time bus route and cycle route; on a pedestrian route</li> <li>Close to a station or peak time bus route, close to cycle</li> </ol>		
		3 Cince to either a station or		
		peak time bus route or cycle route; on a pedestrian route		
		<ol> <li>Not near a station, peak time bus route or cycle route; on a nerlestrian mute.</li> </ol>		
		<ol> <li>Not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> <li>NB1. "Close" = within about 10</li> </ol>		
		bus route or cycle route NB1. "Close" = within about 10 min tes walk		
		NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more		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
21. Public Transport		of 2 buses per hour or more (Mon – Fri). 5. Motorway Corridor (within 5 minutes of a junction)	3	of the site are not. The bus routes which are close to the site are routes 55, 56, 57 and 6.
		(within 5 minute drive time) 3. Sub-regional Centres (Nuneatori)		
22 Strategic Location		(Naneaton) 2. Other Large Towns (Bedworth) 1. All other sites	-	M6 Junction 3 within 5 minutes
and compression	Describe the neighbouring uses,		5	ning and a second and a second s
	neighbouring uses, where are they located, what sort of employment uses			
	employment uses would this affect? Include reference to access to local			
23. Neighbouring uses	access to local amenities	Written analysis 5. Witten urban area,		residential, agricultural, school,
		b) With utilities area, Boornflad 4, Edge and 4, Edge of ethan area Partial Greenflad Brownflad, Tores Sourchad, Or within utan Greenflad, Edge of utan area Partial Greenflad, Edge of utan area Partial Greenflad, Edge of utan area Partial Boornflad, Outsidor of atan Greenflad, Edge of utan area, Partial Boornflad, Outsidor of atan Greenflad, Boornflad, Outsidor of atan Greenflad, Datas of utan area, Partial Greenflad, Boornflad, Outsidor of utan Greenflad, Boornflad, Boornflad, Boornflad, Outsidor of Utan Greenflad, Boornflad, Statistica, Partial Greenflad, Boornflad, Statistica, Partial Boornflad,		
		area Partial Greenfield/Brownfield majority		
		Brownfield; Or within urban area Greenfield 3. Erine of urban area		
		Greenfield; Edge of urban area Partial		
		Greenfield/Brownfield majority Greenfield 2. Dutside of urbon oron		
		Brownfield, Outside of urban area Partial		
		Greenfield/Brownfield majority Brownfield		
	Edge of urban area	<ul> <li>Jusice of urban area, Greenfield; Outside of urban area, Partial</li> </ul>		
24. Sequential test and Brownfield/preenfield	Edge of urban area can be considered to be close to urban area What type of employment uses	Greenfield/Brownfield majority Greenfield	3	
	what type of employment uses would be acceptable - consider market			all have a solid by the state
25. Potential uses	consider market analysis and neighbouring uses Consider what sort of	Written analysis	L	all b uses could be considered; although any development in the north would have to be mindful of Goodyers End Primary School
	Consider what sort of issues there are with bringing the site		1	
	forward. Consider other factors such as			
	surrounding uses, type of site this could be e.g. is it a gateway			At this stage there is nothing to suggest that the site wouldn't be viable as there are no obvious
26. Assessment of viability	e.g. is it a gateway site etc.	Written analysis		Issues to overcome.
27. Other notes	Consider sites outside	Written analysis		
28. Connectivity to other existing	the Borough, what sort of implications would this result in?	Million		Bayton Road and School Land industrial estates are close by but not close enough to be considered connected.
employment sites	this result in? If there are please undertake an additional site	Written analysis		considered connected.
29. Are there any other sites that adjoin this submission	assessment	Written analysis	yes	
30. Site photos	Include photos inclusive of location of photos			
-	Consider how site conforms or poses			
31. NPPF/NPPG compliance	Consider how site conforms or poses issues against the Development Plan inc. the NPPF Consider how site	Witten analysis	L	The site is located in Green Belt paragraphs 79 - 92.
	Consider how site	l		Green Belt restrictions The site would meet the
32. Assessment against Emerging Borough Plan märv	conforms to requirements of PO	Written analysis		
32. Assessment against Emerging Borough Plan policy	the NPPF Consider how site conforms to requirements of PO	Written analysis		settement henarchy.
32. Assessment against Emerging Borough Plan policy 33. Indication of timescale for bringing site forward	conforms to requirements of PO	Written analysis Written analysis		settlement reinarchy. Applicant hea indicates 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
1. Site Name 2. Site Reference		Define		ELR017c
2. Site Address		Define		ELR017c Land at Bowling Green Lane and St Giles Road, CV7 9GF
4. Site Size	Hostore	Doline		1.70 hectares
5. Ownership	Identify ownership and whether there are any potential issues	Defen		
5. Ownership 6. Site Boundary	Man	Define		
<ol> <li>Site location in Borough context</li> </ol>	Map	Defe		
7. Sine location in Borodon contact.	Previous allocations or	Denn		
8. Sile Helory	bermsseons etc.	Vitten analysis Yes - Site is advertised as being available, or there are		
9. Availability	Allocated, Green Belt, white land etc. Identify any land	Written analysis Ves - Ste is advertised as being available, or there are no obvious debructions to immediately develop the site No - Site is no immediately available (please state the reason)	Yes	Discussions in hand and site is available.
10. Current land use & designation	Identify any land designations that border the site (what is their proximity?)	Define 3. Attractive to National		Agricultural and Grean Belt
11. Market factor (1)		company 2. Attractive to Sub-Regional company 1. Attractive to Local company 1. Market activity on same road or estate within the last 5 years 0. No evidence of market	2	The size and shape of the site may limit the overall attractiveness in terms of potential development on the site.
12. Market factor (2)		0. No evidence of market activity	0	The site is further away from the ancient
13. Other possible negative impacts on economic factors e.g. tourism		Written analysis		The site is further away from the ancient scheduled moment than the northern sites of ELR017 but it should still take account of due to it being a relatively short distance away.
		Written analysis 5. Clear pick, 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 a triangle shape with the widest part being nearest the road. This is more of an issue as the sele is relatively small meaning only a few small industrial units would be able to be cattered
14. Physical Constraints (1)			2	small industrial units would be able to be callered for on site.
15. Physical Constraints (2)		<ol> <li>No topography issues</li> <li>Topography is an issue but relatively easy to overcome</li> <li>Topography is an issue and would be challenging to overcome</li> </ol>	3	
18. Physical Constraints (3)		<ol> <li>No flood risk issues</li> <li>Flood risk is an issue but relatively easy to overcome</li> <li>I. Flood risk is an issue and would be challenging to overcome similation issues</li> <li>No commission is an issue 2. Contamination is an issue but relatively easy to</li> </ol>	3	As small portion of the eastern boundary just intercepts with an area susceptible to surface way booling, but the is small enough to be notigible.
17. Physical Constraints (4)		overcome 1. Contamination is an issue and would be challenging to overcome 3. There are no other natural features of concern	3	
18. Physical Constraines (%)	This is all inclusive so consider landscape matters, biodiversity, ecology etc.	<ol> <li>Natural features are an issue but relatively easy to overcome</li> <li>Natural features are an issue and would be challenging</li> </ol>		There may be environmental constraints - potential loss of habitats and biodiversity. An ecological/habitat assessment is recommended to determine the extent of this.
CONTRACTOR CANOD SET IN 101	ALL DEST BOL	to overcome 3. There are no infrastructure issues 2. Infrastructure could be an		
19. Physical Constraints (6)		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 these, although it does mean the potential development area is further reduced. The applicant has not indicated any other constraints at this stage.
20 Acres		5. Ether adjoining main road or motoway jusciclow with any role access to all all and any road access to all all and and a second second second second material second second second second materials and any road second second materials. Second second second second materials and second second second second materials and second second second second materials. Second second second second materials and second second second second materials and second second second second materials. Second second	4	The site can not sorredly to reconsult of the Add and as the sociation relies way unlike to happen as it would have to most the adoption date that any social to be the social to be adoption of the any social to be the social to be adoption of the any social to be added to added any social of the the advector 38.4445 secondation.
21. Public Transacot		public time bus incluse or cyclic mode, on a positivity in reade 2 a Nahose roke a station, peak in a positivity of the station of the station peak time of the station peak time and the station peak time station a positivity in the station minutes wait. "Note of a positivity and statistic of the statistic of th	- 3	The site is approximately 10 minutes with from the instant, with instants (SMZ) available as well as the instant strater (SMI alongs)
22. Strategic Location	Describe the neighbouring uses,	(Bediecrer) 1. All other sites	5	M6 Junction 3 within 5 minutes
23. Neidhbouring uses	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenties	Witten analysis 5. Witten urban anea,		residential, agricultural, M6 motorway, Listed buildino (Church of St. Giles)
	Edge of utban avea	Brownfield 4 Edga of urban area, Brownfield, Edga of urban Brownfield, Core arban Corear faits) for outside model 3 Edga of urban area and Greenfield Greenfield Strownfield model Greenfield Strownfield model Corearfield Corear and Greenfield Corear area Brownfield Corear and urban Greenfield Corear and urban		
24. Sequential test and Brownfield/breenfield	Edge of urban area can be considered to be close to urban area What type of employment uses	area, Partial Greenfield/Brownfield majority Greenfield	з	
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and meighbouring uses Consider what som of dissues 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 whe on-	Written analysia		all b uses considered There is nothing to suggest that the site wouldn't be visible at this stage. Although as mentioned
26. Assessment of viability	e.g. is it a gateway site etc.	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. Ohurch of St. Giles Listed building Grade II* means of the distance of the site does the second state.
27. Other notes 28. Connectivity to other existing	Consider sites outside the Borough, what sort of implications would this result in? If there are please	Written analysis		Church of St. Least Listed building criade IP opposite site The Prologia development is near by but not close enough for it to be considered close.
employment sites	undertake an	Written analysis		enough for it to be considered close.
23. Are there any other sites that adjoin this submission	assessment Include photos	Written analysis		
30. Site photos	additional save additional save Inclusive of location of photos Consider how site conforms or poses issues against the Development Plan inc. the NPPF Consider how site conforms to requirements of PO			The site is located in Grean Rat concerning The
31. NPPF/NPPG compliance	Development Plan inc. the NPPF Consider how site	Written analysis		The ske is located in Green Belt paragraphs 79 - 92, particularly in reference to separation of settlements. Green Belt. As the site would be considered part
32. Assessment against Emerging Borouch Plan policy	conforms to requirements of PO	Written analysis		92 particularly in reference to separation of antiements. Green Belt. As the site would be considered part of Ash Green this wouldn't be in fine with the antiement hierarchy.
33. Indication of timescale for bringing site forward		Witten 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		ELR017c
3. Site Address		Define		Land at Bowling Green Lane and St Giles Road, CV7 9GF
4. Site Size	Hectares	Define		23.01 hectares
5. Ownership	Hectares Identify ownership and whether there are any potential issues	Define		1 owner
6. Site Boundary	Мар	Define		
7. Site location in Borowah context	Mao	Define		
8. Site Hatory	Previous allocations or permissions etc.	Written analysis Yes - Site is advertised as being available, or there are		
		Incoducts desirections to immediately develop the site No - Site is not immediately available (please state the reason)		Westernisten in brand and also in something
3. Avalabley	Allocated, Green Belt, white land etc.	NewOrg	Tes	USCUSION IN NUMBER AND SHE'S AVAILABLE.
	Identify any land designations that border the site (what is their proximity?)			
10. Current land use & designation	border the site (what is their proximity?)	Define 3. Attractive to National		Agricultural and Green Belt a footpath crosses the site in various places.
		company 2. Attractive to Sub-Regional		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.
11. Market factor (1)		company 1. Attractive to Local company 1. Market activity on same road or estate within the last 5	3	readential area to the west may put prospective businesses off the site.
		road or estate within the last 5 years 0. No evidence of market		
12. Market factor (2)		activity	0	Possibility of having negative effect on the ancient
13. Other possible negative impacts on economic factors e.g. tourism		Written analysis 5. Clear plot, no obstructions		Possibility of having negative effect on the ancient scheduled moment. (Moated Site at Exhall Hall) and site next to Church of St. Giles listed building.
		4. Regular shaped plot, obstructed 3. Regular shaped plot,		
		2. Irregular shaped plot, obstructed.		The plot is bounded by St Giles Road to the west and the A444 to the East. and Bowling Green
14. Physical Constraints (1)		<ol> <li>Irregular shaped plot, fragmented</li> </ol>	4	and the A444 to the East, and Bowling Green Lane to the west and A444 to the east.
		<ol> <li>No topography issues</li> <li>Topography is an issue but relatively easy to overcome</li> <li>Topography is an issue and would be challenging to overcome</li> </ol>		
15. Physical Constraints (2)		<ol> <li>Topography is an issue and would be challenging to overcome</li> </ol>	~	
COLUMN TRANSMENTS (2)				
	1	3. No flood risk issues 2. Flood risk is an issue but relatively easy to overcome 1. Flood risk is an issue and		à large part of the porthern postion of the ?"
16. Physical Constraints (3)			2	A large part of the northern section of the is classed as being susceptible to surface water flooding and flood zones 2, 3a and 3b.
	1	2. Contamination is an issue but relatively easy to		
47 Division C		would be challenging to overcome 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		No. Second
17. Physical Constraints (4)		3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to more new.	3	No issues
	This is all inclusive so	<ol> <li>Natural features are an issue but relatively easy to overcome</li> </ol>		There may be environmental constraints - potential loss of habitats, biodiversity and
18. Physical Constraints (5)	This is all inclusive so consider landscape matters, biodiversity, ecology etc.	overcome 1. Natural features are an issue and would be challenging to overcome 3. There are no infrastructure	2	There may be environmental constraints - potential loss of habitas, biodiversity and potentially important hedgerow. An ecological/habitat accessment is recommended to determine the estent of this.
		isses 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to rearrorme		
19. Physical Constraints (6)		and would be challenging to overcome	3	There are no immediate infrastructure concerns at this stage
		5. Either adjoining main road		
		or motorway junction with easy she access for all vehicles or access to rail, air and sea networks		
		4. Close to major road		
		all vehicles 3. Easy site access for all vehicles; indirect or restricted access to major road network 2. Restricted access for Vehicles; indirect or setticted access to major road network		
		major road network 1. Restricted access for all commercial vehicles, severely		Access for this site would be from Church Lane or St Glies Road. If the site was developed as it is access to the A444 would be via School Lane and Longford Road. Ideally the site would connect to
20. Access		restricted access to major road natwork 5. Close to a station, peak	4	Longford Road. I deally the site would connect to the A444 to improve access for the site.
		Si 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		
		time bus route, close to cycle route, on a pedestrian route		
		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 hus mute or cycle muter		
		on a pedestrian route 1. Not on a pedestrian route;		
		bus route or cycle route NB1. "Close" = within about 10		
		mnutes wak NB2. Peak time bus route defined as being a frequency		Just over half of the southern part of the site is
21. Public Transport		route; on a pedestrian route 2. Not near a station, peak time bas route or cycle route; on a pedistrian route 1. Not on a pedistrian route; not near a station, peak time bas route or cycle route NB1. "Close" = within about 10 minutes walk MB2. Peak time bas route defined as baing a frequency of 2 bases per hour or more <u>Mon</u> —Fin.	3	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 58 and 57.
		(Mon – Fri). 5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres		
	1	3. Sub-regional Centres (Nuneaton) 2. Other Large Towns (Bedworth) 1. All other sites		
22. Strategic Location	Describe the	(bedworth) 1. All other sites	5	M6 Junction 3 within 5 minutes
	neighbouring uses, where are they located, what sort of			
	employment uses would this affect? Include reference to			
23. Neichbouring uses	access to local amenities	Written analysis 5. Witten urban area, Drownfield		residential, apricultural, church
		4. Edge of urban area, Brownfield, Edge of urban		
	1	arwa Martsal Greenfield/Brownfield mejority Brownfield; Or within urban		
	1	area Greenfield 3. Edge of urban area Greenfield; Edge of urban		
		area Partial Greenfield/Brownfield majority Greenfield		
	1	2. Outside of urban area Brownfield, Outside of urban area Partial		
		Greenfield/Brownfield majority Brownfield		
24 Secondia	Edge of urban area can be considered to	Greenfield; Outside of urban area, Partial Greenfield?		
24. Sequential test and Brownfield/oreenfield	can be considered to be close to urban area What type of emninyment uses	Write andra 2000 and	3	
	What type of employment uses would be acceptable - consider manket analysis and neighbouring uses Consider what sort of			All b uses could be considered, although any
25. Potential uses	energysis and neighbouring uses Consider what sort of	Written analysis		All b uses could be considered, although any development in the north would have to be mindful of residential development
	bringing the site forward. Consider			
	other factors such as surrounding uses, type of site this could be			At this stage there is nothing to suggest that the site wouldn't be viable as there are no obvious
26. Assessment of viability	e.g. is it a gateway site etc.	Written analysis		site wouldn't be viable as there are no obvious issues to overcome. Development of the site whole site would double the size of Ash Green and would be out of
27. Other notes		Written analysis		the size of Ash Green and would be out of character with development in this area.
28. Connectivity to other existing	Consider sites outside the Borough, what sort of implications would this result in? If there are please			Prologis, Grovelands, Bayton Road and School Lane industrial estates are close by but not close anough to be considered connected.
employment sites		Written analysis		enouth to be considered connected.
29. Are there any other sites that adjoin this submission	additional site assessment Include riteros	Written analysis	yes	
30. Site photos	inclusive of location of photos Consider how site			
	conforms or poses issues against the Development Plan inc.			The site is located in Green Belt paragraphs 79 - 92, particularly in reference to separation of
31. NPPF/NPPG compliance 32. Assessment against Emerging	the NPPF Consider how site conforms to	Written analysis		settlements. Green Belt restrictions The site would meet the
32. Assessment aganst Emerging Borough Plan policy	requirements of PO	Written analysis		Green Bell restrictors The site would meet the settlement hierarchy.
33. Indication of timescale for bringing	1	Wetten northeric		Applicant has indicates site is available immediately.
site forward		Written analysis		demony.

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name 2. Site Reference	If provided	Define Define		Land East of Woodford Close ELR018 NUN288 Land East of Woodford Close, Part of former barratt's
3. Site Address 4. Site Size	Hectares	Define Define		Land East of Woodford Close, Part of former barratts farm. Neal's Green Exhall 3.99
	Identify ownership and whether there are any			-
5. Ownership 6. Site Boundary 7. Site Incention in Resourch context	ootential issues Map Map	Define Define		1 owner Sidwell Family
8. Site History	Previous allocations or permissions etc.	Written analysis		
		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		Focuiries received but as part of a larger area includiog
9. Availability		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.
	Allocated, Green Belt, white land etc.			
	Identify any land			
10. Current land use & designation	designations that border the site (what is their proximity?)	Define		Current use is vacant, was previously used for pasture. Designated Green Belt.
		3. Attractive to National		
		company 2. Attractive to Sub-Regional company		
11. Market factor (1)		1. Attractive to Local company 1. Market activity on same road or estate within the last 5	2	
12. Market factor (2) 13. Other possible negative impacts on		0. No evidence of market activity	0	Enquiries received Barratt's Farmhouse a grade II listed building is close to
economic factors e.o. tourism		Written analysis 5. Clear plot, no obstructions 4. Regular shaped plot, obstructed		the site.
		<ol> <li>Regular shaped plot, obstructed</li> <li>Regular shaped plot,</li> </ol>		
		fragmented 2. Irregular shaped plot.		
14. Physical Constraints (1)		obstructed. 1. Irregular shaped plot, fragmented	5	
		3. No topography issues		
		2. Topography is an issue but relatively easy to overcome		
15 Physical Constraints (2)		1. Topography is an issue and would be challenging to overcome	3	
		3. No flood risk issues 2. Flood risk is an issue but	3	
		relatively easy to overcome 1. Flood risk is an issue and		Some areas susceptible to surface water flooding on southern and eastern boundary but overall flooding is not
16. Physical Constraints (3)		would be challenging to overcome 3. No contamination issues 2. Contamination is an issue	2	an issue.
		but relatively easy to		
		overcome 1. Contamination is an issue and would be challenging to		Applicant had indicated that they are not aware of any contamination issues but it is an unknown. GGP hasn't
17. Physical Constraints (4)		overcome	3	raised any issues.
		3. There are no other natural features of concern 2. Natural features are an		Part of the access to the site has been raised as a potential wildlife site "Barrettes Farm Lane". Landscape character area is considered poor in TEP study. There
		issue but relatively easy to		
	This is all inclusive so consider landscape matters, biodiversity,	overcome 1. Natural features are an issue and would be challenging		An ecological habitat assessment is recommended to determine the extent of this. Green Belt score 3. TEP score 10.5 Adricultural grade 3.
18. Physical Constraints (5)	ecology etc.	to overcome 3. There are no infrastructure	2	score 10.5 Agricultural grade 3.
		issues 2. Infrastructure could be an		
		issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to		
19. Physical Constraints (6)		and would be challenging to overcome	3	There are no immediate concerns in terms of infrastructure at this stage.
		5. Fither adjoining main road		
		<ol> <li>Either adjoining main road or motorway junction with easy site access for all</li> </ol>		
		and sea networks		
		<ol> <li>Close to major road network; easy site access for all vehicles</li> </ol>		
		<ol><li>Easy site access for all</li></ol>		
		vehicles; indirect or restricted access to major road network 2. Restricted access for		Access its currently along a farm track which runs adjacent to residential housing and is shared with the
		HGVs; restricted access to major road network		adjacent site. The boundary doesn't reach the A444, so this is not an option unless agreements were sought with the boundary of the sought with the sought with the sought with the sought with the sought of the sought with the sought wit
		1. Restricted access for all commercial vehicles, severely restricted access to major		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 Wheelwight Lane. Although this site has only been put forward for
20. Access		foad network 5. Close to a station, peak time bus route and cycle route;	2	housina.
		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		
		2. Not near a station, peak time bus route or cycle route; on a pedestrian 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		
21. Public Transport		defined as being a frequency of 2 buses per hour or more (Mon – Fri).		The site is within 500m of a bus route, Bedworth Woodford Close Route 57. Cycle route within 10 minutes
21. Partic Thirston				nus.
		4. Other Strategic Roads (within 5 minute drive time)		
		3. Sub-regional Centres (Nuneaton) 2. Other Large Towns		
22. Strategic Location		(Bedworth) 1. All other sites	5	M6 Junction 3 is accessible in 5 minutes
	Describe the neighbouring uses, where are they			
	located, what sort of			
	employment uses would this affect? Include reference to			
23. Neiahbourina uses	access to local amenities	Written analysis 5. Within urban area.		Housing to west, unused pasture to north and south and A444 to east.
		Brownfield 4. Edge of urban area		
		Brownfield, Edge of urban		
		Greenfield/Brownfield majority Brownfield; Or within urban area Greenfield 3. Edge of urban area		
		area Partial Greenfield Brownfield majority		
		Greenfield 2. Outside of urban area Brownfield, Outside of urban		
		area Partial Greenfield/Brownfield majority		
		Brownfield		
Of Committee 1	Edge of urban area	Greenfield; Outside of urban area, Partial		
24. Sequential test and Brownfield/areenfield	can be considered to be close to urban area What type of	Greenfield/Brownfield majority Greenfield	3	
	What type of employment uses would be acceptable -			The access to the site would limit the types of
of Detected.	consider market analysis and			employment suitable for this site, particularly as it runs alongside residential. However, if access issues could be
25. Potential uses	neighbouring uses Consider what sort of issues there are with	Written analysis		resolved all employment uses could be considered
	bringing the site forward. Consider			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
	other factors such as surrounding uses, type of site this could be			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
26. Assessment of viability	of site this could be e.g. is it a gateway site etc.	Written analysis		serve this site. Otherwise there are no real issues to overrome
				Impact development would have on the listed building of Barrat's farm, which is in close proximity to this and informations.
27. Other notes	Consider sites outside	written analysis		adacent site
28. Connectivity to other existing	the Borough, what sort			The site would be located near to Prologis and Gallagher industrial estate but would be regarded as separate from
employment sites	this result in? If there are please undertake an additional site	Written analysis		these.
29. Are there any other sites that adjoin this submission	undertake an additional site assessment	Written analysis	WPS	
	Include photos inclusive of location of	TTO ALL REMARKS		
30. Site photos	consider how site conforms or poses issues against the			
	conforms or poses			
	Issues against the Development Plan			
31. NPPF/NPPG compliance	Development Plan inc. the NPPF Consider how site	Written analysis		The site is located in Green Belt paragraphs 79 -92, 123
31. NPPF/NPPG compliance 32. Assessment against Emerging Borouch Plan colicy	Development Plan inc. the NPPF	Written analysis Written analysis		The site is located in Green Belt paragraphs 79-92, 123 Designated Green Belt and would go against settlement hierarchy
32. Assessment against Emerging	Development Plan inc. the NPPF Consider how site conforms to	Written analysis Written analysis		Designated Green Belt and would go against settlement

Information to collect 1. Site Name	Useful information If provided	How to score Define	Score	Notes/Observations Land at Probots Park Zone 2
2. Site Reference 3. Site Address		Define		EL019 NUN312 Land north east of Winding House Lane, Prologis Park. Coventry CV6
4. Site Size 5. Ownership	Hectares Identify ownership and whether there are any potential issues	Define		1.38 hectares
<ol> <li>Ownersho</li> <li>Site Boundary</li> <li>Site location in Borouch context</li> </ol>	Map Map Map Previous allocations or	Define Define		1 owner Protoas
8. Site History	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		
9. Availability	Allocated, Green Belt, white land etc. Identify any land	available (please state the reason)	Yes	Within next 5 years anticipate development will come torward between 2015-2016
10. Current land use & designation	designations that border the site (what is their proximity?)	Define 3. Attractive to National		Vacant. part of the former Coventry Colliery Land
11. Market factor (1)		company 2. Attractive to Sub-Regional company 1. Attractive to Local company 1. Market activity on same road or estate within the last 5 years	2	prominent location, close links to A444 and would be considered sart of Protools Park
12. Market factor (2) 13. Other possible negative impacts on		0. No evidence of market activity	1	Ongoing developments in Prologis Park Development of the site would effectively join up
economic factors e.o. tourism		Written analysis 5. Clear plot, no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, tragmented 2. Irrogular shaped plot, obstructed. 1. Irrogular shaped plot,		Konstev and Neak, Green/Ash Green
14. Physical Constraints (1)		fragmented 3. No topography issues 2. Topography is an issue but relatively easy to overcome	5	
15. Physical Constraints (2) 16. Physical Constraints (3)		Topography is an issue and would be challenging to overcome     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	
		3. No contamination issues 2. Contamination is an issue but relatively easy to overcome 1. Contamination is an issue		Potential contaminated site due to old sand pit but classification its low risk. A contamnation risk
17. Physical Constraints (4)		and would be challenging to overcome	2	assessment is recommended.
18. Physical Constraints (5)	This is all inclusive so consider landscape matters, biodiversity, ecology etc.	<ol> <li>There are no other natural features of concern taxes but natively easy to overcome 1. Natural features are an issue and world be challenging to overcome 3. Mina are no infrastructure 3. Mina are no infrastructure 3. Mina are no infrastructure 1. Mina are no infrastructure 1. Mina are no infrastructure 1. Mina are not infrastructure 1. Mina are not infrastructure 1. Mina are not infrastructure overcome</li> </ol>	2	Due to the location of the Covary Park to the North of the site Nerman Park or contrastistic - potential local inflations. Evolvements and potentially assessment in association of the distribution of the off the - Them are no LVNS within the pictor of the them are no LVNS within the pictor of the them are no LVNS within the pictor of the them are no LVNS within the the top on Inform of a parellel for consideration as a LVNS. The areas in a contradiction data the distribution of the text the distribution of the text text of the characteristic and controls of the text charge. Creation between a text of the text of the text of the location of the text of the location of the text of the text of the location of the text of the location of the locations of the location of the location of the locations of the characteristic of the locations of the characteristic of the locations of location of the locations of location of the locations of location of the locations of locations of the locations of locations of locati
19. Physical Constraints (6)		and would be challenging to overcome	3	There are no immediate infrastructure constraints at this stage.
20. Access		5. Eliter adspiring main noda or motorway jurcelon with easy site access for all workless or access to rail, air and sain antonolis and sain antonolis antonolis antonolis HOVs, restricted access for all workless for all HOVs, restricted access for all sain antonolis sain antonolis HOVs, restricted access for all sain antonolis antonolis HOVs, restricted access for all and ratios, severally main tables, severally and sain antonolis antonolis of Close to a station, peak.	4	
21. Public Terrocont		main classes, minutes and the second		The site is within 500m of a bus node. These are impose adjuance to the same index code Second Step and Hochook The Manager Lane Roude SG. The site is loaded out to a code node. Mill Ancidon 3 as within 5 millios
22. Chiatran	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to	L AN OTAT SINCE	D	Jan Janata ya wuni ying
23 Northburton uses	access to local amentios Edge of urban area can be considered to urban area be close to urban area	Welter naturalist Welter utera rea. Brownfield Brownfield Brownfield Generitiett Structures Brownfield, CV atthen utera Generitiett Structures Brownfield, CV atthen utera Generitiett Structures Despiration Structures Constitution Constitutio		jandhumert school open soare
Brownfield/greenfield	What type of employment uses would be acceptable - consider market	Greenfield	3	All B use classes could be considered. However, the
25. Potential uses	Consider manual neighbouring 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	Written analysis		eastern part of the site would have to be mindful of the residential element nearby.
26. Assessment of viability 27. Other notes	of site this could be e.g. is it a gateway site etc.	Written analysis Written analysis		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.
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this result in? If there are please undertake as	Written analysis		The site would be considered an extension to the existing Protogis Park.
29. Are there any other sites that adjoin this submission	undertake an additional site assessment Include photos inclusive of location of	Written analysis		
30. Site chotos 31. NPPF/NPPG compliance 32. Assessment against Emerging	chotos Consider how site conforms or poses issues against the Development Plan inc. the NPPF Consider how site conforms to	Written analysis		The site is located in Green Beit paragraphs 79-92, particularly in reference to separation of settlements. The site is in Green Beit and Is not in line with the
Borouch Plan colicy 33. Indication of timescale for bringing site forward	requirements of PO	Written analysis Written analysis		settlement hierarchv The site is available and development could happen with 5 years.

Information to collect	Useful information	How to score	Score	Notes/Observations Land at the North West Junction of Coventry
1. Site Name 2. Site Reference	If provided	Define Define		Road & Wilson's Lane ELR020
3. Site Address		Define		Land & Buildings at the North West junction of Coventry Road & Wilsons Lane, Exhall, CV7 9PU
4. Site Size	Hectares Identify ownership and whether there are any	Define		2.63
5. Ownership 6. Site Boundary 7. Site location in Borough context	potential issues Map Map	Define Define		2 owners
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
		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		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.
9. Availability	Allocated, Green Belt, white land etc.	reason)	No	and is still working as commercial vehicle sales.
	Identify any land designations that			Part of site has a commercial retail in the form of
10. Current land use & designation	designations that border the site (what is their proximity?)	Define		vehicle sales and the remainder is used as pastoral land. Green Belt
		3. Attractive to National company 2. Attractive to Sub-Regional		
11. Market factor (1)		company 1. Attractive to Local company 1. Market activity on same road or estate within the last 5	2	Site is located close to Bavton Road
12. Market factor (2)		years 0. No evidence of market		
12. Market factor (2) 13. Other possible negative impacts on economic factors e.o. tourism			0	
		Written analysis 5. Clear plot, no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot,		
		2. Irregular shaped plot, 2. Irregular shaped plot, obstructed.		
14. Physical Constraints (1)		obstructed. 1. Irregular shaped plot, fragmented	5	
		<ol> <li>No topography issues</li> <li>Topography is an issue but relatively easy to overcome</li> </ol>		
15. Physical Constraints 175		<ol> <li>Topography is an issue and would be challenging to overcome</li> </ol>	-	
iss i noman someränds (2)		3. No flood risk issues 2. Flood risk is an issue but mittigety area to comport	3	
16 Display Constraints ***		relatively easy to overcome 1. Flood risk is an issue and would be challenging to ourspace		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
16. Physical Constraints (3)		3. No contamination issues 2. Contamination is an issue	2	manufacture to somilice water flooding
		but relatively easy to overcome 1. Contamination is an issue and would be challenging to		
17. Physical Constraints (4)		3. There are no other natural features of concern	3	
	This is all inclusive so	<ol><li>Natural features are an issue but relatively easy to</li></ol>		
18 Physical Constrainty (5)	onsider landscape matters, biodiversity, ecology etc.	1. Natural features are an issue and would be challenging		A part of the southern boundary has been classed a potential wildlife site. "Wilsons Lane" Green Belt score 3. TEP score 12.5 Apricultural score 3.
		to overcome 3. There are no infrastructure issues 2. Infrastructure could be an	2	THE PROPERTY OF THE PROPERTY O
		issue but relatively easy to overcome 1. Infrastructure is an issue		
19. Physical Constraints (6)		and would be challenging to overcome	2	A section of the site has a pylon running through it but this wouldn't stop development of the site.
		5. Either adjoining main road or motorway junction with easy		
		or motorway junction with easy site access for all vehicles or access to rail, air and sea networks		
		and sea networks 4. Close to major road network; easy site access for all vehicles		
		<ol> <li>Easy site access for all vehicles; indirect or restricted access to major road network.</li> <li>Restricted access for</li> </ol>		
		2. Restricted access for HGVs; restricted access to major road network		
		1. Restricted access for all commercial vehicles, severely restricted access to major		
20. Access		road network 5. Close to a station, peak time bus route and cycle route; on a pedestrian route	5	
		on a pedestrian route 4. Close to a station or peak time bus route, close to cycle		
		route, on a pedestrian		
		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;		
		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		The site is within 500m of a bus route. The routes
21. Public Transport		(Mon – Fri). 5. Motorway Corridor (within 5 minutes of a junction)	3	which bass the site are 209. 20. 48. 778
		4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres		
22 Strategic Location		(Nuneaton) 2. Other Large Towns (Bedworth) 1. All other sites	.	MG incrition 2 within 5 million and the
22. Shauge Location	Describe the neighbouring uses,	1. Al Other Siles	5	we proton 3 white 5 millions drive.
	where are they located, what sort of employment uses would this affect?			
22 Malabhouring up	would this affect? Include reference to access to local amonities	Written mohurin		Employment, agriculture
AN INTERCOMENTING	an (A) 1945	Written analysis 5. Within urban area, Brownfield 4. Edge of urban area.		
		4. Edge of urban area, Brownfield, Edge of urban area Partial Greenfield Brownfield majority		
		Greenfield/Brownfield majority Brownfield; Or within urban area Greenfield 3. Edge of urban area Greenfield; Edge of urban		
		Greenfield/Brownfield majority Greenfield 2. Outside of urban area Brownfield, Outside of urban area Partial		
		Greenfield/Brownfield majority		
	Education 1	Brownfield 1. Outside of urban area, Greenfield; Outside of urban		
24. Sequential test and Brownfield/oreenfield	Edge of urban area can be considered to be close to urban area What type of	area, Partial Greenfield/Brownfield majority Greenfield	3	
	What type of employment uses would be acceptable - consider market			
25. Potential uses	consider market analysis and neighbouring uses Consider what sort of	Written analysis		All B use classes could be considered.
	issues there are with bringing the site forward. Consider			
	other factors such as surrounding uses, type of site this could be			There are no immediate issues to consider the
26. Assessment of viability 27. Other notes	of site this could be e.g. is it a gateway site etc.	Written analysis Written analysis		There are no immediate issues to consider the site unviable. However, junction improvements may be needed to bring the site forward.
27. Other hotes	Consider sites outside	writion analysis		
28. Connectivity to other existing employment sites	the Borough, what sort of implications would this result in?	Written analysis		The site would sit adjacent to School Lane and Bayton Road employment sites.
29. Are there any other sites that adjoin	If there are please undertake an additional site	Written and the	Ver	
this submission	assessment Include photos inclusive of location of	Written analysis	res	
	photos			
30. Site photos	Consider how site conforms or poses			
30. Site photos 31. NPPF/NPPG compliance	conforms or poses	Written analysis		The site is located in Green Belt paragraphs 79 - 92.
	Consider how site conforms or poses issues against the Development Plan inc. the NPPF Consider how site conforms to requirements of PO	Written analysis		The site is located in Green Belt paragraphs 79 - 92. The site is currently Green Belt but would conform to the settlement hierarchy. The applicant has indicated the site could be developed in the next 5 years.

Information to collect     Overful information     Jos Martin     Jos Martin	Here is seen: Define Defi		Netes/Deservations Social Vitions (action of Wittens Lane and LARC HAVING) LARC HAVING AND LARC HAVING AND LARC HAVE A AND LARCH AND LAR
3. Site Social     Hectang     Source/social     Hectang     Previous     Alocated Green Bet     Alocated Green Ide     Hectang     Source/social     Hectang     Hectang     Source/social     Hectang     Hectang	Define Define Define Define Define Viritian analysis Yes - Site is advertised as menodately develop the site of the same site of the site		Land bounded by the M6, the former Wilsons Lane and Londord Road. Exhall 2.3 hectares
decisity overanity or decisity overanity or decisit locate or performance decisit locate decisit loc	Define Define United and the second s		
2. Similary 2000     2. S	Define Define Written anbydis Yes. Site is advertised as being available, of there are no obvious obstructions to immediately dovelop the site available (please state the reason) Define 3. Attractive to National		1 owner
Sile History Periodic a Buccatory     Control (1997)     Auduation of the second	Written analysis Yee-Site is advertised as being available, or there are mendiately davelop the site mendiately davelop the site or -Site is nor immediately available (please state the reason) Define 3. Attractive to National		
Abcade Green Bay     Abcade Green Bay     Abcade Green Bay     Bandy any land     Source I land use & designation     If the positive / 1	Immediately develop the site No - Site is not immediately available (please state the reason) Define 3. Attractive to National		
Abcatel, Green Bay     Abcatel, Green Bay     Bandfry any land     Bandfry any land     Bandfry any land     Is designation     Is their position (1)     It Market factor (2)	Immediately develop the site No - Site is not immediately available (please state the reason) Define 3. Attractive to National		
Abcatel, Green Bay     Abcatel, Green Bay     Bandfry any land     Bandfry any land     Bandfry any land     Is designation     Is their position (1)     It Market factor (2)	Define 3. Attractive to National		
white land etc. General yang bad designations hat badde the site (white 10. Current land use & designation 11. Market factor (1) 12. Market factor (2)		No	The site is anticipated to be available within the next 5 years
Current land use & designation     to the set of t			
10. Current land use & designation is their proximity?)     11. Market factor (1)     12. Market factor (2)			Vacant site subject to a agricultural tenancy but has not
12. Market factor (2)			been actively used or a number of years
12. Market factor (2)	2. Attractive to Sub-Regional		
12. Market factor (2)	company 1. Attractive to Local company 1. Market activity on same	2	The site would have prominence by being close the M6
12. Market factor (2)	road or estate within the last 5		
	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 5. Clear plot, no obstructions 4. Regular shaped plot, obstructed		
	3. Regular shaped plot, fragmented 2. Irregular shaped plot,		
	obstructed. 1. Irregular shaped plot,		Overall the plot is fine except for the boundary line which forms a triangle into the site along the southern
14. Physical Constraints (1)	fragmented	4	boundary.
	3. No topography issues 2. Topography is an issue but relatively easy to overcome		
15. Physical Constraints (2)	<ol> <li>Topography is an issue and would be challenging to overcome</li> </ol>	-	
15. Physical Constraints (2)	3. No flood risk issues		
	relatively easy to overcome 1. Flood risk is an issue and would be challenging to		The southern part of the site has elements which are
16. Physical Constraints (3)	would be challenging to overcome 3. No contamination issues	2	The southern part of the site has elements which are susceptible to surface water flooding.
	<ol><li>Contamination is an issue but relatively easy to</li></ol>		
	overcome 1. Contamination is an issue and would be challenging to		Part of the site has been identified as having a low contamination risk due to a pond. A ground investigation
17. Physical Constraints (4)	3. There are no other natural	2	/ contamination study is recommended.
	features of concern 2. Natural features are an issue but relatively easy to		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,
This is all inclusive so consider landscape	overcome 1. Natural features are an		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
18. Physical Constraints (5) recology etc.	issue and would be challenging to overcome 3. There are no infrastructure	2	Green Beit score 3. (EP score 12.5 Agricultural score 3.
	<ol> <li>Infrastructure could be an</li> </ol>		
	issue but relatively easy to overcome 1. Infrastructure is an issue		
19. Physical Constraints (6)	and would be challenging to overcome	2	A pylon crosses the middle of the site. However, development could be positioned around this.
	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 unbicles		
	<ol> <li>Easy site access for all vehicles; indirect or restricted access to major road network</li> </ol>		
	2. Restricted access for HGVs; restricted access to major road network		
	major road network 1. Restricted access for all commercial vehicles, severely		
20. Access	restricted access to major road network 5. Close to a station, peak	5	
	time bus route and cycle		
	<ol> <li>Close to a station or peak time bus route, close to cycle</li> </ol>		
	route, on a pedestrian		
	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;		
	1. Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about		
	10 minutes walk		
21. Public Transport	defined as being a frequency of 2 buses per hour or more (Mon – Fri).		The site is within 500m of a bus route. The routes which pass the site are 209, 20, 48, 778
	(Mon - Fn). 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		
22. Strategic Location Describe the	(Bedworth) 1. All other sites	5	Junction 3 of the M6 is within 5 minute drive
heighbouring uses, where are they located, what sort of			
employment uses would this affect?			
Include reference to access to local			
23. Neighbouring uses amenities	Written analysis 5. Within urban area, Brownfield		employment and M6 motorway to south
	<ol> <li>Edge of urban area, Brownfield, Edge of urban</li> </ol>		
	area Partial Greenfield®rounfield majority		
	Brownfield; Or within urban area Greenfield 3. Edge of urban area		
	Greenfield; Edge of urban area Partial Greenfield/Brownfield majority		
	Greenfield 2. Outride of urban area		
	Brownfield, Outside of urban area Partial Greenfield/Brownfield majority		
	Brownfield 1. Outside of urban area.		
Edge of urban area can be considered to 24. Sequential test and be close to urban	Greenfield; Outside of urban area, Partial Greenfield/Brownfield majority		
Brownfield/greenfield area What type of	Greenfield	3	
employment uses would be acceptable - consider market			
analysis and	Written analysis		All B use classes could be considered
25. Potential uses neighbouring 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			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
26. Assessment of viability site etc. 27. Other notes	Written analysis Written analysis		would be better if this was brought forward with other sites in the area.
Consider sites outside the Borough, what sor			
28. Connectivity to other existing of implications would employment sites this result in?	Written analysis		The site is located opposite Groveland's Industrial Estate and near Bayton Road industrial estate
If there are please undertake an 29. Are there any other sites that additional site			
adjoin this submission assessment Include photos	Written analysis	Yes	
30. Site photos photos Consider how site			
conforms or poses			
issues against the Development Plan inc. 31. NPPF/NPPG compliance the NPPF Consider how site	Written analysis		The site is located in Green Belt paragraphs 79 -92.
	Written analysis		Compations Compatible and sound an elements and the sector
Borough Plan policy requirements of PO 33. Indication of timescale for bringing site forward	Written analysis		Called and the set and would contorn to settement hierarchy It is indicated that the site is likely to be brought forward within next 5 years.

Information to collect 1. Site Name	Useful information If provided	How to score Define	Score	Notes/Observations Land at Whitestone Farm (north) ELR022 NUN110
2. Site Reference 3. Site Address	Masters	Define Define		Land at Whitestone Farm. Bulkington Lane
4. Site Size	Hectares Identify ownership and whether there are any	Define		46.3 hectares
5. Ownership 6. Site Boundary 7. Site location in Borough context	potential issues Map Map	Define Define Define		1 owner
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		
9. Availability	Allocated, Green Belt,	available (please state the reason)	Yes	
	white land etc.			
	Identify any land designations that border the site (what			
10. Current land use & designation	is their proximity?)	3. Attractive to National		agriculture
		company 2. Attractive to Sub-Regional		Not near any existing employment areas, but could become well connected to Bermuda along
11. Market factor (1)		company	2	could become well connected to Bermuda along Gipsy Lane
		<ol> <li>Market activity on same road or estate within the last 5 years</li> </ol>		
12. Market factor (2) 13. Other possible negative impacts on economic factors e.g. tourism		years 0. No evidence of market activity	0	
economic factors e.g. tourism		Written analysis 5. Clear plot, no obstructions 4. Regular shaped plot,		
		obstructed 3. Regular shaped plot,		
		fragmented 2. Irregular shaped plot, obstructed.		There are no obstructions to the site, although
14. Physical Constraints (1)		1. Irregular shaped plot, fragmented	5	the northern element of the site is a slightly unusual shape.
		3. No topography issues 2. Topography is an issue but relatively easy to overcome		
		relatively easy to overcome 1. Topography is an issue and would be challenging to		
15. Physical Constraints (2)		would be challenging to overcome 3. No flood risk issues 2. Flood risk is an issue but	3	
16. Physical Constraints (3)		1. 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,
generation and an indication of the		overcome 3. No contamination issues 2. Contamination is an issue but obtained and an issue	Ĺ	, e como conse a alte da,
		but relatively easy to overcome 1. Contamination is an issue		
17. Physical Constraints (4)		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
		3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to		The site is located next to a potential LWS, The
	This is all inclusive so consider landscape	overcome 1. Natural features are an		Golf Course. There may be environmental constraints - potential loss of babitate
18. Physical Constraints (5)	consider landscape matters, biodiversity, ecology etc.	issue and would be challenging to overcome	2	biodiversity and potentially important hedgerow. An ecological/habitat assessment is recommended to determine the extent of this.
		3. There are no infrastructure		
		2. Infrastructure could be an issue but relatively easy to overcome		Pylons run across part of the site, but
19. Physical Constraints (6)		<ol> <li>Infrastructure is an issue and would be challenging to overcome</li> </ol>	2	development could be brought forward around this. There are no immediate infrastructure concerns.
13. Thysical condumns (o)				concerns.
		<ol> <li>Either adjoining main road or motorway junction with easy site access for all</li> </ol>		
		vehicles or access to rail, air and sea networks		
		<ol> <li>Close to major road network; easy site access for all vehicles</li> </ol>		
		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		
20. Access			4	Eastboro Way and the A444 are accessible from the site
		road network 5. Close to a station, peak time bus route and cycle route; on a pedestrian route		
		<ol> <li>Close to a station or peak time bus route, close to cycle</li> </ol>		
		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;		
		time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; on near a station peak time		
		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		The site is within 500m of a bus route. However it
21. Public Transport		of 2 buses per hour or more (Mon – Fri).	2	doesn't have a pedestrian route, therefore a score of 2 has been given.
		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)		The A5, A444 and M69 can be accessed in approx. 6 minutes. Nuneaton Town Centre is
22. Strategic Location	Describe the neighbouring uses,	1. All other sites	1	accessed in 6 minutes.
	where are they located, what sort of employment uses would this affect?			
23. Neighbouring uses	access to local amenities	Written analysis 5. Within urban area,		agriculture and residential
		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		
	Edge of urban area can be considered to	1. Outside of urban area, Greenfield; Outside of urban area. Partial		
24. Sequential test and Brownfield/greenfield	be close to urban area	Greenfield/Brownfield majority Greenfield	1	
	What type of employment uses would be acceptable -			
OF Potential unce	analysis and	Weller entry		All and the second Diverse
25. Potential uses	neighbouring uses Consider what sort of issues there are with	Written analysis		All employment B uses
	bringing the site forward. Consider other factors such as			
	surrounding uses, type of site this could			
26. Assessment of viability 27. Other notes	be e.g. is it a gateway site etc.	Written analysis Written analysis		As this is not an established area for employability viability may be an issue in delivery.
	Consider sites outside the Borough, what sort			
				No other employment sites nearby
28. Connectivity to other existing	of implications would this result in?		1	
28. Connectivity to other existing employment sites	of implications would this result in? If there are please undertake an	Written analysis		
28. Connectivity to other existing	of implications would this result in? If there are please undertake an additional site assessment Include photos	Written analysis Written analysis	Yes	
28. Connectivity to other existing employment sites 29. Are there any other sites that adjoin this submission	of implications would this result in? If there are please undertake an additional site assessment Include photos inclusive of location of photos		Yes	
28. Connectivity to other existing employment sites	of implications would this result in? If there are please undertake an additional site assessment Inclusive of location of photos Consider how site conforms or poses issues against the		Yes	
28. Connectivity to other existing employment sites 29. Are there any other sites that adoin this submission 30. Site photos 31. NPPF/NPPG compliance	of implications would this result in? If there are please undertake an assessment Include photos inclusive of location of photos Consider how site conforms or poses issues against the Development Plan inc. the NPPF Consider how site		Yes	The site is located in Green Belt paragraphs 79 - 92.
28. Connectivity to other existing amployment sites 29. Are there any other sites that adoin this submission 30. Site photos	of implications would this result in? If there are please undertake an additional site assessment Inclusive of location of photos Consider how site conforms or poses issues against the	Written analysis	Yes	The site is located in Green Bel paragraphs 73 - 122. Controly Green Bel ba would be in line with safet baracoly.

Information to collect	Useful information	Manu da anazar	1e	Notes/Observations
1. Site Name 2. Site Reference	If provided	How to score Define Define	Score	Land at Whitestone Farm ELR023 NUN111
3. Site Address		Define		Land at Whitestone Farm, Bulkington Lane (south) 61.72 bectares
4. Site Size	Hectares Identify ownership and whether there are any	Define		61.72 hectares
5. Ownership 6. Site Boundary	potential issues Map	Define Define		1 owner
7. Site location in Borough context 8. Site History	Map Previous allocations or permissions etc.	Define		
8. Site History	or permissions etc.	Written analysis Yes - Site is advertised as being available, or there are		
9. Availability		immediately develop the site No - Site is not immediately available (please state the reason)	Ver	
5. Avanadimy	Allocated, Green Belt, white land etc.	(eabori)	Tes	
	Identify any land			
10. Current land use & designation	designations that border the site (what	Define		agriculture
To: Current and use a designation	is their proximity?)	2. Attended to Matingal		apicatore
		company 2. Attractive to Sub-Regional		Not near any existing employment areas, but could become well connected to Bermuda along
11. Market factor (1)		1 Attractive to Local company	2	could become well connected to Bermuda along Glpsy Lane
		1. Market activity on same road or estate within the last 5 years		
12. Market factor (2)		years 0. No evidence of market activity	0	
12. Market factor (2) 13. Other possible negative impacts on economic factors e.g. tourism		Written analysis 5. Clear plot, no obstructions		
		<ol> <li>Regular shaped plot, obstructed</li> </ol>		
		3. Regular shaped plot, fragmented		
		<ol> <li>Irregular shaped plot, obstructed.</li> <li>Irregular shaped plot,</li> </ol>		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
14. Physical Constraints (1)		fragmented	5	zouch canal.
		3. No topography issues 2. Topography is an issue but relatively easy to overcome		
		<ol> <li>Topography is an issue and would be challenging to</li> </ol>		
15. Physical Constraints (2)		would be challenging to overcome 3. No flood risk issues 2. Flood risk is an issue but	3	
				Anthony day for any starting of the second
16. Physical Constraints (3)		<ol> <li>Flood risk is an issue and would be challenging to overcome</li> </ol>	-	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,
		3. No contamination issues 2. Contamination is an issue		and a scene weat 1000 zones z and 3a,
		but relatively easy to overcome		
17. Physical Constraints (4)		1. Contamination is an issue and would be challenging to	2	a very small part has been identified as having a potential low contamination risk due to a pond
ageneric and an indian of the		3. There are no other natural features of concern	Ĺ	
	This is all inclusive so	<ol> <li>Natural features are an issue but relatively easy to overcome</li> </ol>		There may be environmental constraints - potential loss of habitats, biodiversity and potentials important becharges. An
	consider landscape matters, biodiversity,	1. Natural features are an issue and would be		potentially important hedgerow. An ecological/habitat assessment is recommended to determine the extent of this. Green Belt score
18. Physical Constraints (5)	ecology etc.	challenging to overcome 3. There are no infrastructure	2	4. TEP score 11.5 Agricultural score 3.
		issues 2. Infrastructure could be an		
		issue but relatively easy to overcome 1. Infrastructure is an issue		Pylons run across part of the site, but development could be brought forward around
19. Physical Constraints (6)		and would be challenging to overcome	2	development could be brought forward around this. There are no immediate infrastructure concerns.
		5. Either adjoining main road or motorway junction with easy site access for all		
		venicies or access to rail, air		
		4. Close to major road network; easy site access for		
		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		
20. Access		restricted access to major road network 5. Close to a station, peak	4	Eastboro Way and the A444 are accessible from the site
		road network 5. Close to a station, peak time bus route and cycle route; on a pedestrian route		
		<ol> <li>Close to a station or peak time bus route, close to cycle</li> </ol>		
		route, on a pedestrian route 3. Close to either a station or		
		peak time bus route or cycle route; on a pedestrian		
		2 Not near a station neak		
		time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not near a station, peak time		
		not near a station, peak time bus route or cycle route		
		bus route or cycle route NB1. "Close" = within about 10 minutes walk		
		NB2. Peak time bus route defined as being a frequency		
21. Public Transport		of 2 buses per hour or more (Mon – Fri). 5. Motorway Corridor (within 5	3	The site is within 500m of a bus route. The routes accessible are 7, 56, 74.
		minutes of a junction) 4. Other Strategic Roads		
		(within 5 minute drive time) 3. Sub-regional Centres		
		(Nuneaton) 2. Other Large Towns (Bedworth)		The A5, A444 and M69 can be accessed in approx. 6 minutes. Nuneaton Town Centre is
22. Strategic Location	Describe the	1. All other sites	1	accessed in 6 minutes.
	neighbouring uses, where are they			
	located, what sort of employment uses would this affect?			
	Include reference to access to local			
23. Neighbouring uses	amenities	Written analysis 5. Within urban area, Brownfield		agriculture and residential
		<ol> <li>Edge of urban area, Brownfield, Edge of urban</li> </ol>		
		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		
	Edge of urban area	1. Outside of urban area, Greenfield; Outside of urban		
24. Sequential test and	can be considered to be close to urban	area, Partial Greenfield/Brownfield majority		
Brownfield/greenfield	area What type of	Greenfield	3	
	employment uses would be acceptable - consider market			
25. Potential uses	analysis and neighbouring uses Consider what sort of	Written analysis		All employment B uses
	issues there are with			
	bringing the site forward. Consider other factors such as			
	surrounding uses, type of site this could			
26. Assessment of viability	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	Consider sites outside	Written analysis		
28. Connectivity to other existing	the Borough, what sort of implications would			
employment sites	this result in? If there are please	Written analysis		No other employment sites nearby
29. Are there any other sites that adjoin this submission	undertake an additional site assessment	Written analysis	Yes	
	assessment Include photos inclusive of location of	withen analysis	res	
30. Site photos	photos Consider how site			
	conforms or poses issues against the Development Plan inc.			The site is located in Green Belt paragraphs 79 -
31. NPPF/NPPG compliance	the NPPF Consider how site	Written analysis		92, particularly in reference to separation of settlements.
32. Assessment against Emerging Borough Plan policy	conforms to requirements of PO	Written analysis		currently Green Belt but would be in line with settle hierarchy
<ol> <li>Indication of timescale for bringing site forward</li> </ol>		Written analysis		site is available immediately though viability issues would need to be resolved.

Information to collect	Useful information If provided	How to score	Score	Notes/Observations
1. Site Name 2. Site Reference	If provided	Define		Lane at Barkers Farm ELR024, NUN150,
3. Site Address 4. Site Size	Hectares Identify ownership and	Define Define		Land at Barker's Farm. Newland Lane. Coventry 10.7 hectares
5. Ownership 6. Site Boundary	whether there are any potential issues Map	Define		1 owner
7. Site location in Boroush context 8. Site History	Map Previous allocations or permissions etc.	Define Written analysis		
o. ora realony	or painta actu 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 means)		
9. Availability	Allocated, Green Belt,	available (please state the reason)	Yes	
	white land etc. Identify any land			
10. Current land use & designation	designations that border the site (what is their proximity?)	Define		anticulture.
TO, CONTRACTOR STOCKER & GRADUATION	IS THAT DIGUTING (1)	3. Attractive to National company 2. Attractive to Sub-Regional		acreated
		company 1. Attractive to Local		The site would have prominence to the M6, but is disconnected from any other employment sites and access roads would be an issue.
11. Market factor (1)	-	1. Market activity on same mad or estate within the last	2	and access roads would be an issue.
12. Market factor (2)		5 years 0. No evidence of market activity		
<ol> <li>Other possible negative impacts or economic factors e.o. tourism</li> </ol>		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.		
14. Physical Constraints (1)		obstructed. 1. Irregular shaped plot, fragmented	5	Part of the site is obstructed by residential to the east but there are still plenty of access opportunities at locations around the site.
		3. No topography issues 2. Topography is an issue but		
		<ol> <li>Topography is an issue but relatively easy to overcome</li> <li>Topography is an issue and</li> </ol>		
15. Physical Constraints (2)		would be challenging to overcome 3. No flood risk issues	3	
		<ol> <li>No flood risk issues</li> <li>Flood risk is an issue but relatively easy to overcome</li> <li>Flood risk is an issue and would be challenging to</li> </ol>		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
16. Physical Constraints (3)		2 No contamination insues	2	site. Development could take place around the flood zones but this would solit the site into 2.
		2. Contamination is an issue but relatively easy to		
		<ol> <li>Contamination is an issue and would be challenging to</li> </ol>		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)	<u> </u>	overcome	2	
				There are potential environmental constraints - potential loss of habitats, biodiversity and potentially important hedgetow. An ecologicalhabitat 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 contribution that it, together with the land to
				ecological/habitat assessment is recommended to determine the extent of this. In landscape
		2 Thurs 1		
		3. There are no other natural features of concern 2. Natural features are an		the separation of the dispersed settlement pattern in this area. Whilst development may be accommodated in the more discret eastern part (north and east of Barkers Farm) it would
	This is all inclusive so	issue but relatively easy to overcome 1. Natural features are an		(north and east of Barkers 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
18. Physical Constraints (5)	consider landscape matters, biodiversity, ecology etc.	1. reacting reactings are an issue and would be challenging to overcome 3. There are no infrastructure.	1	and is therefore full out development is not recommended.
		2. Infrastructure could be an		
		issue but relatively easy to overcome 1. Infrastructure is an issue		Power lines cross the southern part of the site. Development could be accommodated around these, but would further reduce the potential
19. Physical Constraints (6)		and would be challenging to overcome	2	these, but would further reduce the potential development area.
		5. Either adjoining main road or motorway junction with easy site access for all		
		easy site access for all vehicles or access to rail, air and sea networks		
		network; easy site access for all vehicles 3. Easy site access for all vehicles; indirect or restricted		
		<ol> <li>Easy site access to all vehicles; indirect or restricted access to major road network</li> <li>Restricted access for HGVs; restricted access to</li> </ol>		
		major road network 1. Restricted access for all		
20. Access		commercial vehicles, severely restricted access to major road network 5. Close to a station, peak	3	
		time bus route and cycle mute: on a nerlestrian route		
		<ol> <li>Close to a station or peak time bus route, close to cycle route, on a pedestrian</li> </ol>		
		route 3. Close to either a station or peak time bus route or cycle route; on a pedestrian		
		route; on a pedestrian route		
		2. Not near a station, peak time bus route or cycle route; on a pedestrian route		
		<ol> <li>Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> </ol>		
		bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route		The site is within 500m of a bus mute. Redenote
04 P.45- Turner		NB2. 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. Bedworth Royal Oak Stop Route 55 is adjacent to the site. Other routes which past the site are 56, 57 &
A 1 SHE HADDEN	1	(Mon – Fri) 5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time)	3	ANE.
		(Nuneaton) 2. Other Large Towns (Bedworth)		
22. Strategic Location	Describe the neighbouring uses,	1. All other sites	4	The A444 is within 5 minutes drive time.
	neighbouring uses, where are they located, what sort of employment uses would this affect?			
	employment uses would this affect? Include reference to access to local			
23. Neiahbourina uses	access to local amenities	Written analysis 5. Within urban area, Brownfield		acriculture and residential
		4. Edge of urbon 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		
	Edge of urban area	<ol> <li>Outside of urban area, Greenfield: Outside of urban</li> </ol>		
24. Sequential test and Brownfield/oreenfield	can be considered to be close to urban area	area, Partial Greenfield/Brownfield majority Greenfield	3	
	What type of employment uses would be acceptable -			
25. Potential uses	would be acceptable - consider market analysis and neighbouring uses Consider what sort of	Written analysis	L	All B use classes could be considered
	issues there are with			
	forward. Consider other factors such as			
	surrounding uses, type of site this could be e.g. is it a gateway			Viability of the site is questionable due to the constraints and lack of potential development
26. Assessment of viability 27. Other notes	site etc.	Written analysis Written analysis		area.
28. Connectivity to other existing	Consider sites outside the Borough, what sort of implications			The site is located near to Prologis but is far enough away to not be considered an extension of the site.
employment sites	the Borough, what sort of implications would this result in? If there are please undertaine and	Written analysis		of the site.
29. Are there any other sites that adjoin this submission	additional site assessment	Written analysis	Yes	
30. Site photos	Include photos inclusive of location of photos			
	Consider how site conforms or poses			
	ssues prains! the			
31. NPPF/NPPG compliance	issues against the Development Plan inc. the NPPF Consider how site	Written analysis		The site is located in Green Belt paragraphs 79 - 92.
31. NPPF/NPPG corrollance 32. Assessment against Emerging Bensuch Plan color 33. Indication of timescale for bringing	issues against the	Written analysis		The site is located in Green Belt paragraphs 79 - 92. The site would be located in Green Belt and wouldn't conform to the Settlement hierarchy

Information to collect	the studied second test	Hann in annan	]e	Notes 17th annual land
1. Site Name 2. Site Reference	Useful information If provided	How to score Define	Score	Notes/Observations Lane at Whitestone Farm NUN152, ELR025
3. Site Address 4. Site Size	Hectares	Define Define		Land at Whitestone Farm. Bulkington Lane
	Identify ownership and whether there are any	Dania		0.07
5. Ownership 6. Site Boundary	potential issues	Define Define		1 owner
6. Site Boundary 7. Site location in Borough context	Map Previous allocations or	Define		
8. Site History	permissions etc.	Written analysis Yes - Site is advertised as		
		being available, or there are no obvious obstructions to		
		immediately develop the site		
		immediately develop the site No - Site is not immediately available (please state the		
9. Availability	Allocated, Green Belt,	reason)	Yes	
	white land etc.			
	Identify any land designations that border the site (what is			
10. Current land use & designation	border the site (what is their proximity?)	Define		Agriculture
		3. Attractive to National		
		company 2. Attractive to Sub-Regional		The surroundings would be attractive but there is
11. Market factor (1)		company	2	The surroundings would be attractive but there is no other employment activity in this area and wouldn't hold any real prominence
		1. Attractive to Local company 1. Market activity on same road or estate within the last 5		
		years 0. No evidence of market		
12. Market factor (2) 13. Other possible negative impacts on economic factors e.o. tourism		activity	0	Would connect Whitestone with ribbon
economic factors e.o. toutism		Written analysis 5. Clear plot, no obstructions		development from Bulkington
		<ol> <li>Regular shaped plot, obstructed</li> </ol>		
		<ol> <li>Regular shaped plot, fragmented</li> </ol>		
		fragmented 2. Irregular shaped plot, obstructed.		
14. Physical Constraints (1)		1. Irregular shaped plot, fragmented		Obstructed by railway line to west and school to north and canal to south
14. Physical Constraints (1)		3. No topography issues	-	north and canal to south
		2. Topography is an issue but		
		2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and		
15. Physical Constraints (2)		would be challenging to overcome	3	
		3. No flood risk issues	_	
		relatively easy to overcome 1. Flood risk is an issue and would be challenging to		
16. Physical Constraints (3)		overcome		Approximately 40-50% of the site is susceptible to surface water flooding
		3. No contamination issues 2. Contamination is an issue		
	1	but relatively easy to		
	1	overcome 1. Contamination is an issue and would be challenging to		
17. Physical Constraints (4)		and would be challenging to overcome	3	
	1	1		There may be environmental constraints- operatial loss of babitatic biodiversity and
	1			There may be environmental consuming- potential loss of habitats, loodwentily and potentially important hedgerow. An ecological/habitat assessment is recommended to determine the extent of this. Land between Gipsy Lane and Marston Lane is important in Gipsy Lane and Marston Lane is important in
		3. There are no other natural features of concern		ecougicarnapitat assessment is recommended to determine the extent of this. Land between
		<ol><li>Natural features are an</li></ol>		Gipsy Lane and Marston Lane is important in providing separation between Nuneaton and
	This is all inclusive so	issue but relatively easy to overcome		Bedworth. Within the landscape there is limited capacity for development without having a
	consider landscape matters, biodiversity,	1. Natural features are an issue and would be challenging		providing separation termeen realization and bedworth. Within the landscape there is limited capacity for development without having a negative effect on separation except land to the north of Gipsy Lane. Green Belt score 3. TEP score 12.5 Adricultural score 3.
18. Physical Constraints (5)	ecoloav etc.	to overcome 3. There are no infrastructure	2	score 12.5 Apricultural score 3.
		issues 2. Infrastructure could be an		
		issue but relatively easy to		
		overcome 1. Infrastructure is an issue and would be challenging to		An overhead electricity line crosses the south western part of the site. However, development could be brought forward around this.
19. Physical Constraints (6)		overcome	2	could be brought forward around this.
		5. Either adjoining main road		
		or motorway junction with easy		
		or motorway junction with easy site access for all vehicles or access to rail, air		
		<ol> <li>Close to major road network; easy site access for all vehicles</li> </ol>		
		3. Easy site access for all vehicles; indirect or restricted access to major road network 2. Restricted access for		
		access to major road network		
		major road network		
	1	<ol> <li>Restricted access for all commercial vehicles, severely restricted access to major</li> </ol>		
20. Access		restricted access to major road network 5. Close to a station, peak	3	
		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		
		<ol> <li>Not near a station, peak time bus route or cycle route;</li> </ol>		
		time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route;		
		bus route or cycle route NB1. "Close" = within about 10 minutes walk	1	1
		minutes walk NB2. Peak time bus route defined as being a frequency		
21. Public Transport		defined as being a frequency of 2 buses per hour or more (Mon – Fri).		The site is within 500m of a bus route. The routes accessible are 7 56 74
21. Public Transport		(Mon – Fri). 5. Motorway Corridor (within 5	3	accessible are 7. 56. 74.
	1	5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time)		
	1			
	1	(Nuneaton) 2. Other Large Towns		
22. Strategic Location		(Bedworth) 1. All other sites		The A444 is accessible in under 5 minutes
	Describe the neighbouring uses,			
	where are they located, what sort of	1		
	employment uses		1	1
	Include reference to access to local	1		
23. Neighbouring uses	amenities	Written analysis 5. Within urban area,	1	Acriculture, residential.
		Brownfield 4. Edge of urban area,		
	1	Brownfield, Edge of urban area Partial		
		Greenfield/Brownfield majority	1	1
	1	Brownfield; Or within urban area Greenfield 3. Edge of urban area		
	1	Greenfield; Edge of urban		
		area Partial Greenfield/Brownfield majority		
		Greenfield 2. Outside of urban area		
	1	Brownfield, Outside of urban area Partial		
		Greenfield/Brownfield majority Brownfield		
	1	1. Outside of urban area,		
24 Sequential test and	Edge of urban area can be considered to	Greenfield; Outside of urban area, Partial Greenfield/Brownfield majority		
24. Sequential test and Brownfield/oreenfield	can be considered to be close to urban area	Greenfield/Brownfield majority Greenfield	3	
and the second sec				1
and an energy service and D	What type of			1
and a second	What type of employment uses would be acceptable - consider market			
	What type of employment uses would be acceptable - consider market analysis and	Written analysis		
25. Potential uses	What type of employment uses would be acceptable - consider market analysis and neiohbouring uses Consider what sort of issues there are with	Written analysis		
	What type of employment uses would be acceptable - consider market analysis and neichbouring uses Consider what sort of issues there are with	Written analysis		
	What type of employment uses would be acceptable - consider market analysis and Consider what sort of issues there are with bringing the site forward. Consider other factors such as	Written analysis		It is uncertain whether development of the land for employment uses would be viable, particularly in
	What type of employment uses would be acceptable - consider market analysis and neighbouring uses Consider what sort of issues three are with bringing the site forward. Consider other factors such as surrounding uses, type of site this could be	Writen analysis		employment uses would be viable, particularly in terms of market attractiveness and how much of
	What type of employment uses would be acceptable - consider market analysis and melohbouring uses Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type	Written analysis Written analysis Written analysis		employment uses would be viable, particularly in
25. Potential uses	What type of employment uses would be acceptable - consider market neinhouring uses Consider what sort of issues there are with bringing the site forward. Consider other factors such as surrounding uses, type of atte this could be e.g. is it a gateway site atte.			employment uses would be viable, particularly in terms of market attractiveness and how much of the land could actually be developed without
25. Potential uses 26. Assessment of viability 27. Other roles	What type of employment uses would be acceptable - consider market analysis and melohbouring uses Consider what sort of tonward. Consider as other factors such tas other factors such tas other factors such tas edg. is it a gateway site after the Borough, what sort			employment uses would be viable, particularly in terms of market attractiveness and how much of the land could actually be developed without joining Numeaton to Bullington.
25. Potential uses	What type of employment uses would be acceptable - corrider market analysis and neichbourtouss. Consider what sort of toward. Consider what sort other factors such as other factors such as of a list if a gateway site dis. Consider sites outside dis. Consider sites outside the Borough, what sort of ling factors mudd this result in 5 result in 5.			employment uses would be viable, particularly in terms of market attractiveness and how much of the land could actually be developed without
25. Potential uses 26. Assessment of validity. 27. Other mass 28. Connectivity to other existing analoyment cities	What type of employment uses would be acceptable - conclider market analysis and use. Consider what sort of issues there are with forward. Consider there acrossing there are with forward. Consider other factors such as aurounding uses, type of alse this could of alse this could be e.g. is it a gateway site effect. Consider sites outside the Borcogy, what sort of implications would the result in?	Written analysis Written analysis		employment uses would be viable, particularly in terms of market attractiveness and how much of the land could actually be developed without certing Nuneaton to Bullington.
25. Potential uses 26. Assessment of validity 27. Other motion 28. Connections 28. Connections 29. Are there any other salising employment sizes	What type of employment uses would be acceptable - corrider market analysis and indificultur uses of trauses there are with bringing the site froward. Consider other factors such as surrounding uses, type of aller this could of aller this could be a.g. is in a gateway site dis. Consider sites could be a.g. in a gateway site dis.	Written analysis Written analysis	Yes	employment uses would be viable, particularly in terms of market attractiveness and how much of the land could actually be developed without certing Nuneaton to Bullington.
25. Potential uses 26. Assessment of validity. 27. Other mass 28. Connectivity to other existing analoyment cities	What type of employment uses would be acceptable - consider market analytic of the acceptable - consider market analytic of the acceptable bringing the site forward. Consider the site forward. Consider the site forward. Consider the facts such type of site this could be all. Consider raise outside all. Consider raise outside all. Consider and analytic outside the Borough, what sort of implications would if the result in? If there are plasse additional alle additional alle	Written analysis Written analysis	Yes	employment uses would be viable, particularly in terms of market attractiveness and how much of the land could actually be developed without certing Nuneaton to Bullington.
25. Potential uses 26. Assessment of validity 27. Other motion 28. Connections 28. Connections 29. Are there any other salising employment sizes	What type of amployment uses would be acceptable - analysis and recit/broards uses consider wats bot of hering the site forward. Consider after factors such age of the factors such age after factors such age of the factors would of implications would of implications would of implications would of implications would of implications would if these are plasse undertable an additional alle additional alle additional alle additional alle include photos includes of location in the location in the site in the location in the location of the include photos incluses of location in the loca	Written analysis Written analysis	Yes	employment uses would be viable, particularly in terms of market attractiveness and how much of the land could actually be developed without certing Nuneaton to Bullington.
25. Potential uses 26. Assessment of validity. 27. Other move. 28. Connection, this other existing employment sizes. 29. Are there any other sites that adjoin 29. Are there any other sites that adjoin 29. Are there any other sites that adjoin	What type of amployment uses would be acceptable - analysis and recit/broards uses consider wats bot of hering the site forward. Consider after factors such age of the factors such age after factors such age of the factors would of implications would of implications would of implications would of implications would of implications would if these are plasse undertable an additional alle additional alle additional alle additional alle include photos includes of location in the location in the site in the location in the location of the include photos incluses of location in the loca	Written analysis Written analysis	Yes	employment uses work the value, particularly in times of market attractions and the mucho the last cause by developed without ablent harveston as Balences. There are no other class in the area. The nearest site work the Marson Jablett
23. Polarial uses 23. Description of validity 24. Connections 28. Connecting to other existing employment view 29. An there any other alities that adjoin 29. An there any other alities that adjoin 36. Site shots	What type of amployment uses is model to a coopelation model and the second second model and the second second model and the second second model and the second second model and the second s	Writen analysis Writen analysis Writen analysis Writen analysis	Yes	employment use would be value, particularly in time of market attractions and the much particular sector of the sector of the sector particular sector of the sector of the sector takes and to Marton, patient the sector between the sector of the sector of the sector of the sector of the sector of the take sector of the sector of the sector of the take sector of the sector of the sector of the take sector of the sector of the sector of the take sector of the sector of the sector of the take sector of the sector of the sector of the take sector of the sector of the sector of the take sector of the sector of the sector of the take sector of the sector of the sector of the take sector of the sector of the sector of the sector of the take sector of the sector of the sector of the sector of the take sector of the sector of the sector of the sector of the take sector of the sector of the sector of the sector of the take sector of the sector of the sector of the sector of the take sector of the sector of the sector of the sector of the take sector of the sector of the sector of the sector of the take sector of the sector of the sector of the sector of the take sector of the sector of the sector of the sector of the take sector of the sector of the sector of the sector of the take sector of the sector of the sector of the sector of the sector of the take sector of the sector of the sector of the sector of the sector of the take sector of the se
25. Potential uses 26. Assessment of validity. 27. Other move. 28. Connection, this other existing employment sizes. 29. Are there any other sites that adjoin 29. Are there any other sites that adjoin 29. Are there any other sites that adjoin	What type of amployment uses to - to	Written analysis Written analysis	Yes	employment use would be valida, particularly in immediate more and other would be approximately and the barron barration in Bullectore. There are no other data in the area. The neared this would be Marston Jubbert The state is boated in Green Bet paragraphs 79– 52, particularly in reference is separation of The state is boated in Green Bet paragraphs 79– 52, particularly in reference is separation of
25. Pointfail uses     25. Annexement of values     27. Over mean     27. Over mean     27. Over mean     28. Corrections     29. Are there any other existing     anothermore any     29. Are there any other sites that adjoin     as administrat     30. Site officies	What type of anytype and anytype and anytype and anytype and anytype and anytype and anytype anytype anytype anytype the anytype anyty	Witten analysis Witten analysis Witten analysis Witten analysis	Yes	employment uses would be value, particularly in prime of market attractions and her much particular and the second second second second particular barantics in the second resource of the second her discount address of the second the second her discount address of the baround the second her discount address of the baround the second her discount address of the baround the second her discount address of the baround
23. Polarial uses 23. Description of validity 24. Connections 28. Connecting to other existing employment view 29. An there any other alities that adjoin 29. An there any other alities that adjoin 36. Site shots	What type of amployment uses the - concident matheta - concident matheta - analysis and col- concident what soci - Consident what soci - Consident what soci - Consident what soci - there factors such as po- ter also the social - there factors such as po- rial bits coshib - differences - and the social - the social with the - the social with the - differences - additional also - consident Parts - locationer Parts - consident Parts - the NetWey Parts - additional parts - additional parts - additional parts - consident Parts - the NETPEr - Consident Parts -	Writen analysis Writen analysis Writen analysis Writen analysis	Yes	employment use would be viaits, periodically in immediate of index allocations and the method issues of index allocations and the method issues. Nametation is Buildontion. There are no other states in the period table out to be derived a balance of the method table out to be derived a balance of the method period to be derived on the second of the method.

information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name 2. Site Reference	Useful information If provided	Define	-2018	Land at Burbages Lane ELR026 NUN162
3. Site Address 4. Site Size	Hectares Identify ownership and	Define Define		Land at Burbades Lane. Coventry, CV6 6AY 2.2 ha
5. Ownership	identry ownership and whether there are any potential issues	Define		1 owner The Broadweavers and Clothiers Company
6. Site Boundary 7. Site location in Borough context	Map Map Provious allocations	Define Define		
8. Site History	or permissions etc.	Written analysis Yes - Site is advertised as		
		Yes - Site is advertised as being available, or there are no obvious obstructions to immediately develop the site No - Site is not immediately		
9. Availability		No - Site is not immediately available (please state the reason)	Yes	
	Allocated, Green Belt, white land etc.			
	Identify any land designations that border the site (what is their proximity?)			Green Belt - currently used as paddocks and
10. Current land use & designation	is their proximity?)	Define 3. Attractive to National		allotments
		company 2. Attractive to Sub-Regional company 1. Attractive to Local		The site is well positioned in terms of being partly in NBBC and partly in Coventry. The southern part of the site is likely to be more attractive due to it orominence and closer relation to the Ricoh arena.
11. Market factor (1)		company	2	the site is likely to be more attractive due to it prominence and closer relation to the Ricoh arena.
		1. Market activity on same road or estate within the last 5 years 0. No evidence of market		
12. Market factor (2) 13. Other possible negative impacts on concerning factors on a tourism		activity	0	
scorome racios e.e. porsin		Written analysis 5. Clear plot, no obstructions 4. Regular shaped plot, obstructed		
		obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot,		
		<ol> <li>Irregular shaped plot, obstructed.</li> <li>Irregular shaped plot,</li> </ol>		Part of the plot is obstructed by Greenwood Farm, as
14. Physical Constraints (1)		fragmented 3. No topography issues	4	these buildings are not within the boundary line.
		<ol><li>Tonography is an issue but</li></ol>		
15. Physical Constraints (2)		relatively easy to overcome 1. Topography is an issue and would be challenging to overcome	3	
		<ol> <li>No flood risk issues</li> <li>Flood risk is an issue but relatively easy to overcome</li> </ol>		A small portion of the southern boundary has been
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		identified as having a risk of surface water flooding. However, this is unlikely to have an effect on
		3. No contamination issues 2. Contamination is an issue	2	developing the site.
		but relatively easy to overcome 1. Contamination is an issue		
17. Physical Constraints (4)		and would be challenging to overcome	3	
				There may be environmental constraints - potential loss of habitats, biodiversity and potentially important bedremue, do ecological bubitst accountered in
				hedgerow. An ecological/habitat assessment is recommended to determine the extent of this. In terms of landscape, the fields are isolated remnants of an
				order 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
				of landscape, the fields are isolated remnants of an idder landscape but their value in terms of the small amount of separation that they provide has to be quastionable when weighed against the fact that development here would be in a more sustainable location than other land lying on the wider satisfument fringes. If development were to be accepted here
		3. There are no other natural features of concern		substantial landscape buffer along the southern side
	This is all inclusive so	<ol> <li>Natural features are an issue but relatively easy to overcome</li> </ol>		to meintain and reinforce visual separation and identity. There may be scope for the relocation of the allotments north to the southern part of site nun180
18. Physical Constraints (5)	consider landscape matters, biodiversity, ecology etc.	<ol> <li>Natural features are an issue and would be challenging to overcome</li> </ol>		to manual and remote visual separation and identity. There may be score for the relocation of the allotments north to the southern part of site nun180 where they can make a more useful contribution to separation. Green Belt score 3. TEP score 8.5 Anticultural crade 3.
	account and	3. There are no infrastructure issues 2. Infrastructure could be an	ŕ	Philipping and a
		2. Initiatricture could be an issue but relatively easy to overcome 1. Infrastructure is an issue		
19. Physical Constraints (6)		<ol> <li>Immastructure is an issue and would be challenging to overcome</li> </ol>	3	There are no immediate infrastructure issues at this stage.
		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. Fasy site arcess for all		
		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. Bestrinted access to all		
		<ol> <li>Restricted access for HGVs; restricted access to major road network</li> </ol>		Burbages Lane is blocked halfway along for vehicular access, therefore access could be provided from the
		commercial vehicles, severely restricted access to major		Nuneation or Coventry side if a through road wasn't developed. The idea access would be off Winding House Lane, however, the boundary doesn't extend
20. Access		road network 5. Close to a station, peak time bus route and cycle	2	to this road.
		route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle		
		route, on a pedestrian route		
		<ol> <li>Close to either a station or peak time bus route or cycle route; on a pedestrian</li> </ol>		
		route 2. Not near a station, peak time bus route or cycle route; 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		The site is within 500m of a bus route. The nearest ston is Berlandth Carsal Close mute 56. Other mutes
21. Public Transport		Ness Peak time bus route defined as being a frequency of 2 buses per hour or more (Mon – Fri). 5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time)	4	stop is Bedworth Carsal Close route 56. Other routes within a close distance to this site are 55 and 57. The site is adiacent to a cycle route.
		4. Other Strategic Roads		
		3. Sub-regional Centres (Nuneaton)		
22 Strategic Location		2. Other Large Towns (Bedworth) 1. All other sites		M6 Junction 3 is within 5 minutes drive.
and the second sec	Describe the neighbouring uses, where are they located, what sort of		5	A REAL PROPERTY AND A DECIMARY STOR.
	located, what sort of employment uses			
	employment uses would this affect? Include reference to access to local			
23. Neiahbourina uses	amenities	Written analysis 5. Writhin urban area, Brownfield		Commercial residential leisure
		4. Edge of urban area,		
		area Partial Greenfield/Brownfield majority Brownfield; Or within urban area Greenfield		
		Greenfield; Edge of urban		
		area Partial Greenfield/Brownfield majority Greenfield		
		2. Outside of urban area Brownfield, Outside of urban area Partial		
		area Partial Greenfield/Brownfield majority Brownfield		
	Edge of urban area	Greenfield/Brownfield majority Brownfield 1. Outside of urban area, Greenfield; Outside of urban area, Partial Greenfield/Brownfield majority		
24. Sequential test and Brownfieldigneenfield	can be considered to be close to urban area What type of	Greenfield/Brownfield majority Greenfield	3	
	employment uses would be acceptable -			All huse classes could be considered although
25. Potential uses	analysis and neinbouring uses	Written analysis		All b use classes could be considered, although development would need to be mindful of existing residential development.
	consider market analysis and neighbouring uses Consider what sort of issues there are with bringing the site			
	bringing the site forward. Consider other factors such as surrounding uses,			
26. Assessment of viability	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 acreed if all of the site was to come forward.
27. Other notes		Written analysis		actived if all of the size was to come forward.
28. Connectivity to other existing	Consider sites outside the Borough, what sort of implications			The site would be close to Gallagher Business Park and the Ricoh correlex in Coventry.
SETEROVITIETE STADS	Consider sites outside the Borough, what sort of implications would this result in? If there are please undertake an	Written analysis		and the Ricoh complex in Coventry.
29. Are there any other sites that adjoin this submission	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			
31. NPPE/NPPG corroliance	Development Plan inc. the NPPF Consider how site	Written analysis		The site is located in Green Belt paragraphs 79 -92, particularly in reference to separation of settlements. Green Belt, Close to Covertry Settlement, and
32. Assessment against Emerging Borough Plan policy 33. Indication of timescale for bringing site forward	Consider how site conforms to requirements of PO	Written analysis		Green Belt, Close to Covertry Settlement, and crosses into Covertry administrative area. Against settlement hierarchy
3.3. Indication of timescale for bringing site forward		Written analysis		Site available immediately

			1-	la su de la companya
Information to collect		How to score	Score	Notes/Observations
1. Site Name	If provided	Define		
2. Site Reference		Define		NUN136. ELRO
3. Site Address		Define		
4. Site Size	Hectares Identify ownership and	Define	18.147	
5. Ownership	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 Voc. Site is advertised as		
		being available, or there are no obvious obstructions to		
		Writen analysis Yes - Site is adventised as being available, or there are no obvious obstructions to immediately develop the site No - Site is not immediately available (please state the monoch)		
9. Availability	Allocated, Green Belt, white land etc.	reason)		
	Identify any land designations that border the site (what			
10. Current land use & designation	border the site (what is their proximity?)	Define 3. Attractive to National		
		company		
11. Market factor (1)		2. Attractive to Sub-Regional company 1. Attractive to Local company		
		1. Market activity on same road or estate within the last 5 years 0. No evidence of market		
12. Market factor (2) 13. Other possible negative impacts on economic factors e.o. tourism		activity		
economic factors e.o. tourism		Written analysis 5. Clear plot, no obstructions 4. Regular shaped plot, obstructed		
		obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot, obstructed.		
		<ol> <li>Irregular shaped plot, obstructed.</li> <li>Irregular shaped plot,</li> </ol>		
14. Physical Constraints (1)		fragmented		
		3. No topography issues 2. Topography is an issue but relatively easy to overcome		
15. Physical Constraints (2)		relatively easy to overcome 1. Topography is an issue and would be challenging to overcome		
		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		
16. Physical Constraints (3)				
		<ol> <li>No contamination issues</li> <li>Contamination is an issue but relatively easy to overcome</li> </ol>		
		<ol> <li>Contamination is an issue and would be challenging to</li> </ol>		
17. Physical Constraints (4)		overcome 3. There are no other natural features of concern		
	This is all inclusive so	<ol> <li>Natural features are an issue but relatively easy to overcome</li> </ol>		
18. Physical Constraints (5)	This is all inclusive so consider landscape matters, biodiversity, accelerate ato	overcome 1. Natural features are an issue and would be challenoino to overcome 3. There are no infrastructure		
18. Privisical Constraints (5)	ecology etc.			
		<ol> <li>Infrastructure could be an issue but relatively easy to overcome</li> </ol>		
19. Physical Constraints (6)		<ol> <li>Infrastructure is an issue and would be challenging to overcome</li> </ol>		
		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. Fasy site arress for all		
		and sea networks 4. Close to major road network; easy site access for all vehicles 3. Easy site access for all whicks; indirect or restricted access to major road network 2. Restricted access for HT/V: restricted access to		
		HGVs; restricted access to major road network 1. Restricted access for all		
		commercial vehicles, severely restricted access to major		
20. Access		road network 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		
		time bus route, close to cycle route, on a pedestrian route 2. Close to either a station or		
		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		
		<ol> <li>Not on a pedestrian route; not near a station, peak time</li> </ol>		
		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).		
21. Public Transport		(Mon - Fri) 5. Motorway Corridor (within 5 minutos of a kunstion)		
		<ol> <li>Motonway Corridor (within 5 minutes of a junction)</li> <li>Other Strategic Roads (within 5 minute drive time)</li> <li>Other series of Contest</li> </ol>		
		3. Sub-regional Centres (Nuneaton) 2. Other Large Towns		
22. Strategic Location	Describe the	(Bedworth) 1. All other sites		
	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect?			
	employment uses would this affect? Include reference to			
23. Neidhbouring uses	Include reference to access to local amenities	Written analysis 5. Within urban area, Brownfield		
		<ol> <li>Within urban area, Brownfield</li> <li>Edge of urban area,</li> <li>Brownfield, Edge of urban area Partial</li> <li>Greenfield/Brownfield majority</li> <li>Brownfield; Or within urban</li> </ol>		
		Brownfield, Edge of urban area Partial Greenfield/Brownfield majority		
		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		
24. Sequential test and Brownfield/greenfield	Edge of urban area can be considered to be close to urban area	area, Partial Greenfield/Brownfield majority Greenfield	L	
	What type of employment uses			
25. Potential uses	consider market analysis and neinthronica	Written analysis		
and a constant don't	would be acceptable - consider market analysis and neighbouring uses Consider what sort of issues there are with bringing the site forward. Consider other factors such as summunifus uses			
	forward. Consider other factors such as			
	type of site this could be e.g. is it a gateway			
26. Assessment of viability 27. Other notes	site etc.	Written analysis Written analysis		
	Consider sites outside the Borreub what			
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	undertake an additional site			
adoin this submission	assessment Include photos	Written analysis		
30. Site photos	photos Consider how site			
31. NPPF/NPPG compliance	issues against the Development Plan inc.	Written analysis		
31. NPPF/NPPG compliance 32. Assessment against Emerging Borouch Plan policy	the NPPF Consider how site conforms to requirements of PO			
	waarements 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 2. Site Reference 3. Site Address	If provided	Define Define Define	E	Land at Barker's Farm ELR0026, NUN212 Newland Lane
4. Site Size	Hectares Identity ownership and whether there are any	Define		1.09 hectares 1 Owner Foeffes of Bonds Hospital Charity
5. Ownership 6. Site Boundary 7. Site location in Borough context	potential issues Map	Define Define Define		Estate
7. Site location in Borough context 8 Site History	Map Previous allocations or permissions etc.	Written onshirin		
SC MIRE EXCLUSION		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		
9. Availability	Allocated, Green Belt, white land etc. Identify any land designations that	wason)	Yes	
10. Current land use & designation	designations that border the site (what is their proximity?)	Define 3. Attractive to National		Green Belt - currently acriculture
		company 2. Attractive to Sub-Regional company 1. Attractive to Local		The size of the site on its own would only be attractive to smaller companies as the size of the development would be limited.
11. Market factor (1)		company 1. Market activity on same road or estate within the last 5 years 0. No evidence of market	1	the development would be limited.
12. Market factor (2) 13. Other possible negative impacts or		activity	0	
		Written analysis 5. Clear plot, no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot, obstructed		
14. Physical Constraints (1)		1. Irregular shaped plot, fragmented	5	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)		<ol> <li>No topography issues</li> <li>Topography is an issue but relatively easy to overcome</li> <li>Topography is an issue and would be challenging to overcome</li> </ol>	3	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 revenome		
16. Physical Constraints (3)		would be challenging to overcome 3. No contamination issues 2. Contamination is an issue but relatively easy to	3	
17. Physical Constraints (4)		but relatively easy to overcome 1. Contamination is an issue and would be challenging to overcome	3	
				There may be environmental constraints- potential loss of habitats, biodiversity and potentials important hodgerow. An ecobojical/habitat assessment is recommended to determine the evaluation of the same as considered to be unsultable for any development. Development would detract from an area of amaction constraints, making it valenance to sufficience outprivides, making it valenance to sufficience outprivides, making it sufficience outprivides making its sufficience of Neurably
18. Physical Constraints (5)	This is all inclusive so consider landscape matters, biodiversity, ecology etc.	3. There are no other natural teatures of concern 2. Natural features are an issue but relatively easy to overcome 3. Natural features are an issue and would be confisionen to infrastructure 3. The are no infrastructure 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to	1	Neekeda and Alah Garae (Hein) in turn is taka I having Graen). Their appears to Mill Graen Bah purposes by maintaining this separation and preventing what such be perceived as a main of countrylistic which weake the contrast to main of countrylistic which weake the contrast to the hind purpose of lens Bit. Graen hat score 3. TEP score 8.5 Aproximal stade 3.
19. Physical Constraints (6)		overcome	3	
23. Access		5. Either adjoining main road or motorway junction with easy site access for all winkles or access to rail, air and sea networks. A Close to major mad method is access to rail, air and sea networks, and sea access to rail winkles, indirect or restricted access for all winkles, indirect or restricted access for all commercial winkles, search access for all Commercial winkles, search and retworks. Restricted access for all commercial winkles, search and retworks. B Commercial winkles, search and retworks to import production to import production to import and retworks. B Commercial winkles, search and retworks to import and retworks to import and retworks. B commercial winkles, and retworks. B commercial winkles, and retworks to import and retworks to a station, peak method access to a station.	3	
		node; on a pedistrian robat (a. Close to a station or peak time bus robat, on a pedistrian outo, on a pedistrian 3. Close to either a station or peak time bus robat or cryste mote; on a pedistrian robat; 1. Not on a pedistrian robat; not ear a station, peak time bus robat or cryste robat; not ear a station, peak time bus robat or cryste robat; not ear a station, peak time bus robat or style robat bus robat or cryste robat; not ear a station; peak time bus robat or style robat		The state is weller 600m of a bid mode Ad Disease Common Raw Rowal 55 , has bit is allow
21. Public Transport		(defined as being a frequency of 2 buses per hour or more Man – Fri). 5: Motoway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres (Webnestron)	- 4	The same a weat solution a bits rocket. And Green Caravan Paint Route 55 the same same close to routes 66, 57 and 200. There is a cycle route within 10 minutes walk.
22. Strategic Location		(Nuneaton) 2. Other Large Towns (Bedworth) 1. All other sites		The A444 is within 5 minutes drive time.
	Describe the neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local			
23. Neighbouring uses	access to local amenities	Written analysis 5. Within urban area,		epriculture, country park
	Edge of robot	Brownfield 4. Edge of urban area, Brownfield, Edge of urban Brownfield, Edge of urban area Greanfield, Downfield majority Brownfield, Driver area 3. Edge of urban area area Greanfield Creanfield/Brownfield majority Greanfield/Brownfield majority 2. Durba of urban area 2. Durba of urban area Greanfield/Brownfield majority Greanfield/Brownfield majority Brownfield 1. Durba of urban area, 3. Durba of urban area 4. Durba of urban area 4. Durba of urban area 5. Durba of urban area 5		
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	area, Partial Greenfield/Brownfield majority Greenfield	1	
25. Potential uses	consider market analysis and neighbouring 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	Written analysis		All b class uses could be considered
26. Assessment of viability	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.
27. Other notes 28. Connectivity to other existing omoloyment sites		Written analysis		The site is located near to Prologis 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 addoin this submission	Consider sites cutside the Borough, what sort of implications would this result in? If there are please undertake an additional site	Written analysis		development.
adjoin this submission 30. Site photos	assessment Include photos inclusive of location of photos	Written analysis	Yes	
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 -
22 Accessment appingt Emorping	the NPPF Consider how site conforms to requirements of PO	Written analysis		92. Currently Green Belt and wouldn't comply with the settlement hierarchy
Borough Plan policy 33. Indication of timescale for bringing site forward	- angement territor of PO	Written analysis Written analysis		the settlement hierarchy Site available immediately.

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	If provided	Define		Notes/Observations Poplars Farm
2. Site Reference 3. Site Address		Define		ELR007 NLN307 Land at Poplars Farm, The Long Shoot, Nuneaton, CV11 8JG
4. Site Size	Hectores	Define		43.45ha
5. Ownership	Identify ownership and whether there are any octential issues	Define		1 center
6. Site Boundary	Map	Define		
7. Site location in Borough context	Мар	Define		
8. Site History	Previous allocations or permissions etc.	Written analysis		None in last 10 years
		Written analysis Yes - Shi 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		Yes The applicant has indicated that the site is
9. Avalability	Allocated, Green Belt, white land etc.	reason)		available immediately.
	Identify any land designations that border the site (what			The current land use is agriculture. The land is
10. Current land use & designation	border the site (what is their proximity?)	Define 3. Attractive to National		The current land use is agriculture. The land is currently designated as ENV2 and ENV3 Countryside and Area of Restraint.
		company 2. Attractive to Sub-Regional		The site would be well placed with connections to
11. Market factor (1)		company 1. Attractive to Local company 1. Market activity on same road or estate within the last 5	2	the AS and Eastboro Way Market activity has been for residential in this
		years 0. No evidence of market		The site would be well placed with connections to the AS and Eastbore Way. Market activity has been for residential in this area rather than employment uses. The applicant has indicated that the site has received instreast and the owner is activity seeking a developer to market the site.
12. Market factor (2) 13. Other possible negative impacts on economic factors e.o. tourism		activity Written analysis	0	Manual the site.
		Writen analysis 5. Clear plot, no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 2. Irrogular shaped plot, obstructed. 1. Irrogular shaped plot,		
		3. Regular shaped plot, fragmented 2. Irregular shaped plot,		The plot is slightly obstructed by the residential
14. Physical Constraints (1)		frequented	4	The plot is slightly obstructed by the residential dwellings which front on to The Long Shoot and the Wern Brook to the south of the site and the AS to the East.
		3. No topography issues 2. Topography is an issue but		
		<ol> <li>No topography issues</li> <li>Topography is an issue but relatively easy to overcome</li> <li>Topography is an issue and would be challenging to reservence</li> </ol>		
15. Physical Constraints (2)			3	No ssue
		<ol> <li>No flood risk issues</li> <li>Flood risk is an issue but relatively easy to overcome</li> <li>Flood risk is an issue and</li> </ol>		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
16. Physical Constraints (3)		would be challenging to overcome	2	sections of less susceptible risk running through the site. The majority of the site is part of flood zones 2 and 3a.
		3. No contamination issues 2. Contamination is an issue but relatively easy to		
		overcome 1. Contamination is an issue and would be challenging to		There is a potential high contamination risk in a small portion of the site which backs on to the
17. Physical Constraints (4)		overcome	2	
				the number of potentially important hedgerows on the site. An ecological/hebitat assessment is recommended to determine the extent of this. The
		3. There are no other natural features of concern 2. Natural features are an issue but relatively easy to		medium size partially hedgelined fields are meinly in intensive anable use based on Poplars Farm, with some pasture to the east, and
	This is all inclusive so	<ol> <li>Natural features are an issue but relatively easy to overcome</li> </ol>		vegetation cover is limited allowing views into and out of the site; there is some good vegetation along the brook. The landscape is
18. Physical Constraints (5)	matters, biodiversity, ecology etc.	overcome 1. Natural features are an issue and would be challenging to overcome	L.	Long short heat and readinative There may be environmental constraints due to the number of potentially important holgoness on the sin. An exclusional instancement is madium tass partially hedgelined tasks are manify in receive auditu and be been reduced to a partially hedgelined tasks are manify in receive auditu and be been dentified and the site of the site of the sec- sion of the site in the site of the sec- sion of the site in the index site of wepstation during the brock. The landscipeent alticularly samples where rebord collexity materials are analy in where rebord collexity materials and the site and among provide the rebord and materials.
bit		to overcome 3. There are no infrastructure issues 2. Infrastructure could be an		
		issue but relatively easy to overcome 1. Infrastructure is an issue		There are no obvious infrastructure issues apparent at this stage. The applicant has not indicated that there are any constraints to the obs.
19. Physical Constraints (6)		issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue and would be challenging to overcome	3	indicated that there are any constraints to the site.
		5. Either adjoining main road or motorway junction with easy site access for all		
		easy site access for all vehicles or access to rail, air and sea networks		
		<ol> <li>Close to major road network; easy site access for</li> </ol>		
		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		The site is accessed from an agricultural track off
		major road network 1. Restricted access for all		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
20. Access		commercial vehicles, severely restricted access to major road network 5. Octos to a station, peak free two to as station, peak	4	ideal as vehicles entering the site would have to pass residential properties on either side.
		5. Dise 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 toute.		
		time bus route, close to cycle route, on a pedestrian route		
		S. Close to either a station or peak time bus route or cycle route; on a pedestrian toute;		
		on a pedestrian route 1. Not on a pedestrian route;		
		<ol> <li>Not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> <li>Not. "Close" = within about 10 minutes walk</li> </ol>		
		defined as being a frequency		The site is shore at a set of a set
21. Public Transport		of 2 buses par hour or more (Mon – Fri). 5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time)	4	The site is close to routes 48, 158 and 4. Cycles routes are accessible within 10 minutes walk.
		4. Other Strategic Roads (within 5 minute drive time) 3. Sub-ranieval Common		
		3. Sub-regional Centres (Nuneaton) 2. Other Large Towns (Rodework)		
22. Strategic Location	Describe the	(Bedworth) 1. All other sites	4	The AS is accessible within 5 minutes drive time.
	neighbouring uses, where are they located, what sort of employment uses			
	would this affect? Include reference to			
23. Neighbouring uses	access to local amenties	Written analysis 5. Within urban area, Brownfield		Residential, park and agricultural
		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		
24 Responsibilities	Edge of urban area	The conflict Total state the conflict Total state to a Partial time Finite Total time Finite Total time Finite Total T		The site is located adjacent to existing residential
24. Sequential test and Brownfield/oreenfield	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 neinthrowing uses	Greenfield/Brownfield majority Greenfield	3	The site is located adjacent to existing residential development.
	would be acceptable - consider market			Any consistences and an interval of the set
25. Potential uses	analysis and neighbouring uses Consider what sort of issues there are with	Written analysis		Any employment uses would need to be mindful of the surrounding residential use
	issues there are with bringing the site forward. Consider other factors such as			
	surrounding uses, type of site this could be			The site would be attractive, however, road improvements would be required if this site came forward with the allocated housing sites.
26. Assessment of viability 27. Other notes	e.g. is it a gateway site etc.	Written analysis		forward with the allocated housing sites.
an offer fores	Consider sites outside the Bostwark what sort	erendari artaristă		Within the Branauth the second city is the second
28. Connectivity to other existing employment sites	the Borough, what sort of implications would this result in?	Written analysis		Within the Borough the nearest site is Herndale Business Park. However, the closet industrial estate is Dodwells Industrial estate.
29. Are there any other sites that adjoin	If there are please undertake an additional site			Another submission has been submitted next to
this submission	assessment Include photos inclusive of location of	Written analysis		the site.
30. Site photos	ohotos Consider how site conforms or poses			
31. NPPF/NPPG compliance	issues against the Development Plan inc. the NPPF	Written analysis		The site is located in Green Balt 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 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 Land to the rear of Crowhil, off Golf Drive, Naneaton, South & Land at Crowhil, off Golf Drive, Naneaton North	Source of Info Site suggestion
1. Site Name	If provided	Define			form
2. Site Reference		Define		ELR033, SHLAA -NUN275, WH/03/08 Off Golf Drive, Rear of Wentworth Drive,	previous studies -SHLAA Site suggestion
3. Site Address		Define		Nuneaton, CV11 8QF	Site suggestion
4. Site Size	Hectares Identify ownership and whether there are any	Define		12.67 hectares	Site suggestion
5. Ownership	potential issues	Define		Wells Family Partnership & Dawson	form Site suggestion
6. Site Boundary	Map	Define			form Site suggestion
7. Site location in Borough context	Map Previous allocations or	Define			form
8. Site History	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	Nuneaton planning search
		no obvious obstructions to immediately develop the site No - Site is not immediately			
9. Availabilty	Allocated, Green Belt, white land etc.	available (please state the reason)		The owners are supportive of development of the site. Site is under option by a developer.	Site suggestion form
10. Current land use & designation	Identify any land designations that border the site (what is their proximity?)	Define		Anticultural	Site suggestion form
	a the proving ()	3. Attractive to National		Alinama	
11 Market factor (1)		company 2. Attractive to Sub-Regional company 1. Attractive to Local company			Professional judgement
TT. Market factor (T)		<ol> <li>Attractive to Local company</li> <li>Market activity on same road or estate within the last 5</li> </ol>	-		loosmen
12. Market factor (2) 13. Other possible negative impacts on		years 0. No evidence of market activity	0		Professional judgement Professional
economic factors e.o. tourism		Written analysis 5. Clear plot, no obstructions 4. Regular shaped plot,		Countryside local habitats lost	iudoement
		3. Regular shaped plot,			
		fragmented 2. Irregular shaped plot, obstructed.			Site suggestion form, Professional
14. Physical Constraints (1)		fragmented	5	Multiple options for access, however these would be through residential streets.	Professional judgement
		<ol> <li>No topography issues</li> <li>Topography is an issue but relatively easy to overcome</li> <li>Topography is an issue and would be challenging to</li> </ol>			
15. Physical Constraints (2)		<ol> <li>Topography is an issue and would be challenging to overcome</li> </ol>	3		Site suggestion
, (A)		orecome			form GGP - SFRA Level 2 FZ, 2, 3a, 3b & Q100
		<ol> <li>No flood risk issues</li> <li>Flood risk is an issue but relatively easy to overcome</li> <li>Flood risk is an issue and would be challenging to excessors.</li> </ol>		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	Sa, 35 & 0100 plus cc. EA Surface water flooding lower,
16. Physical Constraints (3)		would be challenging to overcome	2	minor surface water flooding to the east of the site.	flooding lower, intermediate and more risk
		2. Contamination issues but relatively easy to revenue.			Site suggestion
47 Division C		1. Contamination is an issue and would be challerning to		No. Terrara	Site suggestion form, GGP - BGS Potential contamination sites
17. Physical Constraints (4)		overcome 3. There are no other natural features of concern 2. Nexural features are an issue but relatively easy to overcome 1. Nexural features are an issue and would be challenging to overcome 3. There are no infrastructure	3	no sidulid	sites
	This is all inclusive so	<ol> <li>Natural features are an issue but relatively easy to overcome</li> </ol>			
18. Physical Constraints (5)	This is all inclusive so consider landscape matters, biodiversity, ecology etc.	<ol> <li>Natural features are an issue and would be challenging to overcome</li> </ol>	3	No issues	Site suggestion form, GGP - SSSI. LWS.
		3. There are no infrastructure issues 2. Infrastructure could be an			1
		issue but relatively easy to overcome		There are no immediate issues which would need to be overcome spart from the expected gas, electric, water, sewage etc. The site suggestion form highlighted that pylons may be a constraint to development.	Site suggestion form.
19. Physical Constraints (6)		<ol> <li>Infrastructure is an issue and would be challenging to overcome</li> </ol>	3	form highlighted that pylons may be a constraint to development.	Professional iudoement
		5. Either adjoining main road			
		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		There are a number of potential access points for	
		major road network 1. Restricted access for all commercial vahirles, severely		this site However, improvements would be need to allow access for HGVs due to the surrounding resistential uses. There is also extential for	
20. Access		S. Ether adjoining main road or motoway junction with every site access for all webcils or access to rail, and adjoint of the second second adjoint of the second second adjoint of the second second adjoint of the second second adjoint of the second second access to major read network webcilsuit indicate access for all vehicities indicates for all particular access for all the second access for all reading access for major reading access for major	2	There are a number of potential access points for this site However, improvements would be need to allow access for H3Vs due to the surrounding residential uses. There is also potential for access to be gain from Heart of England Way if the surrounding land was brought forward.	Professional judgement
		<ol> <li>Close to a station, peak time bus route and cycle foute; on a pedestrian route</li> <li>Close to a station or peak time bus route, close to cycle toute, on a pedestrian</li> </ol>			
		time bus route, close to cycle route, on a pedestrian			
		<ol> <li>Close to either a station or peak time bus route or cycle route; on a pedestrian</li> </ol>			
		route			
		<ol> <li>Not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10</li> </ol>			GGP - 500m bus routes buffer 2011.
		bus route or cycle route NB1. "Close" = within about 10			stagecoach bus stop locations 2010, Bus
		MILLES walk NB2. Peak time bus route defined as being a frequency			routes 2011, Cycle network
21. Public Transport		(Mon – Fri). 5. Motorway Corridor (within 5	2	The site is located within 500m of a bus route. These are bus routes 7. 56 and 74	dévelopment plan
		minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres			
		3. Sub-regional Centres (Nuneaton) 2. Other Large Towns			
22. Strategic Location	Describe the	(Bedworth) 1. All other sites	3	The site is within 7mins drive time to the A444. 12 mins drive to M69/A5.	Google Maps
	employment uses would this affect?			The existing uses are existential and	
23. Neighbouring uses	neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amenities	Written analysis 5. Writen urban area,		The neighbouring uses are residential and agricultural. The site is located near to Golf Drive/ Lutterworth Road Local Centre.	Site suggestion form/ Site Visit
		Brownfield 4. Edge of urban area, Brownfield, Edge of urban			1
		Greenfield/Brownfield majority Brownfield; Or within urban area Greenfield 3. Edge of urban area Greenfield; Edge of urban area Partial Greenfield/Brownfield majority Greenfield/			
		Greenfield; Edge of urban area Partial Greenfield/Brownfield majority			
		Greenfield/Brownfield majority Greenfield 2. Outside of urban area Brownfield, Outside of urban area Pantial Greenfield/Brownfield majority			
		area Partial Greenfield/Brownfield majority Brownfield			
	Educ of where	Greenfield/Brownfield majority Brownfield 1. Outside of urban area, Greenfield; Outside of urban area, Partial Greenfield/Brownfield majority Greenfield			Site suggestion
24. Sequential test and Brownfield/oreanfield	Edge of urban area can be considered to be close to urban area What type of employment uses	Greenfield/Brownfield majority Greenfield	3	The site is currently Green Belt but would be attached to the existing urban area if developed.	form, Professional judgement
	What type of employment uses would be acceptable - consider market			Due to the surrounding uses being mainly	
25. Potential uses	consider market analysis and neighbouring uses	Written analysis		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	Professional judgement
	Consider what sort of issues there are with			August a state would have 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 neuroscientia buttimeers. The Second.	
	bringing the site forward. Consider other factors such as			viability of the site may be marginal given existing market conditions. However, there are no major	1
	surrounding uses, type of site this could be e.g. is it a gateway			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	Professional
26. Assessment of viability	site etc.	Written analysis		has recovered. The site suggestion form suggests that residential is the favoured use particularly as Taylor Wimpey	judgement Professional
27. Other notes	Consider sites ourside	Written analysis	-	is named.	iudoement
28. Connectivity to other existing	Consider sites outside the Borough, what sort of implications would this result in?	William menhadir		The site is located near to Attleborough Fields, but is unlikely to impact on employment sites outside the Borough	Professional judgement
employment sites	this result in? If there are please undertake an additional site	Written analysis		oward the Borough	
29. Are there any other sites that adjoin this submission	Include photos	Written analysis		Yes.	Review submissions
30. Site photos	inclusive of location of ohotos Consider how site				Professional iudoement
	Inclusive of location of photos Consider how site conforms or poses issues egainst the Development Plan inc. the NPPF			The site is located in Green Belt paragraphs 79 -	Professional
31. NPPF/NPPG correliance 32. Assessment against Emerging	the NPPF Consider how site conforms to requirements of PO	Written analysis		Provide a located in order but paragraphs 79 - 92 8123. Bringing the forward for employment use goes against creating strategic locations near existing successful employment sites.	iudoement Professional
32. Assessment against Emerging Borough Plan policy	requirements of PO	Written analysis			judgement
1				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
33. Indication of timescale for bringing site forward		Mildana and C			

Information to collect	Useful information	How to score	Score	Notes/Observations
				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
1. Site Name 2. Site Reference	If provided	Define Define		ELR034 Nur295. NUN150. Newland Hall Farm, Newland Lane, Ash Green & Land north of Probigis Park (Zone 1), north of New Road, Keresley, Covertry & Land at
3. Site Address 4. Site Size	Hectares Identify ownership and	Define Define		Rew Road, Refearly, Coverny & Land at Barker's Farm, Newland Lane 72.22 hectares
5. Ownership 6. Site Boundary	whether there are any potential issues Map	Define Define		6 owners
7. Site location in Borough context 8. Site History	Map Previous allocations or permissions etc.	Define		None in last 10 years
U. Chier Baroly	permanenta 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		
9. Availability	Allocated, Green Belt, white land etc. Identify any land	masoni		Not all of land can be considered available.
10. Current land use & designation	designations that border the site (what is their proximity?)	Define 3. Attractive to National company 2. Attractive to Sub-Regional		Current land use is acricultural
11. Market factor (1)		company 1. Attractive to Local company 1. Market activity on same road or estate within the last 5 years 0. No evidence of market	3	Adjacent to Prologis development, close to M6, nural views around site.
12. Market factor (2) 13. Other possible negative impacts on economic factors e.g. tourism		activity Written analysis	0	
		5. Clear plot, no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot, obstructed. 1. Irregular shaped plot,		
14. Physical Constraints (1)		fragmented 3. No topography issues 2. Topography is an issue but relatively easy to overcome 1. Topography is an issue and would be challenging to	5	
15. Physical Constraints (2)		overcome 2 No flood rick income	3	
16. Physical Constraints (3)		Contamination is an issue but relatively easy to overcome Flood risk is an issue and would be challenging to overcome 3. No contamination issues 2. Contamination is an issue	2	Parts of the site have been identified as Flood zone 2 and 3a. Parts of the site is susceptible to surface water flooding
17. Physical Constraints (4)		2: Contramination is an issue but relatively easy to overcome 1: Contamination is an issue and would be challenging to overcome 3: There are no other natural	2	There is a possible low contamination risk to the north of the site. A contamination risk assessment is recommended.
	This is all inclusive so consider landscape matters, biodiversity,	features of concern 2. Natural features are an Issue but relatively easy to overcome 1. Natural features are an		
18. Physical Constraints (5)	matters, biodiversity, ecology etc.	Issue and would be challenging to overcome 3. There are no infrastructure issues 2. Infrastructure could be an issue but relatively easy to overcome 1. Infrastructure is an issue	2	The north western part of the site is a local wildlife site 'Somers Road Meadow'
19. Physical Constraints (6)		and would be challenging to overcome 5. Either adjoining main road	2	Pylons cross part of the site however development could be developed around these.
20 Access		and sea networks and sea networks when the search search search and search search search search and search search search search and search search search search search search search search search mapping and search search search search search search search search mapping and search search search mapping and search search search search search search search search mapping and search search search search search search search search search search search search search mapping and search se	3	Access from New Road is utilisely to be an issue. However, increase of the load backing on the one of the load backing of the load backing of the one provide the load backing of the one of the one provide the load backing of the load backing of the how one the load back of the one of the load back The site is within 500m of a bac mode. Becksorch Regional backing of the advancement of the advancement The site is within 500m of a bac mode. Becksorch Regional backing of the advancement of the advancement the load back of the one of the advancement of the load back the load back of the load back of the load back of the load back the load back of the loa
		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		
22. Strategic Location	Describe the	2. Other Large Towns (Bedworth) 1. All other sites	4	Majority of the site is located less 5 minutes of the A444 and within 6 minutes of the M6 kunction.
	neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local			
23. Negitouring uses	Edge of urban assa	Written unskylisi Written utsma rana, Brownfridd, Elgo of utsma araa Paratal Generficiel Brownfridd, Elgo of utsma araa Paratal Generficiel Elgo of utsma araa Graestileid S. Edgo of utsma rana Graestileid, Edgo of utsma araa Graestileid Generficiel Content arapicity Generficiel Content arapicity Generficiel Content arapicity Brownfridd Doestical Grantel majority Brownfridd D. Outsido of utsma Brownfridd D. Outsido of utsma D. Outsido of utsma Brownfridd D. Outsido of utsma D. Outsma D. Outsm		agroute and esolential
24. Supplima ust and Brownfield/oreenfield	be close to urban area What type of employment uses would be acceptable - consider market	Greenfield	3	All industrial uses could be considered, although the development would need to be minofil of the
25. Potential uses	analysis and neiohbouring 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	Written analysis		the development would need to be mindful of the residential development.
26. Assessment of viability 27. Other notes	e.g. is it a gateway site etc.	Written analysis Written analysis		viablely of the entre site is guestionable due to the constraints and the potential issues with the layout due to lack potential development area.
28. Connectivity to other existing employment sites	the Borough, what sort of implications would this result in? If there are please undertake an	Written analysis		The site is adiacent to the Protocis site.
29. Are there any other sites that adjoin this submission 30. Site photos	additional site assessment Include photos inclusive of location of obtion	Written analysis		The site is adjacent to the ECO3 expansion land.
30. Site 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 33. Indication of timescale for bringing	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		Different parts have different timescales

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name	If provided	Define		Field at McDornell Drive
2. Site Reference		Define		ELR035. NUN284. NUN289
3. Site Address		Define		Land at McDonnell Drive, Exhall, Coventry, CV7 9GA
4. Site Size	Hectares Identify ownership and whether there are any	Define		0.84
5. Qanership	whether there are any potential issues	Define		3 owners
6. Site Boundary	Map	Define		
7. Site location in Borough context	Map Previous allocations	Define		
8. Site History	or permissions etc.	Written analysis Yes - Site is advertised as being available, or there are no obvious obstructions to		Green Belt .
		no obvious obstructions to immediately develop the site No - Site is not immediately available (please state the		
9. Availability	Allocated, Green Belt, white land etc.	reason)	Yes	
	Identify any land designations that border the site (what			Equestrian Isolation currently Green Belt, The site is adjacent to a potential wildlife site 'Moat
10. Current land use & designation	border the site (what is their proximity?)	Define 3. Attractive to National		site is adjacent to a potential wildlife site 'Moat House. Exhall'
		company 2. Attractive to Sub-Regional company 1. Attractive to Local		Location is good but prominence and size of site is likely to be unattractive.
11. Market factor (1)		company 1. Market activity on same road or estate within the last	1	is likely to be unattractive.
12. Market factor (2)		5 years 0. No evidence of market activity	0	Discussions with Waterloo Housing Association but nothing more.
<ol> <li>Other possible negative impacts on economic factors e.o. tourism</li> </ol>		Written analysis 5. Clear plot, no obstructions 4. Regular shaped plot,		Used as a car park during events at Ricoh, used as part of riding school.
		2. Irregular shaped plot, fragmented 2. Irregular shaped plot, obstructed.		
		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.
14. Physical Constraints (1)		3. No topography issues	4	Mouonnell Drive is not an issue in itself.
		<ol> <li>No topography issues</li> <li>Topography is an issue but relatively easy to overcome</li> <li>Topography is an issue and would be challenging to</li> </ol>		
15. Physical Constraints (2)		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		
16. Physical Constraints (3)		1. Flood risk is an issue and would be challenging to overcome 3. No contamination issues	3	
		2. Contamination is an issue		
17. Physical Constraints (4)		<ol> <li>Contamination is an issue and would be challenging to</li> </ol>		
17. Physical Constraints (4)		3. There are no other natural features of concern 2. Natural features are an		
	This is all inclusive so consider landscape matters, biodiversity,	issue but relatively easy to overcome 1. Natural features are an		
18. Physical Constraints (5)	matters, biodiversity, ecology etc.	issue and would be challenging to overcome 3. There are no infrastructure	3	The site is adjacent to a potential wildlife site.
		a laterature and the se		
19. Physical Constraints (6)		1. Infrastructure is an issue and would be challenging to		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.
19. Privisical Constraints (6)		overcome	3	the site was taken forward for employment.
		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		
		access to major road network 2. Restricted access for HGVs; restricted access to		
		<ol> <li>Easy site access for all vehicles; indirect or restricted access to major road network</li> <li>Restricted access for HGVs; restricted access for major road network</li> <li>Restricted access for all commercial vehicles, severally restricted access to major</li> </ol>		Access to major road network is ideal. However, the road itself is narrow and the visibility splay is
20. Access		restricted access to major road network 5. Close to a station, peak time bus route and cycle route; on a pedestrian route 4. Close to a station or peak	2	the road itself is narrow and the visibility spay is reduced.
		route; on a pedestrian route 4. Close to a station or peak time bus route, close to cycle		
		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		
		note 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 has each so and		
		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		Site is within 500m of a bus route. However, accessing this would be difficult to nature of
21. Public Transport		(Mon – Fri), E. Motorezu: Corridor (within E	3	accessing this would be difficult to nature of surrounding roads. Routes which pass the site are 20. 48. 778.
		minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres Miseostre)		
		3. Sub-regional Centres (Nuneaton) 2. Other Large Towns (Bedworth)		
22. Strategic Location	Describe the neighbouring uses,	(Bedworth) 1. All other sites	5	
	where are they located, what sort of employment uses would this affect?			
	Include reference to access to local			
23. Neidhbourina uses	amenities	Written analysis 5. Within urban area, Brownfield 4. Edge of urban area.		acricultural and residential care home.
		5. Within urban area, Brownfield 4. Edge of urban area, Brownfield, Edge of urban area Partial Greenfield/Brownfield majority Brownfield/Dr withis urban		
		area Greenfield 3. Edge of urban area		
		area Partial Greenfield/Brownfield majority		
		Greenfield 2. Outside of urban area		
		Brownfield, Outside of urban area Partial Greenfield/Brownfield majority Brownfield		
24. Sequential test and	Edge of urban area can be considered to	Greenfield/Brownfield majority Brownfield 1. Outside of urban area, Greenfield; Outside of urban area, Partial Greenfield/Brownfield majority		
24. Sequential test and BrownfieldForeenfield	be close to urban area What type of	Greenfield Brownfield majority Greenfield	3	
	employment uses would be acceptable - consider market analysis and			Employment uses would have to be mindful of care home, but all B use classes could be
25. Potential uses	neighbouring uses Consider what sort of issues there are with	Written analysis		considered.
	bringing the site forward. Consider other factors such as			
26. Assessment of viability	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.
25. Assessment of viability 27. Other notes		Written analysis		and the in machine of 2016 2010 Fr.
28. Connectivity to other existing	Consider sites outside the Borough, what sort of implications			The site is located near to Bayton Road industrial estate but not close enough to be
employment sites	would this result in? If there are please undertake an additional site	Written analysis		considered part of it.
29. Are there any other sites that adjoin this submission	assessment Include photos	Written analysis	Yes	ELR015
30. Site photos	consider how site conforms or poses			
31. NPPE/NPPG corrollance	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 Borouch Plan policy	Consider how site conforms to requirements of PO	Written analysis		Green Belt site and not in line with settlement hierarchy.
				Applicant loss indicated that the site is an
33. Indication of timescale for bringing site forward		Written analysis	I	Applicant has indicated that the site is available immediately.

A bottom bound under 	Information to collect	Useful information	How to score	Score	Notes/Observations
13 bandMartAndAndAndAndAnd14 bandMartMartMartMartMartMart15 bandMartMartMartMartMartMart14 bandMartMartMartMartMartMart14 bandMartMartMartMartMartMart14 bandMartMartMartMartMartMart14 bandMartMartMartMartMart14 bandMartMartMartMart <td< td=""><td>1. Site Name</td><td>If provided</td><td>Define</td><td></td><td>North West junction of Coverny Hoad &amp; Wilsons Lane, Exhall &amp; South of Wilsons Lane, Exhall</td></td<>	1. Site Name	If provided	Define		North West junction of Coverny Hoad & Wilsons Lane, Exhall & South of Wilsons Lane, Exhall
13 bandMartAndAndAndAndAnd14 bandMartMartMartMartMartMart15 bandMartMartMartMartMartMart14 bandMartMartMartMartMartMart14 bandMartMartMartMartMartMart14 bandMartMartMartMartMartMart14 bandMartMartMartMartMart14 bandMartMartMartMart <td< td=""><td>2. Site Reference</td><td></td><td>Define</td><td></td><td>ELR036</td></td<>	2. Site Reference		Define		ELR036
AnotonMaterial material material material material material material 	3. Site Address		Define		Wilsons Lane. Exhall
Autority and autority of a second of a	4. Site Size	Hectares Identify ownership and	Define		4.93 hectares
A bottom bound under 	5. Qwnership	whether there are any potential issues	Define		3 owners
LaborProduction Production Production Production 	6. Site Boundary	Map	Define		
NameNo. Background Single statements Single statements<	7. Site location in Borouth context	Map Bravious allocations	Define		The site circa 25 years ago had at some stage
A ADDRACHNorme of the sector sect	8. Site History	or permissions etc.	Written analysis Yes - Site is advertised as being available, or there are		
Action         Name         No.			no obvious obstructions to immediately develop the site No - Site is not immediately		Applicant has indicated site is available immediately but likely to come forward within next 5 years. However, the site is not currently
No. Control Local AlgorithmNomeNomeNome10. Control Local AlgorithmControlControlControlControl11. SubtractionControlControlControlControl12. SubtractionControlControlControlControl13. SubtractionControlControlControlControl14. SubtractionControlControlControlControl15. SubtractionControlControlControlControl14. SubtractionControlControlControlControl15. SubtractionControlControlControlControl16. SubtractionControlControlControlControl17. SubtractionControlControlControlControl18. SubtractionControlControlControlControl19. SubtractionControlControlControlControl19. SubtractionControlControlControlControl19. SubtractionControlControlControlControl19. SubtractionControlControlControlControl19. SubtractionControlControlControlControl19. SubtractionControlControlControlControl19. SubtractionControlControlControlControl19. SubtractionControlControlControlControl19. SubtractionControlControlControlControl <t< td=""><td>9. Availability</td><td></td><td>available (please state the reason)</td><td>No</td><td>cleared and is still working as commercial vehicle sales.</td></t<>	9. Availability		available (please state the reason)	No	cleared and is still working as commercial vehicle sales.
1. Under Land Land Land         Image: An information of the second		Identify any land			Part of site has a commercial retail in the form of vehicle sales and the remainder is used as
1. Machiner, C.     Image: Marginer, Mar	10. Current land use & designation	designations that border the site (what is their proximity?)	Define		pastoral and. Green Belt, vacant site subject to a agricultural tenancy but has not been actively used or a number of years
A control of			company 2. Attractive to Sub-Regional		
1. about of the set o	11. Market factor (1)		1. Attractive to Local company 1. Market activity on same	2	Site is located close to Bavton Road
1.3. Direct lease 1 and an and the second of the			5 years 0. No evidence of market		
1. Provid Contract on     1. A Decide Contract on	<ol> <li>Market factor (2)</li> <li>Other possible negative impacts on economic factors e.e. tourism</li> </ol>		Written analysis	0	
14. Proceed Controllers 11         1. Answer of the sector of the se					
14. Proceed Controllers 11         1. Answer of the sector of the se			5. Regular shaped plot, fragmented 2. Irregular shaped plot, obstructed		Overall the nint is fine event for the houndary
La Davie London V	14. Physical Constraints (1)		<ol> <li>Irregular shaped plot, fragmented</li> </ol>	5	line which forms a triangle into the site along the southern boundary.
La Davie London V			<ol> <li>No topography issues</li> <li>Topography is an issue but relatively easy to overcome</li> </ol>		
1. Photoal Contamen (1)         In Antioal Contamen (2)         In Antioal Con	15. Physical Constraints (2)		<ol> <li>Topography is an issue and would be challenging to overcome</li> </ol>	3	
1. Photoal Contamen (1)         In Antioal Contamen (2)         In Antioal Con					
14. Product Contents in 1.  15. Product Contents in 1.  16. Product Contents in 1.  17. Product Contents in 1.  18. Product Contents in 1.  19. Product Contents in 1.  1			relatively easy to overcome 1. Flood risk is an issue and		Flooding a very minor issue on site due to a very small part in the southern port of the site but
1. Theolat Conserts 10	16. Physical Constraints (3)		2 No contamination insues	2	susceptible to surface water flooding
1. Product Johnson H.     1. Reside to control relation       1. Product Constraint S1       1. Product Constraint S1 <td></td> <td></td> <td>but relatively easy to overcome 1. Contamination is an ioning</td> <td></td> <td>Part of the site has been identified as having a low contamination risk due to a nonel &amp; around</td>			but relatively easy to overcome 1. Contamination is an ioning		Part of the site has been identified as having a low contamination risk due to a nonel & around
In a linkage         Appendix decrements	17. Physical Constraints (4)		and would be challenging to overcome 3. There are no other natural	3	investigation / contamination study is recommended.
The all inclusions watches, books definitions in the all inclusions in the all inclusio			<ol><li>Natural features are an issue but relatively easy to</li></ol>		
1. Provide Constant of a second second and participation of a constant of a second and participation of a constant of a second and participation of a second and participation of a constant of a second and participation of a second and participation of a second and participation of a second and participation of a second and participation of a second and participation of a second and participation of a second and participation of a second and participation of a second and participation of a second and participation of a second and participation of a second and participation of a second and participation of a second and participation of a second and participation and second and participation of a second and participation of a second and participation and second and participation of a second and participation of a second and participation and second and participation of a second and participation of a second and participation and second and participation of a second and participation of a second and participation and second and participation of a second and participation of a second and participation and second and participation of a second and participation and second and participation of a second and partipation of a second and participation of a second a		This is all inclusive so consider landscape matters, biodiversity,	1. Natural features are an issue and would be		A part of the southern boundary has been
10 Product Constrain B         Increment encode de delargenge encode de delargenge	18. Physical Constraints (5)	ecology etc.		2	classed a cotential wildlife site. "Wilsons Lane"
10         Product Joseph Ed.         2         Life National Life Annual National Natio			overcome		
20. Access     Experiation of a process of a proces of a process of a proces of a process of a process of a p	19. Physical Constraints (6)		and would be challenging to overcome	2	A section of the site has a pylon running through it but this wouldn't stop development of the site.
A Cost in using a set actions in a set action in a set			5. Either adjoining main road or motorway junction with		
21. Notice 1     Another 1     Another 1     Another 1       22. Instance 1 control     Another 1     Another 1     Another 1       23. Instance 1 control     Another 1     Another 1     Another 1       23. Instance 1 control     Another 1     Another 1     Another 1       23. Instance 1 control     Another 1     Another 1     Another 1       23. Instance 1 control     Another 1     Another 1     Another 1       23. Instance 1 control     Another 1     Another 1     Another 1       23. Instance 1 control     Another 1     Another 1     Another 1       24. Instance 1 control     Another 1     Another 1     Another 1       25. Instance 1 control     Another 1     Another 1     Another 1       26. Another 1     Another 1     Another 1     Another 1       27. Instance 1 control     Another 1     Another 1     Another 1       27. Instance 1 control     Another 1     Another 1     Another 1       27. Instance 1 control     Another 1     Another 1     Another 1       28. Another 1     Another 1     Another 1     Another 1       29. Instance 1 control     Another 1     Another 1     Another 1       20. Instance 1 control     Another 1     Another 1     Another 1       29. Instance 1 co			vehicles or access to rail, air and sea networks		
2. Detect Transmission  2. Detect Transmission  3. Constant with a second seco			<ol> <li>Close to major road network; easy site access for all vehicles</li> </ol>		
Bit Access     Description     S       Display and the bit of th			<ol> <li>Easy site access for all vehicles; indirect or restricted access to major road network</li> </ol>		
Bit Access     Description     S       Display and the bit of th			<ol> <li>Restricted access for HGVs; restricted access to major road network</li> </ol>		
2. Instance Location     Address lates and the second of a polymeric age of a poly			<ol> <li>Restricted access for all commercial vehicles, severely restricted access to major</li> </ol>		
2. Instance Location     Address lates and the second of a polymeric age of a poly	20. Access		road network 5. Close to a station, peak time bus route and cycle moto: on a perfection route	5	
2. Index Transmit     Index Transmit     Index Transmit     Index Transmit       2. Index Transmit     Index Transmit     Index Transmit     Index Transmit       2. Index Transmit     Index Transmit     Index Transmit     Index Transmit       2. Index Transmit     Index Transmit     Index Transmit     Index Transmit       2. Index Transmit     Index Transmit     Index Transmit     Index Transmit       2. Index Transmit     Index Transmit     Index Transmit     Index Transmit       2. Index Transmit     Index Transmit     Index Transmit     Index Transmit       2. Index Transmit     Index Transmit     Index Transmit     Index Transmit       2. Index Transmit     Index Transmit     Index Transmit     Index Transmit       2. Index Transmit     Index Transmit     Index Transmit     Index Transmit       2. Index Transmit     Index Transmit     Index Transmit     Index Transmit       2. Index Transmit     Index Transmit     Index Transmit     Index Transmit       2. Index Transmit     Index Transmit     Index Transmit     Index Transmit       2. Index Transmit     Index Transmit     Index Transmit     Index Transmit       2. Index Transmit     Index Transmit     Index Transmit     Index Transmit       2. Index Transmit     Index Transmit     Index Transmit			<ol> <li>Close to a station or peak time bus route, close to cycle mute, on a perfection.</li> </ol>		
A decision of a set of a			route 3. Close to either a station or		
1. Belix Tuescot					
1. Belix Tuescot			time bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route;		
Image: Transmission         Image: Transmission compared at the protocol or encoder of the protoc			NB1. "Close" = within about		
11 Adat Toucool  12 Allos Toucool  13 Adat Toucool  14 Adat Toucool  15 A			NR2 Peak time hus mute		The site is within 500m of a law mute. The
22. Binder London     1. Mitter und hyperbolic     2 Mitter und hyperbolic       22. Binder London     Describe Mitter und hyperbolic     2 Mitter und hyperbolic       23. Binder London     Describe Mitter und hyperbolic     Einstrument data       24. Binder London     Describe Mitter und hyperbolic     Einstrument data       23. Binder London     Describe Mitter und hyperbolic     Einstrument data       24. Binder London     Describe Mitter Und Hyperbolic     Einstrument data       25. Binder London     Describe Mitter Und Hyperbolic     Describe Mitter Und Hyperbolic       26. Seguential loss of Under Und Hyperbolic     Describe Mitter Und Hyperbolic     Describe Mitter Und Hyperbolic       26. Seguential loss of Under	21. Public Transport		(Mon – Fri).	3	routes which pass the site are 209. 20. 48. 778
22. Binder London     1. Mitter und hyperbolic     2 Mitter und hyperbolic       22. Binder London     Describe Mitter und hyperbolic     2 Mitter und hyperbolic       23. Binder London     Describe Mitter und hyperbolic     Einstrument data       24. Binder London     Describe Mitter und hyperbolic     Einstrument data       23. Binder London     Describe Mitter und hyperbolic     Einstrument data       24. Binder London     Describe Mitter Und Hyperbolic     Einstrument data       25. Binder London     Describe Mitter Und Hyperbolic     Describe Mitter Und Hyperbolic       26. Seguential loss of Under Und Hyperbolic     Describe Mitter Und Hyperbolic     Describe Mitter Und Hyperbolic       26. Seguential loss of Under			4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres		
b. Stock Reining         Provide Reining         Provide Reining         Provide Reining           23. Nucleborne und         Provide Reining         Provide Reining         Provide Reining           23. Nucleborne und         Provide Reining         Provide Reining         Provide Reining           23. Nucleborne und         Provide Reining         Provide Reining         Provide Reining           24. Nucleborne und         Provide Reining         Provide Reining         Provide Reining           24. Nucleborne und         Provide Reining         Provide Reining         Provide Reining           24. Nucleborne und         Provide Reining         Provide Reining         Provide Reining           24. Nucleborne und         Provide Reining         Provide Reining         Provide Reining           25. Roardial kun of         Provide Reining         Provide Reining         Provide Reining           25. Roardial kun of         Provide Reining         Provide Reining         Provide Reining           26. Roardial kun of         Provide Reining         Provide Reining         Provide Reining           26. Roardial kun of         Provide Reining         Provide Reining         Provide Reining           27. Roardial kun of discordial contraine         Provide Reining         Provide Reining           26. Roardial kun of discordial					
23. Neinflorion unes entrete entre e	22. Stratedic Location	neighbouring uses.	1. All other sites	5	M6 kunction 3 within 5 minutes drive.
La landa deferen la anteriori la construction la anteriori la construction la construct		located, what sort of employment uses would this affect?			
A. Segunda data and be a set of the set	23. Neighbouring uses	Include reference to access to local	Written analysis		Employment, agriculture
A Boandol kata and     English of the same base of t					
A Boandol kata and     English of the same base of t			Brownfield, Edge of urban area Partial Greenfield/Brownfield majority		
All and a set of			area Greenfield 3. Edge of urban area		
A Bigentral ket and     A			area Partial Greenfield/Brownfield majority		
b. Stegarial las and     b. Stegarial las			Greenfield 2. Outside of urban area		
Construction     C			area Partial Greenfield/Brownfield majority Brownfield		
Construction     C	24 Semiential test and	Edge of urban area	Greenfield; Outside of urban area, Partial Greenfield; Provential		
S. Protectal uses     S. Protectal usex     S. Protectal usex     S. Protectal usex     S. Protectal usex	24. Sequential test and Brownfield/oneenfield	be close to urban area What type of	Greenfield	3	
5. Futural sizes 65. Potential uses 65. Potential		consider market			
bringing to data     bringing to data     bring the basis     bring the basis     bring the basis as a     bring the basis     bring the babasis     bring the babasis     bring the babasis     bring the bab	25. Potential uses	neighbouring uses Consider what sort of	Written analysis		All B use classes could be considered.
Second and a second a sec		bringing the site forward. Consider other factors such as			
		surrounding uses, type of site this could be e.g. is it a gateway			There are no immediate issues to consider the site unviable. However, junction improvements
22. Concessful to state eaching the Boncya-test and a Procession Without available in the Boncya-test international data intern	26. Assessment of viability 27. Other notes	site etc.			may be needed to bring the site forward.
instructure taba.		Consider sites outside the Borough, what			
20. Are free any often sites that a distribution of the adverse of the adver	26. Connectivity to other existing employment sites	would this result in? If there are please	Written analysis		Invisite would sit adjacent to School Lane and Bayton Road employment sites.
30. She arteris     3	29. Are there any other sites that adjoin this submission	additional site assessment	Written analysis	Yes	
I. MPF APPO constance     I. MPF APPO constance     The Site In Locate I in Green Ball paragraphs 79.     The Site In Locate I in Green Ball paragraphs 79.     The Site In Locate I in Green Ball paragraphs 79.     The Site I in Comparison I in Green Ball paragraphs 79.     The Site I in Comparison I in Green Ball paragraphs 79.     The Site I in Comparison I	30. Site photos	inclusive photos inclusive of location of photos Consider how cito			
1. <u>HPF2PEPD constance</u> 1. <u>HPF2PEPD constance</u> 22.     Consider to sela     Consider the selar sectors     conform to the settement hierarchy		issues against the Development Plan inc.			The site is located in Green Belt norannambs 70 -
	31. NPPF/NPPG compliance 32. Assessment against Emerging	the NPPF Consider how site conforms to			92.
33. Indication of timescale for bringing site forward Written analysis University of the new 5 years	Borouch Plan policy	requirements of PO	Written analysis		conform to the settlement hierarchy
Sector Se	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. Bulkington Lane
1. Site Name	If provided	Define		Land at Whitestone Farm. Buikington Lane
3. Site Address		Defer		Publication International
3. One Address		Defe		116.61 hertares
4. Site Sole	Hectares Identify ownership and whether there are any potential issues	Define		116.61 hectares
6. Site Boundary	Map	Define		
7. Site location in Borough context	Map	Define		
8. Site History	Previous allocations or permissions etc.	Written analysis		
		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 immodel)		
		immediately develop the site No - Site is not immediately available (please state the		
9. Availability	Allocated, Green Belt, white land etc.	reason)	Yes	
	Identify any land designations that			
10. Current land use & designation	Identify any land designations that border the site (what is their proximity?)	Define		agriculture
		3. Attractive to National company 2. Attractive to Sub-Regional		Not near any existing employment areas, but
11. Market factor (1)		company 1. Attractive to Local company	2	Not near any existing employment areas, but could become well connected to Bermuda along Gicsv Lane
		1. Market activity on same road or estate within the last 5 years 0. No evidence of market		
12. Market factor (2) 13. Other possible negative impacts on economic factors e.g. tourism		activity	0	Would connect Whitestone with ribbon development from Bulkington
		Written analysis 5. Clear plot, no obstructions 4. Regular shaped plot, obstructed		
		obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot,		There are no obstructions to the site, although the
14. Physical Constraints (1)		obstructed. 1. Irregular shaped plot, fragmented	-	northern element of the site is bounded by Lutterworth Road and the east by the Ashiby de la zouch canel.
		2. No topography insure		
		<ol> <li>Topography is an issue but relatively easy to overcome</li> <li>Topography is an issue and would be challenging to</li> </ol>		
15. Physical Constraints (2)		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		Asitby de la zouch canal runs along the eastern
16. Physical Constraints (3)		<ol> <li>Flood risk is an issue and would be challenging to</li> </ol>		Asihity de la zouch canel 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 fluorition.
16. Physical Constraints (3)		3. No contamination issues 2. Contamination is an issue	2	flooding
		would be challenging to overcome 3. No contamination issues 2. Contamination is an issue but reliatively easy to overcome 1. Contamination is an issue and would be challenging to overcome 2. These are so other solution		a very small part has been identified as having a
17. Physical Constraints (4)		and would be challenging to overcome. 3. There are no other natural features of concern 2. Nexural features are an issue but relatively easy to overcome 1. Nexural features are an issue and would be challenging to overcome	2	potential low contamination risk due to a pond
		Natural features are an issue but relatively easy to		The site is located next to a potential LWS, The Gof Course. There may be environmental contraints - potential loss of heabtast, biodiversity and potentially important hedgarow. An ecological/heabta assessment is recommended to determine the astert of this.
	This is all inclusive so consider landscape matters, biodiversity,	overcome 1. Natural features are an issue and would be challenging		constraints - potential loss of habitats, biodiversity and potentially important hedgerow. An ecological/habitat assessment is recommended to
18. Physical Constraints (5)	ecology etc.	<ol><li>There are no infrastructure issues</li></ol>	2	determine the extent of this.
		<ol> <li>Infrastructure could be an issue but relatively easy to overcome</li> </ol>		Pylons run across part of the site, but
19. Physical Constraints (6)		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 tris. There are no immediate infrastructure concerns.
		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		
		all vehicles 3. Easy site access for all		
		whicles; indirect or restricted access to major road network 2. Restricted access for		
		HGVs; restricted access to major road network 1. Restricted access for all		
20. Aurora		5. Ether adjoining main road or motively junction with why this access for load, air and sain networks. A Close to major road network, easy site access for a vehicles a vehicles access to major cand network. 2. Restricted access for 1. Nastricted access for major restricted access for major		Eastboro Way and the A444 are accessible from the site
20. PLCB28		road natwork 5. Glose 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.		121 226
		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		
		<ol> <li>Not near a station, peak time bus route or cycle route; on a pedestrian route</li> </ol>		
		1. Not on a pedestrian route; not near a station, peak time bus route or cycle route		
		Inclusion of the series of the		The site is within 500m of a bus route. The routes
21 Duble Transact		defined as being a frequency of 2 buses per hour or more (Mon. Eci)		The site is within 500m of a bus route. The routes accessible are 7, 56, 74. However it doesn't have a pedestrian route, therefore a score of 2 has been riven.
		5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads		
		(within 5 minute drive time) 3. Sub-regional Centres (Nanestron)		
22. Strategic   organise		(Nurseacci) 2. Other Large Towns (Bedworth) 1. All other sites		The A5, A444 and M69 can be accessed in approx 6 minutes. Nuneaton Town Centre is accessed in 6 minutes.
ALL DE LA COMPANY	Describe the neighbouring uses, where are they	4194		
	where are they located, what sort of employment uses would this affect?			
23. Neichbouring uses	would this affect? Include reference to access to local amenities	Written anotherin		aminuthuse and residuated
and a distribution of solid	and the state of t	Written analysis 5. Writtin urban area, Brownfield 4. Edge of urban area,		
		Brownfield 4. Edge of urban area, Brownfield, Edge of urban area Pantial Greanfield/Brownfield majority Brownfield/ Or within urban area Greenfield		
		Brownfield; Or within urban area Greenfield		
		<ul> <li>coge or urban area</li> <li>Greenfield; Edge of urban</li> <li>area Partial</li> </ul>		
		Greenfield/Brownfield majority Greenfield 2. Outside of urban area		
		soloritad, O wirm duan ana Gradridu 3. Gegen chan ana ana Gradridu 4. Soloritad chan ana ana Partial Graerfield Stowrfield majority Graerfield Stowrfield order Bowrfield Diorefield Stowrfield majority Bowrfield Diorefield Stowrfield majority Bowrfield Diorefield Stowrfield majority Graerfield Stowrfield majority Graerfield Stowrfield majority Graerfield Stowrfield majority Graerfield Stowrfield majority Graerfield		
		Brownfield 1. Outside of urban area, Greenfield, Outside of urban		
24. Sequential test and Brownfield/oreenfield	Edge of urban area can be considered to be close to urban area What type of	area, Partial Greenfield/Brownfield majority Greenfield		
	What type of employment uses would be acceptable - consider market			
25. Potential uses	consider market analysis and neighbouring uses Consider what sort of	Written analysis		All employment B uses
	issues there are with bringing the site			
	forward. Consider other factors such as surrounding uses, type			It is uncertain whether development of the land for employment uses would be viable, particularly in
26. Assessment of viability	of site this could be e.g. is it a gateway site etc.	Written analysis	L	employment uses would be viable, particularly in terms of market attractiveness and how much of the land could actually be developed without joining Nuneaton to Bulkington.
27. Other notes		Written analysis		· · · · · · · · · · · · · · · · · · ·
28. Connectivity to other existing	Consider sites outside the Borough, what sort of implications would			
employment sites	this result in? If there are please	Written analysis		No other employment sites nearby
29. Are there any other sites that adjoin this submission	undertake an additional site assessment Include photos	Written analysis	Yes	
30. Site photos	Include photos inclusive of location of photos Consider how site			
	Consider how site conforms or poses issues against the Development Plan inc.			The site is located in Green Belt paragraphs 79 - 92, particularly in reference to separation of
31. NPPF/NPPG compliance	UN NUTT	Written analysis		The same is occurred increased but paragraphs of softements. The same would be within Green Belt but would meet the samtement hierarchy of the Borough. However, it would go against the need to keep settlements senarate.
32. Assessment against Emerging Borough Plan policy	Consider how site conforms to requirements of PO	Written analysis		meet the settlement hierarchy of the Borough. However, it would go against the need to keep settlements separate.
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 Barker's Farm. Newland Lane
2. Site Reference		Define		ELR038
3. Site Address		Define		Barker's Farm. Newland Lane
4. Site Size	Hectares	Define		40.37 hectares
5. Ownership	Identify ownership and whether there are any potential issues	Define		5 owners
6. Site Boundary	Мар	Define		
7. Site location in Borouch context	Mao	Define		
8. Site History	Previous allocations or permissions etc.	Written analysis		
		Witten 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		No - Site is not immediately available (please state the		Not all parts of the site are available
3. Avalabley	Allocated, Green Belt, white land etc.	reason)	Tes	Not an parts of the site are avalable
	Identify any land designations that border the site (what is their proximity?)			
10. Current land use & designation	is their proximity?)	Define 3. Attractive to National		agriculture The site would have exeminate to the MP but in
		company		The site would have prominence to the M8, but is disconnected from any other employment sites and access reads would be an issue. Adjacent to Prologis development, close to M8, rural views around site.
11. Market factor (1)		<ol> <li>Attractive to Sub-Regional company</li> <li>Attractive to Local company</li> <li>Market activity on same road or estate within the last 5</li> </ol>	2	around site.
12 Market factor (2)		years 0. No evidence of market		
13. Other possible negative impacts on economic factors e.g. tourism		Written analysis 5. Clear plot, no obstructions 4. Regular shaped plot,		Development of whole site would be considerably out of character with the area.
		<ol> <li>Regular shaped plot, obstructed</li> <li>Regular shaped plot,</li> </ol>		
		fragmented 2. Irregular shaped plot,		Part of the site is obstructed by residential to the
14. Physical Constraints (1)		<ol> <li>Irregular shaped plot, fragmented</li> </ol>	5	Part of the site is obstructed by residential to the east but there are still plenty of access opportunities at locations around the site.
		<ol> <li>No topography issues</li> <li>Topography is an issue but relatively easy to overcome</li> <li>Topography is an issue and would be challenging to</li> </ol>		
15. Physical Constraints (2)		<ol> <li>Topography is an issue and would be challenging to overcome</li> </ol>		
		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		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 into 2. Others areas are susceptible to surface
16. Physical Constraints (3)		would be challenging to overcome 3. No contamination issues	2	into 2. Others areas are susceptible to surface water flooding
		overcome 2. Contamination issues but relatively easy to overcome		
17. Physical Constraints (4)		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.
				There are potential environmental constraints - potential loss of habitats, biodiversity and
				partie on the solution audient bootskip, these are potential enconnected controllators potential tops of habitas, blobk-andy of solutions and the solution of the solution of the description of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the description with the solution of the solution of the description of the description of the description of the description of the description of accommodated in the most description advances the meanancing the solution of the solution of the description meanancing the solution of the description of the description of the the solution of the description of the description of the the solution of the description of the description of the the solution of the description of the description of the the solution of the description of the description of the description of the the description of the descripti
				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
		3. There are no other natural features of concern		separation of the dispersed settlement pattern in this area. Whilst development may be accommodated in the more discreat eastern part
	This is all inclusive so	<ol> <li>Natural features are an issue but relatively easy to overcome</li> </ol>		(north and east of Barkers Farm) it would truncate the flow of the valley which assists with maintaining the separate identity of Ash Green
18. Physical Constraints (5)	This is all inclusive so consider landscape matters, biodiversity, ecology etc.	<ol> <li>Natural features are an issue and would be challenging to overcome</li> <li>There are no infrastructure</li> </ol>	1	and is therefore full out development is not recommended. The north western part of the site is a local wildlife site 'Somers Road Meadow'
		<ol> <li>Intere are no inmanucture issues</li> <li>Infrastructure could be an issue but relatively easy to</li> </ol>		
		overcome 1. Infrastructure is an issue and would be challenging to		Power lines cross the southern part of the site. Development could be accommodated around these, but would further reduce the potential
19. Physical Constraints (6)		overcome	2	development area.
		5. Either adjoining main road or motorway junction with population present for oil		
		vehicles or access to rail, air and sea networks 4. Close to major road		
		network; easy site access for all vehicles 3. Form site reserve for all		
		vehicles; indirect or restricted access to major road network.		
		HGVs; restricted access to major road network 1. Restricted access for all		Access from New Road is utilikely to be an issue. However, some of the roads leading to the site are a little normal in name, name and where
20. August		S. Ether adjoining main road or motoway junction with werksing or access for all werksing or access for all and saa networks 4. Obset to major road mathenity, assiy all access for all werksid access to major road network access to major road network 1. Restricted access for HOVy, restricted access for major commercial werksing, severally restricted access for 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 nervin in places, particularly where right hand sums are needed for large HOVs. A better access adultion would be to connect to the Protods Park via ECO3 to Central Boulevard.
A		read natwork 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		
		tode 3. Cince 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;		
		<ol> <li>Not on a pedestrian route; not near a station, peak time bus route or cycle route NB1. "Close" = within about 10</li> </ol>		
				The site is within 500m of a bus route. Bedworth Royal Oak Stop Route 55 is adjecent to the site. Other routes which past the site are 56, 57 &
21. Public Transport		NB2: Peak time bus route defined as being a frequency of 2 buses par hour or more (Mon - Fri). 5. Motorway Corridor (within 5 minutes of a junction)	3	Other routes which past the site are 56, 57 & 209.
		minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres		
		(Nunestori) 2. Other Large Towns		
22. Strategic Location	Describe the	(Bedworth) 1. All other sites	4	The A444 is within 5 minutes drive time.
	Describe the neighbouring uses, where are they located, what sort of employment uses would this affact? Include reference to access to local amenities.			
	would this affect? Include reference to access to local			
23. Neichbouring uses	amenities	Written analysis 5. Witten urben area, Brownfield		acriculture and residential
		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		
		Greenfield/Brownfield majority Greenfield 2. Outside of urben area		
		Brownfield, Outside of urban area Partial Greanfield/Brownfield majority		
		Brownfield 1. Outside of urban area, Greenfield: Outside of urban		
24. Sequential test and Brownfield/greenfield	Edge of urban area can be considered to be close to urban area	area, Partial Greenfield/Brownfield majority Greenfield		
	be close to urban area What type of employment uses would be acceptable -			
25. Potential uses	consider market analysis and neighbouring uses	Written analysis		All B use classes could be considered
	consoler what sort of issues there are with bringing the site formated formation			Mahillar of the electric second second
	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.			Vability of the site is questionable due to the constraints and lock of potential development area. While other parts are more likely to be viable as there are no known oxisting constraints and the site is likely to be attractive to the market if it become part of the Prologie astate.
26. Assessment of viability	of site this could be e.g. is it a gateway site etc.	Written analysis		and the site is likely to be attractive to the market if it become part of the Prologia estate.
27. Other notes	Consider sites and	Written analysis		
28. Connectivity to other existing employment sites	Consider sites outside the Borough, what sort of implications would this result in? If there are please	Written analysis		The site is adjacent to the Protocis site.
employment sites 29. Are there any other sites that adjoin	undertake an additional site	and Vill	l	
this submission	assessment Include photos	Written analysis	Yes	
30. Site photos	inclusive of location of photos Consider how site conforms or poses issues against the Development Plan inc. the NPPF			
31. NPPF/NPPG compliance	issues against the Development Plan inc. the NPPF Consider how site	Written analysis		The site is located in Green Belt paragraphs 79 - 92, particularly in reference to separation of settlements.
32. Assessment against Emerging Borouth 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				
		William pophysiz	1	Site available immediately

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name 2. Site Reference	If provided	Define	L_	Notes/Observations Land at Woodford Close & Land at Bowling Green Lane and St Glies Road, Exhall ELR039
3. Site Address		Define		Land at Woodford Close & Land at Bowling Green Lane and St Gles Road, Exhall
4. Site Size	Hectares Identify ownership and	Define		60.82 ha
5. Ownership	whether there are any potential issues	Define		2 owners
6. Site Boundary	Man	Define		
7. Site location in Borough context	Map	Define		
	Previous allocations			031427 Change of use from agricultural land to graveyard to include car park and church garden (Land east of Bell Drive, off Church Lane)
8. Site History	or permissions etc.	Written analysis Yes - Site is advertised as being available, or there are		(Land east of Bell Drive, off Chutch Lane)
		no obvious obstructions to immediately develop the site		
		No - Site is not immediately available (please state the		
9. Availability	Allocated, Green Belt, white land etc.	reason)	Yes	Discussions in hand and site is available.
	Identify any land designations that border the site (what is their proximity?)			
10. Current land use & designation	is their proximity?)	Define 3. Attractive to National		Agricultural and Green Belt
		3. Attractive to National company 2. Attractive to Sub-Regional		
11. Market factor (1)		company 1. Attractive to Local company	3	Parts of the site would be attractive to national companies if developed to a high standard
		<ol> <li>Market activity on same road or estate within the last</li> </ol>	-	
		5 years 0. No evidence of market		
12. Market factor (2)		activity	0	Provide the local sector allocation the
13. Other possible negative impacts on economic factors e.o. tourism		Written analysis		Possibility of having negative effect on the ancient scheduled moment. Barratt's Farmhouse a grade II listed building is close to the site.
		Written analysis 5. Clear plot, no obstructions 4. Regular shaped plot, obstructed		
		obstructed 3. Regular shaped plot,		
		3. Regular shaped plot, fragmented 2. Irregular shaped plot, obstructed.		
14. Physical Constraints (1)		1. Irregular shaped plot, fragmented	4	The nints are senarated by marks
N. FINALAI CONTINUE TT		3. No topography issues		
		<ol><li>Tonography is an issue but</li></ol>		
45 Photos 5		relatively easy to overcome 1. Topography is an issue and would be challenging to		
15. Physical Constraints (2)		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		Parts of the site are classed as being in flood zones 2, 3a and 3b to the east of bowling green
		relatively easy to overcome 1. Flood risk is an issue and		lane and south of School Lane. However, large parts of the site are unaffected. A flood risk
16. Physical Constraints (3)			2	Parts of the site are classed as being in flood zones 2, 3a and 3b to the east of bowing green lane and south of School Lane. However, large parts of the site are unaffected. A flood risk assessmer would be required to determine the flooding constraint of the site.
		3. No contamination issues 2. Contamination is an issue but relatively easy to		
				There are some potential low risk contamination
17. Physical Constraints (4)		<ol> <li>Contamination is an issue and would be challenging to overcome</li> </ol>	2	There are some potential low risk contamination issues in parts of the site and adjacent to the sites.
				There may be environmental constraints -
		<ol> <li>Inere are no other natural features of concern</li> <li>Natural features are an issue but relatively easy to</li> </ol>		There may be environmental constraints - potential loss of habitats, biodiversity and potentially important hedgetow. An ecological/habitat assessment is recommended to determine the extent of this. Part of the access to the sith has been raised as a potential wildfile site "Barrets" Farm Lane". Landscape theoretica raise is considered once in TEB tracks
	This is all inclusive so consider landscape	overcome 1. Natural features are an issue and would be challenging to exprogram		to determine the extent of this. Part of the access to the site has been raised as a potential
18. Physical Constraints (5)	consider landscape matters, biodiversity, ecology etc.	issue and would be challenging to overcome 3. There are no infrastructure	2	wildlife site "Barrett's Farm Lane". Landscape character area is considered poor in TEP study.
		3. There are no infrastructure issues 2. Infrastructure could be an		
		issue but relatively easy to		Pvinos ovver part a small part of the site but
		overcome 1. Infrastructure is an issue and would be challenging to		Pylons cover part a small part of the site but there is sufficient space around these. The applicant has not indicated any other constraints within strains
19. Physical Constraints (6)		overcome	2	at this stage.
		<ol> <li>Either adjoining main road or motorway junction with easy site access for all whicks or access to rail, air and sea networks</li> <li>Close to major road network; easy site access for all vehicles</li> <li>Fave site access for all</li> </ol>		
		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		There are multiple access opportunities. The site
		<ol> <li>Easy site access for all vehicles; indirect or restricted access to major road network</li> </ol>		can not currently be accessed off the A444, but this would improve access to the site. Access its
		<ol><li>Restricted access for</li></ol>		currently along a farm track which runs adjacent to residential housing and is shared with the
		HGVs; restricted access to major road network 1. Restricted access for all		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
		commercial vehicles, severely		has raised the possibility of gaining access from adjoining site at Wheelwright Lane. Although this site has only been put forward for housing.
20. Access		road network	4	site has only been put forward for housing.
		<ol> <li>Close to a station, peak time bus route and cycle route; on a pedestrian route</li> <li>Close to a station or peak time bus route, close to cycle route, on a pedestrian</li> </ol>		
		<ol> <li>Close to a station or peak time bus route, close to cycle muto, co o podection.</li> </ol>		
		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		
		<ol> <li>Not near a station, peak time bus route or cycle route; on a pedestrian route</li> <li>Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> <li>NB1. "Close" = within about</li> </ol>		
		<ol> <li>Not on a pedestrian route; not near a station, peak time but route or outle route.</li> </ol>		
		NB1. "Close" = within about 10 minutes walk		
		10 minutes walk NB2. Peak time bus route defined as being a frequency		The site is within 500m of a bus route. Route 209 runs around the sites. The sites are close to
21. Public Transport		(Mon – Fri).	3	routes 56, 57 and 768. Cycle route within 10 minutes walk from part of site, but not all.
		<ol> <li>Motorway Corridor (within 5 minutes of a junction)</li> <li>Other Strategic Roads</li> </ol>		
		(within 5 minute drive time)		
		3. Sub-regional Centres (Nuneaton) 2. Other Large Towns		
22. Strategic Location	Derech -	2. Other Large Towns (Bedworth) 1. All other sites	5	M6 Junction 3 within 5 minutes
	Describe the neighbouring uses, where are three			
	where are they located, what sort of employment uses			
	would this affect? Include reference to			
23. Neighbouring uses	access to local amenities	Written analysis 5. Within urban area, Brownfield		residential, agricultural
		Brownfield, Edge of urban		
		Greenfield/Brownfield majority Brownfield; Or within urban		
		area Greenfield 3. Edge of urban area Greenfield; Edge of urban area Partial		
		Greenfield Provide 11		
		Greenfield/Brownfield majority Greenfield 2. Outside of urban area		
		Brownheid, Outside of urban area Partial		
		Greenfield/Brownfield majority Brownfield		
	Edge of urban area	1. Outside of urban area, Greenfield; Outside of urban area. Partial		
24. Sequential test and Brownfield/oreenfield	Edge of urban area can be considered to be close to urban area	area, Partial Greenfield/Brownfield majority Greenfield	~	
an a musica sections	can be considered to be close to urban area What type of employment uses		3	
	would be acceptable - consider market analysis and			Wherever the main access points are will determine the uses. However, if access issues could be resolved all employment uses could be
25. Potential uses	analysis and neighbouring uses Consider what sort of	Written analysis		could be resolved all employment uses could be considered
	Consider what sort of issues there are with bringing the site			
	forward. Consider other factors such as			Due to the size of the site and location. The site is likely to be viable. However, further flood risk
	surrounding uses,			investigation would be required. In addition it is unlikely that all the sites would be developed out
26. Assessment of viability	be e.g. is it a gateway site etc.	Written analysis		Date to the state of the state and acceptor. The state is fixely 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 Bedworth Heath and Ash Green.
27. Other notes		Written analysis		
	Consider sites outside the Borough, what sort of implications			The Gallacher industrial ortato is opposite this
28. Connectivity to other existing employment sites		Written analysis	L	The Gallagher industrial estate is opposite this site and the Prologis development would be near by.
	If there are please undertake an	come an all fills		
29. Are there any other sites that adjoin this submission	additional site	Written analysis		
	Include photos			
30. Site photos	consider how site conforms or poses issues against the Development Plan inc. the NPPF Consider how site			
	contorms or poses issues against the			The site is located in Green Belt paragraphs 79 -
31. NPPF/NPPG compliance	Development Plan inc. the NPPF Consider how site	Written analysis		92, particularly in reference to separation of settlements. Green Beit. The north part of the site would meet
32. Assessment against Emerging Borough Plan policy	Consider how site conforms to requirements of PO	Written 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		Middan and 1		Applicant has indicates site is available immediately.
400 ac(0009		Written analysis		enconcertitier.

Information to collect	Useful information	How to score	Score	Notes/Observations
1. Site Name 2. Site Reference 3. Site Address	I provided	Defne Defne Defne		EC01 EC01 EC01
4 Rite Rine	Hartanan Identify ownership and whether frame	Dalma		1505
5. Ownership 6. Site Boundary 7. Site Incretion in Recently context	whether there are any octential issues Map Map	Datine Datine		1 caner
7. Site location in Boroush context 8. Site History	Map Previous allocations or permissions etc.	Defne Written analysis		
		Yes - Site is advertised as being available, or there are no obvious obstructions to		
		Tes - Sate is advertised as being available, or there are no obvices destructions to immediately develop the site No - Site is not immediately available (please state the reason)		
9. Availability	Allocated, Green Belt, white land etc.	reason)	Yes	Site is being promoted for development
	Identify any land			
10. Current land use & designation	designations that border the site (what is their proximity?)	Defne		vacantiapriculture - currently Green Belt
		3. Attractive to National company 2. Attractive to Sub-Regional		
11. Market factor (1)		company 1. Attractive to Local company	3	The site would be attractive to national companies, although part of the site does miss some of the prominence of sites as it is not as close the A444
12. Market factor (2)		road or estate within the last 5 years	1	
				Closely linked to Arbury Hall Natoric park and gardens and listed buildings
				Cosely loked to Arbury Hall Natoric park and genders and lasted buildings Cell Lodge Fambouxe grade 2 listed and the Gell Lodges are also listed. These sites are occuldered to be highly senables in historic terms, particularly in relation to their impact on the acuthern driveway to Arbury hall. The indicates transport orces which reach for these sites would also
				Hall. The indicative transport route which would link these sites would also impact on the Registered Park and Gaden (RPG) and would make development here unsuitable. It is recommended that the proposed access
				road should be re-routed in order to avoid crossing the woodland in the far south east of the RPG and the secondary driveway within. The south east corner of the Strategic Site should be re-sited in order to avoid impact
				upon the RPG. Measures to mitigate the impact upon the Listed Buildings may include the accessing of the development from the Listed Buildings by Indexempt or strateging platform. The robestical after of the development
				Not. The indicative strangen trade which would find hits than a link would also impact on the Register than and cated (INE) (INE) and would rate also objected that the strangent of the strangent allocate also objected that the strangent of the strangent algorithm of the program with the strangent of the strangent algorithm. The such many many model and any strangent of the strangent algorithm. The such many and the strangent and the strangent algorithm. The strangent algorithm of the strangent and the strangent algorithm of the strangent algorithm. The strangent and the strangent and the strangent algorithm of the strangent and the strangent and the strangent algorithm. The strangent allocative of the strangent algorithm of the strangent allocative of the strangent and the strangent and strangent and strangent metations.
				Hartage. The possible persence of Roman kiln sites within the Strategic Site means that this is considered to be an area of medium sensitivity, further work will be required in order to assess and drivity this potential prior to the commencement of any development. Milgation may comprise further recording and examinition prevention by record or preservation in-site of significant aites if these are identified during the evaluation.
				be required in order to assess and clarify this potential prior to the commencement of any development. Mitigation may comprise further seconding and ascuvation (preservation by record) or preservation in-sits of
13. Other possible negative impacts on economic factors e.g. tourism		Written analysia		significant sites if these are identified during the evaluation.
		5. Clear plot, no obstructions 4. Regular shaped plot, obstructed		
		3. Regular shaped plot, tragmented		
		obstructed 3. Regular shaped plot, fragmented 2. Inegular shaped plot, obstructed. 1. Inegular shaped plot, fragmented		The southern plot is slightly obstructed by the agricultural buildings which
14 Physical Constraints (1)				nul Benuch nati of the site
		<ol> <li>No topography issues</li> <li>Topography is an issue but relatively easy to overcome</li> <li>Topography is an issue and would be challenging to reverceme.</li> </ol>		
15. Physical Constraints (2)			3	
		<ol> <li>No flood risk issues</li> <li>Flood risk is an issue but relatively easy to overcome</li> <li>Flood risk is an issue and would be challenging to</li> </ol>		Parts of the site have been identified as at risk from surface write function
15. Physical Constraints (3)		<ol> <li>Flood risk is an issue and would be challenging to overcome</li> </ol>	2	Parts of the site have been identified as at risk from surface water flooding. The Eastern and southern boundary has also been identified as flood zone 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		Part of the southern west part of the site has been identified as having a low potential contamination nisk due to a pond. The northern plot is identified as having a high contamination risk due to Gett colliery.
17. Physical Constraints (4)		overcome	2	identified as having a high contamination risk due to Griff colliers.
				Loader and to Greenry Wood Load Wildfe site, part of which blanch for cost light and the Them may be environment programmed to cost light and the term of the service sector of the term of the cost light and the term of the term of the term of the or cost light and the term of the term of the term of the description is stronger and the visual relation approach be cost light and the term of the term of the term of the term of the light and term of the term of the term of the light and term of the term of the cost light and term of the term of the term of the cost light and term of the term of the term of the cost light and term of the term of the term of the cost light and term of the term of the term of the cost light and term of the term of the term of the cost of the term of the term of the term of the cost of the terms of the term of the term of the cost of the terms of the term of the term of the term of the term of the cost of the terms of the term of the term of term of term of term of term of term of term o
		3. There are no other natural		An ecological habitat assessment is recommended to determine the extent of this. Land in the northern part of the character area is particularly
		<ol> <li>There are no other hasars features of concern</li> <li>Natural features are an issue but relatively easy to</li> </ol>		senarry to changes which would reduce separation between Numation and Bedworth, as well as containing features of landscape importance. The northern plot is generally contains some less attractive features due to
	This is all inclusive so consider landscape matters, biodiversity,	overcome 1. Natural features are an issue and would be		its associated proximity to the industrial urban edge and is therefore considered unremarkable, although the wider landscape in the area is of good quality. Green Bait score north 3 south 4. TEP score north 15.5
18. Physical Constraints (5)	ecolozy etc.	3. There are no infrastructure issues	1	south no arcom. Anricultural anade 3.
		2. Infrastructure could be an issue but relatively easy to		
		overcome 1. Infrastructure is an issue and would be challenging to overcome		The main infrastructure issue to address would be improving access to the
19. Physical Constraints (6)			2	ats.
		<ol> <li>Either adjoining main road or molorway junction with easy alse access for all whickes or access to rail, air and san antworks</li> <li>Close to major road network; easy site access for all vehicles</li> </ol>		
		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		
		<ol> <li>Easy site access for all vehicles; indirect or restricted access to major road network</li> <li>Restricted access for HGVs; restricted access to major road</li> </ol>		
		restricted access to major road network 1. Restricted access for all		
30 America		commercial vehicles, severely restricted access to major		The junction for Griff Lane is suitable for HGVs but the road disappears into a term track. Accessing the nonthern plot would be difficult without businesses an immedia as accessing the nonthern plot accession.
		road retwork 5. Close to a station, peak time bus route and cycle route; on a pedestrian route	,	THEY BE TRANSPORTED IN THE REPORT OF SHITLE IN THE CONSTRUCT
		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		
		route; on a pedestrian route		
		<ol> <li>Not rear a station, peak time bus route or cycle route; on a pedestrian route</li> <li>Not on a pedestrian route; not near a station, peak time bus route or cycle route</li> </ol>		
		not near a station, peak time bus route or cycle route		
		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 Mare		The majority of the southern site fails with the 500m buffer for a bus route. However, the majority of the northern site does not fail within this buffer.
21 Dublic Transport		defined as being a frequency of 2 buses per hour or more (Mnn – Fri) 5. Motorway Corridor (within 5		However, the majority of the northern site does not fail within this buffer. Development of the NUCKLE scheme and the Bermuda Station would improve the score in the future. Nureator St Devide Way / Gett Lane note or.
		minutes of a junction)		
		(within 5 minute drive time) 3. Sub-regional Centres (Nurveator)		
22. Strategic Location		2. Other Large Towns (Bedworth) 1. All other altes		Close to A444
	Describe the neighbouring uses, where are they		`	
	neighbouring uses, where are they located, what sort of employment uses would this affect?			
77 Northburger of the	Include reference to access to local	Weiter ember		
za reichbouring uses	amenties	Witten analysis S. Within urban anna, Brownfrield 4. Edge of urban anna, Brownfrield, Edge of urban anna Partiel Brownfrield, Origina urban anna Greenfeld S. Edge of urban anna Greenfeld, Edge of urban anna Greenfeld, Stope of urban anna Brownfrield, Outshield Brownfield majority Greenfeld S. Octaide of urban anna Brownfrield, Outshield urban anna Brownfrield, Outshield urban		empoyment aprioulture, historic park and gardens
		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 room		
		Partial Greenfield Brownfield majority Greenfield 2. Outside of urban area		
		2: Outside of utsan area Brownfield, Outside of urban area Partial Greenfield@rownfield majority Brownfield		
		Brownfield 1. Outside of urban area,		
24. Sequential test and	Edge of urban area can be considered to	1. Outside of urban area, Greenfield; Outside of urban area, Partial Greenfield/Brownfield majority Consolid		
24. Sequential test and Brownfield/greenfield	can be considered to be close to urban area What type of employment uses	Greenfield	3	
	would be acceptable - consider market analysis and			If the farm buildings continue to operate development would need to be mindful of this. However, there would be no other restricts on B uses on
25. Detected costs	nainhhearing mas Consider what not of	Wellen analysis		Ris site
	asues there are with bringing the site forward. Consider other factors such as			There is no reason to suggest this site couldn't come forward for
	other ractors such as surrounding uses, type of site this could be e.g. is it a gateway site			There is no reason to suggest this site couldn't come forward for development, despite improvements in access needed. However, in terms of layout, it would be better if the farm buildings were included within the boundaries for potential development. It linked to the existing Bennuda
25. Assessment of visbility 27. Other notes	y- ++ + a gazeway site etc.	Written analysis Written analysis		entate as a powerse overopment is aneed to the existing Bermuda
	Consider sites outside the Borough, what sort			
28. Connectivity to other existing employment sites	the Borough, what sort of implications would this result in? If there are please	Written anahaia		The site would be considered an extension to the existing Bermuda Industrial estate a well established area of employment in the Borouch.
29. Are there any other sites that adjoin this submission	If there are please undertake an additional site	Written anabosis	Nin	
30. Site photos	Include photos inclusive of location of			
	ohotos Consider how site conforms or poses			
31 NEOFINEOG consistent	Development New Inc.	Written enabolis		The site is involved in Grazer Ball managements 70.07
32. Assessment against Emerging Borouch Plan policy	the NPDF Consider how site conforms to requirements of PO	Written analysia		Allocated as Employment but would otherwise be Green Belt
Borouth Plan policy 33. Indication of timescale for bringing aits forward		Written analysia		The site has been promoted for development.

beforecasion to collect	the studies for an action	May to see a		Materia
Information to collect 1. Site Name 2. Site Reference	if provided	Define Define	acore	Notex/Observations ECO2 East ECO2 East ECO2 East
<ol> <li>Site Arbitraco</li> <li>Site Size</li> </ol>	Hectores	Dafina Dafina		Riscol ana 24.24
5. Omenhip	Identify ownership and whether there are any potential issues	Define	L	1 center
R Site Reventary 7. Site location in Borough context	Man Map	Dafina Dafina		
8. Site History	Previous allocations or permissions etc.	Written analysis		
		Yes - Site is advertised as being available, or there are no obvious abatestises to		
		obvious obstructions to immediately develop the site No - Site is not immediately available (please state the moneo)		
9. Availability		available (please state the reason)	Yes	The owner has indicated that the site is available.
	Allocated, Green Belt, white land etc.			
	Identify any land designations that			
10. Current land use & designation	border the site (what is their neurimity?)	Define		Antirolines Gean Rall
		3. Attractive to National company		
		company 2. Attractive to Sub-Regional company		With close links to Bermuda industrial estate and close connections to A444. Canal setting
11. Market factor (1)		1. Attractive to Local company road or estate within the last 5	3	to east of site.
12. Market factor (2)		years 0. No evidence of market activity		Market activity on Bermuda Industrial Estate, but none on particular road.
				Historic link to George Eliot on Fault lands Farm. Development within the Strategic Site could impact upon possible archaeological features.
				Ownall the Stategic Site is considered to be of medium – high sensibility. It appears likely that as yet snecording at relationspical failures a could exist which the northern quarter of the shift that has not been quartied. The presence of such detains would be unlikely to prevent future development, however, turbut investigative works will be sequed in order to clarify the archaeological pointrial before any development takes piece.
				site that has not been querried. The presence of such features would be unlikely to prevent future development, however, further investigative works will be required in order to clarify
				this archaeological potential before any development takes place.
				Mitigation may comprise further recording and excitution (preservation by record) or preservation in-situ of significant sites if these are identified during the evaluation. The output of the during the evaluation of the second the Resonant Ban Ban and Bannes and them.
				assamt site development would sway impact upon the bordula Age roomd barrow and may impact upon the locations of Palaeolithic antefacts. Overall the Strategic Site is considered to be of high sensitivity. It appears likely that the Strategic Site conteins a Broze Age
				Magains may compare believ securities and a securities (parameteristic), how security and an experimental securities of the securities and the securities of the securities. The securities of the securities of parameteristic parameteristic of the securities of the securities of parameteristic parameteristics (build be securities and securities) and the securities of parameteristic parameteristics (build be securities) and a securities of parameteristic parameteristics (build be securities) and any securities of parameteristic parameteristic parameteristics (build be securities) and any securities of parameteristic parameteristic parameteristics (build be securities) and any securities (build be securities) and the securities of the securities of the securities of the securities of the securities of the parameteristic static parameteristic parameteristics (build be securities) parameteristics (build be parameteristic) and any securities of the securities of the securities of the securities of the securities of the securities of the parameteristic static parameteristic parameteristics (build be securities) parameteristics (build be parameteristic) and the securities of the securities of the securities of the securities
			1	Impractical. Trial Trenching Evaluation will help to clarify the nature of the possible architeological resource within the Strategic Site as a whole.
13. Other possible negative impacts on economic factors e.g. tourism		Written and an	1	Mitgation may comprise further recording and excination (preservation by record) or preservation in-altro of significant sites if these are identified during the evaluation. Target available on Remark site in randro-trian.
1000 00.073 U.S. 1207011		5. Clear plot, no obstructiona 4. Regular shaped plot.	1	A CONTRACT OF A
		5. Chair phot, no obstructions 4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmanted 2. Irregular shaped plot, obstructed.		
		fragmented 2. Irregular shaped plot, shotesated	1	
14. Physical Constraints (1)		obstructed. 1. Imegular shaped plot, fragmented	L.	The site is bound by roads and the canal but otherwise there are no major concerns at this state.
		<ol> <li>No topography isaues</li> <li>Topography is an issue but relatively easy to overcome</li> <li>Topography is an issue and would be challenging to overcome</li> </ol>	1	
15. Physical Constraints (2)		<ul> <li>ropography is an issue and would be challenging to overcome</li> </ul>	.	No issues
1.1. P INVERI CONTRIBUTION		3. No flood risk issues 2. Flood risk is an issue but		The second
		relatively easy to overcome 1. Flood risk is an issue and	1	There is a small area designated as halos larger and the second
16. Physical Constraints (3)		would be creatinging to overcome 3. No contamination issue*	2	There is a small area designated as being lass susceptible to surface water flooding in the south east. The scale of this would not be an issue to development.
		would be challenging to overcome 3. No contamination issues 2. Contamination is an issue but relatively easy to overcome		
		overcome 1. Contamination is an issue and would be challenging to		Parts of the site have been identified as having a potential low contamination risk due to
17. Physical Constraints (4)		overcome	2	former querry use
		2. Natural features are an issue but relatively easy to overcome 1. Natural features are an issue and would be	1	The site is located next to Griff Hollow Local Wildlife Site and Griff Hill Quarry SSSI. There
	This is all inclusive so	issue but relatively easy to overcome		The site is located next to GHI Hotore Local Wildle Site and GHI HI Oxany SSSI. There are also a number of potential wildle sites around the site such as Covertry Carel and GHI Laway and GHI Next A Carey. There may be environment contraints - potential loss of habitas, biodwinks and potentially important heagerw. An ecological-habitat assessment is accommended to determin the set and to theGene Ber Janfordmance 3. The acon
18. Physical Constraints (5)	consider landscape matters, biodiversity, ecology etc.	1. Natural features are an issue and would be challenging to examine		habitats, biodiversity and potentially important hedgerow. An ecological/habitat assessment is recommended to determine the extent of this. Green Belt performance 3. TEP score 13.5. Antiouther loade 4.
AND A TRANSPORTED IN CONTRACTOR OF THE PARTY	and the second second	challenging to overcome 3. There are no infrastructure issues		a de la constante de Milleter 7.
		issues 2. Infrastructure could be an issue but relatively easy to		
		overcome 1. Infrastructure is an issue and would be challenging to overcome		Minkey improvements on Status
19. Physical Constraints (6)			2	Highway improvements are likely to be needed for Gipsy Lane and Griff Island in order to cope with additional traffic
		5. Either adjoining main road		
		<ol> <li>Either adjoining main road or motorway junction with easy site access for all vehicles or access to nill, air and see nitworks</li> <li>Close to major road network; easy site access for all vehicles.</li> </ol>		
		vehicles or access to rail, air and sea networks		
		<ol> <li>Close to major road network; easy site access for</li> </ol>		
		3. Easy site access for as		
		access to major road network 2. Restricted access for		
		HGVs; reatricted access to major road network		
		vences; indirect or instruction access to major road network 2. Restricted access for HGVs; nestricted access to major road network 1. Restricted access for all commercial vehicles, severely restricted access to major most network		
20. Access			4	Site located close to A444
		<ol> <li>Costa o a station, peak time bus route and cycle route; on a pediastrian route</li> <li>Close to a station or peak time bus route, close to cycle route, on a pedestrian</li> </ol>		
		<ol> <li>Close to a station or peak time bus route, close to cycle mute, on a nertestrian</li> </ol>		
			1	
		3. Close to either a station or peak time bus route or cycle route; on a pedestrian	1	
		route 2. Not near a station, peak		
		on a pedestrian route 1. Not on a mediatrian route		
		park mine baik basis or open materia na padastinin mate a station, paak time basis route or cycle noute; on a padastinin route 1. Not on a pediastinin route 1. Not on a pediastini 1. Not on		
		NB1. "Close" = within about 10 minutes walk	1	
		NB2. Peak time bus route defined as being a frequency of 2 buses per hour or more		The site is located near to the area proposed for the Bermuda train station as part of the NUCKLE scheme. This will improve the public transport score and the sites attractiveness and overall substimibility. If a pedeatrian access is delivered at the north of the site them the
21. Public Transport		of 2 busies per hour or more <u>Mon – Frit</u> ). 5. Motorwey Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres bhoreatro.	- 4	and overall subtainability. If a pedestrian access is delivered at the north of the site then the walking distance should be around 10minutes.
		minutes of a junction) 4. Other Strategic Roads		
		(within 5 minute drive time) 3. Sub-regional Centres Minusature)		
		2. Other Large Towns (Bedworth)		
22. Strategic Location	Describe the	1. All other sites	5	The MS surction 3 and the A444 is within 5 minutes drive time.
	neighbouring uses, where are they incated whether		1	
	neighbouring uses, where are they located, what sort of employment uses would this affect?		1	
	Include reference to access to local		1	
23. Neichbouring uses	amenites	Written analysis 5. Witten urban area, Brownfield		Local Wildlife Sites. Quany. Residential. Employment, Apriculture
		4. Edge of urban area, Brownfield, Edge of urban		
		Greenfield/Brownfield majority	1	
		Brownfield; Or within urban area Greenfield 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		
		Brownfield 1. Outside of urban area, Greenfield; Outside of urban		
24. Sequential test and	Edge of urban area can be considered to	Greenfield/Brownfield majority		
Brownfield/oneenfield		Greenfield	3	
	What type of employment uses would be acceptable - consider market		1	
25. Potential uses	analysis and neighbouring uses Consider what east of	Written analysis	<u> </u>	All B use classes could be considered. Although any uses near to the proposed residential areas should be mindful of the surrounding uses.
	Consider what sort of issues there are with bringing the site			
	forward. Consider other factors such as			
	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 ater			There are immediate issues to indicate that the site wouldn't be viable. Although mitigation measures for theLWS, highways improvements and ancheological features would need to
29. Accessment of visibility 27. Other notes	e.g. is it a gateway site	Written analosis Written and State	<u> </u>	measures for theLWS, highways improvements and archaeological features would need to he consisterant
on Corner monetà	Consider sites outside	waten analisis	1	
28. Connectivity to other existing employment also	the Borough, what sort of implications would			
amployment altes	the Borough, what sort of implications would this result in? If there are please undertake an	Written analysis	t	Well connected to Bermudia Industrial Estate
29. Are there any other sites that adjoin this submission	undertake an additional site assessment	Witness mechani-		Processed housing site
ana avEntribition	Include photos	www.html.amageologic	ona.	P NAMENG (MARTE 200
30. Site photos	Inclusive of location of choos Consider how site conforms or poses issues against the Development Plan inc. the NPPF			
	conforms or poses issues against the			
31. NPPF/NPPG compliance	Development Plan inc. the NPPF Consider how site	Written analysis	<u> </u>	The site is located in Green Belt parametriz 79-92.
32. Assessment against Emerging Brownh Plan máry	conforms to requirements of PO	Written analysis		Albunated site under Preferred Onlives. Wheld otherwise he a Grean Relt site
Remuch Plan redev 33. Indication of timescale for bringing site forward		Written analysis		attendant view under Peatement Onlines. Would information has a Casan Rait view. There are no indications to suggest that the site couldn't be brought forward within in the piles period.

1. Match Mann (1)       1. Summary (1)       1.	Information to collect	Useful information	How to score	Score	Notes/Observations
	1. Site Name 2. Site Reference 3. Site Address	If provided	Define Define Define		
Source BandariaSource BandariaJaneJaneJaneA. HarkerAmerica BandariaAmerica BandariaAmerica BandariaAmerica BandariaJ. Bandaria Bandaria HarkerAmerica Bandaria Bandaria Bandaria Bandaria 	4. Site Size	Hectares Identify ownership and whether there are are	Define		17.06
1. Notion     American I.     Image and the second of the second		potential issues Map	Define Define		2 cwners
Marting Mark         Mark Mark         Mark Mark         Mark Mark         Mark Mark           1. Start Mark Mark         Start Mark         Start Mark         Start Mark           1. Start Mark Mark         Start Mark         Start Mark         Start Mark           1. Start Mark         Start Mark         Start Mark         Start Mark           1. Start Mark         Start Mark         Start Mark         Start Mark           1. Start Mark         Start Mark         Start Mark         Start Mark           1. Start Mark         Start Mark         Start Mark         Start Mark           1. Start Mark         Start Mark         Start Mark         Start Mark           1. Start Mark         Start Mark         Start Mark         Start Mark           1. Start Mark         Start Mark         Start Mark         Start Mark           1. Start Mark         Start Mark         Start Mark         Start Mark           1. Start Mark         Start Mark         Start Mark         Start Mark           1. Start Mark         Start Mark         Start Mark         Start Mark           1. Start Mark         Start Mark         Start Mark         Start Mark           1. Start Mark         Start Mark         Start Mark         Start Mark	7. Site location in Borough context 8. Site History	Map Previous allocations or permissions etc.	Written analysis		
Marting Mark         Mark Mark         Mark Mark         Mark Mark         Mark Mark           1. Start Mark Mark         Start Mark         Start Mark         Start Mark           1. Start Mark Mark         Start Mark         Start Mark         Start Mark           1. Start Mark         Start Mark         Start Mark         Start Mark           1. Start Mark         Start Mark         Start Mark         Start Mark           1. Start Mark         Start Mark         Start Mark         Start Mark           1. Start Mark         Start Mark         Start Mark         Start Mark           1. Start Mark         Start Mark         Start Mark         Start Mark           1. Start Mark         Start Mark         Start Mark         Start Mark           1. Start Mark         Start Mark         Start Mark         Start Mark           1. Start Mark         Start Mark         Start Mark         Start Mark           1. Start Mark         Start Mark         Start Mark         Start Mark           1. Start Mark         Start Mark         Start Mark         Start Mark           1. Start Mark         Start Mark         Start Mark         Start Mark           1. Start Mark         Start Mark         Start Mark         Start Mark			Yes - Site is advertised as being available, or there are no obvious obstructions to immediately develop the site No - Site is not immediately available obvious others the		
1. Matchard ()    1. Ma	9. Availability		reasoni		The owners have indicated that the site is available
1. Match Marc 10.     I and the second a	10. Current land use & designation	designations that border the site (what is their proximity?)	Define 3. Attractive to National		which is the former Red Deeps /Griff School.
Control         Control <t< td=""><td>11. Market factor (1)</td><td></td><td></td><td>2</td><td>The site is located off Covertry Road and is bound by the railway line to the West. The railway would help with the lack of promisence for the site if dwalopment was visible from the railway. The location of the Oriff Casevan Site may out off some prospective businesses.</td></t<>	11. Market factor (1)			2	The site is located off Covertry Road and is bound by the railway line to the West. The railway would help with the lack of promisence for the site if dwalopment was visible from the railway. The location of the Oriff Casevan Site may out off some prospective businesses.
Image: set of the sector of the sec	12. Market factor (2)			0	Market activity on Bermuda Industrial Estate, but none on particular road.
A Project Contracts 10     A Project Contra	13. Other possible registes impacts on		Witten analysis		benchmann with the braugh the value of the process
11. Physical Constants (1)     10 <td></td> <td></td> <td>4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot,</td> <td></td> <td>The site is bound by roads and nailway line. The Griff carson site also blocks any potential access near to the Griff oursidatout. The shepe of he site world restrict the vorsital disciplinguid of any divelopment due to its restrange shepe. The Site Georgi's Way part of the Semmada autate he as a similar contraint. Therefore, it's not encody of an issue to downground the scoring as it can be overcome but it does place a matrictico on how any larger unite might fine time downall besign of</td>			4. Regular shaped plot, obstructed 3. Regular shaped plot, fragmented 2. Irregular shaped plot,		The site is bound by roads and nailway line. The Griff carson site also blocks any potential access near to the Griff oursidatout. The shepe of he site world restrict the vorsital disciplinguid of any divelopment due to its restrange shepe. The Site Georgi's Way part of the Semmada autate he as a similar contraint. Therefore, it's not encody of an issue to downground the scoring as it can be overcome but it does place a matrictico on how any larger unite might fine time downall besign of
1. Provid Constant 0:         1. Stranger is any more of the same of t	14. Physical Constraints (1)		fragmented 3. No topography issues 2. Topography is an issue but relatively easy to overcome	5	nsstriction on how any larger units might fit into the overall design of the she.
21. Provid Constant of 21. Pr	15. Physical Constraints (2)		1. Topography is an issue and	3	No issues There is an area which crosses the middle of the site horizontally
1. Proved Conserts (d)         1. Conserts in the set of a consert of a conse	16. Physical Constraints (3)		3. No contamination issues 2. Contamination is an issue	2	designated as being susceptible to instrumdate surface water flooding. There is also a small area along the boundary with the site and the Griff caravan site. Flood zone 2 also covers this area of the site. The scale of this would not be an issue to development.
Lamba discussion         Description         The last home part of source in the second	17. Physical Constraints (4)		1. Contamination is an issue and would be challenging to rearronne		The middle of the site is identified as having a low risk or potential contamination due to the Griff Grante Querries.
Impact Constants 0.         Exceed functions and operating of the second values and operating of the second values of the se			features of concern 2. Natural features are an	2	The site forms part of the potential LWS 'St George's Way East'. There may be environmental constraints - potential loss of habitats, biodiversity and copertially involved headsene - An excellential them.
Land         Land <thland< th="">         Land         Land         <thl< td=""><td>18. Physical Constraints (5)</td><td>This is all inclusive so consider landscape matters, biodiversity, ecology etc.</td><td><ol> <li>Natural features are an issue and would be challenging</li> </ol></td><td>2</td><td>boownessy and potentially important hedgerow. An ecologicalmabita assessment is recommended to determine the vector of this. The site is located near to Giff Hollow Local Wildlife Site, which is across St George's Way from the site. Green Buit performance 3. TEP score 13.5. Anricultural orade 4.</td></thl<></thland<>	18. Physical Constraints (5)	This is all inclusive so consider landscape matters, biodiversity, ecology etc.	<ol> <li>Natural features are an issue and would be challenging</li> </ol>	2	boownessy and potentially important hedgerow. An ecologicalmabita assessment is recommended to determine the vector of this. The site is located near to Giff Hollow Local Wildlife Site, which is across St George's Way from the site. Green Buit performance 3. TEP score 13.5. Anricultural orade 4.
1         Period Chemony B         Method propositions in the backbord of the second of			issues 2. Infrastructure could be an issue but relatively easy to overcome		
21. Notes     Image is a sector of all image	19. Physical Constraints (6)		and would be challenging to overcome	2	Highway improvements are likely to be needed for Gipsy Lane and Griff Island in order to cope with additional traffic
Image: Section of the sectio	29. Annes		3. Easy sink access for all whicks, infinitor or exarticed access to major road natwork. Restricted access to major road natwork HOV; restricted access for all commandal whichs, associaty commandal whichs, associaty commandal whichs, associaty med natwork. 5. Usate to a station or pask sime bus roads, and cycle inoda, on a pediatrini road, an pediatrini road, an a pediatrini road, and pediatrini road, and pediatrini road, and pediatrini road, and pediatrini road, and pediatrini road, and pediatrini road, pediatrini road, and	- 4	Site boomd cities to A44
21. Dataset Looke     Constraining frame       22. Dataset Looke     Constraining frame       23. Dataset Looke     Some Status       24. Dataset Looke     Some Status       25. Dataset Looke     Some Status       26. Dataset Looke     Some Status       27. Dataset Looke     Some Status       28. Dataset Looke     Some Status       29. Notification and     Some Status       20. Notification and     Some St	21 Bublic Toursons		Sime bus route or cycle route; on a pedestrian route 1. Not on a pedestrian route; not naier a station; peak time bus route or cycle route NB1. "Close" = within about 10 minutes walk NB2. Peak time bus route dwfined as buing a frequency of 2 busies per hour or more		The site is located near to the area proposed for the Bermuta train assions a part of the NOXE Exhem. The will improve the paids
2. Description         ender being in the second secon	23. Public Intersect		5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time) 3. Sub-regional Centres (Numeaton)	-	transport score and the step attractionies and overall sustainability.
National control and sector to serve and se	22. Strategic Location	December +-	(Bedworth)	5	The MB junction 3 and the A444 is within 5 minutes drive time.
Interference into         Under give all employment consider makes consider makes consider consider makes consider makes consider cons consider makes consider makes cons consider makes	23. Naideoidea uan	neighboring uses, where are they located, what sort de- located, what sort de- would this affect? Incluse reference to access to locat amentals	4. Edge of urban area, Brownfield, Ege of urban area Pantial Creanfield/Brownfield majority Brownfield, Or within urban area Greenfield 3. Edge of urban area Greenfield (Brownfield majority Greenfield/Brownfield majority Greenfield/Brownfield majority Greenfield 2. Outside of urban area Brownfield, Outside of urban area Pantial		saturan die restantie miter in 1975 endormen
Bits         Answire         proposite calculation in the set of the	24. Sequential test and Brownfield/oreanfield	employment uses would be acceptable -	area, Partial Greenfield/Brownfield majority Greenfield	3	All B into risects multithe revealered although any uses near to the
zi Osra rosa     zi Consector su estato		analysis and neighbouring 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	Witten analysis		Also rearristome wold apply for the areas within the HSE zones. There are no immediate concerns in terms of issues to overcome, but there are issues which may affect the overal delevation of the sole. The HSE zone could be an issues as it reduces the potential use and set of developments to the north. Also the careaus hale to the south may got after prospecies barriersate in terms of the uses which may allow with our immight measures the term of the north for the sets and an allow with our immight measures the the north for loades and any.
27. Other relation         Virtual manufacion         Virtual manufacion           20. Oranestudy to other valence of informational to other valence of informational to other valence of informational to other valence material and information         Nell connected to Biomutia Information material and other valence material and other valence material and other valence material and other valence materia					HBE zone covers part of the northern site due to a use on the existing amploymers site. Development in three inter-zone would be reatificted to workplaces with less than 100 people and less than 3 storeys. Workplaces with over 100 people and over 3 storeys would only be acceptable in the middle and outer zones. Development outside of
Three any other place that again and a season of the		the Borough, what sort of implications would this result in?			
Include photos	29. Are there any other sites that adjoin	If there are please undertake an additional site assessment	Witten analysis	No	
conforms or poses issues against the		Include photos inclusive of location of ohotos Consider how site conforms or poses issues against the Development Plan Inc. the NPPF			
Consider how site 32 Assessment ansing Emerginal Conforms III		Development Plan Inc. the NPPF Consider how site conforms to	Witten analysis		The site is located in Green Belt paragraphs 79 -92. Allocated site under Preferred Options. Would otherwise be a Green
12 Assessment agained Energing in conforms to monophramody and a second	Borough Plan policy 33. Indication of timescale for bringing site forward	requirements of PO	Written analysis Written analysis		There are no indications to suggest that the site couldn't be brought forward within in the plan period.

Note of the section of the s	Information to collect	Useful information	How to score	Score	Notes/Observations
Normal Image: section of the se	1. Ste Name 2. Ste Reference	If provided	Define Define	-one	EC02 EC02
Note     Note     Note     Note     Note       2 Salance     Name     Name     Name     Name     Name       3 Salance     Name     Name     Name     Name       1 Salance     Name	<ol> <li>Site Arbitraco</li> <li>Site Size</li> </ol>	Hectorica			FCD2 4122
1 A BAC     Lamba     Lamba     Markan and any and any and any and any and any and any any and any	5. Ownership	spentity ownership and whether there are any potential issues	Define		2 Omera
1 A BAC     Lamba     Lamba     Markan and any and any and any and any and any and any any and any	R. Site Receiver 7. Site location in Borough context	Man Map	Dafina Define		
Name     Note     Note     Note     Note       Name     Note <t< td=""><td>8. Site History</td><td>Previous allocations or permissions etc.</td><td>Yes - Site is advertised as</td><td></td><td></td></t<>	8. Site History	Previous allocations or permissions etc.	Yes - Site is advertised as		
And and a second seco			being available, or there are no obvious obstructions to immediately develop the site		
Name     Note:     Note:     Note:     Note:     Note:     Note:       Name     Note:     Note:     Note:     Note:     Note:       Note:     Note:     Note:     Note:     N			No - Site is not immediately available (please state the	Van	Although there are two owners they are on separate plots of land, therefore a formal agreement to bring the
Name         Notes         Notes         Notes         Notes           1 Autorn         Image: Notes         Imag	3. Avalation	Allocated, Green Belt, white land etc.	Nutrion	143	Sibi Iorward Woldon't on Inergand.
Anderser best         Second Seco					
Indication     Image: Section of the sectin of the section of the section of the section of the sect	10. Current land use & designation	border the site (what is their nervemity?)	Datina		Fromar Bad Dasns Rebool Aminimum Allowated Ocean Reb
Like Lake Like Like Like Like Like Like Like Li			3. Attractive to National		
1 Notacia     Image: Section of the sect			2. Attractive to Sub-Regional company		
Name         Note of the second s	11. Market factor (1)		1. Market activity on same	3	With close links to Bermuda industrial estate and close connections to A444.
A Decompose of the second seco			years 0. No evidence of market		
1 Abarbane and a second sec	12. Market factor (2)		activity	0	Market activity on Bermuda Industrial Estate. But none on berticular road. Historic link to George Eliot on Faultianda Farm. Development within the Strategic Site could impact upon
1 Abarbane and a second sec					possible archaeological features. Overall the Strategic Site is considered to be of medium – high sensibility. It appears likely that as yet unrecorded archaeological features could exist within the northerm quarter of the via that has not been married. The measure of such features which he unlikely to recent fixed.
1 Abarbane and a second sec					development, however, further investigative works will be required in order to clarify this archaeological potential before any development takes place.
1. Operative generation     1. And the second					Mitigation may comprise further recording and excavation (preservation by record) or preservation in-aitu of
1. Oracula parameter     1. All and a set of the second seco					impact upon the Bronze Age Round Berrow and may impact upon the locations of Palaeolithic antefacts. Overall the Strategic Site is considered to be of high sensitivity. It appears likely that the Strategic Site
1. Oracula parameter     1. All and a set of the second seco					contains a Bicenze Age Round Samow. However the effect of any development on this heature could be mitigated through sympathetic design, avoiding the barrow, or through further work if this proves impractical. Trial Trenching Evaluation will help to clarify the nature of the possible achievelopical resource within the
1. Oracula parameter     1. All and a set of the second seco					Strategic Site as a whole. Mitigation may comprise further recording and excavation (preservation by record) or preservation in-situ of
1. Superstand products and set of the second set					significant sites if these are identified during the evaluation. Target evaluation on Blarrow site in particular. The northern part of the weatern site would be likely to impact upon features associated with the Deserted
1. Superstand products and set of the second set					Medieval Settlement 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 known medieval settlement located
1. Superstand products and set of the second set					immediately to the north of the Ster may cotend into the Stategic Ste. While the passence of such teatures would not necessarily prohibit future development within the Stategic Ste, it is considered that further insestinative work would be required in order to half the nearest into into the orderablement taking blance to the set.
1. Support of the set of th			Ì		Trenching Evaluation will help to clarify the nature of the possible archaeological resource within the Strategic Ste.
And and Long and Andream and A			Ì		Mtgaten may comprise further recording and excavation (preservation by record) or preservation in-situ of significant sites if these are identified during the evaluation.
Anaciones and     Anaciones and anaciones an	13. Other possible negative impacts on accremic factors a n-busism		Writeen analysis		
Name     Nam     Name     Name     Name					
Lik Data Changen (h)         Lik Data			3. Regular shaped plot, fragmented		
Lik Data Changen (h)         Lik Data		1	obstructed. 1. Irregular shaped plot,		A small portion of the eastern boundary on the western plot is a local geological site, but overall there are no
1. Photophysical and set of the second sec	14. Physical Constraints (1)		fragmented	5	obstructions to the site.
Al March Markellin Di         I Numer Answer (Control of Control of		1			
1. Policy Composition     1. Sourcemposition     2. Sourcem	15. Physical Constraints (**		<ol> <li>Topography is an issue and would be challenging to overcome</li> </ol>		
1. Policy Composition     1. Sourcemposition     2. Sourcem	Contraction Contraction (2)	1	3. No flood risk issues 2. Flood risk is an issue but	3	
1. Policy Composition     1. Sourcemposition     2. Sourcem		1	relatively easy to overcome 1. Flood risk is an issue and would be challenging to		
1 Protect Contant (I)         Image: Second Contant (I)         Image:	16. Physical Constraints (3)	l	overcome 3. No contamination issues	2	Portions of the sites are identified as being susceptible from surface water flooding.
Def Control Contr			<ul> <li>contamination is an issue but relatively easy to overcome</li> </ul>		
Def Control Contr	17 Bharing C		1. Contamination is an issue and would be challenging to		Runn of the site branchese identified on the first second statements
1. Product Contract     1. Solution of the section of t	Provincia Constraints (4)	1	3. There are no other natural features of concern	2	- even un von ante rever peren operantes se havens à potential low contamination risk due to former quarty use
13 Private Contained in a set of a second of a set of a second of a secon		Weite in a Wite sharehow and	<ol><li>Natural features are an issue but relatively easy to</li></ol>		The site is located next to Gelf Hotow Local Wildlife Site and Gelf Hill Quarty SSSI. There are also a
13 Private Contained in a set of a second of a set of a second of a secon		This is all inclusive so consider landscape matters, biodiversity.	1. Natural features are an issue and would be		number of potential widths sites around the site such as Coverity Canel and Catt Quary and Catt Quary and Catt Quary and potentially important herdoerow. An ecological/heidra assessment is recommended to determine the extent of this.
3. Protect Content in       Section of the indication of the i	18. Physical Constraints (5)	ecolopy etc.	challenging to overcome 3. There are no infrastructure	2	Green Belt performance 3. TEP acore 13.5. Apricultural grade 4.
1. Nota Congram     1. Market congram     1. Market congramments     1. Market congramments       1. Data Congram     1. Second congramments     1. Second congramments     1. Second congramments       2. August     1. Second congramments     1. Second congramments     1. Second congramments       2. August     1. Second congramments     1. Second congramments     1. Second congramments       2. August     1. Second congramments     1. Second congramments     1. Second congramments       2. August     1. Second congramments     1. Second congramments     1. Second congramments       2. August     1. Second congramments     1. Second congramments     1. Second congramments       2. August     1. Second congramments     1. Second congramments     1. Second congramments       2. August     1. Second congramments     1. Second congramments     1. Second congramments       2. August     1. Second congramments     1. Second congramments     1. Second congramments       2. August     1. Second congramments     1. Second congramments     1. Second congramments       2. August     1. Second congramments     1. Second congramments     1. Second congramments       2. August     1. Second congramments     1. Second congramments     1. Second congramments       2. August     1. Second congramments     1. Second congramments     1. Second congramments			<ol><li>Infrastructure could be an issue but relatively easy to</li></ol>		
Lit Data Containum         Jatom         Jatom <td></td> <td></td> <td>overcome 1. Infrastructure is an issue and world be obstituted to</td> <td></td> <td></td>			overcome 1. Infrastructure is an issue and world be obstituted to		
21 Joan         Construction of a work of a	19. Physical Constraints (6)		overcome	2	Histway improvements are likely to be needed for Giosy Lane in order to cope with additional traffic.
23. Josta     Ansatz     Hereinstein     In all second data to Matter       23. Josta     Hereinstein     Hereinstein     In all second data to Matter       24. Josta     Hereinstein     Hereinstein     In all second data to Matter       25. Josta     Hereinstein     In all second data to Matter     In all second data to Matter       26. Josta     Hereinstein     In all second data to Matter     In all second data to Matter       27. Josta     Hereinstein     In all second data to Matter     In all second data to Matter       27. Josta     Hereinstein     In all second data to Matter     In all second data to Matter       28. Josta     Hereinstein     In all second data to Matter     In all second data to Matter       29. Josta     Hereinstein     In all second data to Matter     In all second data to Matter       29. Josta     Hereinstein     In all second data to Matter     In all second data to Matter       29. Josta     Hereinstein     In all second data to Matter     In all second data to Matter       29. Josta     Hereinstein     In all second data to Matter     In all second data to Matter       29. Josta     Hereinstein     In all second data to Matter     In all second data to Matter       29. Josta     Hereinstein     In all second data to Matter     In all second data to Matter       29. Josta     Here			or motorway junction with easy		
12 Actom <ul> <li>A Department of exact budge exact budge</li></ul>			site access for all vehicles or access to rail, air		
12 Actom <ul> <li>A Department of exact budge exact budge</li></ul>			and sea networks 4. Close to major road		
21. Debt Tyensort         Number of the second			all vehicles 3. Easy site access for all		
Notes     Notes     Notes     Notes     Notes       20. Journel     Image: Second Seco			vehicles; indirect or restricted access to major road network. 2. Restricted access for		
Anome         Construction			HGVs; restricted access to major road network		
BL Jonati     PLANE       BL Jonati     PLANE human pair in the last status of prior to be last sta			commercial vehicles, severely astricted access to major		
21. Parts Toront     Control the statute statute in the statute in	20. Access		pad network 5. Close to a station, peak	4	Site located close to A444
21. Parts Toront     Control the statute statute in the statute in			on a pedestrian route 4. Close to a station or peak		
21. Parts Toront     Control the statute statute in the statute in			time bus route, close to cycle route, on a pedestrian route		
21. Data Tuesder     Second Seco					
21 Puter Transm         Even and right on the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the					
21 Pade Tuescol         Interface State			time bus route or cycle route; on a pedestrian route		
21. Pair Trend         of Late or units         of Late or units         The Max based are an investigation of the Max based are an in		1			
21. Pair Trend         of Late or units         of Late or units         The Max based are an investigation of the Max based are an in		1	NB1. "Close" = within about 10 minutes walk		
21. Bonder Jourier     Norder Jourier     Norder Jourier     In Marine Lander Jourier       23. Bonder Jourier     Norder Jourier     In Marine Lander Jourier     In Marine Lander Jourier       23. Bonder Jourier     Norder Jourier     In Marine Lander Jourier     In Marine Lander Jourier       23. Bonder Jourier     Norder Jourier     In Marine Lander Jourier     In Marine Lander Jourier       23. Bonder Jourier     Norder Jourier     In Marine Lander Jourier     In Marine Lander Jourier       23. Bonder Jourier     Norder Jourier     Norder Jourier     In Marine Lander Jourier       24. Bonder Jourier     Norder Jourier     Norder Jourier     In Marine Lander Jourier       24. Bonder Jourier     Norder Jourier     In Marine Lander Jourier     In Marine Lander Jourier       24. Bonder Jourier     Norder Jourier     In Marine Lander Jourier     In Marine Lander Jourier       24. Bonder Jourier     Norder Jourier     In Marine Lander Jourier     In Marine Lander Jourier       24. Bonder Jourier     Norder Jourier     In Marine Lander Jourier     In Marine Lander Jourier       24. Bonder Jourier     Norder Jourier     In Marine Lander Jourier     In Marine Lander Jourier       24. Bonder Jourier     Norder Jourier     In Marine Lander Jourier     In Marine Lander Jourier       24. Bonder Jourier     Norder Jourier     In Marine Lander Jourier <t< td=""><td></td><td>1</td><td>defined as being a frequency of 2 buses per hour or more</td><td></td><td>The site is located near to the area proposed for the Bermuda train station as part of the NUCKLE scheme.</td></t<>		1	defined as being a frequency of 2 buses per hour or more		The site is located near to the area proposed for the Bermuda train station as part of the NUCKLE scheme.
Standard control         Standard control         Standard control         Standard control           21 Restant control         Standard control	21. Public Transport		Mon – Fril. 5. Motorway Contidor (within 5 minutes of a junction)	4	This will moreve the public transport score and the sites attractiveness and overall sustainability
Standard control         Standard control         Standard control         Standard control           21 Restant control         Standard control			4. Other Strategic Roads (within 5 minute drive time)		
27 Under Fruhen and 28 Aussistential and and subscriptions 23 Registerious and and and 24 Registerious and and and 25 Registerious and and and 26 Aussistential 26 Aussistential 26 Aussistential 27 Aussistential 28 Registerious and and 29 Aussistential 29 Aussistential 29 Aussistential 29 Aussistential 20 Aussistential 21 Aussistential 21 Aussistential 22 Aussistential 23 Aussistential 24 Aussistential 25 Aussistential 26 Aussistential 27 Aussistential 27 Aussistential 27 Aussistential 28 Aussistential 29 Aussistential 20 Aussistential			Nuneaton) 2. Other Large Towns		
At Apparticution and best and approximate and approximate and approximate apparticution and approximate	22 Strategie Location	Describe the	(Bedworth) 1 All rehar sites		The AR Investors 't and the A.6.6 is within 6 minutes chica time
A monomenant in the second secon					
A monomenant in the second secon		would this affect?			
A monomenant in the second secon		Include reference to access to local	Weitness and the T		Land Mildle Sine Average Basishadia Production Andrews
Security of a manufactory of a man	za. relichbouring uses		5. Within urban area, Brownfield		Loca water pais. Quany. Residential Emeloyment. Aniculture
Security of a manufactory of a man		1	4. tidge of urban area, Brownfield, Edge of urban area Partial		
Security of a manufactory of a man		1	Greenfield/Brownfield majority Brownfield; Or within urban		
At Aggeneticate and experience of the control of the contr		1			
24 degendances and and an anomaly an		1	area Partial Greenfield/Brownfield mejority		
24 degendances and and an anomaly an		1	2. Outside of urban area Brownfield, Outside of urbon		
24 degendances and and an anomaly an		1	area Partial Greenfield/Brownfield mejority		
24 degendances and and an anomaly an			Brownfield 1. Outside of urban area, Greenfield: Cursiale of urban		
Interfaits and all all all all all all all all all al	24. Sequential test and	can be considered to	Greenfield/Brownfield majority		
A J Jacobski      Constant Constant      Constant See      Co	Brownfield/oneenfield	be close to urban area What type of employment uses	Greenfield	3	
A J Jacobski      Constant Constant      Constant See      Co		would be acceptable - consider market	Ì		AS B use above and the excitation of persons
Name         Association         Percentation         Percentation         Percentation           27. Obstantiant of and	25. Potential uses	Consider what sort of	Written analysis		An o use casses could be considered. Autougn any uses near the residential areas should be mindful of this.
Print and      P			Ì		
Print and      P		other factors such as surrounding uses, type	Ì		
Print and      P	26. Assessment of viability	of site this could be e.g. is it a gateway site etc.	Written analysis	L	There are no immediate issues to indicate that the site wouldn't be visible. Although mitigation measure for the natural features and any histoways improvements would need to be revealed
27. Other costs	Concernants of Party	1			HSE zone covers part of the northern site due to a use on the existing enrythyment site. Development in there inner zone would be reatricted to workplaces with less then 100 people and less than 3 storays.
21. Operation subseture in the structure concentration subseture 25. An energy structure table         Final and structure international subseture 25. An energy structure and structure 25. An energy structure and structure 25. An energy s	27 Other orden	1	Written analysin		Workplaces with over 100 people and over 3 stoneys would only be acceptable in the middle and outer zones. Development outside of these zones would not be restricted.
23 An fee wy ofer also a work as a w	p	Consider sites outside		l	
23 An fee wy ofer also a work as a w	28. Connectivity to other existing employment sites	the Borough, what sort of implications would this result in?	Written analysis		Well connected to Bermuda Industrial Estate
22. John Beng Variantik Audio (Marianta) (Ma		undertake an			
Vis Nar Andream     The Alte is located in Gener Ret searches     Vis Nar Andream     The Alte is located in Gener Ret searches	29. Are there any other sites that adjoin this submission	additional site assessment	Written analysis	No	
issons against the Development Plan Inc. 31. NPPFAPPC compliance the NPPF Writes analysis The site is located in Green Set basements 72–42.	30 Sile obviou	inclusive of location of advance			
		Consider how site conforms or poses asses president the	I		
	31. NPPF/NPPG compliance	Development Plan Inc. the NPPF	Written analysis		The site is located in Green Belt paragraphs 79-92.
Indication of timescale for bringing     Indicating     Indicating     Indication of timescale for bringing     In		Consider how site conforms to	Written and ris		
	33. Indication of timescale for bringing site forward	- vermining of PO	Written analysis		There are no indications to suppose that the site couldn't be brought forward within in the plan parket

Information to collect 1. Site Name 2. Site Reference	Useful information If provided	How to score Define Define	Score	Notes/Observations EC03 EC03
3. Site Address 4. Site Size	Hectares	Define		Pilorims Walk, Kereslev 3.55
4. Dial Dial	Hectares Identity ownership and whether there are any	Cerne		3.20
5. Ownership 6. Site Boundary	optential issues Map	Define		2 owner
7. Site location in Borough context	Map Previous allocations	Define		
8. Site History	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		
9. Availability	Allocated Green Belt	reason)	Yes	
	white land etc.			
	Identify any land designations that			
10. Current land use & designation	designations that border the site (what is their proximity?)	Define		Currently vacant used as country park
		3. Attractive to National company 2. Attractive to Sub-Regional		
		2. Attractive to Sub-Regional company 1. Attractive to Local		Would be considered as expansion of existing
11. Market factor (1)		company	3	Probais Park.
		mod or octate within the last		
12. Market factor (2)		5 years 0. No evidence of market activity	1	
				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 inhibit development within the Strategic Site. No key preclibition town hows identified and the cite
				evaluation. Overall the Strategic Site is considered to be of low sensitivity. There are no
				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.
<ol> <li>Other possible negative impacts or economic factors e.g. tourism</li> </ol>		Written analysis		development on cultural heritage grounds.
		<ol> <li>Clear plot, no obstructions</li> <li>Regular shaped plot,</li> </ol>		
		obstructed 3. Regular shaped plot, fragmented		
		2. Irregular shaped plot, obstructed. 1. Irregular shaped plot,		
14. Physical Constraints (1)		obstructed. 1. Irregular shaped plot, fragmented	e	
		3. No topography issues		
		<ol><li>Topography is an issue but relatively easy to overcome</li></ol>		
45 Revised 6 1111	1	1. Topography is an issue and would be challenging to		
15. miysical Constraints (2)		overcome	3	
	1	<ol> <li>No nood risk is an issue but relatively easy to overcome</li> <li>Flood risk is an issue and would be challenging to</li> </ol>		
16. Physical Constraints (3)		would be challenging to overcome	,	Along the eastern boundary it has been identified has being susceptible to surface water flooding.
		3. No contamination issues 2. Contamination is an issue but relatively easy to		and a summer name modific
	1	but relatively easy to overcome 1. Contamination is an issue		
		and would be challenging to		
17. Physical Constraints (4)		overcome 3. There are no other natural features of concern	3	Due to the location of the country park and the
		2. Natural features are an		pond adjacent to the site there may be environmental constraints - potential loss of habitats, biodiversity and potentially important
	This is all inclusive so consider landscape matters, biodiversity,	issue but relatively easy to overcome 1. Natural features are an issue and would be challenging to exprogram		hedgerows. An ecological/habitat assessment is recommended to determine the extent of this.
18. Physical Constraints (5)	matters, biodiversity, ecology etc.	issue and would be challenging to overcome	2	hedgerows. An ecological/habitat assessment is recommended to determine the extent of this. Green Belt performance 3 out of 5. TEP score 8.5. Agricultural grade 3.
		5. There are no intrastructure		
		2. Infrastructure could be an issue but relatively easy to		
		overcome 1. Infrastructure is an issue and would be challenging to		
19. Physical Constraints (6)		overcome	3	There are no immediate infrastructure concerns
		5. Either adjoining main road		
		or motorway junction with easy site access for all vehicles or access to rail, air and sea networks		
		vehicles or access to rail, air and sea networks		
		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 HTV:r restricted access to		
		3. Easy site access for all unbided: indirect or postricted.		
		access to major road network 2. Restricted access for		
		major road network		
		<ol> <li>Restricted access for all commercial vehicles, severely restricted access to major</li> </ol>		
20. Access		restricted access to major road network 5. Close to a station, peak	4	
		time bus route and cycle mute: on a nerlestrian route		
		<ol> <li>Close to a station or peak time bus route, close to cycle route, on a pedestrian</li> </ol>		
		3. Close to either a station or peak time bus route or cycle route; on a pedestrian		
		route; on a pedestrian route 2. Not near a station, peak		
		<ol> <li>Not near a station, peak time bus route or cycle route; on a pedestrian route</li> </ol>		
		1 Not on a pedestrian mute:		
		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 par hour or more		
		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 Keresley Mercers Meadow and Keresley Terex Route 55
21. Public Transport		(Mon - Fri) 5. Motorway Corridor (within 5	3	and Kereslev Terex Route 55
		Mon – Fn) 5. Motorway Corridor (within 5 minutes of a junction) 4. Other Strategic Roads (within 5 minute drive time)		
	1	(within 5 minute drive time) 3. Sub-regional Centres (Nuneaton)		
	1	2. Other Large Towns (Bedworth)		The site is within 6 minutes of the M6 junction 3 motorway and within 5 minutes of the A444.
22. Strategic Location	Describe the	1. All other sites	4	motorway and within 5 minutes of the A444.
	neighbouring uses, where are they located, what sort of			
	neighbouring uses, where are they located, what sort of employment uses would this affect? Include reference to access to local amerities			
	Include reference to access to local			
23. Neighbouring uses	amenities	Written analysis 5. Within urban area, Brownfield		Country Park, Residential, Employment
	1	Brownfield 4. Edge of urban area, Brownfield, Edge of urban area Partial		
		area Partial Greenfield/Brownfield majority		
	1	Brownfield; Or within urban area Greenfield		
		3. Edge of urban area Greenfield; Edge of urban		
		area Partial Greenfield/Brownfield majority Greenfield		
		Greenfield 2. Outside of urban area Proverlield, Outside of urban		
	1	Brownfield, Outside of urban area Partial Greenfield/Brownfield majority Brownfield		
	1			
	Edge of urban area	Greenfield; Outside of urban area, Partial		
24. Sequential test and Brownfield/greenfield	one he considered to	Greenfield/Brownfield majority Greenfield	4	
	be close to urban area What type of employment uses			
	would be acceptable - consider market analysis and			
25. Potential uses	neigroounna uses	Written analysis		all B use classes could be considered
	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.n. is it a nateway			There are no immediate concerns to suggest that the site is not viable. Although the size of the site does restrict its development notential in
26. Assessment of viability 27. Other notes	be e.g. is it a gateway site etc.	Written analysis Written analysis		site does restrict its development potential in terms of what could be put on the site.
and a second second	Consider sites outside	contract an average		
28. Connectivity to other existing	Consider sites outside the Borough, what sort of implications would this result in?			Connections to the rest of the Prologis Park
employment sites		Written analysis		located in Coverity
	undertake an			
29. Are there any other sites that	undertake an additional site			
	assessment Include photos	Written analysis		
29. Are there any other sites that	assessment Include photos inclusive of location of photos	Written analysis		
29. Are there any other sites that adjoin this submission	assessment Include photos inclusive of location of photos Consider how site	Written analysis		
29. Are there any other sites that adoin this submission 30. Site photos	assessment Include photos inclusive of location of ohotos Consider how site conforms or poses issues against the Development Blas ion.	Written analysis Written analysis		The site is located in Green Belt paragraphs 79 - 92.
29. Are there any other sites that adjoin this submission	assessment Include photos inclusive of location of photos Consider how site			The site is located in Green Belt paragraphs 79 - 92. Alocated site in Preferred Options, otherwise work the Green Belt