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Blaby District: Assessment of Key Employment Sites

Report – September 2016

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1 INTRODUCTION

- 1.1 To inform part of the evidence base for the emerging Blaby Local Plan, Blaby District Council commissioned Warwick Business Management Limited in association with PACEC and Lambert Smith Hampton to prepare a *qualitative assessment of existing and proposed employment land* in Blaby District.
- 1.2 The Blaby Employment Land and Property Study 2011 (BELPS) provides the evidence for the *quantitative assessment of employment land requirements* for the Local Plan. The forthcoming Housing and Economic Development Needs Assessment for the Leicester and Leicestershire Housing Market Area (HMA) will inform the evidence base for determining the quantity of employment land that the HMA and individual districts will need to plan for until 2036.
- 1.3 This report on the qualitative assessment of employment land in Blaby:
- i) Reviews the planning policy and planning practice guidance for economic land planning and needs and availability assessments and market requirements
 - ii) Identifies from the policy context, guidance and market requirements:
 - a) A criteria based framework for assessment of:
 - Existing employment sites to determine whether or not they can be designated as a key employment site; and
 - Proposals for employment land, including planning permissions and allocations for employment uses
 - b) A definition of a 'key employment site'
 - iii) Records criteria based assessments of twenty - six existing and allocated employment sites in Blaby including site maps (listed at Section 5.1)
 - iv) Makes recommendations on the designation of these sites as either key employment sites or existing employment sites.

2 KEY EMPLOYMENT SITES ASSESSMENT CRITERIA: POLICY CONTEXT

2.1 To identify criteria for both defining and assessing key employment sites in Blaby District we have reviewed – and summarised in Appendix A – the relevant planning policies and planning practice guidance. These are set out in the: Blaby District Local Plan (Core Strategy) Development Plan Document; the National Planning Policy Framework and National Planning Practice Guidance documents for economic developments needs and land availability assessments. We have also reviewed market preferences and site requirements for large scale distribution set out in MDS Transmodal and Savills (2015) Leicester and Leicestershire Strategic Distribution Sector Study. This document is relevant as public policy attaches importance to market evidence and large scale distribution is significant in the Blaby employment land market.

Blaby Local Plan

2.2 Blaby District Council is preparing a Local Plan. The plan will be in two parts, the Blaby Local Plan (Core Strategy) Development Plan Document (DPD) which was adopted in February 2013 and the Blaby Local Plan (Delivery) DPD. This latter document will include: site allocations; designations and Development Management policies.

2.3 In respect of employment land, the Core Strategy proposes provision of an appropriate quantity, quality and mix of employment opportunities. It seeks to protect and enhance fit for purpose existing employment sites and locate new employment development in the most sustainable locations.

National Planning Policy Framework

2.4 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It states 'the purpose of the planning system is to contribute to the achievement of sustainable development. The policies in (NPPF) paragraphs 18 to 219, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system (paragraph 6).

2.5 The NPPF continues, 'There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- *An economic role*, contributing to building a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure
- *A social role*, supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well – being; and

- *An environmental role*, contributing to protecting and enhancing our natural built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy’ (paragraph 7).
- 2.6 The NPPF advises further, ‘These roles should not be undertaken in isolation, because they are mutually dependent.... Therefore, to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system.... (paragraph 8).
- 2.7 The NPPF advises LPAs to prepare and maintain a robust evidence base for a ‘clear understanding of business needs within the economic market operating in and across their area (paragraph 160). It further advises LPAs to use this evidence base to assess:
- The needs for land or floorspace for economic development
 - The existing and future supply of land available for economic development and its sufficiency and suitability to meet identified needs for all foreseeable types of economic activity over the plan period (paragraph 161).
- 2.8 The NPPF adds (at paragraph 22) that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land and buildings should be treated on their merits having regard to market signals and relative need for different land uses to support sustainable local communities. Advice to LPAs on needs and availability assessments are set out in the following Planning Practice Guidance (PPG) documents.

Housing and Economic Development Needs Assessments

- 2.9 The ‘Housing and Economic Development Needs Assessments’ PPG supports local planning authorities in objectively assessing and evidencing development needs for housing and economic development (Paragraph: 001).
- 2.10 The PPG emphasises the market. It advises assessments should consider:
- i) On the demand side:
 - Quantitative need
 - Qualitative requirements by location (market sub areas) and premises (market segments) informed, among other things, by market signals including recent take up of sites and rental evidence
 - ii) On the supply side:

- The existing stock of employment land and evidence within of it of over and under supply
- Evidence of market failure (for example physical or ownership constraints that prevent employment sites being used effectively)

Housing and Economic Land Availability Assessment

2.11 The 'Housing and Economic Land Availability Assessment' PPG sets out advice to local planning authorities to identify 'a future supply of land which is suitable, available and achievable for economic development uses over the plan period.'

2.12 The four stage methodology concerns:

- i) Identification and analyses of sites to include: site size; location and boundaries; current land use and character; physical and potential environmental constraints; development progress and initial assessment of site suitability
- ii) Assessment of site development potential to address:
 - Suitability of the site or broad locations for development in terms of: development plan, emerging plan policy and national policy and market and industry requirements in the functional economic market area;
 - Availability: legal and ownership issues and landowner / developer interest;
 - Achievability: a judgment about economic viability, capacity of the developer and hence whether the site can be considered deliverable over the plan period
- iii) Assessment review to provide a trajectory of economic development that can be provided and by when and a supply demand balance between the trajectory and identified needs and best ways for planning for any shortfall
- iv) Evidence base to provide a list and assessment of each site (as set out in ii) above) and potential type and quantity of development that could be delivered on each site / broad location, including a reasonable estimate of build out rates, setting out how barriers to delivery could be overcome and when

Leicester and Leicestershire Strategic Distribution Sector Study

2.13 This study, by MDS Transmodal and Savills (2015), noted high levels of occupier demand for strategic scale distribution centres in the M1 corridor and advised (page 85, section 6.18) that commercially attractive strategic logistics sites are considered to be ones which meet the following criteria:

- i) Good connection with the strategic highway network
- ii) Appropriately located relative to the markets to be served
- iii) Sufficiently large and flexible in its configuration so that it can accommodate the size of distribution centre warehouse units now required by the market

- iv) Accessible to labour, including the ability to be served by sustainable transport, and located close to areas of employment land
- v) Is located away from incompatible land uses

2.14 Desirable criteria for rail – served strategic logistics sites concern:

- i) Modal choice: sites served by a railway line offering a generous loading gauge (minimum W9), available freight capacity and connections to key departure and destination points directly without the requirement to use long circuitous routes
- ii) Site size: sites are sufficiently large and flexible in their configuration to accommodate an intermodal terminal and internal reception sidings

3 KEY EMPLOYMENT SITES ASSESSMENT FRAMEWORK

3.1 To create a robust employment site assessment framework assessment criteria were identified from: planning policy; planning practice guidance; research into occupier requirements and market evidence. These criteria test the suitability or ‘fitness for purpose’ of existing (developed and occupied) employment sites and viability of development of new sites and residual plots for employment uses.

Assessment of suitability (fitness for purpose)

3.2 The assessment of fitness for purpose of existing sites addressed the components of employment land requirements that are prioritised by occupiers and policy. These are: physical site characteristics; transport connections; environmental sustainability and the market. The first three components are self – explanatory. The fourth concerning the market is more complex and is explained below.

Assessment of deliverability (viability)

3.3 The national planning policy and practice documents do not provide guidance for the assessment of the viability of development of employment land for economic development uses. The PPG Housing and Economic Land Availability Assessment does however state, ‘A site is considered achievable for development where there is a reasonable prospect that the particular type of development will be developed on the site at a particular point in time. This is essentially a judgement about economic viability of a site and the capacity of the developer to complete and let or sell the development over a certain period’ Section 022.

3.4 It follows that judgements on viability inform the NPPF imperative for planning to ensure sufficient land of the right type is available in the right places and at the right time to support growth and innovation.

3.5 In this context, the market assessment comprises two criteria. The first, which is concerned with the viability of established employment sites, comprises three categories: occupancy rates; development (no change) and development losses due to changes of use and redevelopment to non - economic uses. The second, which is concerned with development economics of previously undeveloped land, comprises three categories:

- i) The site is viable and deliverable: A measure of evidence of recent completions on green field plots or previously developed land
- ii) The site is subject to land promotion / investment: the site is subject of investment in:
 - Land promotion to secure planning permission on allocated land
 - Land development to address constraints to development with planning permission, for example, advance infrastructure and ground works
- iii) The land is not viable, or is not deliverable: A measure of unviability and or physical constraints

3.6 In order to consider which of the three categories that the site falls within, the judgements about viability in each site assessment were informed by:

- i) Evidence of completions in the period since 2008 (the peak of the last property boom) during which time viability has been demonstrated as follows:
 - Owner occupiers for whom new development is required for their own business operations as opposed to being a distinct business and or investment subject to required rates of return
 - Occupier led development by developers who have innovated to make development viable by, mostly, building out on pre 2008 serviced plots for pre – let or pre – sold developments for occupiers on terms characterized by current market (rack) rents, minimal incentives, long leases and good covenants
 - Developer led development who have made speculative development viable by building out small office buildings alongside pre – let units and, notably at Optimus Point assembling public loans for advance infrastructure and institutional finance for construction costs
- ii) Outline development appraisals (at Appendix B) for four types of development in occupier demand in Blaby District:
 - Strategic distribution 50,000 sq ft
 - Offices: medium scale office 10,200 sq ft
 - Offices: small scale office 25 units of 1,700 sq ft
 - Light / general industrial 25 units of 2,000 sq ft

3.7 The development appraisals, prepared by Lambert Smith Hampton, are for illustrative purposes of hypothetical developments assuming serviced land with no abnormal ground conditions. The appraisals draw on recent market evidence in Blaby District but are highly sensitive to changes to the appraisal assumptions most notably site specific inputs.

3.8 Taken together, the evidence from recent completions and the illustrative development appraisals demonstrates that development of B use class uses is viable where viability is defined as follows:

- i) Owner occupiers: In all locations where new development is required for the owner's business / service operations, for example Next's development of their headquarters site at Enderby
- ii) Occupier led: In Blaby District's prime commercial property locations (which are alongside the M1 from Mill Lane Industrial Estate in the north to Carlton Park in the south) where new development is on existing serviced land (and without abnormal costs) and occupiers (in the context of the acute shortage of suitably located and high quality accommodation) are prepared to pay headline rents and enter into long leases for strategic warehousing and medium sized Grade A offices
- iii) Developer led: Again in Blaby District's prime commercial property locations most notably for strategic distribution units for lease and sale to property investing institutions and

potentially for small industrial units for freehold sale to owner occupier Self Invested Pension Plan (SIPP) investors.

3.9 Site visits identified a typology of sites based on the predominant land uses:

- Business parks: B1a offices with other related economic uses
- Mixed use commercial estates: B1c, B2 and B8 light and general industry with smaller scale warehousing
- Strategic distribution centres: B8 large scale warehousing

3.10 Market evidence informed amendments to the assessment criteria and scoring regime to reflect differences in business requirements for these types of sites:

- *Business parks*: Additional criterion for access to services for employees (convenience shops and banks) and businesses (hotels and conference centres)
- *Mixed use commercial estates*: Additional criterion for main road frontage as this is attractive to business to consumer firms
- *Strategic distribution centres*:
 - Additional scoring weight given to site size (to accommodate large scale requirements) and access to the strategic highway network and rail freight interchanges
 - Less weight given to the market as site size and access to the strategic highway network and rail freight interchanges are key considerations for the occupier market.

3.11 A summary of the assessment criteria and scoring is set out in Table 3.1 – 3.19 arranged under the main components of: physical site characteristics; transport connections; environmental sustainability and commercial property markets.

Table 3:1: Key Employment Site Assessment Framework

Site address and boundaries (OS based map)

Site description (including details of predominant and other uses and type: business park, mixed use commercial estate and strategic warehousing)

Overall Assessment

Assessment Category	Business Park	Mixed use	Strategic warehousing
Physical	40	50	50
Transport	30	30	40
Environmental	55	45	50
Market	75	75	60
Total	200	200	200

Site designation: Either Key Employment Site or Existing Employment Site

Physical Assessment

Table 3:2: Site size

Size (ha)	Description	Bus Pk.	Mix.	Who.

Comment: Site area (ha)

Table 3:3: Design

Description	Bus Pk.	Mix.	Who.
Low density business park	6 - 10	6 - 10	6 - 10
Medium density employment area	4 - 5	4 - 5	4 - 5
High density employment area	1 - 3	1 - 3	1 - 3

Comment: Summary of key features: service roads, on street car parking / loading versus off street parking and dedicated loading bays and landscaping

Table 3:4: Building types / quality

Description	Bus Pk.	Mix.	Who.

Comment: Summary of building types

Table 3:5: Road frontage (mixed use commercial estates only)

Description	Mix..
Main road frontage, high visibility, easy access	8 - 10
Main road frontage, high visibility	3 - 7
Side road frontage	1 - 2

Comment: Refers to classification of main road frontage

Transport Assessment

Table 3:6: Connection to strategic highway network

Description	Bus Pk.	Mix.	Who.
Direct access to rail interchange and Motorway			
Direct dual road access to Motorway			
Direct A road and dual road access to Motorway			
Indirect A and B road access to Motorway			

Comment: Proximity to M1 junctions

Table 3:7: Site accesses to highway network

Description	Bus Pk.	Mix.	Who.
Roundabout access, light controlled access with left and			

Comment: Description of site access

Environmental Assessment

Table 3:8 Amenity: traffic, noise, disturbance (business parks and mixed commercial areas)

Description	Bus Pk.	Mix.
Dedicated purpose built business park, isolated from residential areas	6 - 10	11 - 15
Older employment area with low impact on residential areas	3 - 5	5 - 10
Older employment area, integrated in residential area with conflicts with residential amenity	1 - 2	0 - 4

Comment: Notes separation from nearest housing

Table 3:9 Amenity: traffic, noise, disturbance (strategic warehousing only)

24 hour working	Description	Mix.
	Some low impact on residential areas	
	Conflicts with residential areas	

Comment: Notes separation from nearest housing. The scores for low and high impacts are minus scores.

Table 3:10 Access by sustainable transport modes (foot and cycle)

Description	Bus Pk.	Mix.	Who.
routes from residential areas: 400, 800 and 1200m			

Comment: Provision and proximity to residential areas

Table 3:11 Access by sustainable transport modes (bus and rail)

Description	Bus Pk.	Mix.	Who.
Site within ten minutes (800m) walk of high frequency (every ten minutes) bus services	10	10	10
Site within 400m of low frequency bus route (less than 3 buses per hour) or within 800m of a regular (at least 3 buses per hour) bus route or rail station	6	6	6
Site within 400 – 800m of low frequency bus route (less than 3 buses per hour) or within 800 - 1200m of a regular bus route (at least 3 buses per hour) or rail station	4	4	4
Site more than 800m of low frequency bus route (less than 3 buses per hour) or 1200m from a regular bus route or rail station	2	2	2

Comment: Refers to frequency of bus and train services

Table 3:12 Access by sustainable transport modes (other measures)

Description	Bus Pk.	Mix.	Who.

Comment: Refers to Travel Plan measures (where provided)

Table 3:13 Access to services (business parks only)

Description	Bus Pk.

Comment: Refers to proximity of and access to services

Table 3:14 Known environmental issues / constraints

Description	Bus Pk.	Mix.	Who.
Abnormal ground conditions	(10 - 50)		
Surface water flooding	(6 – 20)		
Fluvial flood zone	(10 – 50)		
Impact on designated nature and heritage sites	(6 – 20)	(6 – 20)	(6 – 20)

Comment: Refers to designation of land within or in proximity to the sites of: flood zones; conservation area, Site of Special Scientific Interest and ancient monuments. Note these are minus scores.

Market Assessment

Table 3:15 Occupier demand (void periods)

Demand	Void period	Bus Pk.	Mix.	Who.
High	Less than six months	7 - 10	7 - 10	7 - 10
Average	Six to twelve months	4 - 6	4 - 6	4 - 6
Low	More than twelve months	1 - 3	1 - 3	1 - 3

Comment: Refers to market take up

Table 3:16 Occupier demand (net effective rent)

Demand	Description	Bus Pk.	Mix.	Who.

Comment: Refers to rents in comparison to other sites

Table 3:17 Investment demand (investor type)

Size (ha)	Description	Bus Pk.	Mix.	Who.

Comment: Refers to types of investors

Table 3:18 Established employment sites (only): market signals

Signals	Description	Bus Pk.	Mix.	Who.
Occupancy	Average void rates are approximately 7.5% of the stock: i) Void rates less than 7.5% indicates a shortage of stock ii) Void rates more than 7.5% indicates an oversupply of stock	20 - 45	20 - 45	20 - 30
Development: no change	No losses of economic use reflect continuing investor and occupier commitment to the site	10	10	10
Development: losses	Recent changes of use to and redevelopment for non - economic uses	(10 – 45)	(10 – 45)	(10 – 30)

Comment: Refers to market signals. Note the scores for development losses are minus scores.

Table 3:19 Developing Employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

Size (ha)	Description	Bus Pk.	Mix.	Who.
Viable and deliverable	Evidence of recent completions on green field plots or previously developed land	25 - 45	25 - 45	16 - 30
Subject to land promotion / investment	Evidence of development viability subject to: i) Investment in land promotion to secure planning permission on allocated land ii) Investment to address constraints to development with planning permission, for example, advance infrastructure and ground works	10 - 25	10 - 25	5 - 15
Not viable, not deliverable	Evidence of unviability and or physical constraints	(10 – 45)	(10 – 45)	(10 – 30)

Comment: Refers to recent development completions, schemes under construction and in the development pipeline. Note the scores under 'not viable, not deliverable' are minus scores.

4 KEY EMPLOYMENT SITE DEFINITION

- 4.1 Blaby District has a portfolio of employment sites defined as sites allocated for Business (Class B1), General Industrial (Class B2) and Storage and Distribution (Class B8) uses. The assessment of these sites identified other economic uses, which include business to business and business to consumer uses (car service centres and showrooms and trade counters) and complementary and ancillary uses (for example hotel and conference centres (Class C1), public houses and restaurants (Class A3) and child day care nurseries (Class D1)).
- 4.2 The portfolio of sites is differentiated by:
- *Type / uses:* business park (B1a), mixed use commercial estates (B1, B2 and B8), and strategic warehousing sites (B8)
 - *Size:* from 0.8 to 80 ha
 - *Age of premises:* in a range from 1950 / 60s developments to recent completions and buildings under construction
 - *Tenure:* in a range from freehold owner occupation by FTSE 100 companies and public institutions to leasehold and short term licenses
 - *Location:* from sites adjacent to the M1 Junction 21 and 21a to rural locations
 - *Quality or 'fitness for purpose':* defined against the physical, transport, environmental and market assessment criteria
- 4.3 Within the portfolio, sites defined as key employment sites are those with an assessment score of more than 100, with the highest quality sites having the following characteristics:
- *Physical:* Sites with mostly Grade A and B premises served by purpose built service roads, on - site parking and loading bays
 - *Transport:* Sites with good connections to the main highway network, and served with good accesses from the highway to the site
 - *Environmental:* Sites with minimal impact on the amenity of residential areas along with good accessibility by sustainable transport modes (foot, cycle, bus and rail) that is ideally promoted through Travel Plan measures
 - *Market:* Sites with evidence of occupier demand (short void periods, high occupancy rates and market rents), investment demand (institutional and private investors) and (where land is available) viability of new development.

5 KEY EMPLOYMENT SITE MAPS, ASSESSMENTS AND SCORES

5.1 Assessments were conducted for the twenty – six sites comprising:

- i) Key employment sites: Eighteen assessments for the sixteen key employment sites identified in the Blaby Employment Land and Premises Study 2011 (BELPS) as amended in Table 5.1:

Table 5.1: Key Employment Sites (Blaby Employment Land and Premises Study)

Key Employment Sites BELPS	Site Assessments
Blaby Industrial Estate, Blaby	Blaby Industrial Estate, Blaby
Cambridge Road, Whetstone	Cambridge Road, Whetstone ¹
	The Whittle Estate, Whetstone ¹
Carlton Park, Narborough	Carlton Park, Narborough
Coventry Road Industrial Estate, Narborough	Coventry Road Industrial Estate, Narborough
Enderby Road Industrial Estate, Whetstone	Enderby Road Industrial Estate and Grange Business Park, Whetstone ²
Grange Business Park, Whetstone	
Grove Park	Grove Park
Meridian Business Park	Meridian Business Park
	Osiers Business Park
	Gateway Lubbesthorpe ³
Mill Lane Industrial Estate, Glenfield	Mill Lane Industrial Estate, Glenfield
Mill Hill Industrial Estate, Enderby	Mill Hill Industrial Estates, Enderby ⁴
	Warren Business Park, Enderby ⁴
Narborough Road South, Braunstone Town	Hazel Drive ⁵
	Watergate Drive ⁵
Next, Mill Hill, Enderby	Next, Mill Hill, Enderby
Ratby Lane, Braunstone	Oak Spinney Park and Ratby Lane, Braunstone
Station Road, Stoney Stanton	Foxbank Industrial Estate, Station Road, Stoney Stanton
Wharf Way, Glen Parva	Wharf Way, Glen Parva
Winston Avenue, Croft	Winston Avenue, Croft

¹ Cambridge Road Industrial Estates and The Whittle Estate: subject to separate assessments due to development proposals for The Whittle Estate

² Enderby Industrial Estate and Grange Business Park: subject of a single assessment as a contiguous employment area

³ Meridian Business Park, Osiers Business Park and Lubbesthorpe Gateway: subject to a single assessment as a coherent business area

⁴ Mill Hill Industrial Estates and Warren Business Park: subject to separate assessments to reflect differences in the quality of the sites

⁵ Hazel Drive and Watergate Lane: subject to separate assessments to reflect loss of employment land at Watergate Lane

ii) Primarily employment / business areas: A number of these areas, which were identified in the Local Plan 1999 Proposals Map, were not included in the BELPS 2011. These include: Croft Quarry offices, Croft; Everards Brewery, Enderby; Police Headquarters, Enderby; and County Hall, Glenfield.

iii) Major new and other employment sites: Site assessment undertaken for:

- Optimus Point, Glenfield
- Lubbethorpe, Strategic Employment Site, north of Leicester Lane, Enderby
- Everards Meadow, Soar Valley Way
- Rose Business Park, Blaby

5.2 The assessments were based on analyses of data gathered from site visits, planning application documents including Travel Plans, Blaby District Council employment land monitoring data, market evidence and mapping data for conservation, heritage and flooding.

5.3 The individual sites assessments and site location and boundary maps are set out in Appendix C. The assessments scores and overall findings are summarised below.

Business Parks

5.4 The assessments for sites in predominant office use (business parks) identified four office key employment sites and two 'existing employment areas.' The key employment sites comprise Grove Park, which is Leicestershire's premier business park located adjacent to M1 J21, and three sites in institutional ownership. Of these sites two are owned and occupied by FTSE 100 companies, Santander (at Carlton Park) and Next. The third is owned and occupied by Leicestershire County Council. The two 'existing office employment areas,' which provide small offices in rural locations, are Narborough Wood Park and Croft Quarry offices.

Table 5:2: Key Employment Sites Business Parks (Offices)

Site	Physical 40	Trans 30	Env. 55	Market 75	Total 200
Grove Park	40	30	41	75	186
Carlton Park	40	25	27	75	167
County Hall	30	25	30	70	155
Next plc	24	15	29	75	143

Table 5:3: Existing Employment Areas: Offices

Site	Physical 40	Trans 30	Env. 55	Market 75	Total 200

Strategic Distribution

5.5 The assessments for sites in large scale warehousing use identified three strategic distribution key sites. Two sites are located close to M1 J21A: Mill Lane Industrial Estate occupied by a distribution firm Widdowsons and Optimus Point. The latter is a predominantly large scale warehousing scheme which has been the subject of recent speculative and build to suit completions. Further development is under construction. The third site, Lubbesthorpe Strategic Employment Site, located close to M1 J21, is subject to a planning consent for B uses including B8.

Table 5:4: Key Employment Sites: Strategic Distribution

Site	Physical 50	Trans 40	Env. 50	Market 60	Total 200
Optimus Point	50	30	39	60	179
Lubbesthorpe SES	40	23	39	60	162
Mill Lane Industrial Estate	24	16	41	51	132

Mixed Commercial

5.6 The assessments identified fourteen mixed use key employment sites in B1c, B2 and B8 uses. These sites provide a wide range of sites and premises to meet occupier demand across sub markets (by location) and market segments (by use). Existing premises are the subject of strong occupier demand reflected in below average vacancies; short void periods and robust net effective rents and freehold values. The assessment scores identified three groups of sites.

Highest quality sites

5.7 These four sites are located in a corridor east of the M1 between M1 J 21 A to M1 J21 which is most sought after by business occupiers, developers and investors. The sites are from north to south: Oak Spinney Park and Ratby Lane; Meridian Business Park (with Osiers Business Park and Lubbesthorpe Gateway (the latter being west of the M1)); Everards Brewery and Everards Meadow and Police HQ. These sites are characterised by a number of large scale

commercial and institutional occupiers (Samworth Brothers, Everards Brewery and Leicestershire Constabulary), a wide range of high quality (Grade B) industrial, warehousing and commercial premises and strong institutional and private property investment interest.

Medium quality sites

5.8 These six sites are located in proximity to the prime M1 corridor. Four of the sites are located east of the M1: Hazel Drive, Braunstone; Blaby Industrial Estate, Blaby; and Enderby Road Industrial Estate (including Grange Business Park); and Cambridge Road Industrial Estates, Whetstone. Two of the sites are located to the west of the M1, these are Warren Business Park, Enderby and Coventry Road Industrial Estates, Narborough. These sites are characterised by: a range of older medium to small sized industrial and warehousing units; three modern small freehold offices schemes; two waste transfer facilities and a small number of trade counters.

Lowest quality sites

5.9 Three sites were assessed to be of lower quality due to low overall scores notably in relation to quality of premises and environment (Mill Hill, Enderby); connection to the strategic highway network (Foxbank Industrial Estate, Stoney Stanton) and quality of premises and pressure from development proposals for non – employment uses (The Whittle Estate, Whetstone). The assessment of the Rose Business Park will need to be updated once the site is subject of investment in the consented B use class uses.

Table 5:5: Key Employment Sites: Mixed Commercial

Site	Physical 50	Trans 30	Env. 45	Market 75	Total 200
Meridian & Osiers Braunstone, Lubbethorpe Gateway	39	30	28	70	167
Everards Brewery	34	30	25	70	159
Everards Meadow / Police HQ	35	25	27	70	157
Oak Spinney Park and Ratby Lane	27	25	31	64	147
Coventry Road, Narborough	33	13	22	65	133
Enderby Road Industrial Estate	24	25	26	57	132
Blaby Industrial Estate	27	23	29	53	132
Warren Business Park	36	10	21	62	129
Hazel Drive, Braunstone	23	23	19	63	128

Site	Physical 50	Trans 30	Env. 45	Market 75	Total 200
		17			
Foxbank Industrial Estate, Stoney					
The Whittle Estate, Whetstone	26	6	24	46	102
Rose Business Park, Whetstone			23		102

Existing mixed commercial areas

5.10 The assessments identified three sites defined as ‘existing mixed commercial areas’ and not ‘key employment sites.’ This is due to low overall scores notably in relation to criteria concerning site size, quality of premises, transport connections and accesses.

Table 5:6: Existing Employment Sites: Mixed Commercial

Site	Physical 45	Trans 30	Env. 50	Market 75	Total 200
Wharf Way, Glen Parva	11	15	25	35	86
Winston Avenue, Croft	13	5	16	52	86
Watergate Lane, Braunstone	12	20	16	1	49

6 CONCLUSIONS AND RECOMMENDATIONS FOR EMPLOYMENT SITE DESIGNATIONS

6.1 The NPPF notes that sustainable development gives rise to the planning system to perform social, environmental and economic roles. This gives rise for the planning system, under the latter role, to ‘contribute to building a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure’ (Section 7)

6.2 The NPPF requires local planning authorities, among other things, to plan proactively to meet the development needs of business and support an economy fit for the 21st century (Section 20). It adds, ‘crucially Local Plans should identify areas where it may be necessary to limit freedom to change the uses of buildings, and support such restrictions with a clear explanation (Section 157)

6.3 In accordance with the NPPF, the strategic objective of Policy CS6 of the Blaby Local Plan (Core Strategy) DPD is:

- To provide the appropriate quantity, quality and mix of employment opportunities to meet the needs of the District’s current and future populations, and to meet strategic employment, education and training needs

6.4 In support of this objective Policy CS6 adds, ‘in order to deliver sufficient employment land and premises to meet strategic needs the Council will:

Seek to protect key employment sites (*in accordance with the explanatory text of the policy*) from non-employment uses (including piecemeal changes to non-employment use), unless it can be demonstrated that such a change of use:

- Could be achieved without resulting in an under provision of employment land at a local and / or district level;
- Would result in demonstrable ‘environmental’ benefits to the immediate area;
- Would result in loss of land and or premises where an independent assessment has indicated that the site is no longer viable and attractive to the market for employment purposes.

6.5 Under a section of Policy CS6 entitled ‘Protecting Employment Land,’ adds:

In addition to providing sufficient employment land to meet growing requirements, the Council will seek to protect the existing stock of employment land and buildings which are considered to be fit for purpose. Where possible, these will be enhanced. The BELPS indicates sixteen key employment sites within the District. Whilst these are of varying quality and have different

occupancy rates, all are considered to make an important contribution to the employment land offer for the District. It is important that these sites are offered protection.

6.6 This study provides part of the evidence base to support these policy objectives. It enables the identification of key employment sites to be defined in the Local Plan. Based on the site assessment findings and assessment scores, it is recommended that:

1) The following twenty - one sites be designated as key employment sites:

Key Employment Sites: Business Parks

- Carlton Park
- County Hall
- Grove Park
- Next plc

Key Employment Sites: Strategic Distribution

- Lubbesthorpe SES
- Mill Lane Industrial Estate
- Optimus Point

Key Employment Sites: Mixed Use Commercial

- Blaby Industrial Estate, Blaby
- Cambridge Road Industrial Estates, Whetstone
- Coventry Road Industrial Estates, Narborough
- Enderby Road Industrial Estates and Grange Business Park, Whetstone
- Everards Brewery, Enderby
- Everards Meadow and Police HQ
- Foxbank Industrial Estate, Station Road, Stoney Stanton
- Hazel Drive, Braunstone
- Meridian Business Park (with Osiers Business Park and Lubbesthorpe Gateway), Braunstone
- Mill Hill Industrial Estates, Enderby
- Oak Spinney Park and Ratby Lane, Braunstone Frith
- Rose Business Park, Blaby
- The Whittle Estate, Whetstone
- Warren Business Park, Enderby

2) The following five sites be designated as existing employment sites:

Existing Employment Sites: Offices

- Croft Quarry offices, Croft
- Narborough Wood Park

Existing Employment Sites: Mixed Use Commercial

- Watergate Lane, Braunstone
- Winston Avenue, Croft

- Wharf Way, Glen Parva

3) Proposed key employment sites with land for economic development uses:

Table 6:1: Sites with planning permission

Sites	Policy and development
Lubbesthorpe Strategic Employment Site, Enderby	Policies CS4 and CS6 Planning permission for 21 ha for B1, B2 and B8 uses
Lubbesthorpe Gateway	Planning permission for 4,600 sq m offices
Lubbesthorpe proposed district centre	Policy CS6 Planning permission for 2,000 sq m of high quality B1 office uses and / or research and development premises associated with the district centre

Table 6:2: Development plots within recommended key employment sites

Sites	
Carlton Park	1.22 ha allocation for B use class or uses ancillary to B uses
LE3, Oak Spinney Park	Planning permission for 2,787 sq m offices
Meridian Business Park	1.89 ha plot (to be released by the Highways Agency)
National Grid land, Enderby	Planning permission for 3,739 sq m B1c / B2 and 2,350 sq m B1a development for National Grid conditioned storage facility and ancillary offices
Optimus Point	Policy CS6 10 ha balance of 26.57 ha site available for B1, B2 and B8 uses. Policy objectives to secure a low carbon sustainable development which provides good connectivity with nearby areas through access by walking, cycling and use of public transport
Rose Business Park	Outline planning permission for intensification of site for B1, B2 and B8 uses

4) Proposed employment land action plan

i) Meridian Business Park

The Council is recommended to work with the Highways Agency to prepare a concept plan for development of the 1.89 ha site with a view to identifying access arrangements and most effective site utilisation including opportunities for extension land for existing development

The Council is recommended to identify requirements of proposals for in site redevelopment for strategic distribution warehousing units

ii) Mill Lane Industrial Estate, Glenfield

The Council is recommended to identify with the owner long term redevelopment options of this 10 ha site to meet requirements for strategic distribution, these include possible reconfiguration of the existing site and new vehicle access arrangements

iii) The Whittle Estate, Whetstone

The Council is recommended to prepare Supplementary Planning Guidance setting out requirements for a masterplan for comprehensive mixed use redevelopment of the site for employment and residential uses including guidance on access arrangements, open space and landscaping to separate uses and community facilities

iv) Wharf Way, Glen Parva

The Council is recommended to prepare planning guidance for the derelict plot in order to secure a design, layout and landscaping proposals that do not prejudice further regeneration of the area together with contributions towards reconstruction of Wharf Way to a standard for adoption as public highway

v) Quarry Lane, Mill Hill, Enderby

The Council is recommended to consider deallocation of land at Quarry Lane allocated for employment uses as development is unlikely to proceed due to costs of addressing ground conditions (landfill and topography) and upgrading the access (at Hall Walk) and service road (at Quarry Lane).

APPENDIX A: Economic Development Planning Policy Guidance

BLABY LOCAL PLAN (CORE STRATEGY) DEVELOPMENT PLAN DOCUMENT

1.1 The vision for the Core Strategy includes the following statements:

- Blaby District will have a prosperous economy, where adequate provision is made for the employment needs of its residents and those who work in the District.
- Residents and visitors to the District will have a greater range of transport options to access services and facilities; where higher priority is given to walking, cycling and public transport than to the car.
- Development will be located in the most sustainable locations. The Principal Urban Area of Leicester will be the focus for new housing and commercial development in the District, with lesser scale development located in the better served settlements that have a good range of services and facilities (including public transport to ‘higher order’ centres).

1.2 The strategic objectives set out in Section 5 of the Core Strategy include the following economic objectives:

- x. To provide the appropriate quantity, quality and mix of employment opportunities to meet the needs of the District’s current and future populations, and to meet strategic employment, education and training needs;
- xi. To deliver the transport needs of the District and to encourage and develop the use of more sustainable forms of transport (Including walking, cycling, other forms of non-motorised transport and public transport).

1.3 The spatial strategy for employment and the economy, set out in Section 6 of the Core Strategy, states at Section 6.11 – 12:

- The northern and central areas will be the focus for employment growth. The provision of new employment land will be focused around the Principal Urban Area. These are the areas of greatest growth and have the greatest potential source of employees. A Strategic Employment Site (of some 30 hectares) has been granted planning permission around junction 21a of the M1. Other large scale employment sites are required to meet identified need. In order to be attractive to the market (and deliverable) they must have strong connections with the strategic road network. A Strategic Employment Site (SES) is proposed as part of the Strategic Growth Area at Lubbesthorpe.
- Smaller scale employment opportunities of key employment sites will be allowed in the larger Central villages and the retention of key existing sites encouraged. The detailed locations for new smaller scale employment sites will be considered as part of the ‘Allocations, Designations and Development Management DPD’. Rural employment opportunities (mainly in the southern Parishes of the District) will primarily be focussed on re-using former agricultural buildings and sites and the provision and retention of small scale facilities within and adjacent to ‘better served’ villages.

1.4 The employment related Core Strategy policies are:

Policy CS4: Strategic Employment Site

Strategic objectives

x) To provide the appropriate quantity, quality and mix of employment opportunities to meet the needs of the District's current and future populations, and to meet strategic employment, education and training needs.

1.5 Land east of the Warrens (south of the M69) at Enderby (as shown by an asterisk on the key diagram) is the preferred location for a Strategic Employment Site (SES) in conjunction with the proposed Sustainable Urban Extension (SUE) at Lubbethorpe.

1.6 The SES will provide some 21 hectares (net) of employment land. The type of employment land provided will include B1, B2 and B8 uses. The quantity / split of these uses will be based on market demand, the needs of investors, the requirements for local businesses and inward investors.

1.7 In order to help meet the employment needs of the District, the SES should provide a range of employment opportunities (which should include office and light industry (B1), General Industry (B2) and storage and distribution uses (B8) – as defined in the Town and Country Planning (Use Classes Order) (1987) as amended). Planning applications for B1(a) office uses of 2,500 square metres or more shall be subject to a sequential test and accompanied by an impact assessment.

1.8 Development proposals should seek to ensure nearby communities (including the proposed SUE) are able to gain easy access to the SES by a range of transport modes. A new bridge across the M69 will be required in order to encourage movements between the SES and the proposed SUE north of the M69 (particularly for pedestrians and cyclists). The timing of the delivery of this bridge will be determined through a phasing plan to be agreed as part of any planning approval for the SUE.

1.9 A Masterplan and transportation strategy will be prepared for the SUE and SES in advance of the determination of any planning application which sets out in more detail the structure and development of the SES and SUE. The Masterplan and transportation strategy will be prepared in consultation with the Local Planning Authority and key stakeholders. No development shall commence on the land until detailed design coding has been completed to the satisfaction of the LPA. Subsequent development shall be in accordance with the Masterplan, transportation strategy and agreed design codes.

1.10 The design and layout of any new scheme must seek to minimise its visual impacts on the nearby Lubbethorpe Scheduled Monument, Enderby Hall, Enderby Conservation Area and Enderby Park. Building heights, scale and massing should seek to minimise the impact on key views from these areas.

1.11 The Leicester and Leicestershire Employment Land Study (LLELS) and the Blaby District Employment Land and Premises Study (BELPS) refresh (2011) identify a requirement for additional employment land in the District of Blaby. The LLELS indicates the requirement for a Strategic Employment Site (of some 24 hectares) in the District of Blaby, up to 2026. A site of some 30 hectares (gross) was granted planning permission by the Secretary of State in October 2011 at 'Glenfield Park' adjacent to junction 21a of the M1 (this is considered in Policy CS6). Notwithstanding this, the BELPS (refresh) 2011 indicates that there is still an unmet need for employment land in the District, including the need for a Strategic Employment Site to meet local and wider needs. In addition, the LLELS (refresh 2012) identifies that additional employment land requirements that cannot be met within the

City of Leicester could be met in the adjacent Districts, this will require some additional ‘cross-boundary’ work in order to establish the most suitable locations.

1.12 In addition to its function of meeting local and wider needs, the SES is accessible to potential employees from the adjacent Sustainable Urban Extension. Research by Experian has indicated that the population of the SUE may generate sufficient employees to require some additional 6.3 hectares of B2 / B8 employment land and some 4,500 sq m of office space. Whilst it is recognised that origin and destination employment patterns are complex, the SES would have a good functional relationship with the Sustainable Urban Extension and would allow the opportunity for residents to seek employment without the need for lengthy travel. In addition, the site is attractive to the market, and has good links with the strategic transport and communication network and the District. Notwithstanding this, it is important that the detailed design and siting of the SES does not undermine any of the other environmental, social or economic objectives of the Core Strategy. Any proposal will have to pay particular attention to its impact on the Enderby Conservation area and Enderby Hall (a listed building) and Park and nearby Scheduled Monument. This will be particularly important in the case of ‘high bay’ employment buildings.

1.13 A balanced mix of employment types will be expected. The mix of employment types must reflect the needs of new and existing residents and will be informed by the BELPS and LLELS. The policy seeks to provide a balanced portfolio of employment sites to meet local and wider needs, whilst assessing the impact of office development proposals on existing centres. No size restrictions have been applied to B2 / B8 uses in order to allow the site to respond to market demand in a flexible way.

1.14 The location of the SES has been chosen because:

- It contributes deliverable employment land in order to meet the needs of residents of the District of Blaby and the wider economic area;
- It has a good functional relationship with the SUE which will allow the opportunity for new residents to walk or cycle to new employment areas;
- It is close to one of the few areas of deprivation in the District of Blaby and offers employment opportunities to local people;
- It has good access to the trunk road network particularly when the new link road is provided to Leicester Lane thus improving its attractiveness to the market.

1.15 A link road from the Warrens Business Park to Leicester Lane Enderby (through the SES) has the potential to result in transportation benefits by removing traffic from congested routes in Enderby. Leicestershire County Council is exploring a range of transportation measures in the Enderby area. The Council will explore the opportunity to provide a link road in conjunction with the development of the SES and will discuss the potential for such a link with the developers and Leicestershire County Council.

Policy CS6: Employment

Strategic objectives

x) To provide the appropriate quantity, quality and mix of employment opportunities to meet the needs of the District’s current and future populations, and to meet strategic employment, education and training needs.

1.16 Blaby District Council will work with partners to ensure that the District has a range of employment opportunities to meet the needs of its residents and wider communities, allowing for growth of existing businesses and for inward investment, particularly in the ‘priority’ employment sectors, subject to the criteria below.

1.17 In order to deliver sufficient employment land and premises to meet strategic needs the Council will:

- Support the provision of a 21 hectare (net) Strategic Employment Site (SES) at Enderby adjoining the development of a Sustainable Urban Extension (SUE) at Lubbesthorpe in accordance with Policy CS4 above. The SES will be appropriate for B1, B2 and B8 uses;
- Support the provision of some 2,000sq m high quality B1 office uses and / or research and development premises associated with the development of a District centre at the Lubbesthorpe SUE.
- Seek to ensure that the approved 30 hectare (gross) Strategic Employment Site at Glenfield Park (adjacent to junction 21a of the M1 motorway) secures the highest possible design standards and balances the provision of employment land with the need to achieve high quality environmental standards and social benefits. The Council will seek to secure a low carbon, sustainable development which provides good connectivity with nearby areas through access by walking, cycling and use of high quality public transport. Blaby District Council will work with neighbouring local authorities and other partners in developing detailed proposals to ensure a high quality scheme.
- Seek to enable development of new smaller scale employment uses in other settlements. The scale and type of development will be determined by the needs of the area and the ability to accommodate employment growth in light of physical, policy or other constraints. Opportunities for smaller scale employment proposals in the ‘Larger’ and ‘Medium’ central villages and ‘Rural Centre’ will be considered in developing the Council’s ‘Allocations, Designations and Development Management’ Development Plan Document. Suitability of sites will be informed by their ability to accommodate employment growth:
 - Without significant harm to amenity;
 - Which are commercially attractive to the market;
 - Which are on sites which can be satisfactorily accessed by commercial vehicles (for movement of goods);
 - Which are accessible by sustainable modes of transport (including public transport) for employees.
 - Which are not ‘out of scale’ with their host community in terms of the quantity of additional employment land and the scale of new buildings.
- Seek to enable the provision of office uses in ‘defined Town, Village and District centres’. Planning applications for B1(a) office uses of 2,500 square metres or more outside of centres shall be subject to a sequential test and accompanied by an impact assessment. Further commercial growth in Blaby Town Centre will be encouraged in accordance with the Blaby Town Centre Masterplan.
- Seek to protect key employment sites (in accordance with the justification below) from non-employment uses (including piecemeal changes to non-employment use), unless it can be demonstrated that such a change of use:

- Could be achieved without resulting in an under provision of employment land at a local and / or district level;
 - Would result in demonstrable 'environmental' benefits to the immediate area;
 - Would result in loss of land and or premises where an independent assessment has indicated that the site is no longer viable and attractive to the market for employment purposes.
- Allow the re-use of agricultural buildings in rural areas for employment purposes, subject to the building:
 - Being structurally sound and capable of conversion without the need for substantial rebuilding or alteration;
 - Suitable for conversion;
 - Capable of being developed (including associated external storage, plant or access) without detriment to the residential or environmental amenity of the locality.
 - Allow the provision of live-work units on residential proposals, subject to these being capable of implementation without adverse impacts on amenity.
 - Will promote local labour agreements with developers to enable local people to secure employment and skills development; and
 - Will support local business in seeking to improve their environmental performance.

1.18 The purpose of this policy is to seek to allow for the appropriate quantity and quality of employment land and premises that will deliver a thriving and diverse economy with high quality employment opportunities.

1.19 Blaby District occupies an important location in the context of the local economy and employment offer. Leicester City (and the wider Leicester Principal Urban Area) is the focus of economic growth within the wider economic area. Blaby District encompasses some of the PUA.

1.20 The administrative area of Blaby District contains the junction of the M1 and M69 motorways (the northern tip of an area known as the Golden Triangle because of its attractiveness to business – particularly that associated with storage and distribution). This area has proved attractive to the market over the last 15 years and is home to two large employment sites, 'Grove Park' and 'Meridian Business Park', as well as the nearby Carlton Park (home to one of Santander Bank's main UK offices), Warrens Industrial Estate, Next plc headquarters and Fosse Park (a major retail site with a large number of employees).

1.21 Whilst the District of Blaby has a large employment offer, it is a net exporter of labour (BE Group 2011), primarily into the City of Leicester. However, a significant number of employees travel from the City and adjacent Districts into Blaby to work. This reinforces the strong functional relationship that exists between the District of Blaby and the wider economic sub-area. The employment policy has attempted to recognise that employment requirements for Blaby cannot be considered in isolation, Blaby's economic success has an impact on the whole economic sub region.

1.22 The BELPS (2011) has indicated that, based on previous delivery rates, there is an additional requirement for some 68 hectares of employment land within the District up to 2029. This requirement is based on the Employment Land position as at 1st April 2011. Since this time, outline planning

permission has been granted in October 2011 for an employment site of some 30 hectares at Glenfield Park. This is reflected in the policy. In order to meet the residual requirement of 38 hectares, the policy promotes a 21 - hectare employment site east of the Warrens at Enderby in association with the proposed SUE. Evidence suggests that these sites are attractive to the market, an important consideration as delivery will be dependent on private investment. According to BELPS the majority of sites with planning permission could be delivered in the short to medium term.

1.23 Smaller scale opportunities to provide additional employment land and premises exist in the rural areas (mainly through conversion of former agricultural buildings). Opportunities to meet the remaining employment land requirements and the needs of other settlements will be considered through the Allocations, Designations and Development Management Development Plan Document.

1.24 Both the Leicester and Leicestershire Employment Land Study and Blaby Employment Land and Premises Study recognise that a comprehensive assessment of employment needs is required in the future to look at accommodating strategic needs that cannot be accommodated mainly in Leicester City's administrative area. Whilst these issues cannot be addressed in this Core Strategy alone, it is providing a level of employment land that exceeds that required for its population alone.

1.25 The nature of employment land requirements is fluid. Structural change in the economy and changing working patterns (such as home working), have altered the nature of employment land requirements. The BELPS study 2011 has indicated that the likely requirements for land in the District of Blaby is primarily General Industrial (B2) and Storage and Distribution (B8). In addition, there is some unmet demand for small scale office accommodation. The policy has attempted to allow for these types of uses without undermining the aspirations for the New Business Quarter in Leicester City.

Protecting Employment Land

1.26 In addition to providing sufficient employment land to meet growing requirements, the Council will seek to protect the existing stock of employment land and buildings which are considered to be fit for purpose. Where possible, these will be enhanced. The BELPS indicates sixteen key employment sites within the District. Whilst these are of varying quality and have different occupancy rates, all are considered to make an important contribution to the employment land offer for the District. It is important that these sites are offered protection.

NATIONAL PLANNING POLICY FRAMEWORK

2.1 The National Planning Policy Framework (NPPF) sets out the Government’s planning policies for England and how these are expected to be applied. It states ‘the purpose of the planning system is to contribute to the achievement of sustainable development. The policies in (NPPF) paragraphs 18 to 219, taken as a whole, constitute the Government’s view of what sustainable development in England means in practice for the planning system (paragraph 6).

2.2 The NPPF continues, ‘there are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform:

An economic role, contributing to building a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure

A social role, supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well – being; and

An environmental role, contributing to protecting and enhancing our natural built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy’ (paragraph 7).

2.3 The NPPF advises further, ‘These roles should not be undertaken in isolation, because they are mutually dependent. Economic growth can secure higher social and environmental standards, and well – designed buildings and places can improve the lives of people and communities. Therefore, to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. The planning system should play an active role in guiding development to sustainable solutions’ (paragraph 8).

2.4 ‘Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life, including (but not limited to):

- Making it easier for jobs to be created in cities, town and villages
- Moving from a net loss of bio – diversity to achieving net gains for nature
- Replacing poor design with better design
- Improving the conditions in which people live, work, travel and take leisure
- Widening the choice of high quality homes (paragraph 9).

2.5 ‘At the heart of the NPPF is a presumption in favour of sustainable development.... For plan making, this means that:

- Local planning authorities should positively seek opportunities to meet the development needs of their area and

- Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless
 - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or
 - Specific policies in the Framework indicate development should be restricted' (paragraph 14).

Core planning principles

2.6 The NPPF identifies a set of twelve core land use planning principles that should underpin both plan – making and decision taking. Of these five are most relevant to economic land planning:

- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities.
- Support the transition to a low carbon future in a changing climate, taking full account of flood risk...and encourage the reuse of existing resources...
- Contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in the NPPF
- Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable (paragraph 17).

Delivering sustainable development: Building a strong, competitive economy

2.7 The NPPF continues, 'The Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and meeting the twin challenges of global competition and a low carbon future (paragraph 18). Economic development is defined in the NPPF as 'development, including those within the B Use Classes, public and commercial uses and main town centre uses (excluding housing development).'

2.8 The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage not act as an impediment to sustainable growth. Therefore, significant weight should be placed on the need to support economic growth through the planning system (paragraph 19).

2.9 To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century (paragraph 20).

2.10 In drawing up Local Plans, local planning authorities should:

- Set out a clear economic vision and strategy for their area which positively and proactively encourage sustainable economic growth;
- Set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;
- Support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to change in economic circumstances
- Plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries;
- Identify priority areas for economic regeneration, infrastructure provision and environmental enhancement;
- Facilitate flexible working practices such as the integration of residential and commercial uses within the same unit (paragraph 21).

2.11 Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities (paragraph 22).

Using a proportionate evidence base

2.12 Each local planning authority should ensure that the Local Plan is based on adequate, up – to – date and relevant evidence about the economic, social and environmental characteristics and prospects of the area. Local planning authorities should ensure that their assessment of and strategies for housing, employment and other uses are integrated, and that they take full account of relevant market and economic signals (paragraph 158).

Business

2.13 Local planning authorities should have a clear understanding of business needs within the economic markets operating in and across their area. To achieve this, they should:

- Work together with county and neighbouring authorities and with Local Enterprise Partnerships to prepare and maintain a robust evidence base to understand both existing business needs and likely changes in the market
- Work closely with the business community to understand their changing needs and identify and address barriers to investment, including a lack of infrastructure or viability (paragraph 160)

2.14 Local planning authorities should use this evidence base to assess:

- The need for land or floorspace for economic development, including both the quantitative and qualitative needs for all foreseeable types of economic activity over the plan period, including for retail and leisure development

- The existing and future supply of land available for economic development and its sufficiency and suitability to meet the identified needs. Reviews of land available for economic development should be undertaken at the same time as, or combined with, Strategic Housing Land Availability Assessment and should include a reappraisals of the suitability of previously allocated land (paragraph 161)

PLANNING PRACTICE GUIDANCE

3.1 In support of the above NPPF policies, the Government has published two sets of relevant Planning Practice Guidance (PPG)

Housing and Economic Development Needs Assessments

3.2 The ‘Housing and Economic Development Needs Assessments’ PPG supports local planning authorities in objectively assessing and evidencing development needs for housing and economic development (Paragraph: 001).

3.3 The PPG advises that need for economic development uses should address quantitative assessments and also an understanding of qualitative requirements of each market segment (Paragraph 004).

3.4 The assessment methodology advises plan makers to:

- Liaise closely with the business community to understand their current and potential future requirements
- Consider the recent pattern of employment land supply and loss to other uses (based on extant planning permissions and planning applications) to be based on an assessment of employment land by sub - areas and market segments where there are distinct property market areas within authorities
- Market intelligence (from local data and discussions with developers and property agents, recent surveys of business needs or engagement with business and economic forums)
- Market signals, such as levels and changes in rental values, and differentials between land values in different uses
- Public information on employment land and premises required
- Information held by other public sector bodies and utilities in relation to infrastructure constraints
- The existing stock of employment land. This will indicate the demand for and supply of employment land and determine the likely business needs and future market requirements (though it is important to recognise that existing stock may not reflect the future needs of business). Recent statistics on take up of sites should be consulted at this stage along with other primary and secondary data sources to gain an understanding of the spatial implications of ‘revealed demand’ for employment land
- The locational and premises requirements of particular types of business
- Identification of oversupply and evidence of market failure (e.g. physical or ownership constraints that prevent the employment site being used effectively, which could be evidence by unfulfilled requirements from business, yet developers are not prepared to build premises at the prevailing market rents) (paragraph 031).

3.5 The guidance advises that analyses of employment land be based on:

- A simple typology market segment and sub areas, where there are distinct property market areas within authorities, and supplemented by

- Information on permissions for other uses that have been granted if available on sites then or formerly in employment use.

3.6 The guidance continues that analysing supply and demand will allow plan makers to identify whether there is a mismatch between quantitative and qualitative supply of and demand for employment sites. This will enable an understanding of which market segments are over – supplied to be derived and those which are under supplied (paragraph 032).

3.7 The core outputs are clear conclusions and any assumptions made in reaching these conclusions on the levels of quantitative and qualitative predicted need. This is in turn an important input into assessing the suitability of sites and the Local Plan preparation process more generally.

Housing and Economic Land Availability Assessment

3.8 The ‘Housing and Economic Land Availability Assessment’ PPG support local planning authorities to identify ‘a future supply of land which is suitable, available and achievable for economic development uses over the plan period.’

3.9 The four stage methodology concerns:

i) Identification of sites and broad locations: This stage addresses ten issues concerning the assessment area, scope of the assessment (to include for example sites with existing allocations, unimplemented consents and development under construction) and analyses of identified sites (to include site size, boundaries and location; current land use and character; physical and potential environmental constraints; development progress and initial assessment of site suitability);

ii) Assessment of site development potential assessment: This stage addresses seven issues concerning the factors to be considered for assessing suitability or broad locations for development (development plan and market and industry requirements); availability (legal and ownership issues and landowner / developer interest); achievability (a judgment about economic viability, capacity of the developer and hence whether the site can be considered deliverable over the plan period.

iii) Assessment review: This stage addresses two issues. These are a trajectory of the amount of economic development that can be provided and by when, a supply demand balance between the trajectory and identified needs and best ways for planning for any shortfall.

iv) Final evidence base: This stage sets out the core outputs and monitoring arrangements. The core outputs are:

- A list of all sites or broad locations considered, cross referenced to their locations on maps
- An assessment of each site or broad location, in terms of its suitability for development, availability and achievability including whether the site / broad location is viable, to determine whether a site is realistically expected to be developed and when;
- Contain more detail for those sites which are considered to be realistic candidates for development, where others have been discounted for clearly evidenced and justified reasons
- The potential type and quantity of development that could be delivered on each site / broad location, including a reasonable estimate of build out rates, setting out how barriers to delivery could be overcome and when
- An indicative trajectory of anticipated development and consideration of associated risks

3.10 The guidance concludes that the assessment of sites be kept up to date as part of LPA's monitoring report recording:

- Progress with delivery of development on allocated and sites with planning permission;
- Planning applications that have been submitted or approved on sites and broad locations identified for assessment;
- Progress that has been made in removing constraints on development and whether a site is now considered to be deliverable or developable;
- Unforeseen constraints that have emerged which now mean a site is no longer deliverable or developable and how these could be addressed.

APPENDIX B: Development Appraisals

APPRAISAL SUMMARY

LAMBERT SMITH HAMPTON

**Blaby Development Appraisal
Strategic Distribution**

Summary Appraisal for Phase 1

Currency in £

REVENUE

Rental Area Summary

	Units	ft²	Rate ft²	Initial MRV/Unit	Net Rent at Sale	Initial MRV
Strategic Distribution	1	50,000	6.00	300,000	300,000	300,000

Investment Valuation

Strategic Distribution

Market Rent	300,000	YP @	6.0000%	16.6667	5,000,000	
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GROSS DEVELOPMENT VALUE

5,000,000

Purchaser's Costs		6.80%	(318,352)	(318,352)		
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NET DEVELOPMENT VALUE

4,681,648

NET REALISATION

4,681,648

OUTLAY

ACQUISITION COSTS

Residualised Price			503,477	503,477		
Stamp Duty			14,674			
Agent Fee		1.00%	5,035			
Legal Fee		0.80%	4,028			
Town Planning			10,000			
				33,736		

CONSTRUCTION COSTS

Construction	ft²	Rate ft²	Cost	
Strategic Distribution	50,000 ft ²	52.50 pf ²	2,625,000	2,625,000
Contingency		10.00%	262,500	262,500

PROFESSIONAL FEES

Professional Fees		15.00%	433,125	433,125
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MARKETING & LETTING

Letting Agent Fee		10.00%	30,000	
Letting Legal Fee		5.00%	15,000	
				45,000

DISPOSAL FEES

Sales Agent Fee		1.00%	46,816	
Sales Legal Fee		0.50%	23,408	
				70,225

Additional Costs

Arrangement Fee			20,000	20,000
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RENT FREE COSTS

Strategic Distribution	3 mths		75,000	75,000
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VAT

Total Paid			2,935	
Balance				2,935

APPRAISAL SUMMARY

LAMBERT SMITH HAMPTON

**Blaby Development Appraisal
Strategic Distribution**

TOTAL COSTS	4,070,998
PROFIT	610,650

Performance Measures

Profit on Cost%	15.00%
Profit on GDV%	12.21%
Profit on NDV%	13.04%
Development Yield% (on Rent)	7.37%
Equivalent Yield% (Nominal)	6.00%
Equivalent Yield% (True)	6.23%
 IRR	 N/A
Rent Cover	2 yrs
Profit Erosion (finance rate 0.000%)	N/A

APPRAISAL SUMMARY

LAMBERT SMITH HAMPTON

**Office Development Appraisal
Grove Park**

Summary Appraisal for Phase 1

Currency in £

REVENUE

Rental Area Summary

	Units	ft ²	Rate ft ²	Initial MRV/Unit	Net Rent at Sale	Initial MRV
Grove Park Dev. Appraisal	1	10,200	17.50	178,500	178,500	178,500

Investment Valuation

Grove Park Dev. Appraisal						
Market Rent	178,500	YP @	6.5000%	15.3846	2,746,154	

GROSS DEVELOPMENT VALUE

2,746,154

Purchaser's Costs		6.80%	(174,849)	(174,849)		
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NET DEVELOPMENT VALUE

2,571,305

NET REALISATION

2,571,305

OUTLAY

ACQUISITION COSTS

Residualised Price			360,845	360,845		
Stamp Duty			7,542			
Agent Fee		1.00%	3,608			
Legal Fee		0.80%	2,887			
Town Planning			10,000			
				24,037		

CONSTRUCTION COSTS

Construction	ft ²	Rate ft ²	Cost			
Grove Park Dev. Appraisal	12,000 ft ²	155.00 pf ²	1,860,000	1,860,000		
Contingency		10.00%	186,000		186,000	

PROFESSIONAL FEES

Professional Fees		12.00%	245,520	245,520		
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MARKETING & LETTING

Letting Agent Fee		10.00%	17,850			
Letting Legal Fee		5.00%	8,925			
				26,775		

DISPOSAL FEES

Sales Agent Fee		1.00%	25,713			
Sales Legal Fee		0.50%	12,857			
				38,570		

Additional Costs

Arrangement Fee			20,000	20,000		
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RENT FREE COSTS

Grove Park Dev. Appraisal	3 mths		44,625	44,625		
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VAT

Total Paid			(538,797)	(538,797)		
Balance						

APPRAISAL SUMMARY

LAMBERT SMITH HAMPTON

**Office Development Appraisal
Grove Park**

FINANCE

Debit Rate 6.000%, Credit Rate 6.000% (Nominal)

Land	(45)	
Construction	15,603	
Letting Void	(15,557)	
Other	(31,658)	
Total Finance Cost		(31,658)

TOTAL COSTS

2,235,917

PROFIT

335,388

Performance Measures

Profit on Cost%	15.00%
Profit on GDV%	12.21%
Profit on NDV%	13.04%
Development Yield% (on Rent)	7.98%
Equivalent Yield% (Nominal)	6.50%
Equivalent Yield% (True)	6.77%

IRR N/A

Rent Cover 1 yr 11 mths

Profit Erosion (finance rate 6.000%) 2 yrs 4 mths

APPRAISAL SUMMARY

LAMBERT SMITH HAMPTON

**Blaby Development Options
Office Scheme (x25 units)**

Summary Appraisal for Phase 1

Currency in £

REVENUE

Rental Area Summary

	Units	ft ²	Rate ft ²	Initial MRV/Unit	Net Rent at Sale	Initial MRV
Office Scheme	25	42,500	16.00	27,200	680,000	680,000

Investment Valuation

Office Scheme

Market Rent	680,000	YP @	7.0000%	14.2857	9,714,286	
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GROSS DEVELOPMENT VALUE

9,714,286

Purchaser's Costs

6.80%	(618,513)	(618,513)
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NET DEVELOPMENT VALUE

9,095,773

NET REALISATION

9,095,773

OUTLAY

ACQUISITION COSTS

Residualised Price (Negative land)		(312,069)	(312,069)
Town Planning		10,000	10,000

CONSTRUCTION COSTS

Construction

	ft ²	Rate ft ²	Cost
Office Scheme	50,000 ft ²	130.00 pf ²	6,500,000
Contingency		5.00%	325,000
Statutory/LA			100,000
			425,000

PROFESSIONAL FEES

Professional Fees	12.00%	819,000	819,000
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MARKETING & LETTING

Marketing		25,000	
Letting Agent Fee	15.00%	102,000	
Letting Legal Fee	5.00%	34,000	
			161,000

DISPOSAL FEES

Sales Agent Fee	1.00%	90,958	
Sales Legal Fee	0.50%	45,479	
			136,437

RENT FREE COSTS

Office Scheme	3 mths	170,000	170,000
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TOTAL COSTS

7,909,368

PROFIT

1,186,405

Performance Measures

Profit on Cost%	15.00%
Profit on GDV%	12.21%
Profit on NDV%	13.04%
Development Yield% (on Rent)	8.60%
Equivalent Yield% (Nominal)	7.00%
Equivalent Yield% (True)	7.32%

APPRAISAL SUMMARY

LAMBERT SMITH HAMPTON

**Blaby Development Options
Office Scheme (x25 units)**

IRR	10.37%
Rent Cover	1 yr 9 mths
Profit Erosion (finance rate 0.000%)	N/A

APPRAISAL SUMMARY

LAMBERT SMITH HAMPTON

**Blaby Development Options
Industrial Units (x25 Units)**

Summary Appraisal for Phase 1

Currency in £

REVENUE

Rental Area Summary

	Units	ft²	Rate ft²	Initial MRV/Unit	Net Rent at Sale
Light Industrial Scheme	25	50,000	10.00	20,000	500,000

Investment Valuation

Light Industrial Scheme

Market Rent	500,000	YP @	7.0000%	14.2857	7,142,857
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GROSS DEVELOPMENT VALUE

7,142,857

Purchaser's Costs

6.80% (454,789)
(454,789)

NET DEVELOPMENT VALUE

6,688,068

NET REALISATION

6,688,068

OUTLAY

ACQUISITION COSTS

Residualised Price (2.50 Acres 573,651.26 pAcre)			1,434,128	1,434,128	
Stamp Duty			61,206		
Agent Fee		1.00%	14,341		
Legal Fee		0.80%	11,473		
Town Planning			10,000		
				97,021	

CONSTRUCTION COSTS

Construction

	ft²	Rate ft²	Cost	
Light Industrial Scheme	50,000 ft ²	65.00 pf ²	3,250,000	3,250,000
Contingency		5.00%	162,500	
Statutory/LA			100,000	
				262,500

PROFESSIONAL FEES

Professional Fees		12.00%	409,500	409,500
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MARKETING & LETTING

Marketing			25,000	
Letting Agent Fee		15.00%	75,000	
Letting Legal Fee		5.00%	25,000	
				125,000

DISPOSAL FEES

Sales Agent Fee		1.00%	66,881	
Sales Legal Fee		0.50%	33,440	
				100,321

RENT FREE COSTS

Light Industrial Scheme	3 mths		125,000	125,000
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VAT

Total Paid			12,241	
Balance				12,241

TOTAL COSTS

5,815,711

PROFIT

872,357

Performance Measures

APPRAISAL SUMMARY

LAMBERT SMITH HAMPTON

**Blaby Development Options
Industrial Units (x25 Units)**

Profit on Cost%	15.00%
Profit on GDV%	12.21%
Profit on NDV%	13.04%
Development Yield% (on Rent)	8.60%
Equivalent Yield% (Nominal)	7.00%
Equivalent Yield% (True)	7.32%
IRR	9.81%
Rent Cover	1 yr 9 mths
Profit Erosion (finance rate 0.000%)	N/A

**Initial
MRV**
500,000

APPENDIX C: Employment Sites Assessments and Maps

1 Offices key sites

1.1 Grove Park, Enderby, LE19 1SN

Grove Park, Enderby, LE19 1SN



Description

Leicestershire's premier office business park located adjacent to M1 J21, includes a substantial warehousing quarter, a Marriott Hotel and pub. Last office development plots under construction.

Overall Assessment: Rationale and summary of scores for designation as:

Assessment Category	Max Score	Score
Physical	40	40
Transport	30	30
Environmental	55	41
Market	75	75
TOTAL	200	186

Key Employment Site: High quality business park located adjacent to M1 Junction 21.

Physical Assessment

Site Size

Size (ha)	Description	Score	Mark
	Strategic scale key employment site		

Comment: Site 42.5 ha

Design

Description	Score	Mark
Low density business park (purpose built service roads, dedicated car parking and		
Medium density employment area (purpose built service roads, on - site parking and	4 - 5	
High density employment area (residential / unadopted service roads, limited on - site parking and loading forecourts, on street parking and loading	1 - 3	

Comment: New development laid out in accordance with a masterplan providing for access roads, off street car parking, landscaping and dedicated zones for offices and distribution warehouses.

Building types / quality

Description	Score	Mark
Grade A offices and industrials (new, high specification and design)	11 - 15	15
Grade B offices and industrials (modern stock with functional specification and	3 - 10	
Grade C and below (low functionality and nearing obsolescence)	1 - 2	

Comment: New development with Grade A offices

Transport Assessment

Connection to strategic highway network

Description	Score	Mark
Direct dual road access to Motorway	16 - 20	20

Direct A road and dual road access to Motorway	10 - 15	
Indirect A and B road access to Motorway	1 - 5	

Comment: Adjacent to M1 J21

Site accesses to highway network

Description	Score	Mark
Roundabout access, light controlled access with left and right hand turning lanes	10	10

Comment: Dedicated and light controlled turning lanes

Environmental Assessment

Amenity (traffic, noise and disturbance)

Description	Score	Mark
Dedicated purpose built business park, isolated from residential areas	6 - 10	10
Older employment area with low impact on residential areas	3 - 5	
Older employment area, integrated in residential area with conflicts with residential amenity	1 - 2	

Comment: Access to M1 does not pass any residential development. Site separated from nearest housing

Access by sustainable transport modes (foot and cycle)

Description	Score	Mark
Walking / Cycling: Accessible by dedicated footways / cycle routes from residential areas: 400, 800 and 1200m		
400 m	10	
800 m	6	
1200 m	4	4

Comment: Site is isolated from residential areas

Access by sustainable transport modes (bus and rail)

Description	Score	Mark
- Site within ten minutes (800m) walk of high frequency (every ten minutes) bus	10	8

Comment: Dedicated bus stop in Smith Way is served by Quicksilver Shuttle Park and Ride high frequency 15 - minute 203 service (7.00 – 19.00 Monday to Saturday) to St Nicholas Circle, city centre.

Access by sustainable transport modes (other measures)

Description	Score	Mark
Maximum score		
Site promotes car sharing		

Comment: Developer promotes liftshare.com car share scheme

Access to services

Description	Score	Mark
Shopping centre with convenience and comparison shops, banks, hotels and conference centre: 400 and 800m	11 - 15	
Neighbourhood shopping centres with convenience shops, banks: 400 and 800m	4 - 10	
Single convenience shop, bank: 400 and 800m	1 - 3	
No shop or bank within 800m	0	

Comment: Dedicated footway to Fosse Shopping Centre and Sainsbury superstore, Marriott Hotel

with conference facilities located within the site.

Known environmental issues / constraints

Description	Score	Mark
	(10 - 50)	
Surface water flooding		
Impact on designated nature and heritage sites		

Comment: Flood zone runs through the northern end of the site

Market Assessment

Occupier demand (void periods)

Demand	Void period	Score	Mark
	Less than six months	7 - 10	

Comment: Market take up of remaining plots and vacant premises

Occupier demand (net effective rents)

Demand	Description	Score	Mark
	Rent less incentives	7 - 10	
	Rent less incentives		
	Rent less incentives		

Comment: Site commands prime rents for out of town Grade A offices in Leicester PUA (recent pre – let new build at £17.45 per sq ft)

Investment demand (investor type)

Size (ha)	Description	Score	Mark
High demand	Institutional	7 - 10	10

Average	Private	4 - 6	
Low demand	Owner occupier	1 - 3	

Comment: Large offices attractive to institutional investors and family trusts, smaller offices attractive to Self - Invested Personal Pension (SIPP) and private investors

Established employment sites (only): market signals

Signals	Description	Score	Mark
Occupancy	Average void rates are approximately 7.5% of the stock: i) Void rates less than 7.5% indicates a shortage of stock ii) Void rates more than 7.5% indicates an oversupply of stock	20 - 45	
Development: no change	No losses of economic use reflect continuing investor and occupier commitment to the site	10	
Development: losses	Recent changes of use to and redevelopment for non - economic uses	(10 – 45)	

Comment: See below

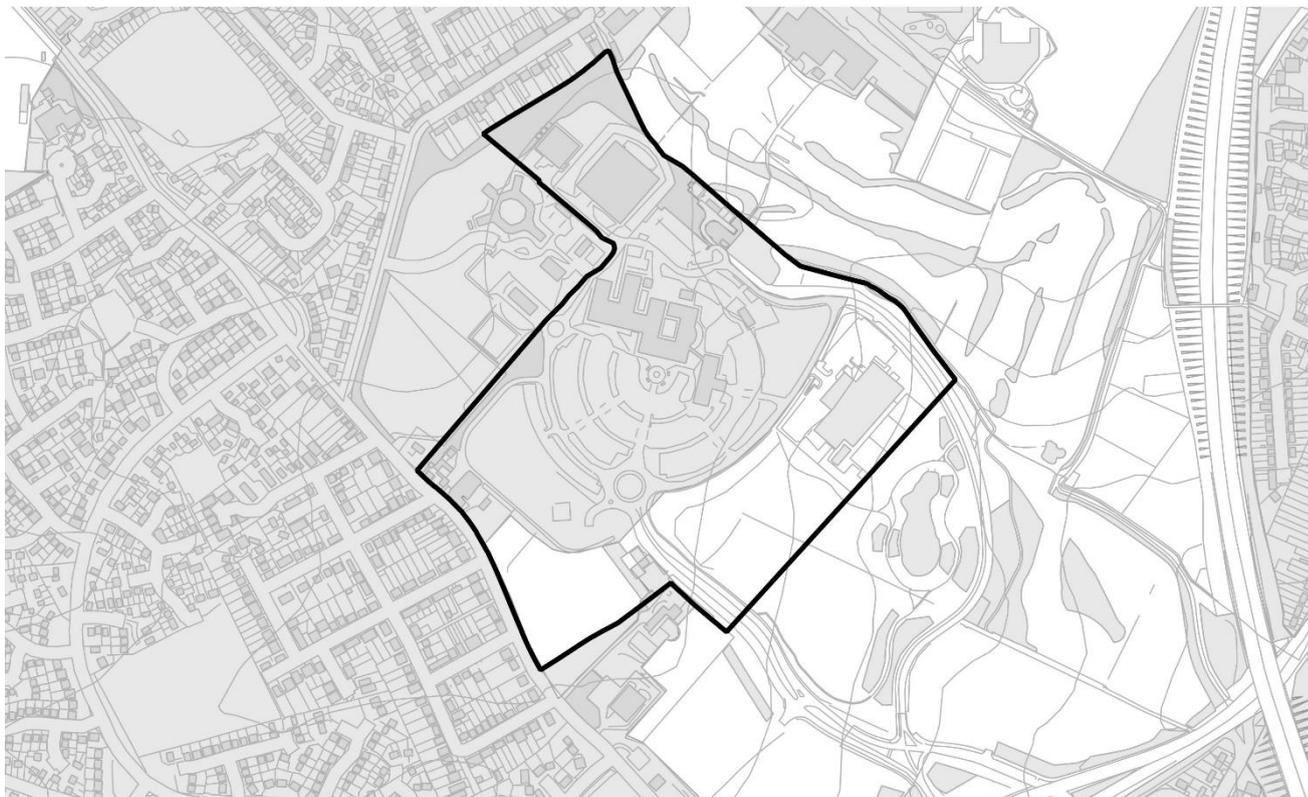
Developing employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

Size (ha)	Description	Score	Mark
Viable and deliverable	Evidence of recent completions on green field plots or previously developed land	25 - 45	45
Subject to land promotion / investment	Evidence of development viability subject to: i) Investment in land promotion to secure planning permission on allocated land ii) Investment to address constraints to development with planning permission, for example, advance infrastructure and ground works	10 - 25	
Not viable, not deliverable	Evidence of unviability and or physical constraints	(10 – 45)	

Comment: Since 2006, the site has been the subject of six office completions totaling 10,253 sq m on 2.63 ha and a 4,750 sq m warehouse on 1.05 ha (for Topps Tiles). The last office development plots are under construction for My Home Move and The Priory.

1.2 Carlton Park, Narborough, LE19 0AL

Carlton Park, Narborough, LE19 0AL



Description

High quality self – contained office park occupied by Santander. Comprises: customer services operations; document store; two recent large scale data stores; a David Lloyd Sports Centre; day nursery and 1.22 ha allocation for further development.

Overall Assessment: Rationale and summary of scores for designation as:

Assessment Category	Max Score	Score
Physical	40	40
Transport	30	25
Environmental	55	27
Market	75	75
TOTAL	200	167

Key Employment Site: Large scale, high quality, secure office park occupied by Santander located close to M1 J 21

Physical Assessment

Site size

Size (ha)	Description	Score	Mark
	Strategic scale key employment site		

Comment: Site 24 ha

Design

Description	Score	Mark
Low density business park (purpose built service roads, dedicated car parking and	6 - 10	
Medium density employment area (purpose built service roads, on - site parking and	4 - 5	
High density employment area (residential / unadopted service roads, limited on - site parking and loading forecourts, on street parking and loading	1 - 3	

Comment: Modern development served by dedicated service roads and extensive surface car parking and landscaping.

Building types / quality

Description	Score	Mark
Grade A offices and industrials (new, high specification and design)	6 - 10	
Grade B offices and industrials (modern stock with functional specification and	4 - 5	
Grade C and below (low functionality and nearing obsolescence)	1 - 3	

Comment: Modern Grade A offices together with recently completed purpose built data stores

Transport Assessment

Connection to strategic highway network

Description	Score	Mark
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Direct dual road access to Motorway	16 - 20	
Direct A road and dual road access to Motorway	10 -15	15
Indirect A and B road access to Motorway	1 - 5	

Comment: Located in close proximity to M1 J21 via high quality B and A roads

Site accesses to highway network

Description	Score	Mark
Roundabout access, light controlled access with left and right hand turning lanes	10	10
From A road	5	
From B road	1	
From residential street	0	

Comment: Dedicated and light controlled turning lanes

Environmental Assessment

Amenity (traffic, noise and disturbance)

Description	Score	Mark
Dedicated purpose built business park, isolated from residential areas	6 - 10	10
Older employment area with low impact on residential areas	3 – 5	
Older employment area, integrated in residential area with conflicts with residential amenity	1 - 2	

Comment: Access separated from nearest housing

Access by sustainable transport modes (foot and cycle)

Description	Score	Mark
Walking / Cycling: Accessible by dedicated footways / cycle routes from residential areas: 400, 800 and 1200m		
400 m	10	
800 m	6	6
1200 m	4	

Access by sustainable transport modes (bus and rail)

Description	Score	Mark
- Site within ten minutes (800m) walk of high frequency (every ten minutes) bus		
- Site within 400m of low frequency bus route (less than 3 buses per hour) or within 800m of a regular (at least 3 buses per hour) bus route or rail station		
- Site within 400 – 800m of low frequency bus route (less than 3 buses per hour) or within 800 - 1200m of a regular bus route or rail station (at least 3 buses per hour) bus route or rail station		
- Site more than 800m of low frequency bus route (less than 3 buses per hour) or 1200m from a regular bus route or rail station		

Comment: Bus number 50 (3 services per hour) at Stewart Avenue, 340m from site, 50 minutes to city centre, train rail service at Narborough railway station, 1200 m from site

Access by sustainable transport modes (other measures)

Description	Score	Mark

Comment: None known

Access to services

Description	Score	Mark
Shopping centre with convenience and comparison shops, banks, hotels and conference centre: 400 and 800m	11 - 15	
Neighbourhood shopping centres with convenience shops, banks: 400 and 800m	4 - 10	
Single convenience shop, bank: 400 and 800m	1 - 3	
No shop or bank within 800m		

Known environmental issues / constraints

Description	Score	Mark
Surface water flooding	(6 – 20)	
Fluvial flood zone	(10 – 50)	
Impact on designated nature and heritage sites	(6 – 20)	

Comment: None known

Market Assessment

Occupier demand (void periods)

Demand	Void period	Score	Mark
High	Less than six months	10	10

Comment: Fully occupied owner occupied site

Occupier demand (net effective rent)

Demand	Description	Score	Mark
	Rent less incentives		

Comment: Premises not available to the open market

Investment demand (investor type)

Size (ha)	Description	Score	Mark

Comment: Owned by financial institution

Established employment sites (only): market signals

Signals	Description	Score	Mark

Comment: See below

Developing employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

Size (ha)	Description	Score	Mark
Viable and deliverable	Evidence of recent completions on green field plots or previously developed land	25 - 45	
Subject to land promotion / investment	Evidence of development viability subject to: i) Investment in land promotion to secure planning permission on allocated land ii) Investment to address constraints to development with planning permission, for example, advance infrastructure and ground works	10 - 25	
Not viable, not deliverable	Evidence of unviability and or physical constraints	(10 – 45)	

Comment: Two data centres totaling 30,010 sq m on 5.87 ha recently completed. A further 1.22 ha allocated for development

1.3 County Hall, Leicester Road, Glenfield, Leicester, LE3 8RA

County Hall, Leicester Road, Glenfield, Leicester, LE3 8RA



Description

Self - contained office headquarters of Leicestershire County Council including Fire and Rescue Service head – quarters, garage and workshops and ESPO building. Comprises large scale offices with extensive surface parking, open space, sports pitches.

Overall Assessment: Rationale and summary of scores for designation as:

Assessment Category	Max Score	Score
Physical	40	30
Transport	30	25
Environmental	55	30
Market	75	70
TOTAL	200	155

Key Employment Site: Large scale, high quality, secure office park with access to A46 via Groby Road (A50) and City Centre via Groby Road (A5119).

Physical Assessment

Site size

Size (ha)	Description	Score	Mark
	Strategic scale key employment site		

Comment: Site 16 ha

Design

Description	Score	Mark
Low density business park (purpose built service roads, dedicated car parking and	6 - 10	
Medium density employment area (purpose built service roads, on - site parking and	4 - 5	
High density employment area (residential / unadopted service roads, limited on - site parking and loading forecourts, on street parking and loading	1 - 3	

Comment: Low density development served by dedicated service roads and extensive surface car parking and landscaping.

Building types / quality

Description	Score	Mark
Grade A offices and industrials (new, high specification and design)	11 - 15	
Grade B offices and industrials (modern stock with functional specification and	3 - 10	
Grade C and below (low functionality and nearing obsolescence)	1 - 2	

Comment: Modernist Grade B offices together with ancillary workshops and garages

Transport Assessment

Connection to strategic highway network

Description	Score	Mark
Direct A road and dual road access to Motorway		
Indirect A and B road access to Motorway		

Comment: Located in close proximity to A46 and M1 J21a

Site accesses to highway network

Description	Score	Mark
Roundabout access, light controlled access with left and right hand turning lanes		

Comment: Dedicated access road off roundabout and dedicated exit road onto dual carriageway

Environmental Assessment

Amenity (traffic, noise and disturbance)

Description	Score	Mark
Dedicated purpose built business park, isolated from residential areas		
Older employment area with low impact on residential areas		
Older employment area, integrated in residential area with conflicts with residential		

Comment: Accesses separated from nearest housing

Access by sustainable transport modes (foot and cycle)

Description	Score	Mark
Walking / Cycling: Accessible by dedicated footways / cycle routes from residential		

1200 m	4	
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Comment: National Cycle Network Route 63: surfaced off road route to city centre, 3 miles

Access by sustainable transport modes (bus and rail)

Description	Score	Mark
- Site within ten minutes (800m) walk of high frequency (every ten minutes) bus services	10	10
- Site within 400m of low frequency bus route (less than 3 buses per hour) or within 800m of a regular (at least 3 buses per hour) bus route or rail station	6	
- Site within 400 – 800m of low frequency bus route (less than 3 buses per hour) or within 800 - 1200m of a regular bus route (at least 3 buses per hour) or rail station	4	
- Site more than 800m of low frequency bus route (less than 3 buses per hour) or 1200m from a regular bus route or rail station	2	

Comment: Frequent bus services from City Centre (ten minutes) and Ratby (27), Groby (29A) and Coalville (28, 29A)

Access by sustainable transport modes (other measures)

Description	Score	Mark
Maximum score	10	
Site promotes car sharing	4	
Site provide share only car parking spaces	2	
Other measures	0 - 4	

Comment: The County Hall Travel Plan is being updated

Access to services

Description	Score	Mark
Shopping centre with convenience and comparison shops, banks, hotels and conference centre: 400 and 800m	11 - 15	
Neighbourhood shopping centres with convenience shops, banks: 400 and 800m	4 - 10	
Single convenience shop, bank: 400 and 800m	1 - 3	
No shop or bank within 800m	0	0

Known environmental issues / constraints

Description	Score	Mark

Comment: None known

Market Assessment

Occupier demand (void periods)

Demand	Void period	Score	Mark
	Less than six months		

Comment: Fully occupancy by institutional occupiers

Occupier demand (net effective rent)

Demand	Description	Score	Mark
	Rent less incentives		

Comment: Premises not available to the open market

Investment demand (investor type)

Size (ha)	Description	Score	Mark

Comment: Owned by public institution

Established employment sites (only): market signals

Signals	Description	Score	Mark
Occupancy	Average void rates are approximately 7.5% of the stock: i) Void rates less than 7.5% indicates a shortage of stock ii) Void rates more than 7.5% indicates an oversupply of	20 - 45	45

Comment: Full occupancy by County Council, Fire and Rescue Service and ESPO

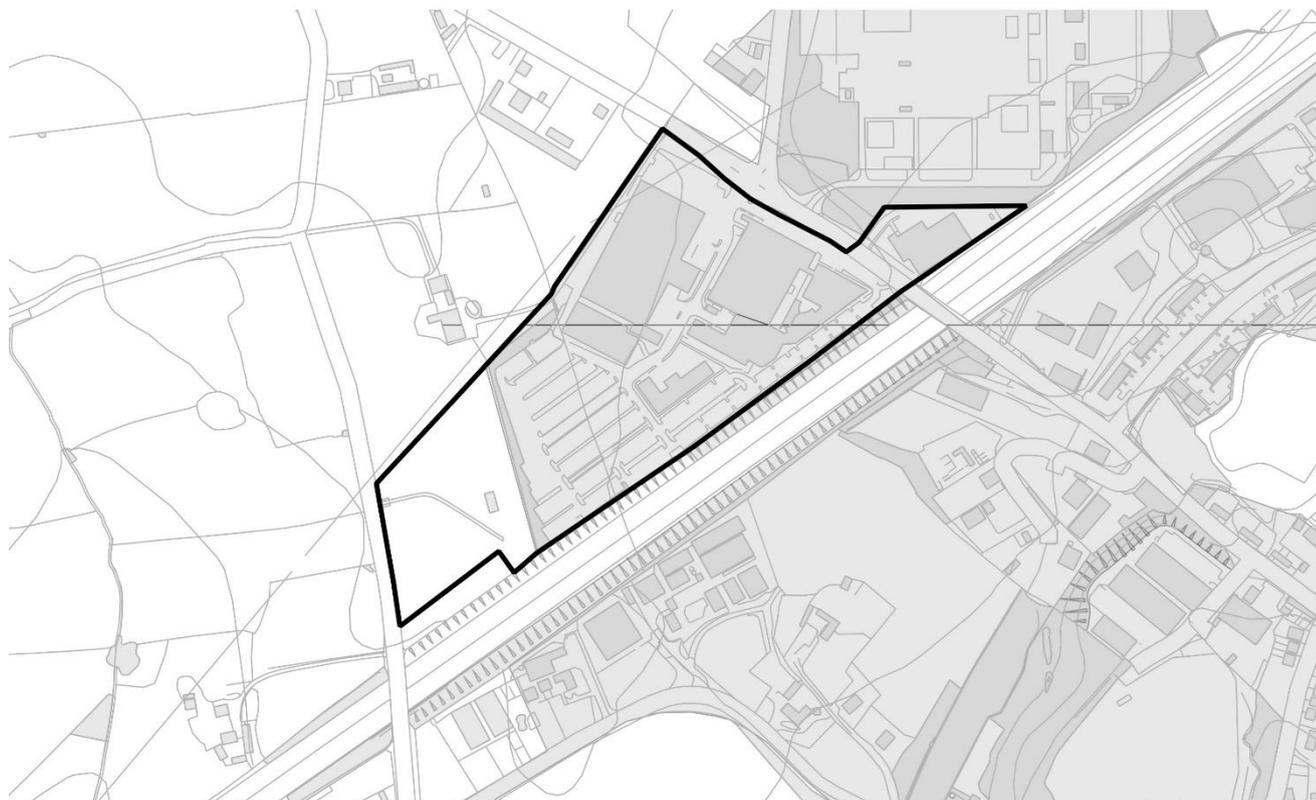
Developing employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

Size (ha)	Description	Score	Mark
	Evidence of recent completions on green field plots or	25 - 45	
Subject to land promotion /	Evidence of development viability subject to: i) Investment in land promotion to secure planning permission on allocated land ii) Investment to address constraints to development with planning permission, for example, advance infrastructure and ground works	10 - 25	
Not viable, not	Evidence of unviability and or physical constraints	(10 – 45)	

Comment: See above

1.4 Next and National Grid, Desford Road, Enderby, LE19 4AT

Next and National Grid, Desford Road, Enderby, LE19 4AT



Description

Business park in predominantly office use for Next Retail Limited (head - quarters and business support services) with a National Grid electricity sub - station and proposed related development. Next site served by dedicated estate roads and over 1,200 surface and multi storey parking spaces.

Overall Assessment: Rationale and summary of scores for designation as:

Assessment Category	Max Score	Score
Physical	40	24
Transport	30	15
Environmental	55	29
Market	75	75
TOTAL	200	143

Key Employment Site: Next Retail Limited head – quarters and National Grid sub – station.

Physical Assessment

Site size

Size (ha)	Description	Score	Mark
	Strategic scale key employment site		

Comment: Site 10 ha

Design

Description	Score	Mark
Low density business park (purpose built service roads, dedicated car		
Medium density employment area (purpose built service roads, on - site parking and loading forecourts	4 - 5	
High density employment area (residential / unadopted service roads, limited on - site parking and loading forecourts, on street parking and	1 - 3	

Comment: A mix of substantial modern offices with ancillary production and distribution space. Served by dedicated service road and extensive parking.

Building types / quality

Description	Score	Mark
Grade A offices and industrials (new, high specification and design)	11 - 15	
Grade B offices and industrials (modern stock with functional specification and	3 - 10	
Grade C and below (low functionality and nearing obsolescence)	1 - 2	

Comment: Modern Grade B offices and proposal for new mixed use development

Transport Assessment

Connection to strategic highway network

Description	Score	Mark
Direct A road and dual road access to Motorway		
Indirect A and B road access to Motorway		

Comment: Located 2.7m from M1 J21 via B582, Leicester Lane and B4114

Site accesses to highway network

Description	Score	Mark
Roundabout access, light controlled access with left and right hand turning lanes		

Comment: Next site is subject of light controlled access with left and right hand turning lanes

Environmental Assessment

Amenity (traffic, noise and disturbance)

Description	Score	Mark
Dedicated purpose built business park, isolated from residential areas		
Older employment area, integrated in residential area with conflicts with		

Comment: Site separated from nearest housing

Access by sustainable transport modes (foot and cycle)

Description	Score	Mark
Walking / Cycling: Accessible by dedicated footways / cycle routes from residential areas: 400, 800 and 1200m		

1200 m

Comment: Poorly served by foot and cycleway but 3.8% and 1.3% of staff walk and cycle to work respectively

Access by sustainable transport modes (bus and rail)

Description	Score	Mark
- Site within 400 – 800m of low frequency bus route (less than 3 buses per hour) or within 800 - 1200m of a regular bus route (at least 3 buses per hour) or rail	4	4
- Site more than 800m of low frequency bus route (less than 3 buses per hour) or 1200m from a regular bus route or rail station		

Comment: Bus services:

No. 148: hourly service to Leicester city centre and Hinckley

No. 50: 700m walk to 3 buses per hour to Leicester city centre and Croft

A private mini bus service provide access from Narborough rail station 2.5 miles

Access by sustainable transport modes (other measures)

Description	Score	Mark
Maximum score	10	10
Site promotes car sharing	4	
Site provides share only car parking spaces	2	
Other measures	0 - 4	

Comment: Next Travel Plan published in 2014, company provides the following free coach and mini bus morning arrival and evening departure services:

- i) Wigston - Leicester rail station– Hinckley Road (A47) and Beggars Lane*
- ii) Leicester rail station – London Road (A6) –ring road (A563) – Leicester Lane*
- iii) Humberstone Gate, Leicester (3 services) – Narborough Road (A 5460) – Blaby Road (B 582)*
- iv) Cosby mini bus – Broughton Astley – Croft – Huncote*
- v) Glen Parva mini bus – Blaby – Whetstone – Narborough*

Next promotes, incentivises and supports car sharing (14.5% of journeys), bus use (5.2%), walking (3.8%) and cycling (1.3%).⁴

Access to services

Description	Score	Mark
Shopping centre with convenience and comparison shops, banks, hotels and conference centre: 400 and 800m		
Neighbourhood shopping centres with convenience shops, banks: 400 and		

Comment: Nearest services 700m in Enderby

Known environmental issues / constraints

Description	Score	Mark

Comment: None known

Market Assessment

Occupier demand (void periods)

Demand	Void period	Score	Mark
	Less than six months		
Low	More than twelve months	1 - 3	

Comment: Fully occupied owner occupied site

Occupier demand (net effective rent)

Demand	Description	Score	Mark
High	Rent less incentives	7 - 10	10

Comment: Premises not available to the open market

Investment demand (investor type)

Size (ha)	Description	Score	Mark
High demand	Institutional	7 - 10	10

Comment: Owned by publicly quoted companies

Established employment sites (only): market signals

Signals	Description	Score	Mark
		20 - 45	
		10	
		(10 – 45)	

Comment: See below

Developing employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

Size (ha)	Description	Score	Mark
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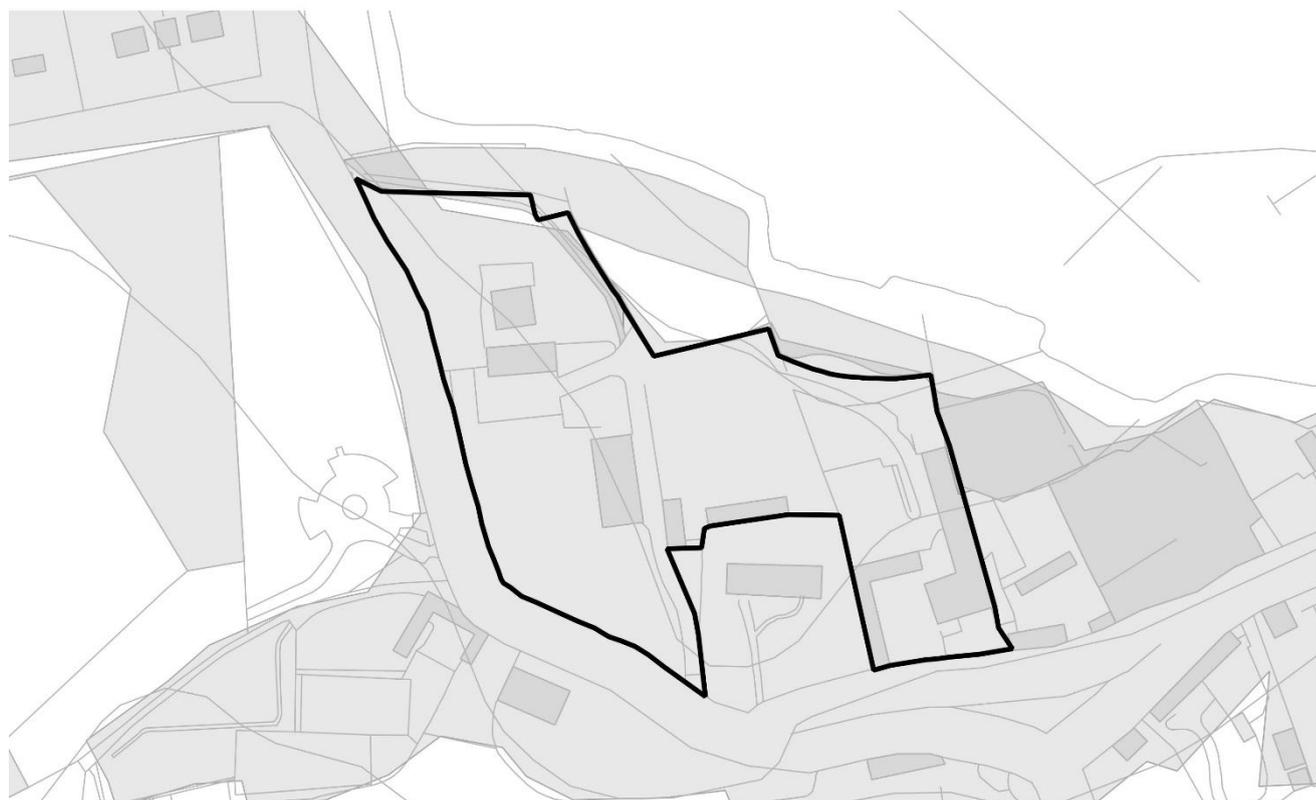
	Evidence of recent completions on green field plots or		
promotion /	Evidence of development viability subject to: i) Investment in land promotion to secure planning permission on allocated land ii) Investment to address constraints to development with planning permission, for example, advance infrastructure and ground works	10 - 25	
Not viable, not	Evidence of unviability and or physical constraints	(10 – 45)	

Comment: Land and premises owned by Next subject of continuing investment since 1982, land owned by National Grid subject of planning permission for 3,739 sq m of B1c/B2 and 2,350 sq m of B1a for National Grid’s conditioned storage facility and ancillary offices.

2 Existing Office Sites

2.1 Croft Quarry Offices, Huncote Road, Croft, LE9 3GT

Croft Quarry Offices, Huncote Road, Croft, LE9 3GT



Description

Small office park in rural location comprising offices in a converted stone barns with 89 parking spaces and landscaping

Assessment Category	Max Score	Score

Existing Employment Area: Small rural office park

Physical Assessment

Site size

Size (ha)	Description	Score	Mark
10 ha +	Strategic scale key employment site	8 - 15	
3 – 9 ha	Key employment site		
Less than 3 ha	Primary employment area		

Comment: Site 1.5 ha

Design

Description	Score	Mark
Low density business park (purpose built service roads, dedicated car parking	6 - 10	
Medium density employment area (purpose built service roads, on - site parking and loading forecourts	4 - 5	
High density employment area (residential / unadopted service roads, limited on - site parking and loading forecourts, on street parking and loading	1 - 3	

Comment: A development comprising converted detached house and stone barns with extensive parking and landscaping

Building types / quality

Description	Score	Mark
Grade A offices and industrials (new, high specification and design)		
Grade B offices and industrials (modern stock with functional specification)		
Grade C and below (low functionality and nearing obsolescence)		

Comment: Converted Grade B / C offices

Transport Assessment

Connection to strategic highway network

Description	Score	Mark
Direct dual road access to Motorway		
Direct A road and dual road access to Motorway		
Indirect A and B road access to Motorway		

Comment: Located 1,200m from Coventry Road (B4114) and 4.5m from M1 J 21

Site accesses to highway network

Description	Score	Mark
Roundabout access, light controlled access with left and right hand turning lanes		
From B road		
From residential street		

Comment: Difficult access to and egress from Huncote Road

Environmental Assessment

Amenity (traffic, noise and disturbance)

Description	Score	Mark
Dedicated purpose built business park, isolated from residential areas	6 - 10	

Older employment area with low impact on residential areas	3 - 5	5
Older employment area, integrated in residential area with conflicts with residential amenity	1 - 2	

Comment: Site separated from nearest housing

Access by sustainable transport modes (foot and cycle)

Description	Score	Mark
Walking / Cycling: Accessible by dedicated footways / cycle routes from residential areas: 400, 800 and 1200m		
400 m	10	10

Comment: No cycle paths

Access by sustainable transport modes (bus and rail)

Description	Score	Mark
- Site more than 800m of low frequency bus route (less than 3 buses per hour) or 1200m from a regular bus route or rail station	2	2

Comment: Site is served by 1 service per hour, am city centre to Croft services 50 & 50A (59 & 50 minutes, pm Croft to city centre 50A/X44 & 50/X44 (55 & 56 minutes)

Access by sustainable transport modes (other measures)

Description	Score	Mark
Maximum score	10	

Site promotes car sharing	4	
Site provides share only car parking spaces	2	
Other measures	0 - 4	0

Comment: Site highly dependent on car travel

Access to services

Description	Score	Mark
Shopping centre with convenience and comparison shops, banks, hotels and conference centre: 400 and 800m	11 - 15	
Neighbourhood shopping centres with convenience shops, banks: 400 and 800m	4 - 10	
Single convenience shop, bank: 400 and 800m	2 - 3	3
No shop or bank within 800m	0	

Comment: Nearest services in Croft

Known environmental issues / constraints

Description	Score	Mark
Abnormal ground conditions	(10 - 50)	
Surface water flooding	(6 – 20)	
Fluvial flood zone	(10 – 50)	
Impact on designated nature and heritage sites	(6 – 20)	

Comment: Site of Special Scientific Interest is located to the north of the site. The site, which forms the north, east and west boundaries of the listed St Michael and All Angels Church, is within the recently approved Croft Quarry Conservation Area.

Market Assessment

Occupier demand (void periods)

Demand	Void period	Score	Mark
High	Less than six months	7 - 10	
Average	Six to twelve months	4 - 6	5

Low	More than twelve months	1 - 3	
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Comment: Recent letting to All Truck, other occupiers are Lafarge Cement and Aggregate Industries

Occupier demand (net effective rent)

Demand	Description	Score	Mark
High	Rent less incentives	7 - 10	
Average	Rent less incentives	4 - 6	
Low	Rent less incentives	1 - 3	2

Comment: Office rent at £4 per sq ft

Investment demand (investor type)

Size (ha)	Description	Score	Mark
High demand	Institutional	7 - 10	7
Average	Private	4 - 6	
Low demand	Owner occupier	1 - 3	

Comment: Owned by Aggregate Industries

Established employment sites (only): market signals

Signals	Description	Score	Mark
Occupancy	Average void rates are approximately 7.5% of the stock: i) Void rates less than 7.5% indicates a shortage of stock ii) Void rates more than 7.5% indicates an oversupply of stock	20 - 45	40
Development: no change	No losses of economic use reflect continuing investor and occupier commitment to the site	10	
Development: losses	Recent changes of use to and redevelopment for non - economic uses	(10 – 45)	

Comment: High levels of occupancy with limited availability

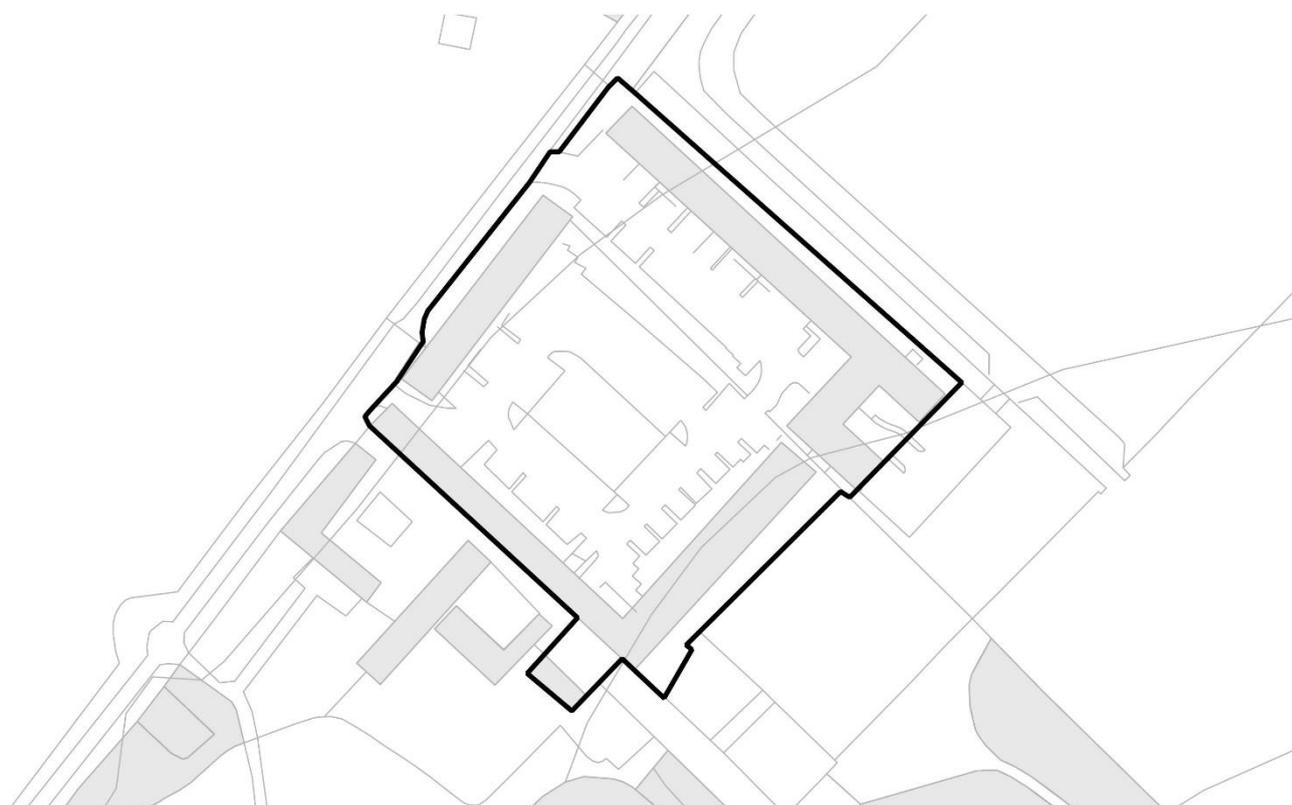
Developing employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

Size (ha)	Description	Score	Mark
	Evidence of recent completions on green field plots or		
Subject to land promotion / investment	Evidence of development viability subject to: i) Investment in land promotion to secure planning permission on allocated land ii) Investment to address constraints to development with planning permission, for example, advance infrastructure and ground works	10 - 25	
Not viable, not deliverable	Evidence of unviability and or physical constraints	(10 – 45)	

Comment: See above

2.2 Narborough Wood Park, Desford Road, Enderby, LE19 4XT

Narborough Wood Park, Desford Road, Enderby, LE19 4XT



Description

Small office park in rural location comprising 26 small offices arranged around a courtyard with service road, parking and landscaping

Assessment Category	Max Score	Score

Existing Employment Area: Small rural office park

Physical Assessment

Site size

Size (ha)	Description	Score	Mark
	Strategic scale key employment site		
3 – 9 ha	Key employment site		
Less than 3 ha	Primary employment area	1 - 2	

Comment: Site 1 ha

Design

Description	Score	Mark
Low density business park (purpose built service roads, dedicated car parking	6 - 10	
Medium density employment area (purpose built service roads, on - site parking and loading forecourts	4 - 5	5
High density employment area (residential / unadopted service roads, limited on - site parking and loading forecourts, on street parking and loading	1 - 3	

Comment: A courtyard development comprising farm building conversions and new build offices served by a single track access, parking and landscaping

Building types / quality

Description	Score	Mark
Grade A offices and industrials (new, high specification and design)		
Grade B offices and industrials (modern stock with functional specification)		
Grade C and below (low functionality and nearing obsolescence)		

Comment: Modern Grade B offices

Transport Assessment

Connection to strategic highway network

Description	Score	Mark
Direct dual road access to Motorway		
Direct A road and dual road access to Motorway		
Indirect A and B road access to Motorway		

Comment: Located 3.5km from M1 J21 via B582, Leicester Lane and B4114

Site accesses to highway network

Description	Score	Mark
Roundabout access, light controlled access with left and right hand turning lanes		

Comment: Difficult access to and egress from B582 to single track access due to lack of right and left hand turning lanes

Environmental Assessment

Amenity (traffic, noise and disturbance)

Description	Score	Mark
Older employment area with low impact on residential areas		

Older employment area, integrated in residential area with conflicts with residential amenity	1 - 2	
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Comment: Access separated from nearest housing

Access by sustainable transport modes (foot and cycle)

Description	Score	Mark
Walking / Cycling: Accessible by dedicated footways / cycle routes from residential areas: 400, 800 and 1200m		
400 m	10	
800 m	6	
1200 m	4	0

Comment: No footways and cycle paths along B582

Access by sustainable transport modes (bus and rail)

Description	Score	Mark
- Site within ten minutes (800m) walk of high frequency (every ten minutes) bus services	10	
- Site within 400m of low frequency bus route (less than 3 buses per hour) or within 800m of a regular (at least 3 buses per hour) bus route or rail station	6	
- Site within 400 – 800m of low frequency bus route (less than 3 buses per hour) or within 800 - 1200m of a regular bus route (at least 3 buses per hour) or rail station	4	
- Site more than 800m of low frequency bus route (less than 3 buses per hour) or 1200m from a regular bus route or rail station	2	2

Comment: Site served by 148: hourly service to Leicester city centre and Hinckley, check X44 to Fosse Park

Access by sustainable transport modes (other measures)

Description	Score	Mark
Maximum score	10	
Site promotes car sharing	4	

Comment: Site highly dependent on car travel

Access to services

Description	Score	Mark
Shopping centre with convenience and comparison shops, banks, hotels and conference centre: 400 and 800m	11 - 15	
Neighbourhood shopping centres with convenience shops, banks: 400 and 800m	4 - 10	
Single convenience shop, bank: 400 and 800m	2 - 3	
No shop or bank within 800m	0	0

Comment: Nearest services 1.5 miles in Enderby

Known environmental issues / constraints

Description	Score	Mark
Abnormal ground conditions	(10 - 50)	
Surface water flooding	(6 - 20)	
Fluvial flood zone	(10 - 50)	
Impact on designated nature and heritage sites	(6 - 20)	

Comment: None known

Market Assessment

Occupier demand (void periods)

Demand	Void period	Score	Mark
High	Less than six months	7 - 10	
Average	Six to twelve months	4 - 6	5
Low	More than twelve months	1 - 3	

Comment: Offices available for short leases

Occupier demand (net effective rent)

Demand	Description	Score	Mark
	Rent less incentives	4 - 6	
	Rent less incentives		

Comment:

Investment demand (investor type)

Size (ha)	Description	Score	Mark
		4 - 6	

Comment: Owned by private investor

Established employment sites (only): market signals

Signals	Description	Score	Mark
	Average void rates are approximately 7.5% of the i) Void rates less than 7.5% indicates a shortage of ii) Void rates more than 7.5% indicates an	20 - 45	

Comment: High levels of occupancy with limited availability

Developing employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

Size (ha)	Description	Score	Mark
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Viable and deliverable	Evidence of recent completions on green field plots or previously developed land	25 - 45	
Subject to land promotion / investment	Evidence of development viability subject to: i) Investment in land promotion to secure planning permission on allocated land ii) Investment to address constraints to development with planning permission, for example, advance infrastructure and ground works	10 - 25	
Not viable, not deliverable	Evidence of unviability and or physical constraints	(10 – 45)	

Comment: Development commenced 1989 and completed in 1990s

3 Strategic Distribution Sites

3.1 Optimus Point, Kirby Road / Ratby Road, LE3 8DX

Optimus Point, Kirby Road / Ratby Road, LE3 8DX (see map site 1)



Description

New employment site under construction. Planning permission for 84,000 sq m on 26.59 ha comprising: strategic distribution (56,700 sq m on 14.2 ha), industrial (19,700 sq m on 4.9 ha) and offices (7,600 sq m on 1.9 ha). In 2016, two large scale speculative warehouses and a development for Everards were completed and construction of a new distribution centre and headquarters for Boden started.

Overall Assessment: Rationale and summary of scores for designation as:

Assessment Category	Max Score	Score
Physical	50	50
Transport	40	30
Environmental	50	39
Market	60	60
TOTAL	200	179

Key Employment Site: Large scale 26.59ha mostly strategic distribution site located close to M1 J21a.

Physical Assessment

Site size

Size (ha)	Description	Score	Mark
10 ha +	Strategic scale key employment site	11 - 25	25
3 – 9 ha	Key employment site	1 - 10	
Less than 3 ha	Primary employment area	0	

Comment: 26.59 ha site developer considers there is potential for a 2.5 ha extension on the former sewage works

Design

Description	Score	Mark
Low density distribution park (purpose built service roads, dedicated car parking and landscaping)	6 - 10	10
Medium density employment area (purpose built service roads, on - site parking and loading forecourts)	4 - 5	

High density employment area (residential / unadopted service roads, limited on - site parking and loading forecourts, on street parking and loading	1 - 3	
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Comment: New development laid out for strategic distribution occupiers

Building types / quality

Description	Score	Mark
Grade A offices and industrials (new, high specification and design)	11 - 15	15
Grade B offices and industrials (modern stock with functional specification and design)	3 - 10	
Grade C and above (low functionality and nearing obsolescence)	1 - 2	

Comment: New units designed for strategic distribution occupiers

Transport Assessment

Connection to strategic highway network

Description	Score	Mark
Direct access to rail interchange and Motorway	21 - 40	
Direct dual road access to Motorway	16 - 20	20
Direct A road and dual road access to Motorway	10 - 15	
Indirect A and B road access to Motorway	1 - 5	

Comment: Direct access from M1 J21A (north) and egress to (south)

Site accesses to highway network

Description	Score	Mark
Roundabout access, light controlled access with left and right hand turning lanes	10	10
From A road	5	
From B road	1	
From residential street	0	

Comment: Light controlled roundabout access

Environmental Assessment

Amenity (traffic, noise and disturbance)

24 hour working	Description	Score	Mark
	Isolated from residential areas	1 - 25	

Comment: Site separated from nearest housing by landscaped area.

Access by sustainable transport modes (foot and cycle)

Description	Score	Mark
Walking / Cycling: Accessible by dedicated footways / cycle routes from residential areas: 400, 800 and 1200m		
	5 - 10	
	3 - 6	
1200 m	2 - 4	

Comment: New footways and cycle paths to be laid out along:

- Kirby Road to link site to Glenfield
- Ratby Lane to link site to Braunstone and Kirby Muxloe

Access by sustainable transport modes (bus and rail)

Description	Score	Mark
- Site within ten minutes (800m) walk of high frequency (every ten minutes) bus services	10	
- Site within 400m of low frequency bus route (less than 3 buses per hour) or within 800m of a regular (at least 3 buses per hour) bus route or rail station	6	6

Comment: High frequency (every 15 minutes) service 94 to city centre extended to serve the site

from Monday to Saturday 6.00 – 19.00 hours plus two per hour services 13, 40 with 120 and 4 with 14 to city centre

Access by sustainable transport modes (other measures)

Description	Score	Mark
Site provide share only car parking spaces		

Comment: Travel plan provides for dedicated car sharing parking spaces and site specific travel plan coordinator

Known environmental issues / constraints

Description	Score	Mark
Fluvial flood zone	(10 – 50)	
Impact on designated nature and heritage sites		

Comment: Site adjoins flood zone along north boundary of land north of Kirby Road and boundary south of Kirby Road

Market Assessment

Occupier demand (void periods)

Demand	Void period	Score	Mark
	Less than six months		
	Six to twelve months		
Low	More than twelve months	1 - 3	

Comment: Site subject of pre let / sold deals and occupier interest in recently completed speculative units

Occupier demand (net effective rent)

Demand	Description	Score	Mark
	Rent less incentives		
	Rent less incentives		
	Rent less incentives	1 - 3	

Comment: Units to command prime rents for market segment in Leicester PUA

Investment demand (investor type)

Size (ha)	Description	Score	Mark
		7 - 10	
		4 - 6	
Low demand	Owner occupier	1 - 3	

Comment: Institutional investor forward funded two large scale speculative units of which one has been sold to another institutional investor

Established employment sites (only): market signals

Signals	Description	Score	Mark
		20 - 30	
		(10 – 30)	

Comment: See below

Developing employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

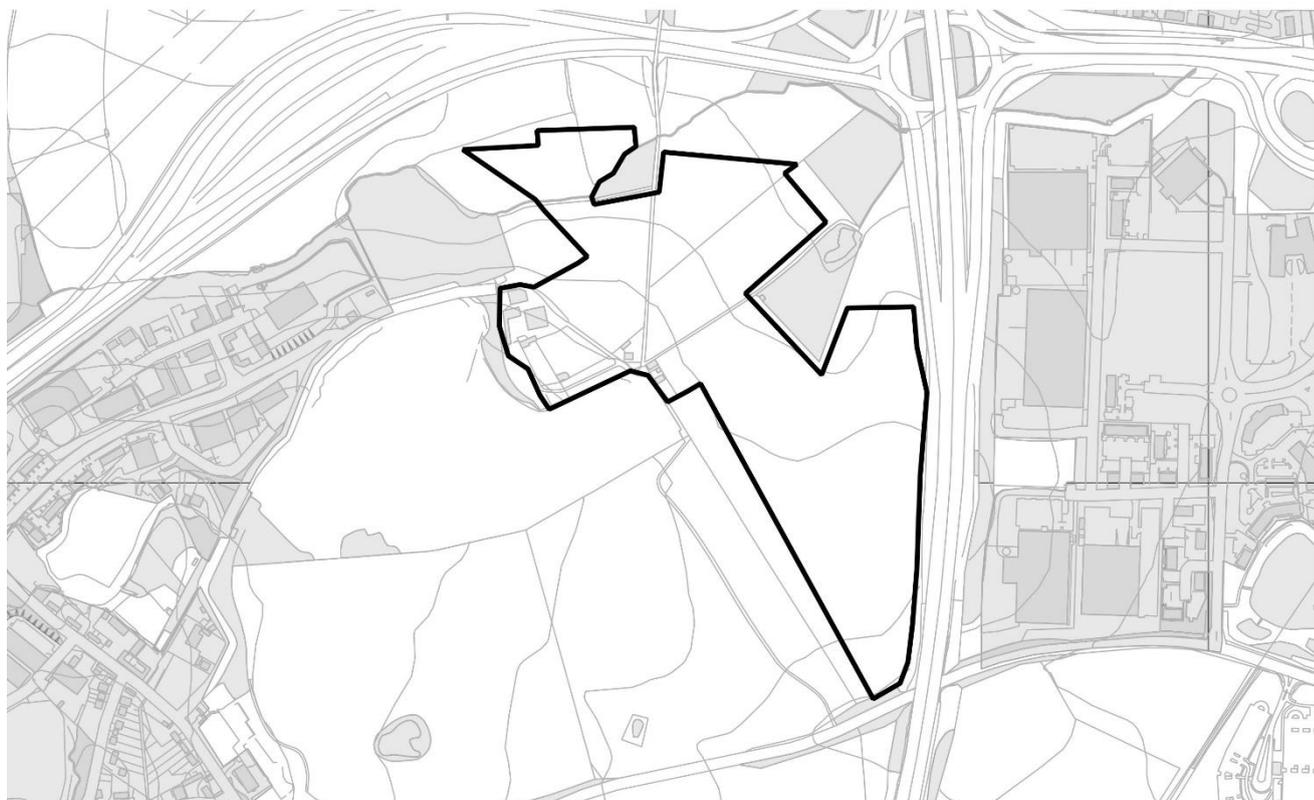
Size (ha)	Description	Score	Mark
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	Evidence of recent completions on green field plots or		
promotion /	Evidence of development viability subject to: i) Investment in land promotion to secure planning permission on allocated land ii) Investment to address constraints to development with planning permission, for example, advance infrastructure and ground works	5 - 15	
Not viable, not	Evidence of unviability and or physical constraints	(10 – 30)	

Comment: Development is the subject of three recent completions and a further development under construction. Occupier interest in the remaining plots. Potential to develop 2.5 ha former sewage works site.

3.2 Lubbesthorpe Strategic Employment Site, Leicester Lane, Enderby, LE19 2AB

Lubbesthorpe Strategic Employment Site, Leicester Lane, Enderby, LE19 2AB



Description

New strategic employment site allocation linked to the planned Lubbesthorpe Sustainable Urban Extension. Planning permission for 84,000 sq m on 21 ha comprising: strategic distribution (14.2 ha); industrial (4.9 ha) and offices (7,600 sq m on 1.9 ha).

Overall Assessment: Rationale and summary of scores for designation as:

Assessment Category	Max Score	Score
TOTAL	200	162

Key Employment Site: Large scale 21 ha strategic employment site located close to M1 J21.

Physical Assessment

Site size

Size (ha)	Description	Score	Mark
10 ha +	Strategic scale key employment site	11 - 25	20

Comment: 21 ha site of 68% has been allocated for distribution uses

Design

Description	Score	Mark
Low density distribution park (purpose built service roads, dedicated car parking and landscaping)	6 - 10	10
Medium density employment area (purpose built service roads, on - site parking and loading forecourts)	4 - 5	
High density employment area (residential / unadopted service roads, limited on - site parking and loading forecourts, on street parking and loading)	1 - 3	

Comment: The market is anticipating the site will be attractive to distribution occupiers

Building types / quality

Description	Score	Mark
Grade A offices and industrials (new, high specification and design)		
Grade B offices and industrials (modern stock with functional specification)		
Grade C and below (low functionality and nearing obsolescence)		

Comment: The market is anticipating occupier demand for Grade A strategic distribution buildings

Transport Assessment

Connection to strategic highway network

Description	Score	Mark
Direct dual road access to Motorway		
Direct A road and dual road access to Motorway		
Indirect A and B road access to Motorway		

Comment: Direct access to M1 J21 via Leicester Lane, Narborough Road (B4114) and (A5460) 1.2 miles

Site accesses to highway network

Description	Score	Mark
Roundabout access, light controlled access with left and right hand turning lanes		
From residential street	0	

Comment: Site access from / into Leicester Lane via new traffic light controlled junction. Improvements to provide left and right hand turning lanes at Leicester Lane / B4114 junction

Environmental Assessment

Amenity (traffic, noise and disturbance)

24 hour working	Description	Score	Mark
	Isolated from residential areas		
	Some low impact on residential areas		
	Conflicts with residential amenity		

Comment: Site separated from nearest housing.

Access by sustainable transport modes (foot and cycle)

Description	Score	Mark
Walking / Cycling: Accessible by dedicated footways / cycle routes from residential areas: 400, 800 and 1200m		
1200 m		

Comment: Site to be served by dual footpath / cycleway (link to New Lubbethorpe via a new bridge over M69, which is subject to occupation of 2,500 dwellings)

Access by sustainable transport modes (bus and rail)

Description	Score	Mark
- Site within 400 – 800m of low frequency bus route (less than 3 buses per hour) or within 800 - 1200m of a regular bus route (at least 3 buses per hour) or rail		
- Site more than 800m of low frequency bus route (less than 3 buses per hour) or 1200m from a regular bus route or rail station		

Comment: Bus services:

Service 204 (Quicksilver Shuttle Park and Ride) 400m to high frequency 15 - minute service (7.00 – 19.00 Monday to Saturday) to St Nicholas Circle, city centre

Service X55 Hourly service route: city centre, Fosse Park, Grove Park, Leicester Lane, Enderby, Narborough and Hinckley

Access by sustainable transport modes (other measures)

Description	Score	Mark
Site provide share only car parking spaces		

Comment: Travel Plan provides for wide range of promotional measures for sustainable transport

Known environmental issues / constraints

Description	Score	Mark
Surface water flooding		
Impact on designated nature and heritage sites		

Comment: Adjoins Enderby Hall Park, a historic parkland important to the setting of the Enderby conservation area to the south west and adjoins the Enderby Warren site of special scientific interest

Market Assessment

Occupier demand (void periods)

Demand	Void period	Score	Mark
	Less than six months	7 - 10	
	Six to twelve months		
Low	More than twelve months	1 - 3	

Comment: Occupier interest is anticipated in both 'built to suit' and speculative large scale (9,000 sq m +) distribution units

Occupier demand (net effective rent)

Demand	Description	Score	Mark
	Rent less incentives	7 - 10	
	Rent less incentives	4 - 6	
	Rent less incentives	1 - 3	

Comment: Units anticipated to command prime rents for market segment in Leicester PUA

Investment demand (investor type)

Size (ha)	Description	Score	Mark
		7 - 10	
		4 - 6	
Low demand	Owner occupier	1 - 3	

Comment: The market is anticipating interest from property investing institutions.

Established employment sites (only): market signals

Signals	Description	Score	Mark
		20 - 30	
		10	
		(10 – 30)	

Comment: See below

Developing employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

Size (ha)	Description	Score	Mark
	Evidence of recent completions on green field plots or		
	i) Investment in land promotion to secure planning ii) Investment to address constraints to development		

Comment: It is understood there is market interest in large scale employment sites with good access to the M1 in Leicester and Leicestershire. Initial ground works are underway for access, estate roads, drainage, utilities and development plateaus.

3.3 Mill Lane Industrial Estate, Kirby Road, Glenfield, Leicester, LE3 8DX

Mill Lane Industrial Estate, Kirby Road, Glenfield, Leicester, LE3 8DX (see map site 2)



Description

Older secure distribution centre, headquarters of Widdowson Group Logistics. Comprises a series of warehouses for storage and packing operations. Site is fully developed.

Overall Assessment: Rationale and summary of scores for designation as:

Assessment Category	Max Score	Score
Physical	50	24
Transport	40	16
Environmental	50	41
Market	60	51
TOTAL	200	132

Key Employment Site: 12 ha distribution site located close to M1 J21a with a series of buildings totalling 32,516 sq m

Physical Assessment

Site size

Size (ha)	Description	Score	Mark
10 ha +	Strategic scale key employment site	11 - 25	12
3 – 9 ha	Key employment site	1 - 10	
Less than 3 ha	Primary employment area	0	

Comment: 12 ha

Design

Description	Score	Mark
Low density distribution park (purpose built service roads, dedicated car parking and landscaping)	6 - 10	
Medium density employment area (purpose built service roads, on - site parking and loading forecourts)	4 - 5	5
High density employment area (residential / unadopted service roads, limited on - site parking and loading forecourts, on street parking and loading)	1 - 3	

Comment: Older, medium density units with dedicated access road and loading bays

Building types / quality

Description	Score	Mark
Grade A offices and industrials (new, high specification and design)		
Grade B offices and industrials (modern stock with functional specification)		
Grade C and below (low functionality and nearing obsolescence)		

Comment: Older units that are increasingly unsuitable for modern logistics operations, notably by scale and eaves height

Transport Assessment

Connection to strategic highway network

Description	Score	Mark
Direct dual road access to Motorway		
Direct A road and dual road access to Motorway		
Indirect A and B road access to Motorway		

Comment: Direct access via Ratby Lane and A46 (0.4m) to M1 J21A (south)

Site accesses to highway network

Description	Score	Mark
Roundabout access, light controlled access with left and right hand turning lanes		

Comment: Access to highway network is via right hand only turn into Ratby Lane

Environmental Assessment

Amenity (traffic, noise and disturbance)

24 hour working	Description	Score	Mark
No impact	Isolated from residential areas	1 - 25	25

Comment: Site separated from nearest housing.

Access by sustainable transport modes (foot and cycle)

Description	Score	Mark
Walking / Cycling: Accessible by dedicated footways / cycle routes from residential areas: 400, 800 and 1200m		
400 m	10	10

Comment: New footways and cycle paths to be laid out along:

- Kirby Road to link site to Glenfield
- Ratby Lane to link site to Braunstone and Kirby Muxloe

Access by sustainable transport modes (bus and rail)

Description	Score	Mark
- Site within ten minutes (800m) walk of high frequency (every ten minutes) bus services	10	
- Site within 400m of low frequency bus route (less than 3 buses per hour) or within 800m of a regular (at least 3 buses per hour) bus route or rail station	6	6

Comment: Site 400m from two 2 per hour service 13, and services 40 with 120 and 40 with 14 to city centre and 800m from high frequency (every 15 minutes) service 94 to city centre to Optimus Point from Monday to Saturday 6.00 – 19.00 hours

Access by sustainable transport modes (other measures)

Description	Score	Mark
Site promotes car sharing		
Site provide share only car parking spaces		

Comment: Site not subject of a travel plan

Known environmental issues / constraints

Description	Score	Mark
	(10 - 50)	
Surface water flooding		
Impact on designated nature and heritage sites	(6 – 20)	

Comment: Glenfield village conservation area and historic monument are located to south east of the site. Flood zone is located to the south of the site.

Market Assessment

Occupier demand (void periods)

Demand	Void period	Score	Mark
High	Less than six months	7 – 10	10

Comment: Site owned by occupier

Occupier demand (net effective rent)

Demand	Description	Score	Mark
High	Rent less incentives	7 - 10	

	Rent less incentives		

Comment: Secondary premises would not command premium rents if made available to the market

Investment demand (investor type)

Size (ha)	Description	Score	Mark
		4 - 6	

Comment: Occupier and site owned by industrial investment company

Established employment sites (only): market signals

Signals	Description	Score	Mark
Occupancy	Average void rates are approximately 7.5% of the stock: i) Void rates less than 7.5% indicates a shortage of stock ii) Void rates more than 7.5% indicates an oversupply of stock	20 - 30	30
Development: no change	No losses of economic use reflect continuing investor and occupier commitment to the site	10	
Development: losses	Recent changes of use to and redevelopment for non - economic uses	(10 – 30)	

Comment: Site is fully occupied by Widdowsons and is a prime location for distribution occupiers and investors (as demonstrated by recent starts and completions at nearby Optimus Point). Extension of the site would be required to maximise redevelopment potential for large scale warehousing.

Developing employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

Size (ha)	Description	Score	Mark
	Evidence of recent completions on green field plots or		

Subject to land promotion / investment	Evidence of development viability subject to: i) Investment in land promotion to secure planning permission on allocated land ii) Investment to address constraints to development with planning permission, for example, advance infrastructure and ground works	5 - 15	
Not viable, not deliverable	Evidence of unviability and or physical constraints	(10 – 30)	

Comment: See above

4 Industrial key sites

4.1 Meridian Business Park, off Lubbesthorpe Way, Leicester, LE19

Meridian Business Park, off Lubbesthorpe Way, Leicester and The Osiers Business Centre, off Lubbesthorpe Way, Leicester, LE19 1DX (map site 1) and Lubbesthorpe Business Gateway (map site 2)



Description

A modern, exceptionally large scale (80 ha), mixed use commercial area comprising: small to large scale factories and distribution centres, small to medium sized offices and other commercial uses. Occupiers include Royal Mail Group; BPW Ltd; Samworth Brothers; Keenpac; Makro and Sytner Group. The nearby Osiers Business Centre is occupied by: Howes Percival Solicitors; Vehicle Trading

Group and Taylor Wimpey. The Lubbethorpe Business Gateway is a new allocation with consent for 4,600 sq m of offices.

Overall Assessment: Rationale and summary of scores for designation as:

Assessment Category	Max Score	Score
Physical	50	39
Transport	30	30
Environmental	45	28
Market	75	70
TOTAL	200	167

Key Employment Site: One of Leicestershire’s premier mixed commercial employment areas with a full range of industrial, distribution, office and other commercial premises. During the next plan period, there is potential for development of a 1.89 ha site and in situ renewal of large warehouses at Meridian Business Park and new offices at Lubbethorpe Business Gateway.

Physical Assessment

Site size

Size (ha)	Description	Score	Mark
10 ha +	Strategic scale key employment site	8 - 15	15
3 – 9 ha	Key employment site	3 - 7	
Less than 3 ha	Primary employment area	1 - 2	

Comment: Site 78.6 ha

Road frontage

Description	Score	Mark
Main road frontage, high visibility and easy access to businesses	8 - 10	
Main road frontage with high visibility	3 - 7	4
Side road frontage	1 - 2	

Comment: Limited visibility from main roads

Design

Description	Score	Mark
Medium density employment area (purpose built service roads, on - site		
High density employment area (residential / unadopted service roads, limited on - site parking and loading forecourts, on street parking and loading		

Comment: A recent development with dedicated access roads, on service roads, loading bays and parking

Building types / quality

Description	Score	Mark
Grade A offices and industrials (new, high specification and design)		
Grade B offices and industrials (modern stock with functional specification and		
Grade C and below (low functionality and nearing obsolescence)		

Comment: The development comprises mostly high quality Grade B factories, distribution centres and offices

Transport Assessment

Connection to strategic highway and rail network

Description	Score	Mark
Direct dual road access to Motorway		
Direct A road and dual road access to Motorway		
Indirect A and B road access to Motorway		

Comment: Access to M1 J21 is via Lubbethorpe Way (A563) and A5460 average distance 800m

Site accesses to highway network

Description	Score	Mark

From B road	1	
From residential street	0	

Comment: Main accesses are via roundabout junctions and slip roads at Meridian Way (to the north) and roundabout at Meridian South (to the south).

Environmental Assessment

Amenity (traffic, noise and disturbance)

Description	Score	Mark
Dedicated purpose built business park, isolated from residential areas	11 - 15	15
Older employment area with low impact on residential areas	5 - 10	
Older employment area, integrated in residential area with conflicts with residential amenity	0 - 4	

Comment: Site is isolated from residential areas

Access by sustainable transport modes (foot and cycle)

Description	Score	Mark
Walking / Cycling: Accessible by dedicated footways / cycle routes from residential areas: 400, 800 and 1200m		
400 m	10	
800 m	6	6
1200 m	4	

Access by sustainable transport modes (bus and rail)

Description	Score	Mark
- Site within ten minutes (800m) walk of high frequency (every ten minutes) bus services	10	
- Site within 400m of low frequency bus route (less than 3 buses per hour) or within 800m of a regular (at least 3 buses per hour) bus route or rail station	6	6
- Site within 400 – 800m of low frequency bus route (less than 3 buses per hour) or within 800 - 1200m of a regular bus route (at least 3 buses per hour) or rail station	4	

- Site more than 800m of low frequency bus route (less than 3 buses per hour) or 1200m from a regular bus route or rail station	2	
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Comment: Meridian North served by 1 service per hour, services 14 with 40 42 minutes to city centre. Meridian Central is served by 6 services per hour, services 104, 42 minutes to city centre. Meridian South West has no services. Osiers Business Park; walk to Sainsburys, Grove Farm Triangle, for 7 services per hour, X44/50/50A/52/104, 38 – 46 minutes to city centre. Lubbesthorpe Business Gateway will be within 400m of an express bus (3 services per hour peak and 2 services per hour off peak) that links to Leicester city centre in 22 minutes.

Access by sustainable transport modes (other measures)

Description	Score	Mark
Maximum score	10	
Site promotes car sharing	4	
Site provide share only car parking spaces	2	
Other measures	0 - 4	1

Comment: Lubbesthorpe Business Gateway is subject of the New Lubbesthorpe Travel Plan

Known environmental issues / constraints

Description	Score	Mark
Abnormal ground conditions	(10 - 50)	
Surface water flooding	(6 – 20)	
Fluvial flood zone	(10 – 50)	
Impact on designated nature and heritage sites	(6 – 20)	

Comment: South east quadrant of area bounded by Meridian North, East, South and West is a Flood Zone, the Osiers Business Park is a Flood Zone excluding the South West quadrant.

Market Assessment

Occupier demand (void periods)

Demand	Void period	Score	Mark
High	Less than six months	7 - 10	10
Average	Six to twelve months	4 - 6	

Low	More than twelve months	1 - 3	
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Comment: Offices rents are higher in Meridian North than Meridian South as the premises are newer and of better quality.

MERIDIAN NORTH: Sold: 4 Merus Court: 3,632 sq ft office asking FH £675k £186 per sq ft Mather Jamie Let: 4 Dominus Way, £12.50 sq ft LSH

Under offer: Charnwood House, Harcourt Way: 5,386 sq ft office asking FH £900k, £167 per sq ft, rent £53k, £9.84 per sq ft Andrews and Ashwell

Under offer: 9 Merus Court: 5,036 sq ft office actual FH £725k, £143 sq ft LSH

To let: 1A Jupiter Court, Dominus Way, office 1,227 sq ft office £12 per sq ft

MERIDIAN SOUTH: Lets: Beachcroft House, Harcourt Way, 5,834 sq ft offices, three - year lease, net effective rent £8.57 sq ft and 10 – 11 Harcourt Way, 3,259 sq ft, ten - year lease with 5 - year break, net effective rent £9.12 sq ft

Occupier demand (net effective rent)

Demand	Description	Score	Mark
High	Rent less incentives	7 - 10	8
Average	Rent less incentives	4 - 6	
Low	Rent less incentives	1 - 3	

Comment: Rents at Meridian North and South are above the market average

Investment demand (investor type)

Size (ha)	Description	Score	Mark
High demand	Institutional	7 - 10	7
Average	Private	4 - 6	
Low demand	Owner occupier	1 - 3	

Comment: A mix of secondary investment grade (large) and private and owner occupier (smaller) premises, weighted average score

Established employment sites (only): market signals

Signals	Description	Score	Mark
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Occupancy	Average void rates are approximately 7.5% of the stock: i) Void rates less than 7.5% indicates a shortage of stock ii) Void rates more than 7.5% indicates an oversupply of stock	20 - 45	45

Comment: High levels of occupancy with a few small offices for sale or lease.

Developing employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

Size (ha)	Description	Score	Mark
Viable and deliverable	Evidence of recent completions on green field plots or previously developed land	25 - 45	
Subject to land promotion / investment	Evidence of development viability subject to: i) Investment in land promotion to secure planning permission on allocated land ii) Investment to address constraints to development with planning permission, for example, advance infrastructure and ground works	10 - 25	
Not viable, not deliverable	Evidence of unviability and or physical constraints	(10 – 45)	

Comment: Meridian Business Park has been the subject of the following developments since 2006: 6,007 sq m of five offices on 1.3 ha at Meridian East (2006); 1,320 sq m maintenance workshop and warehouse extension for Samworth Brothers, Centurion Way (2007); and 2,187 sq m industrial unit for Emerson Process Management (2014) During the next plan period, there is potential for development of a 1.89 ha site and in situ renewal of large warehouses at Meridian Business Park and new offices at Lubbethorpe Business Gateway.

4.2 Everards Brewery, Enderby, LE19 1BY

Everards Brewery, Enderby, LE19 1BY



Description

A mixed commercial employment site occupied by Everards Brewery.

Overall Assessment: Rationale and summary of scores for designation as:

Assessment Category	Max Score	Score
Physical	50	34
Transport	30	30
Environmental	45	25
Market	75	70
TOTAL	200	159

Key Employment Site: A mixed commercial employment area comprising Everards' Brewery, warehouse and head office.

Physical Assessment

Site size

Size (ha)	Description	Score	Mark
3 – 9 ha	Key employment site		

Comment: 4.97 ha site with brewery, distribution depot and offices totaling 11,092 sq m.

Road frontage

Description	Score	Mark
Main road frontage, high visibility and easy access to businesses		

Comment: Very prominent road frontages to Soar Valley Way (A563) and Narborough Valley South (B4114)

Design

Description	Score	Mark
Low density business park (purpose built service roads, dedicated car parking)	6 - 10	
Medium density employment area (purpose built service roads, on - site parking and loading forecourts)		
High density employment area (residential / unadopted service roads, limited on - site parking and loading forecourts, on street parking and loading)		

Comment: A purpose built, low density development with high quality accesses, loading areas and car parking.

Building types / quality

Description	Score	Mark
Grade A offices and industrials (new, high specification and design)	11 - 15	
Grade B offices and industrials (modern stock with functional specification and design)	3 - 10	10

Grade C and below (low functionality and nearing obsolescence)	1 - 2	
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Comment: A high quality Grade B mixed use development

Transport Assessment

Connection to strategic highway and rail network

Description	Score	Mark
Direct dual road access to Motorway	16 - 20	20
Direct A road and dual road access to Motorway	10 - 15	
Indirect A and B road access to Motorway	1 - 5	

Comment: Access to M1 J21 via dual road, Narborough Road South (B4114) or Soar Valley Way (A560), 0.5 miles

Site accesses to highway network

Description	Score	Mark
Roundabout access, light controlled access with left and right hand turning lanes	10	10
From A road	5	
From B road	1	
From residential street	0	

Comment: Accesses via Narborough Road South (B4114) and light controlled access from Soar Valley Way (B4114)

Environmental Assessment

Amenity (traffic, noise and disturbance)

Description	Score	Mark
Dedicated purpose built business park, isolated from residential areas	11 - 15	15
Older employment area with low impact on residential areas	5 - 10	
Older employment area, integrated in residential area with conflicts with residential amenity	0 - 4	

Comment: Site is isolated from residential areas

Access by sustainable transport modes (foot and cycle)

Description	Score	Mark
Walking / Cycling: Accessible by dedicated footways / cycle routes from residential areas: 400, 800 and 1200m		
400 m	10	
800 m	6	
1200 m	4	4

Comment: Access from nearest residential areas is across busy highways, unattractive to pedestrians and cyclists.

Access by sustainable transport modes (bus and rail)

Description	Score	Mark
- Site within ten minutes (800m) walk of high frequency (every ten minutes) bus services	10	
- Site within 400m of low frequency bus route (less than 3 buses per hour) or within 800m of a regular (at least 3 buses per hour) bus route or rail station	6	6

Comment: Site served by 3 service per hour, X44/50/43, 42 minutes to city centre

Access by sustainable transport modes (other measures)

Description	Score	Mark
Maximum score	10	
Site promotes car sharing	4	
Site provide share only car parking spaces	2	
Other measures	0 - 4	0

Comment: No Travel Plan

Known environmental issues / constraints

Description	Score	Mark
Impact on designated nature and heritage sites		

Comment: Flood zone lies to the north east of the site

Market Assessment

Occupier demand (void periods)

Demand	Void period	Score	Mark
	Less than six months		

Comment: Site fully occupied by owner

Occupier demand (net effective rent)

Demand	Description	Score	Mark
	Rent less incentives		
	Rent less incentives		
	Rent less incentives		

Comment: No market evidence

Investment demand (investor type)

Size (ha)	Description	Score	Mark

Comment: Site is occupied by a family controlled brewery

Established employment sites (only): market signals

Signals	Description	Score	Mark
Occupancy	Average void rates are approximately 7.5% of the stock: i) Void rates less than 7.5% indicates a shortage of stock ii) Void rates more than 7.5% indicates an oversupply of stock	20 - 45	45

Comment: The site is fully occupied by the owner occupier, Everards Brewery

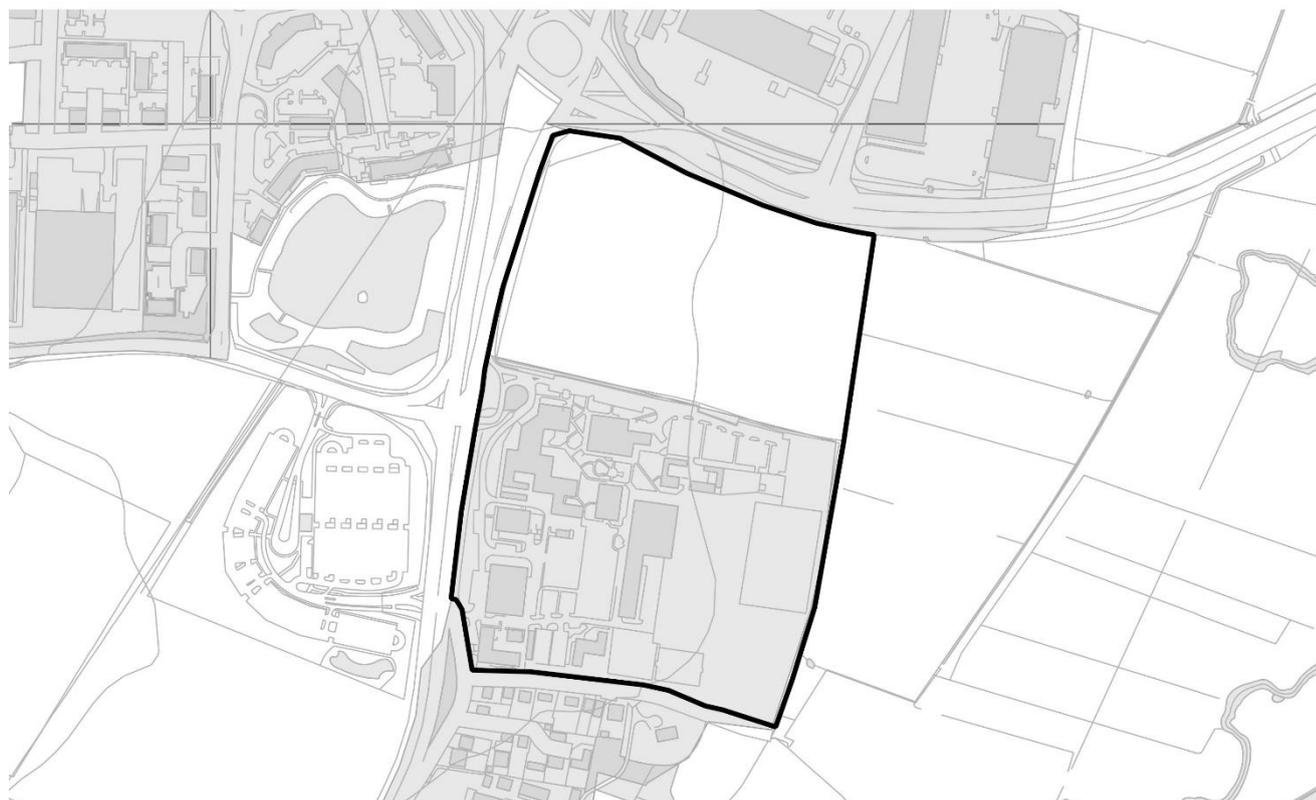
Developing employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

Size (ha)	Description	Score	Mark
Viable and deliverable	Evidence of recent completions on green field plots or previously developed land	25 - 45	
Subject to land promotion / investment	Evidence of development viability subject to: i) Investment in land promotion to secure planning permission on allocated land ii) Investment to address constraints to development with planning permission, for example, advance infrastructure and ground works	10 - 25	
Not viable, not deliverable	Evidence of unviability and or physical constraints	(10 – 45)	

Comment: A planning application, pending consideration, is for demolition of existing 11,092 sq m on 6.95 ha and development of shopping park comprising 20,139 sq m (net sales) A1 use and 1,571 sq m (net sales) A3 use.

4.3 Leicestershire Police Headquarters, St Johns, Narborough, LE19 2BX and Everards Meadows, Soar Valley Way

Leicestershire Police Headquarters, St Johns, Narborough, LE19 2BX and Everards Meadows, Soar Valley Way



Description

A mixed commercial employment site of which half is occupied by Leicestershire Police Force and half is subject to planning permission for a mixed B use and leisure development.

Overall Assessment: Rationale and summary of scores for designation as:

Assessment Category	Max Score	Score
Physical	50	35
Transport	30	25
Environmental	45	27
Market	75	70
TOTAL	200	157

Key Employment Site: The site comprises Leicestershire Police Force headquarters and 4.8 ha of previously undeveloped land with consent for 7,265 sq m of mixed B use development including a brewery.

Physical Assessment

Site size

Size (ha)	Description	Score	Mark
	Strategic scale key employment site	8 - 15	

Comment: Site 19 ha (including flood zone land)

Road frontage

Description	Score	Mark
Main road frontage, high visibility and easy access to businesses	8 - 10	
Main road frontage with high visibility	3 - 7	
Side road frontage	1 - 2	

Comment: Very prominent road frontages to Narborough Road (B4114) and Soar Valley Way (A 563)

Design

Description	Score	Mark
Low density business park (purpose built service roads, dedicated car parking and landscaping)	6 - 10	6
Medium density employment area (purpose built service roads, on - site parking and loading forecourts)	4 - 5	
High density employment area (residential / unadopted service roads, limited on - site parking and loading forecourts, on street parking and loading)	0 - 3	

Comment: A purpose built, low density headquarters building complex and proposed low density brewery and business and leisure park, average weighted score.

Building types / quality

Description	Score	Mark
Grade A offices and industrials (new, high specification and design)		
Grade B offices and industrials (modern stock with functional specification)		
Grade C and below (low functionality and nearing obsolescence)		

Comment: A Grade B headquarters buildings complex with proposed Grade A mixed business use development, average weighted score

Transport Assessment

Connection to strategic highway and rail network

Description	Score	Mark
Direct A road and dual road access to Motorway		
Indirect A and B road access to Motorway		

Comment: Access to M1 J21 via dual road, Narborough Road (B4114), 0.7 miles

Site accesses to highway network

Description	Score	Mark
Roundabout access, light controlled access with left and right hand turning lanes		

Comment: Access to and from Police HQ is via dedicated slip roads

Environmental Assessment

Amenity (traffic, noise and disturbance)

Description	Score	Mark
Dedicated purpose built business park, isolated from residential areas		
Older employment area with low impact on residential areas		

Older employment area, integrated in residential area with conflicts with residential amenity	0 - 4	
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Comment: Site is isolated from residential areas

Access by sustainable transport modes (foot and cycle)

Description	Score	Mark
Walking / Cycling: Accessible by dedicated footways / cycle routes from residential areas: 400, 800 and 1200m		
400 m	10	
800 m	6	
1200 m	4	4

Comment: Pedestrian and cycle access is provided via on off road cycle route but elsewhere such access is across busy highways

Access by sustainable transport modes (bus and rail)

Description	Score	Mark
- Site within ten minutes (800m) walk of high frequency (every ten minutes) bus services	10	8
- Site within 400m of low frequency bus route (less than 3 buses per hour) or within 800m of a regular bus route (at least 3 buses per hour) or rail station	6	
- Site within 400 – 800m of low frequency bus route (less than 3 buses per hour) or within 800 - 1200m of a regular bus route (at least 3 buses per hour) or rail station	4	
- Site more than 800m of low frequency bus route (less than 3 buses per hour) or 1200m from a regular bus route or rail station	2	

Comment: Site served by 5 service per hour, 50/50A/X44, 28 and 34 minutes to city centre

Access by sustainable transport modes (other measures)

Description	Score	Mark
Maximum score	10	
Site promotes car sharing	4	

Comment: No Travel Plan

Known environmental issues / constraints

Description	Score	Mark
Abnormal ground conditions	(10 - 50)	
Surface water flooding	(6 – 20)	
Fluvial flood zone	(10 – 50)	
Impact on designated nature and heritage sites	(6 – 20)	

Comment: Undeveloped part of the site is designated in Flood Zones 2 and 3

Market assessments

Occupier demand (void periods)

Demand	Void period	Score	Mark
High	Less than six months	7 - 10	10
Average	Six to twelve months	4 - 6	
Low	More than twelve months	1 - 3	

Comment: Police HQ is fully occupied by owner

Occupier demand (net effective rent)

Demand	Description	Score	Mark
High	Rent less incentives	7 - 10	
Average	Rent less incentives	4 - 6	5
Low	Rent less incentives	1 - 3	

Comment: No market evidence

Investment demand (investor type)

Size (ha)	Description	Score	Mark
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	Institutional	7 - 10	10
Average	Private	4 - 6	
Low demand	Owner occupier	1 - 3	

Comment: Developed land is occupied and owned by a public institution and the undeveloped land is owned by a family controlled brewery

Established employment sites (only): market signals

Signals	Description	Score	Mark
Occupancy	Average void rates are approximately 7.5% of the stock: i) Void rates less than 7.5% indicates a shortage of stock ii) Void rates more than 7.5% indicates an oversupply of stock	20 - 45	45

Comment: Developed part of the site is fully occupied.

Developing employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

Size (ha)	Description	Score	Mark
Viable and deliverable	Evidence of recent completions on green field plots or previously developed land	25 - 45	
Subject to land promotion / investment	Evidence of development viability subject to: i) Investment in land promotion to secure planning permission on allocated land ii) Investment to address constraints to development with planning permission, for example, advance infrastructure and ground works	10 - 25	
Not viable, not deliverable	Evidence of unviability and or physical constraints	(10 – 45)	

Comment: The previously undeveloped 4.54 ha site is subject to planning permission for 7,265 sq m on 3.3 ha comprising: 1,600 sq m (B2) and 1,600 sq m (B1a) for Everards new brewery; 3,390 sq m B2 for food and drink sector occupiers and 675 sq m (B1 b). The 1.24 ha balance is subject to planning permission non B uses including a pub, restaurant and cycle hire facilities.

4.4 Oak Spinney Park, Ratby Lane, Leicester, LE3 2XP

Oak Spinney Park, Ratby Lane, Leicester, LE3 2XP



Description

A mixed use commercial area comprising: LE3 small office park; factories occupied by Saladworks and CPS Flexible and a showroom occupied by The Garage Door Company.

Overall Assessment: Rationale and summary of scores for designation as:

Assessment Category	Max Score	Score
Physical	50	27
Transport	30	25
Environmental	45	31
Market	75	64

Key Employment Site: A mixed commercial employment area with small offices and medium sized factories. Office development plots available.

Physical Assessment

Site size

Size (ha)	Description	Score	Mark
3 – 9 ha	Key employment site		

Comment: Site 11 ha

Road frontage

Description	Score	Mark
Main road frontage, high visibility and easy access to businesses		

Comment: The Garage Door Company has a main road frontage for its retail sales showroom

Design

Description	Score	Mark
Low density business park (purpose built service roads, dedicated car parking	6 - 10	
Medium density employment area (purpose built service roads, on - site parking and loading forecourts		
High density employment area (residential / unadopted service roads, limited on - site parking and loading forecourts, on street parking and loading	1 - 3	

Comment: A recent development with a dedicated access road (Oak Spinney Park), service roads and parking.

Building types / quality

Description	Score	Mark
Grade A offices and industrials (new, high specification and design)		
Grade B offices and industrials (modern stock with functional specification and		
Grade C and below (low functionality and nearing obsolescence)		

Comment: The development comprises mostly high quality Grade B offices and factories

Transport Assessment

Connection to strategic highway and rail network

Description	Score	Mark
Direct A road and dual road access to Motorway		
Indirect A and B road access to Motorway		

Comment: Access to M1 J21a is via Ratby Lane (B5380) 1 mile

Site accesses to highway network

Description	Score	Mark
Roundabout access, light controlled access with left and right hand turning lanes		

Comment: Access to LE3 and Saladworks is via a light controlled junction with dedicated left and right hand turning lanes. Accesses to the other premises are directly from Ratby Lane

Environmental Assessment

Amenity (traffic, noise and disturbance)

Description	Score	Mark
Older employment area with low impact on residential areas		

Older employment area, integrated in residential area with conflicts with residential amenity	0 - 4	
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Comment: Site is isolated from residential areas

Access by sustainable transport modes (foot and cycle)

Description	Score	Mark
Walking / Cycling: Accessible by dedicated footways / cycle routes from residential areas: 400, 800 and 1200m		
400 m	10	
800 m	6	6
1200 m	4	

Access by sustainable transport modes (bus and rail)

Description	Score	Mark
- Site within ten minutes (800m) walk of high frequency (every ten minutes) bus services	10	10
- Site within 400m of low frequency bus route (less than 3 buses per hour) or within 800m of a regular (at least 3 buses per hour) bus route or rail station	6	
- Site within 400 – 800m of low frequency bus route (less than 3 buses per hour) or within 800 - 1200m of a regular bus route (at least 3 buses per hour) or rail station	4	
- Site more than 800m of low frequency bus route (less than 3 buses per hour) or 1200m from a regular bus route or rail station	2	

Comment: Site is 800m from Meynell's Gorse Park and Ride (LE3 3LF), served by service 103, operates every 15 minutes from 7.00am – 7.00pm Monday – Saturday via Hinckley Road (A47) to St Nicholas Circle, Leicester City Centre. Site served at Hinckley Road with a further 5 services, service numbers 48/153/158, 50 and 65 minutes to city centre

Access by sustainable transport modes (other measures)

Description	Score	Mark
Maximum score	10	
Site promotes car sharing	4	

Comment: No Travel Plan

Known environmental issues / constraints

Description	Score	Mark
Abnormal ground conditions	(10 - 50)	
Surface water flooding	(6 – 20)	
Fluvial flood zone	(10 – 50)	
Impact on designated nature and heritage sites	(6 – 20)	

Comment: Non known

Market assessments

Occupier demand (void periods)

Demand	Void period	Score	Mark
High	Less than six months	7 - 10	
Average	Six to twelve months	4 - 6	4
Low	More than twelve months	1 - 3	

Comment: No recent market evidence

Occupier demand (net effective rent)

Demand	Description	Score	Mark
High	Rent less incentives	7 - 10	9
Average	Rent less incentives	4 - 6	
Low	Rent less incentives	1 - 3	

Comment: 1 Oak Spinney Lane: 6,222 sq ft offices to let at £15 per sq ft (on market since early June 2016)

Investment demand (investor type)

Size (ha)	Description	Score	Mark
		7 - 10	
Average	Private	4 - 6	6
Low demand	Owner occupier	1 - 3	

Comment: A mix of premises attractive to institutional, private and owner occupiers, average score. Unit D11, Oak Spinney Park: 1,700 sq ft offices investment sold in 2014 for £305k with rent of £14.50 per sq ft, gross yield 8%

Established employment sites (only): market signals

Signals	Description	Score	Mark
		20 - 45	
		10	
		(10 – 45)	

Comment: See below

Developing employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

Size (ha)	Description	Score	Mark
Viable and deliverable	Evidence of recent completions on green field plots or previously developed land	25 - 45	45
Subject to land promotion / investment	Evidence of development viability subject to: i) Investment in land promotion to secure planning permission on allocated land ii) Investment to address constraints to development with planning permission, for example, advance infrastructure and ground works	10 - 25	

Not viable, not deliverable	Evidence of unviability and or physical constraints	(10 – 45)	
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Comment: The site has been the subject of the following completions: a 3,139 sq m food factory on 1.9 ha completed in 2008 (with a 386 sq m extension in 2014) and at LE3 2,930 sq m of small offices on 0.93 ha in four phases. There is consent for a further 2,787 sq m of offices at LE3 where development would need to subject of terms recently achieved at Grove Park as follows: pre – let at a market rent with no incentives, investment grade covenant and long lease without breaks

4.5 Coventry Road Industrial Estate, Coventry Road, Narborough, LE12 2GF

Coventry Road Industrial Estate, Coventry Road, Narborough, LE12 2GF



Description

An established mixed commercial employment area

Overall Assessment: Rationale and summary of scores for designation as:

Assessment Category	Max Score	Score
Physical	50	33
Transport	30	13

		22
		133

Key Employment Site: A mixed commercial employment area comprising a range of industrial and distribution units.

Physical Assessment

Site size

Size (ha)	Description	Score	Mark
10 ha +	Strategic scale key employment site	8 - 15	

Comment: Site 10.2 ha

Road frontage

Description	Score	Mark
Main road frontage, high visibility and easy access to businesses	8 - 10	
Main road frontage with high visibility	3 - 7	
Side road frontage	1 - 2	

Comment: Main road frontage to B4114 is attractive to trade counters and retailers

Design

Description	Score	Mark
Low density business park (purpose built service roads, dedicated car parking and landscaping)	6 - 10	
Medium density employment area (purpose built service roads, on - site parking and loading forecourts)	4 - 5	5

High density employment area (residential / unadopted service roads, limited on - site parking and loading forecourts, on street parking and loading	1 - 3	
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Comment: The scope and extent of on-site parking and loading forecourts varies between the different parts of the site, average weighted score

Building Types / Quality

Description	Score	Mark
Grade A offices and industrials (new, high specification and design)	11 - 15	
Grade B offices and industrials (modern stock with functional specification and design)	3 - 10	10
Grade C and below (low functionality and nearing obsolescence)	1 - 2	

Comment: The sites comprises six distinct areas (in size order):

- i) Fosseyway Industrial Estate, Mortimer Road: A modern well laid development comprising terrace of medium size units, two larger units on a secure site and a freestanding unit occupied by Westframe
- ii) Cutters Close Industrial Estate: A 1960s development of two terraces of larger industrial units occupied by Hexcel
- iii) Coventry Road: Two older, large units located on main road frontage and back land
- iv) Acan Way, Coventry Road: A 1950s/ 60s development of 9 small industrial units with limited on-site parking and loading areas
- v) Oaks Industrial Estate, Coventry Road: A 1980s development of 12 small industrial units including trade counters
- vi) Darby Way, Coventry Road: A 1990s development of four medium sized units with high eaves

Transport Assessment

Connection to strategic highway and rail network

Description	Score	Mark
Direct dual road access to Motorway	16 - 20	
Direct A road and dual road access to Motorway	10 - 15	12
Indirect A and B road access to Motorway	1 - 5	

Comment: Access to M1 J21 via Coventry Road (B4114) to Soar Valley Way (A563) 2.8 miles

Site accesses to highway network

Description	Score	Mark
From B road		
From residential street	0	

Comment: Access is directly from Coventry Road (B4114) except for Cutters Close which is via Coventry Road and King Edward Avenue.

Environmental Assessment

Amenity (traffic, noise and disturbance)

Description	Score	Mark
Dedicated purpose built business park, isolated from residential areas	11 - 15	
Older employment area with low impact on residential areas	5 - 10	
Older employment area, integrated in residential area with conflicts with	0 - 4	4

Comment: Large parts of the site back onto housing and access to the Cutters Close area is via a residential street, average weighted score.

Access by sustainable transport modes (foot and cycle)

Description	Score	Mark
Walking / Cycling: Accessible by dedicated footways / cycle routes from residential areas: 400, 800 and 1200m		
400 m	10	10

Comment: Site is served by footways and is adjacent to residential areas

Access by sustainable transport modes (bus and rail)

Description	Score	Mark
- Site within ten minutes (800m) walk of high frequency (every ten minutes)		
- Site within 400m of low frequency bus route (less than 3 buses per hour) or within 800m of a regular (at least 3 buses per hour) bus route or rail		
- Site within 400 – 800m of low frequency bus route (less than 3 buses per hour) or within 800 - 1200m of a regular bus route (at least 3 buses per hour) or rail station		
- Site more than 800m of low frequency bus route (less than 3 buses per hour) or 1200m from a regular bus route or rail station		

Comment: Site served by 5 services per hour, X44/50/50A, 50 - 54 minutes to city centre and within 800m of Narborough railway station

Access by sustainable transport modes (other measures)

Description	Score	Mark
Other measures	0 - 4	

Comment: No Travel Plan

Known environmental issues / constraints

Description	Score	Mark
Abnormal ground conditions	(10 - 50)	
Surface water flooding	(6 – 20)	
Fluvial flood zone	(10 – 50)	
Impact on designated nature and heritage sites	(6 – 20)	

Comment: Part of the land within the site south of Mortimer Road is in a flood zone

Market Assessment

Occupier demand (void periods)

Demand	Void period	Score	Mark
	Less than six months		

Comment: Site fully occupied

Occupier demand (net effective rent)

Demand	Description	Score	Mark

Comment: No market evidence

Investment demand (investor type)

Size (ha)	Description	Score	Mark
	Institutional	7 - 10	
		4 - 6	
Low demand	Owner occupier	1 - 3	

Comment: Units attractive to a range of investors: institutional (medium and large distribution units), private investors and owner occupiers (older stock and light industrial units), weighted score

Established employment sites (only): market signals

Signals	Description	Score	Mark
Occupancy	Average void rates are approximately 7.5% of the stock: i) Void rates less than 7.5% indicates a shortage of stock	20 - 45	45

Comment: No voids and no losses to non - economic development uses.

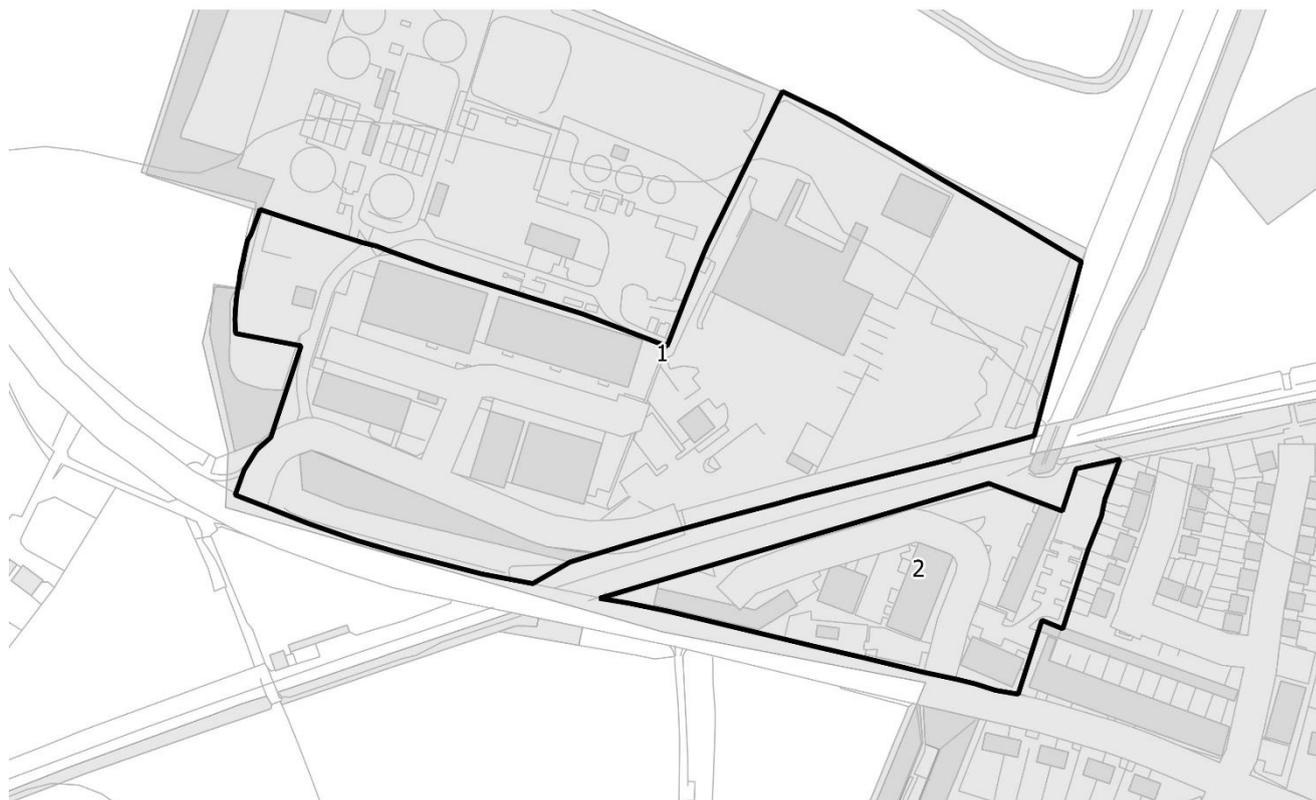
Developing employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

Size (ha)	Description	Score	Mark
Viable and deliverable	Evidence of recent completions on green field plots or previously developed land	25 - 45	
Subject to land promotion / investment	Evidence of development viability subject to: i) Investment in land promotion to secure planning permission on allocated land ii) Investment to address constraints to development with planning permission, for example, advance infrastructure and ground works	10 - 25	
Not viable, not deliverable	Evidence of unviability and or physical constraints	(10 – 45)	

Comment: See above

4.6 Enderby Road Industrial Estate, Enderby Road, Whetstone, LE8 6JL and Grange Business Park, Enderby Road, Whetstone, LE8 6EP

Enderby Road Industrial Estate (see map site 1), Enderby Road, Whetstone, LE8 6JL and Grange Business Park (see map site 2), Enderby Road, Whetstone, LE8 6EP



Description

A light industrial unit development and civic amenity site and transfer station and modern small office unit development

Overall Assessment: Rationale and summary of scores for designation as:

Assessment Category	Max Score	Score
Physical	50	24
Transport	30	25
Environmental	45	26
Market	75	57
TOTAL	200	132

Key Employment Site: A mixed commercial employment area comprising small industrial units, Civic Amenity Site and Council Depot (Enderby Road Industrial Estate) and small offices (Grange Business Park).

Physical Assessment

Site size

Size (ha)	Description	Score	Mark
	Strategic scale key employment site		

Comment: Site 6.8 ha comprising: Enderby Road Industrial Estate (small industrial units and Civic Amenity site) and Grange Business Park (small office units 1.3 ha)

Road frontage

Description	Score	Mark
Main road frontage, high visibility and easy access to businesses		

Comment: The site has a frontage to Enderby Road

Design

Description	Score	Mark
Low density business park (purpose built service roads, dedicated car		
Medium density employment area (purpose built service roads, on - site		
High density employment area (residential / unadopted service roads, limited on - site parking and loading forecourts, on street parking and		

Comment: A 1970s / 80s development of 20 light industrial units in five terraces, with service roads and on – site loading areas and parking and a modern development of small office units in five terraces with access roads and parking

Building types / quality

Description	Score	Mark
Grade A offices and industrials (new, high specification and design)		
Grade B offices and industrials (modern stock with functional	3 - 10	
Grade C and below (low functionality and nearing obsolescence)	1 - 2	

Comment: The development comprises Grade B industrial units and good quality Grade B offices

Transport Assessment

Connection to strategic highway and rail network

Description	Score	Mark
Direct dual road access to Motorway	16 - 20	
Direct A road and dual road access to Motorway	10 - 15	15
Indirect A and B road access to Motorway	1 - 5	

Comment: Access to M1 J21 via Enderby Road (B582), Narborough Road South (B4114) 2 miles

Site accesses to highway network

Description	Score	Mark
Roundabout access, light controlled access with left and right hand turning lanes		

Comment: Access to Enderby Road Industrial Estate is via a light controlled junction with dedicated left and right hand turning lanes and access to Grange Business Park is from B582 without B582 without turning lanes, average weighted score.

Environmental Assessment

Amenity (traffic, noise and disturbance)

Description	Score	Mark
Dedicated purpose built business park, isolated from residential areas		
Older employment area with low impact on residential areas		
Older employment area, integrated in residential area with conflicts with		

Comment: Site is isolated from residential areas

Access by sustainable transport modes (foot and cycle)

Description	Score	Mark
Walking / Cycling: Accessible by dedicated footways / cycle routes from residential areas: 400, 800 and 1200m		
1200 m		

Comment: Parts of site 800m and 1,200m from residential area, weighted average score

Access by sustainable transport modes (bus and rail)

Description	Score	Mark
- Site within ten minutes (800m) walk of high frequency (every ten minutes) bus services		
- Site within 400m of low frequency bus route (less than 3 buses per hour) or within 800m of a regular (at least 3 buses per hour) bus route or rail	6	6

Comment: Site served by 3 service per hour, 84, 43 and 47 minutes to city centre

Access by sustainable transport modes (other measures)

Description	Score	Mark
Other measures	0 - 4	

Comment: No Travel Plan

Known environmental issues / constraints

Description	Score	Mark
Surface water flooding		
	(10 – 50)	
Impact on designated nature and heritage sites		

Comment: North part of Civic Amenity site is in a Flood Zone.

Market Assessment

Occupier demand (void periods)

Demand	Void period	Score	Mark
	Less than six months	7 - 10	
		4 - 6	
	More than twelve months	1 - 3	

Comment: Evidence points to strong occupier demand with no current vacancies and a low void rate at Enderby Industrial Estate and regular churning of small office units at Grange Business Park, weighted average score.

Occupier demand (net effective rent)

Demand	Description	Score	Mark
High	Rent less incentives	7 - 10	

Comment: Enderby Industrial Estate: passing rents are in line with the market

Unit	Size sq ft	Rent sq ft	Unit	Size sq ft	Rent sq ft
1					5.15
2					5.15
3					5.02
4					4.05
5					5.70
6					

Comment: Grange Business Park: passing rents are below those achieved at Grove Park, Meridian North and Warrens Business Park

LET: Unit B, Best House 1,681 sq ft £9.5k pa lease (£225k FH) Andrews & Ashwell

TO LET: Lancaster House, 1,624 sq ft FH £210k Andrews and Ashwell and Unit D Edward House 752 – 1,607 sq ft FH £195k Lambert Smith Hampton

Investment demand (investor type)

Size (ha)	Description	Score	Mark
High demand	Institutional	7 - 10	
Average	Private	4 - 6	5
Low demand	Owner occupier	1 - 3	

Comment: Enderby Industrial Estate: 12 of 20 units owned by property investor with local authority rental guarantee, Grange Business Park attract private and owner occupiers, average weighted score

Established employment sites (only): market signals

Signals	Description	Score	Mark
Occupancy	<p>Average void rates are approximately 7.5% of the stock:</p> <p>i) Void rates less than 7.5% indicates a shortage of stock</p> <p>ii) Void rates more than 7.5% indicates an oversupply of stock</p>	20 - 45	40

Comment: Site subject of high rate of occupancy with steady churn of the small office units at Grange Business Park

Developing employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

Size (ha)	Description	Score	Mark
Viable and deliverable	Evidence of recent completions on green field plots or previously developed land	25 - 45	
Subject to land promotion / investment	<p>Evidence of development viability subject to:</p> <p>i) Investment in land promotion to secure planning permission on allocated land</p> <p>ii) Investment to address constraints to development with planning permission, for example, advance infrastructure and ground works</p>	10 - 25	
Not viable, not deliverable	Evidence of unviability and or physical constraints	(10 – 45)	

Comment: A 2,186 sq m Council operations and vehicle maintenance depot is under construction on 1.1 ha.

4.7 Blaby Industrial Estate, Winchester Avenue, Blaby, LE8 4GZ

Blaby Industrial Estate, Winchester Avenue, Blaby, LE8 4GZ



Description

An established mixed commercial employment area

Overall Assessment: Rationale and summary of scores for designation as:

Assessment Category	Max Score	Score
Physical	50	27
Transport	30	23
Environmental	45	29
Market	75	53
TOTAL	200	132

Key Employment Site: A mixed commercial employment area comprising a range of industrial and distribution units and small offices (Westleigh Business Park).

Physical Assessment

Site size

Size (ha)	Description	Score	Mark
	Strategic scale key employment site		

Comment: Site 7.9 ha

Road frontage

Description	Score	Mark
Main road frontage, high visibility and easy access to businesses		

Comment: Part of the site is visible from A426 Blaby By - Pass

Design

Description	Score	Mark
Low density business park (purpose built service roads, dedicated car		
Medium density employment area (purpose built service roads, on - site		
High density employment area (residential / unadopted service roads, limited on - site parking and loading forecourts, on street parking and		

Comment: Well laid out estate with on - site parking and loading forecourts

Building types /quality

Description	Score	Mark
Grade A offices and industrials (new, high specification and design)	11 - 15	

Grade B offices and industrials (modern stock with functional		
Grade C and below (low functionality and nearing obsolescence)		

Comment: The development comprises Grade B units and offices developed from 1970s to 2000s.

Transport Assessment

Connection to strategic highway and rail network

Description	Score	Mark
Direct A road and dual road access to Motorway		
Indirect A and B road access to Motorway		

Comment: Access to M1 J21 via Leicester Road (A426) and Soar Valley Way (A563) 2.5 miles

Site accesses to highway network

Description	Score	Mark
Roundabout access, light controlled access with left and right hand turning		

Comment: First access is from a roundabout on A426, second access is directly from A426

Environmental Assessment

Amenity (traffic, noise and disturbance)

Description	Score	Mark
Dedicated purpose built business park, isolated from residential areas		
Older employment area with low impact on residential areas	5 - 10	

Older employment area, integrated in residential area with conflicts with residential amenity	0 - 4	
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Comment: Site is almost wholly isolated from residential areas

Access by sustainable transport modes (foot and cycle)

Description	Score	Mark
Walking / Cycling: Accessible by dedicated footways / cycle routes from residential areas: 400, 800 and 1200m		
400 m	10	8
800 m	6	
1200 m	4	

Comment: A426 presents a barrier to pedestrians and cyclists

Access by sustainable transport modes (bus and rail)

Description	Score	Mark
- Site within ten minutes (800m) walk of high frequency (every ten minutes) bus services	10	8
- Site within 400m of low frequency bus route (less than 3 buses per hour) or within 800m of a regular (at least 3 buses per hour) bus route or rail station	6	
- Site within 400 – 800m of low frequency bus route (less than 3 buses per hour) or within 800 - 1200m of a regular bus route (at least 3 buses per hour) or rail station	4	
- Site more than 800m of low frequency bus route (less than 3 buses per hour) or 1200m from a regular bus route or rail station	2	

Comment: Site served by five service per hour, 84A/84/85, 38 – 41 minutes to city centre

Access by sustainable transport modes (other measures)

Description	Score	Mark
Maximum score	10	

Site promotes car sharing	4	
Site provide share only car parking spaces	2	
Other measures	0 - 4	0

Comment: No Travel Plan

Known environmental issues / constraints

Description	Score	Mark
Abnormal ground conditions	(10 - 50)	
Surface water flooding	(6 – 20)	
Fluvial flood zone	(10 – 50)	
Impact on designated nature and heritage sites	(6 – 20)	

Comment: Eastern tip of site is in a Flood Zone. Land north of the site is Flood Zone

Market Assessment

Occupier demand (void periods)

Demand	Void period	Score	Mark
High	Less than six months	7 - 10	10
Average	Six to twelve months	4 - 6	
Low	More than twelve months	1 - 3	

Comment: Evidence of take up of small industrial units (see below)

Occupier demand (net effective rent)

Demand	Description	Score	Mark
High	Rent less incentives	7 - 10	
Average	Rent less incentives	4 - 6	4
Low	Rent less incentives	1 - 3	

Comment: Mather Jamie (MJ) Lambert Smith Hampton (LSH)

UNDER OFFER Units C1 and D1 Winchester Avenue 3,450 sq ft (£18.5k or £5.36 per sq ft) and 4,369 sq ft (£23.5k, £5.38 per sq ft) respectively MJ

TO LET: Block H, Winchester Avenue, 54,192 sq ft (£4.15 sq ft) on 3.7acres LSH

Investment demand (investor type)

Size (ha)	Description	Score	Mark
		4 - 6	
Low demand	Owner occupier	1 - 3	

Comment: Units attractive to a range of investors: institutional (large distribution unit), private (smaller industrial units) and owner occupiers (offices), weighted score

Established employment sites (only): market signals

Signals	Description	Score	Mark
Occupancy	Average void rates are approximately 7.5% of the i) Void rates less than 7.5% indicates a shortage of stock ii) Void rates more than 7.5% indicates an oversupply of stock	20 - 45	

Comment: Large warehouse available at average market price

Developing employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

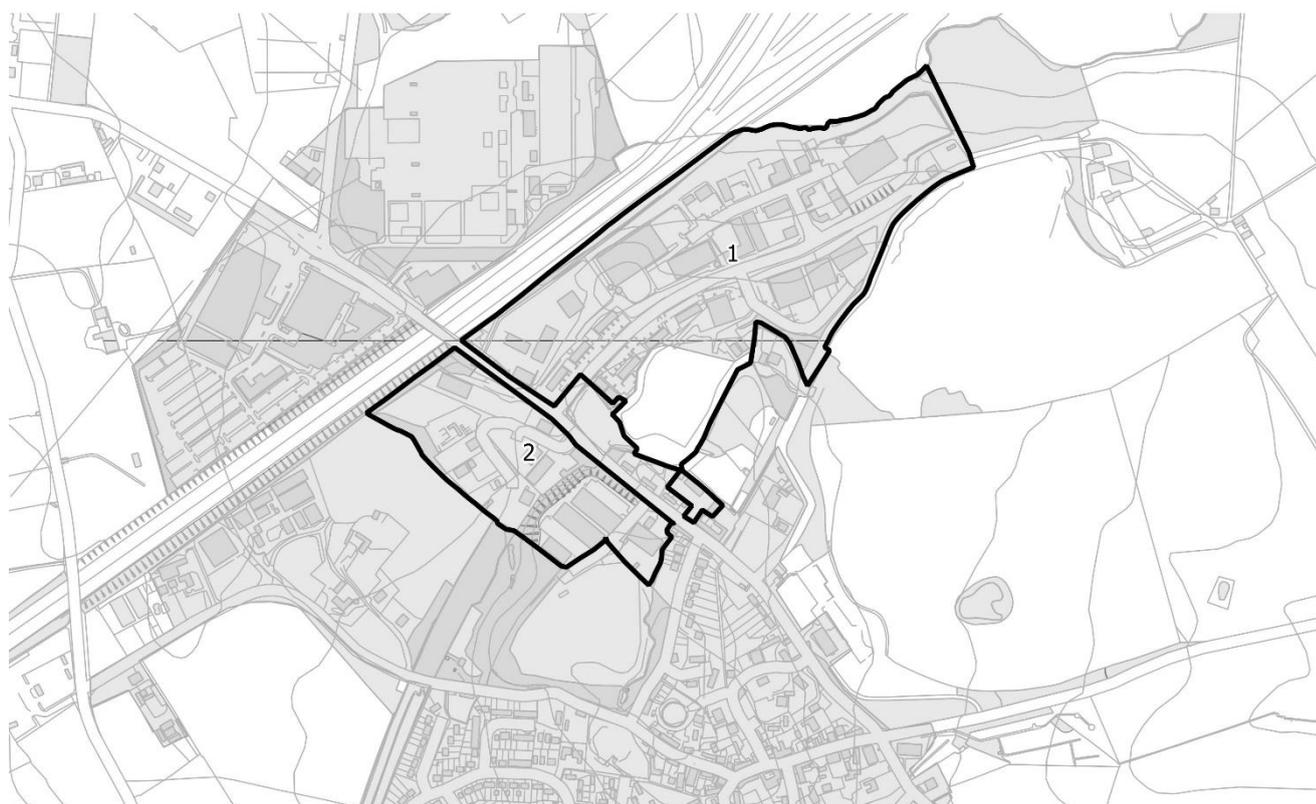
Size (ha)	Description	Score	Mark
Viable and	Evidence of recent completions on green field plots or previously developed land	25 - 45	

Subject to land promotion / investment	Evidence of development viability subject to: i) Investment in land promotion to secure planning permission on allocated land ii) Investment to address constraints to development with planning permission, for example, advance infrastructure and ground works	10 - 25	
Not viable, not deliverable	Evidence of unviability and or physical constraints	(10 – 45)	

Comment: See above

4.8 Warren Business Park, Warren Park Way, Enderby, LE19 4SD

Warren Business Park, Warren Park Way, Enderby, LE19 4SD (see map site 1)



Description

A modern well laid out mixed commercial employment area

Overall Assessment: Rationale and summary of scores for designation as:

Assessment Category	Max Score	Score
TOTAL	200	129

Key Employment Site: A mixed commercial employment area comprising a range of industrial and distribution units, small offices, industrial units and builders’ merchant

Physical Assessment

Site size

Size (ha)	Description	Score	Mark
10 ha +	Strategic scale key employment site	8 - 15	12

Comment: Site 16.9 ha

Road frontage

Description	Score	Mark
Main road frontage, high visibility and easy access to businesses	8 - 10	
Main road frontage with high visibility	3 - 7	4
Side road frontage	0- 2	

Comment: Part of the site visible from Mill Hill (B582)

Design

Description	Score	Mark
Low density business park (purpose built service roads, dedicated car		
Medium density employment area (purpose built service roads, on - site		
High density employment area (residential / unadopted service roads, limited on - site parking and loading forecourts, on street parking and		

Comment: Well laid out estate with on - site parking and loading forecourts

Building types / quality

Description	Score	Mark
Grade A offices and industrials (new, high specification and design)		
Grade B offices and industrials (modern stock with functional		
Grade C and below (low functionality and nearing obsolescence)		

Comment: The development comprises Grade B units and offices developed from 1980s to 2000s including 11 small industrial units at Froane's Close and a recent Grade A medium size industrial / warehouse units at Quartz Close.

Transport Assessment

Connection to strategic highway and rail network

Description	Score	Mark
Direct dual road access to Motorway	16 - 20	
Direct A road and dual road access to Motorway	10 - 15	
Indirect A and B road access to Motorway	1 - 5	5

Comment: Located 2.7m from M1 J21 via B582, Leicester Lane and B4114.

Site accesses to highway network

Description	Score	Mark
Roundabout access, light controlled access with left and right hand turning		

Comment: Whilst the access is via a B road, it is of high standard providing a right hand turning lane (from Mill Hill (B582)) and a wide splay left hand corner with good sight lines

Environmental Assessment

Amenity (traffic, noise and disturbance)

Description	Score	Mark
Dedicated purpose built business park, isolated from residential areas		
Older employment area with low impact on residential areas		
Older employment area, integrated in residential area with conflicts with		

Comment: Site is isolated from residential areas

Access by sustainable transport modes (foot and cycle)

Description	Score	Mark
Walking / Cycling: Accessible by dedicated footways / cycle routes from residential areas: 400, 800 and 1200m		
400 m	10	
800 m	6	
1200 m	4	4

Comment: Site is remote from residential areas and main approach road, Mill Hill, is a busy narrow road unattractive to both pedestrians and cyclists.

Access by sustainable transport modes (bus and rail)

Description	Score	Mark
- Site within ten minutes (800m) walk of high frequency (every ten minutes)		
- Site within 400m of low frequency bus route (less than 3 buses per hour) or within 800m of a regular (at least 3 buses per hour) bus route or rail		
- Site within 400 – 800m of low frequency bus route (less than 3 buses per hour) or within 800 - 1200m of a regular bus route (at least 3 buses per hour) or rail station		
- Site more than 800m of low frequency bus route (less than 3 buses per hour) or 1200m from a regular bus route or rail station		

Comment: Site is served by bus service every two hours, X55/36, 43 minutes to city centre

Access by sustainable transport modes (other measures)

Description	Score	Mark
Other measures	0 - 4	

Comment: No Travel Plan

Known environmental issues / constraints

Description	Score	Mark
Abnormal ground conditions	(10 - 50)	
Surface water flooding	(6 – 20)	
Fluvial flood zone	(10 – 50)	
Impact on designated nature and heritage sites	(6 – 20)	

Comment: Land to south west of Warren Park Way has been the subject of landfill, Enderby village and Enderby Hall Park conservation areas to south west of site.

Market assessments

Occupier demand (void periods)

Demand	Void period	Score	Mark
	Less than six months		

Comment: Void at Unit 12 was six months

LET: Unit 12 The Warren, 1,500 sq ft, 5 - year lease, (£10.57 sq ft); Unit 17 The Warren FF office 1,153 sq ft lease £12k (£10.40 sq ft)

TO LET:

- 17 The Warren GF office 1,007 sq ft lease £11k (£10.92 sq ft)
- 11 The Warren office 1,545 sq ft poa LSH
- Bellway House, Warren Court, Feldspar Close, 2,750 – 5,500 sq ft FH £575k market interest at £7.36 sq ft

Occupier demand (net effective rent)

Demand	Description	Score	Mark
		7 - 10	

Comment: Rents rank fourth after Grove Park, Meridian South and LE3

Investment demand (investor type)

Size (ha)	Description	Score	Mark
		7 - 10	
		4 - 6	
Low demand	Owner occupier	1 - 3	

Comment: Units attractive to a range of investors: institutional (large industrial units), private (smaller

industrial units) and owner occupiers (offices), weighted score

Established employment sites (only): market signals

Signals	Description	Score	Mark
Occupancy	Average void rates are approximately 7.5% of the stock: i) Void rates less than 7.5% indicates a shortage of stock ii) Void rates more than 7.5% indicates an oversupply of stock	20 - 45	42

Comment: Very high levels of occupancy with low churn of small offices for lease or sale.

Developing employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

Size (ha)	Description	Score	Mark
Viable and deliverable	Evidence of recent completions on green field plots or previously developed land	25 - 45	
Subject to land promotion / investment	Evidence of development viability subject to: i) Investment in land promotion to secure planning permission on allocated land ii) Investment to address constraints to development with planning permission, for example, advance infrastructure and ground works	10 - 25	
Not viable, not deliverable	Evidence of unviability and or physical constraints	(10 – 45)	

Comment: Site has been built out with the following completions since 2006: 1,070 sq m industrial unit on 0.65 ha, Granite Close (2009); 1,707 sq m industrial unit on 0.51 ha for Pollard Boxes, Feldspar Close in (2009) and recent completion and letting of four medium size industrial / warehouse units in Quartz Close totaling 5,867 sq m on 1.66 ha comprising: Unit A PlantPlan (2,337 sq m); Units B and C (1,672 sq m) VeriVide and Ziotis and Unit D Edco (1,858 sq m).

4.9 Hazel Drive, Leicester, LE3 2JG

Hazel Drive, Leicester, LE3 2JG (see map site 1)



Description

A small mixed use commercial area. The main occupiers are Sytner Group (Audi Leicester) with modern and service building and Ford and Slater (DAF Trucks dealership) with older industrial buildings. A third occupier is Alchemy Carta Limited, a jewellery design and manufacturing company.

Overall Assessment: Rationale and summary of scores for designation as:

Assessment Category	Max Score	Score
Physical	50	23
Transport	30	23
Environmental	45	19
Market	75	63
TOTAL	200	128

Employment Site: Small scale, mixed quality, commercial estate of which part has a prominent frontage to Narborough Road with access via a parallel service road.

Physical Assessment

Site size

Size (ha)	Description	Score	Mark
	Strategic scale key employment site		

Site 4.4 ha

Road frontage

Description	Score	Mark
Main road frontage, high visibility and easy access to businesses		

Comment: Leicester Audi has a prominent frontage to Narborough Road (A5460) but with access via a parallel service road

Design

Description	Score	Mark
Low density business park (purpose built service roads, dedicated car		
Medium density employment area (purpose built service roads, on - site		
High density employment area (residential / unadopted service roads, limited on - site parking and loading forecourts, on street parking and		

Comment: The site is characterised by unadopted narrow service roads with parking over unmade footways, the two main premises have on - site parking and loading areas. Average score.

Building types / quality

Description	Score	Mark
Grade A offices and industrials (new, high specification and design)		
Grade B offices and industrials (modern stock with functional specification)		
Grade C and above (low functionality and nearing obsolescence)		

Comment: Site has a mixture of modern (Leicester Audi) and older buildings, average score

Transport Assessment

Connection to strategic highway and rail network

Description	Score	Mark
Direct A road and dual road access to Motorway		
Indirect A and B road access to Motorway		

Comment: Access from the M1 is via (A5460) 0.75 miles.

Site accesses to highway network

Description	Score	Mark
Roundabout access, light controlled access with left and right hand turning		

Comment: Main access is via a light controlled junction with a second access via a service road parallel with Narborough Road (A5460), average score.

Environmental Assessment

Amenity (traffic, noise and disturbance)

Description	Score	Mark
Dedicated purpose built business park, isolated from residential areas	11 - 15	
Older employment area with low impact on residential areas	5 - 10	
Older employment area, integrated in residential area with conflicts with residential amenity	0 - 4	

Comment: Site is located at the end of both a residential access road and Hazel Drive

Access by sustainable transport modes (foot and cycle)

Description	Score	Mark
Walking / Cycling: Accessible by dedicated footways / cycle routes from residential areas: 400, 800 and 1200m		

Access by sustainable transport modes (bus and rail)

Description	Score	Mark
- Site within ten minutes (800m) walk of high frequency (every ten minutes) bus services		
- Site within 400m of low frequency bus route (less than 3 buses per hour) or within 800m of a regular (at least 3 buses per hour) bus route or rail station	6	6

Comment: Site served by 4 services per hour, 50/50A, 36 – 41 minutes to city centre

Access by sustainable transport modes (other measures)

Description	Score	Mark
Other measures	0 - 4	0

Comment: No Travel Plan

Known environmental issues / constraints

Description	Score	Mark
Abnormal ground conditions	(10 - 50)	
Surface water flooding	(6 – 20)	
Fluvial flood zone	(10 – 50)	
Impact on designated nature and heritage sites	(6 – 20)	

Comment: South, west and north east site boundaries adjoin a flood zone

Market Assessment

Occupier demand (void periods)

Demand	Void period	Score	Mark
High	Less than six months	7 - 10	10

Comment: All three properties are fully occupied

Occupier demand (net effective rent)

Demand	Description	Score	Mark
High	Rent less incentives	7 - 10	
Average	Rent less incentives	4 - 6	4

Low	Rent less incentives	1 - 3	
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Comment: No market evidence is available

Investment demand (investor type)

Size (ha)	Description	Score	Mark
High demand	Institutional	7 - 10	
Average	Private	4 - 6	4
Low demand	Owner occupier	1 - 3	

Comment: No market evidence is available

Established employment sites (only): market signals

Signals	Description	Score	Mark
Occupancy	Average void rates are approximately 7.5% of the stock: i) Void rates less than 7.5% indicates a shortage of stock ii) Void rates more than 7.5% indicates an oversupply of stock	20 - 45	45
Development: no change	No losses of economic use reflect continuing investor and occupier commitment to the site	10	
Development: losses	Recent changes of use to and redevelopment for non - economic uses	(10 - 45)	

Comment: Site fully occupied by three firms.

Developing employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

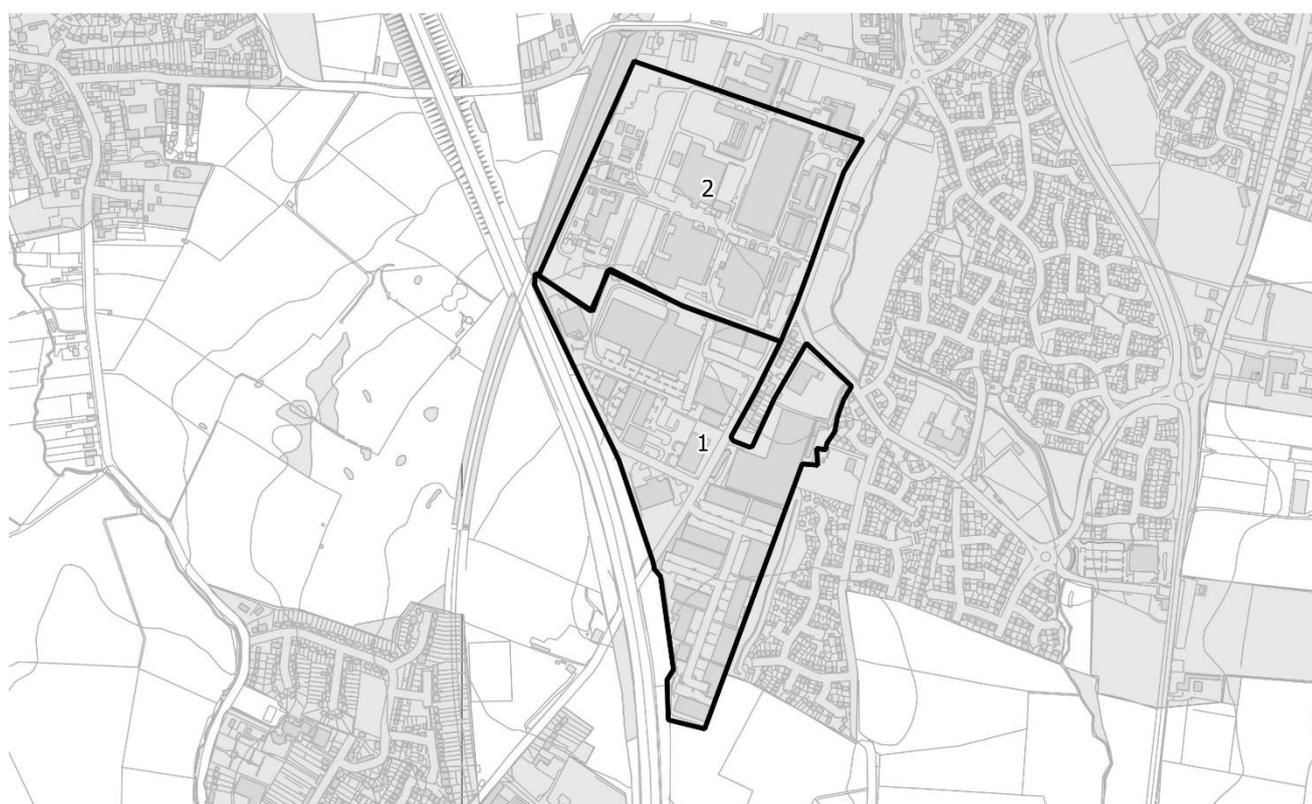
Size (ha)	Description	Score	Mark
Viable and deliverable	Evidence of recent completions on green field plots or previously developed land	25 - 45	

Subject to land promotion / investment	Evidence of development viability subject to: i) Investment in land promotion to secure planning permission on allocated land ii) Investment to address constraints to development with planning permission, for example, advance infrastructure and ground works	10 - 25	
Not viable, not deliverable	Evidence of unviability and or physical constraints	(10 – 45)	

Comment:

4.10 Cambridge Road Employment Area, Cambridge Road, Whetstone, LE6 6LH

Cambridge Road Employment Area, Cambridge Road, Whetstone, LE6 6LH (see map site 1)



Description

A key employment site with a wide range of industrial and distribution units, offices and commercial buildings.

Overall Assessment: Rationale and summary of scores for designation as:

Assessment Category	Max Score	Score
TOTAL	200	126

Key Employment Site: Site has a wide range of modern industrial and distribution units.

Physical Assessment

Site size

Size (ha)	Description	Score	Mark
10 ha +	Strategic scale key employment site	8 - 15	15

Comment: Site 38 ha

Road frontage

Description	Score	Mark
Main road frontage, high visibility and easy access to businesses	8 - 10	
Main road frontage with high visibility	3 - 7	4
Side road frontage	0 - 2	

Comment: Cambridge Road is a C road

Design

Description	Score	Mark
Low density business park (purpose built service roads, dedicated car parking and landscaping)	6 - 10	

Medium density employment area (purpose built service roads, on - site		
High density employment area (residential / unadopted service roads, limited on - site parking and loading forecourts, on street parking and		

Comment: The site comprises three traditional industrial estates (at Bruce Way, Whiteacres and Ashville Way) and a commercial area with frontages along Cambridge Road and Dog and Gun Lane.

Building types / quality

Description	Score	Mark
Grade A offices and industrials (new, high specification and design)		
Grade B offices and industrials (modern stock with functional specification		
Grade C and below (low functionality and nearing obsolescence)	1 - 2	

Comment: The three site traditional industrial estates comprise mostly good quality Grade B industrial and distribution units.

Transport Assessment

Connection to strategic highway and rail network

Description	Score	Mark
Direct dual road access to Motorway	16 - 20	
Direct A road and dual road access to Motorway	10 - 15	
Indirect A and B road access to Motorway	1 - 5	

Comment: Access to M1 J21 via Cambridge Road, Blaby By-Pass /Leicester Road (A426) and Soar Valley Way (A563) 3.5 miles

Site accesses to highway network

Description	Score	Mark

Comment: Access to the sites is directly from Cambridge Road with turning lanes

Environmental Assessment

Amenity (traffic, noise and disturbance)

Description	Score	Mark
Dedicated purpose built business park, isolated from residential areas	11 - 15	
Older employment area with low impact on residential areas	5 - 10	10
Older employment area, integrated in residential area with conflicts with residential amenity	0 - 4	

Comment: Site is mostly isolated from residential areas

Access by sustainable transport modes (foot and cycle)

Description	Score	Mark
Walking / Cycling: Accessible by dedicated footways / cycle routes from residential areas: 400, 800 and 1200m		
400 m	10	10

Comment: Cycle route from Narborough rail station (1 mile)

Access by sustainable transport modes (bus and rail)

Description	Score	Mark
- Site within ten minutes (800m) walk of high frequency (every ten minutes) bus services	10	
- Site within 400m of low frequency bus route (less than 3 buses per hour) or within 800m of a regular (at least 3 buses per hour) bus route or rail station	6	6

- Site within 400 – 800m of low frequency bus route (less than 3 buses per hour) or within 800 - 1200m of a regular bus route (at least 3 buses per hour) or rail station	4	
- Site more than 800m of low frequency bus route (less than 3 buses per hour) or 1200m from a regular bus route or rail station	2	

Comment: Site served by 3 services per hour, 84/84A, 46 – 50 minutes to city centre

Access by sustainable transport modes (other measures)

Description	Score	Mark
Maximum score	10	
Site promotes car sharing	4	
Site provide share only car parking spaces	2	
Other measures	0 - 4	0

Comment: No Travel Plan

Known environmental issues / constraints

Description	Score	Mark
Abnormal ground conditions	(10 - 50)	
Surface water flooding	(6 – 20)	
Fluvial flood zone	(10 – 50)	
Impact on designated nature and heritage sites	(6 – 20)	

Comment: Flood zone to north east of site, north of Dog and Gun Lane

Market Assessment

Occupier demand (void periods)

Demand	Void period	Score	Mark
High	Less than six months	10	10
Average	Six to twelve months	4	
Low	More than twelve months	1	

Comment: The site has only one vacancy: a modern industrial / warehousing unit at Unit C Whiteacres, 13,348 sq ft Cushman

Occupier demand (net effective rent)

Demand	Description	Score	Mark
	Rent less incentives		
	Rent less incentives		
	Rent less incentives		

Comment: No market evidence

Investment demand (investor type)

Size (ha)	Description	Score	Mark

Comment: A range of investors including private institutional investors and owner occupiers.

Established employment sites (only): market signals

Signals	Description	Score	Mark
	Average void rates are approximately 7.5% of the i) Void rates less than 7.5% indicates a shortage of ii) Void rates more than 7.5% indicates an oversupply of stock	20 - 45	

Comment: The site has a very low vacancy rate

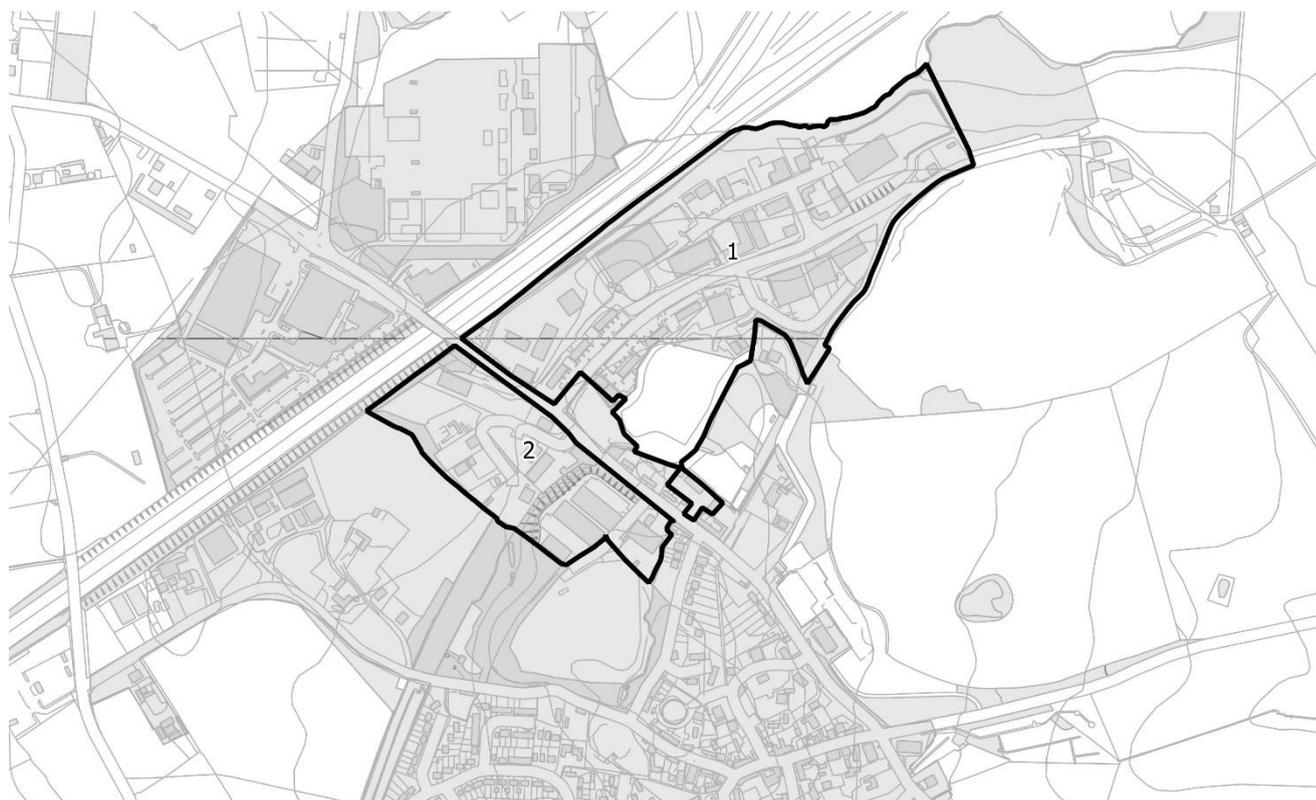
Developing employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

Size (ha)	Description	Score	Mark
Viable and deliverable	Evidence of recent completions on green field plots or previously developed land	25 - 45	
Subject to land promotion / investment	Evidence of development viability subject to: i) Investment in land promotion to secure planning permission on allocated land ii) Investment to address constraints to development with planning permission, for example, advance infrastructure and ground works	10 - 25	
Not viable, not deliverable	Evidence of unviability and or physical constraints	(10 – 45)	

Comment: See above

4.11 Mill Hill Industrial Estate, Enderby, LE19 4AE

Mill Hill Industrial Estate, Enderby, LE19 4AE (see map site 2)



Description

A mixed commercial employment area

Overall Assessment: Rationale and summary of scores for designation as:

Assessment Category	Max Score	Score

Key Employment Site: A mixed commercial employment area comprising a range of older industrial and distribution units, a transport depot and waste transfer station

Physical Assessment

Site size

Size (ha)	Description	Score	Mark
	Strategic scale key employment site		
		3 - 7	
Less than 3 ha	Primary employment area	1 - 2	

Comment: Site 5.8 ha

Road frontage

Description	Score	Mark
Main road frontage, high visibility and easy access to businesses	8 - 10	
Main road frontage with high visibility	3 - 7	
Side road frontage	1 - 2	

Comment: Long frontage to Mill Hill (B582)

Design

Description	Score	Mark
Low density business park (purpose built service roads, dedicated car		
Medium density employment area (purpose built service roads, on - site		
High density employment area (residential / unadopted service roads, limited on - site parking and loading forecourts, on street parking and		

Comment: Bakers Waste, Granite Close (waste management and materials recycling) is the main occupier with a separate industrial estate at Quarry Lane with poor access and on – site parking (development of 9 medium size industrial units with Bryson’s Haulage depot)

Building types / quality

Description	Score	Mark
Grade A offices and industrials (new, high specification and design)		
Grade B office and industrials (modern stock with functional specification		
Grade C and below (low functionality and nearing obsolescence)		

Comment: The development comprises Grade B /C industrial and distribution units

Transport Assessment

Connection to strategic highway and rail network

Description	Score	Mark
Direct A road and dual road access to Motorway		

Comment: Located 2.7m from M1 J21 via B582, Leicester Lane and B4114

Site accesses to highway network

Description	Score	Mark
From residential street		

Comment: Access to Mill Lane (B582) at Granite Close has wide splays and good site lines but more restricted at Froane’s Close and Quarry Lane

Environmental Assessment

Amenity (traffic, noise and disturbance)

Description	Score	Mark
Dedicated purpose built business park, isolated from residential areas	11 - 15	
Older employment area with low impact on residential areas	5 - 10	
Older employment area, integrated in residential area with conflicts with	0 - 4	

Comment: Site is mostly isolated from residential areas

Access by sustainable transport modes (foot and cycle)

Description	Score	Mark
Walking / Cycling: Accessible by dedicated footways / cycle routes from residential areas: 400, 800 and 1200m		
1200 m	4	

Comment: Access from nearest residential areas is by Mill Hill, is a busy narrow road unattractive to both pedestrians and cyclists.

Access by sustainable transport modes (bus and rail)

Description	Score	Mark
- Site within ten minutes (800m) walk of high frequency (every ten minutes)		
- Site within 400m of low frequency bus route (less than 3 buses per hour) or within 800m of a regular (at least 3 buses per hour) bus route or rail		
- Site within 400 – 800m of low frequency bus route (less than 3 buses per hour) or within 800 - 1200m of a regular bus route (at least 3 buses per hour) or rail station		
- Site more than 800m of low frequency bus route (less than 3 buses per hour) or 1200m from a regular bus route or rail station		

Comment: Site is served by a bus service every 2 hours, X55, 36 – 43 minutes to city centre

Access by sustainable transport modes (other measures)

Description	Score	Mark
Other measures	0 - 4	

Comment: No Travel Plan

Known environmental issues / constraints

Description	Score	Mark
Abnormal ground conditions	(10 - 50)	
Surface water flooding	(6 – 20)	
Fluvial flood zone	(10 – 50)	
Impact on designated nature and heritage sites	(6 – 20)	

Comment: Land allocated to south west of Quarry Lane has been the subject of landfill. Area is close to the Enderby Conservation Area.

Market Assessment

Occupier demand (void periods)

Demand	Void period	Score	Mark
	Less than six months		

Comment: No market evidence

Occupier demand (net effective rent)

Demand	Description	Score	Mark

Comment: No market evidence

Investment demand (investor type)

Size (ha)	Description	Score	Mark
		7 - 10	

Comment: Units mostly attractive to value investors and owner occupiers

Established employment sites (only): market signals

Signals	Description	Score	Mark
Occupancy	Average void rates are approximately 7.5% of the stock: i) Void rates less than 7.5% indicates a shortage of stock	20 - 45	45

Comment: Existing sites and premises are attractive to occupiers including non - conforming uses such as waste transfer which has been the subject of capital investment and business growth

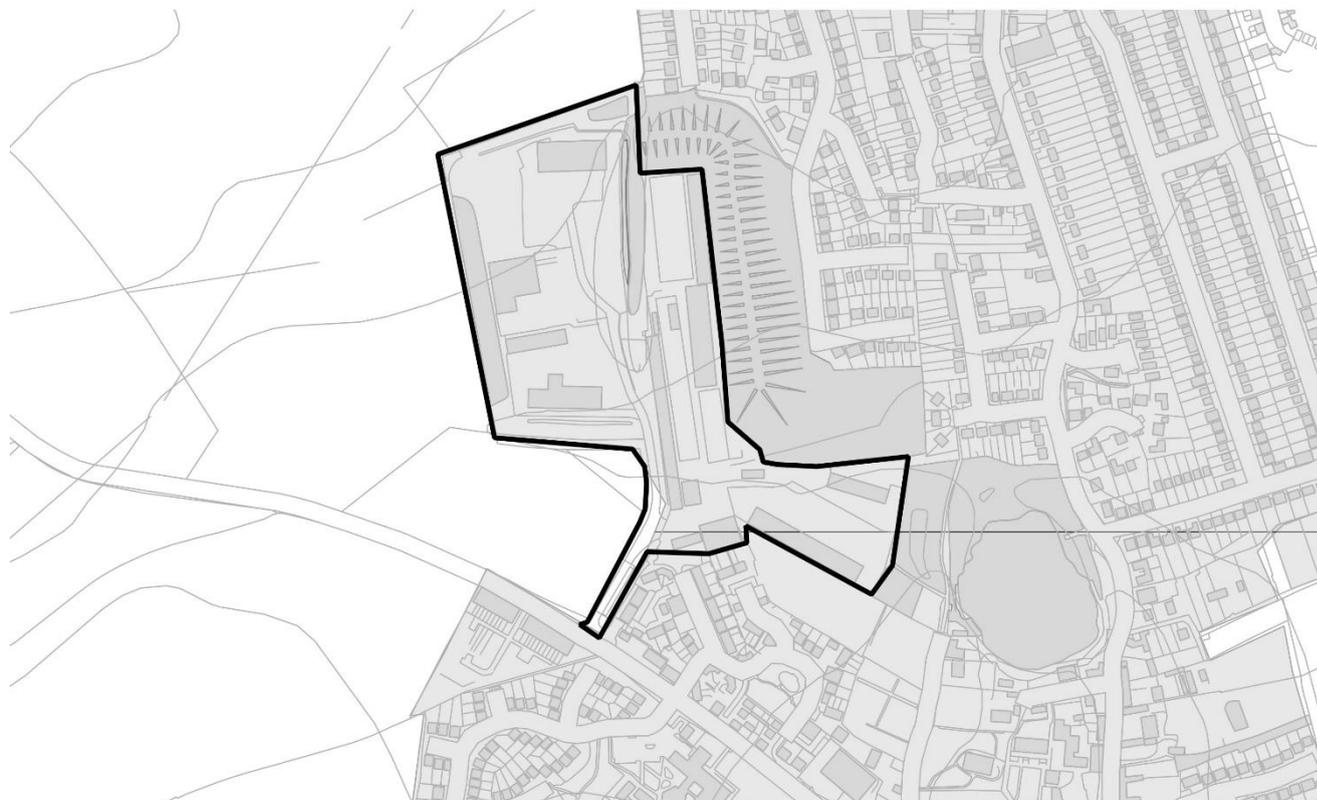
Developing employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

Size (ha)	Description	Score	Mark
Viable and deliverable	Evidence of recent completions on green field plots or previously developed land	25 - 45	
Subject to land promotion / investment	Evidence of development viability subject to: i) Investment in land promotion to secure planning permission on allocated land ii) Investment to address constraints to development with planning permission, for example, advance infrastructure and ground works	10 - 25	
Not viable, not deliverable	Evidence of unviability and or physical constraints	(10 – 45)	

Comment: Allocation at Quarry Lane unlikely to be brought forward due to ground conditions (landfill and topography) and access via Quarry Lane. Site is close to the Enderby Conservation Area.

4.12 Foxbank Industrial Estate, Station Road, Stoney Stanton, LE9 4LU

Foxbank Industrial Estate, Station Road, Stoney Stanton, LE9 4LU



Description

A mixed commercial rural employment area

Overall Assessment: Rationale and summary of scores for designation as:

Assessment Category	Max Score	Score
Physical	50	21
Transport	30	6
Environmental	45	16
Market	75	66
TOTAL	200	109

Key Employment Site: A mixed commercial rural employment area comprising a range of industrial units and transport depot

Physical Assessment

Site size

Size (ha)	Description	Score	Mark
	Strategic scale key employment site		

Comment: Site area 8.8ha

Road frontage

Description	Score	Mark
Main road frontage, high visibility and easy access to businesses		

Comment: No significant frontage to Station Road (B581)

Design

Description	Score	Mark
Low density business park (purpose built service roads, dedicated car	6 - 10	
Medium density employment area (purpose built service roads, on - site		
High density employment area (residential / unadopted service roads, limited on - site parking and loading forecourts, on street parking and		

Comment: Functional lay with on - site parking and loading forecourts

Building types / quality

Description	Score	Mark
Grade A offices and industrials (new, high specification and design)	11 - 15	

Grade B offices and industrials (modern stock with functional		
Grade C and below (low functionality and nearing obsolescence)		

Comment: The development comprises Grade B units with extensive open storage and yards

Transport Assessment

Connection to strategic highway and rail network

Description	Score	Mark
Direct dual road access to Motorway		
Direct A road and dual road access to Motorway		
Indirect A and B road access to Motorway		

Comment: Located 1.5m from M69 J2 restricted access, 6m from M69 J1 via B114 and A5

Site accesses to highway network

Description	Score	Mark
Roundabout access, light controlled access with left and right hand turning		
From residential street		

Comment: Accesses are from Station Road (B581) with no turning lanes

Environmental Assessment

Amenity (traffic, noise and disturbance)

Description	Score	Mark
Dedicated purpose built business park, isolated from residential areas		
Older employment area with low impact on residential areas	5 - 10	

Older employment area, integrated in residential area with conflicts with residential amenity	0 - 4	4
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Comment: New housing recently built in close proximity to the established industrial buildings

Access by sustainable transport modes (foot and cycle)

Description	Score	Mark
Walking / Cycling: Accessible by dedicated footways / cycle routes from residential areas: 400, 800 and 1200m		
400 m	10	10

Comment: Site is located on the edge of the village

Access by sustainable transport modes (bus and rail)

Description	Score	Mark
- Site more than 800m of low frequency bus route (less than 3 buses per hour) or 1200m from a regular bus route or rail station	2	2

Comment: Site is served by one service every two hours, X55/59, 1.49 hours to city centre

Access by sustainable transport modes (other measures)

Description	Score	Mark
Maximum score	10	

Site promotes car sharing	4	
Site provide share only car parking spaces	2	
Other measures	0 - 4	0

Comment: No Travel Plan

Known environmental issues / constraints

Description	Score	Mark
Abnormal ground conditions	(10 - 50)	
Surface water flooding	(6 – 20)	
Fluvial flood zone	(10 – 50)	
Impact on designated nature and heritage sites	(6 – 20)	

Comment: Non known

Market Assessment

Occupier demand (void periods)

Demand	Void period	Score	Mark
High	Less than six months	7 - 10	10
Average	Six to twelve months	4 - 6	
Low	More than twelve months	1 - 3	

Comment: The site is divided between three owner occupiers in size order: Stressline (structural building products manufacturer); Pasquill (roof truss manufacturer) and Cobley Transport (logistics)

Occupier demand (net effective rent)

Demand	Description	Score	Mark
High	Rent less incentives	7 - 10	
Average	Rent less incentives	4 - 6	4
Low	Rent less incentives	1 - 3	

Comment: No recent evidence

Investment demand (investor type)

Size (ha)	Description	Score	Mark

Comment: The plots are owned by the three occupiers of which one, Pasquill is part of the French multi-national St Gobain, average weighted score

Established employment sites (only): market signals

Signals	Description	Score	Mark
	Average void rates are approximately 7.5% of the i) Void rates less than 7.5% indicates a shortage ii) Void rates more than 7.5% indicates an		
	No losses of economic use reflect continuing investor and occupier commitment to the site		
	Recent changes of use to and redevelopment for		

Comment: Site fully occupied by three firms, since 2008: a 716 sq m industrial unit completed on 0.07 ha for Stressline (2008) and 6.66 ha lost for (completed) housing development.

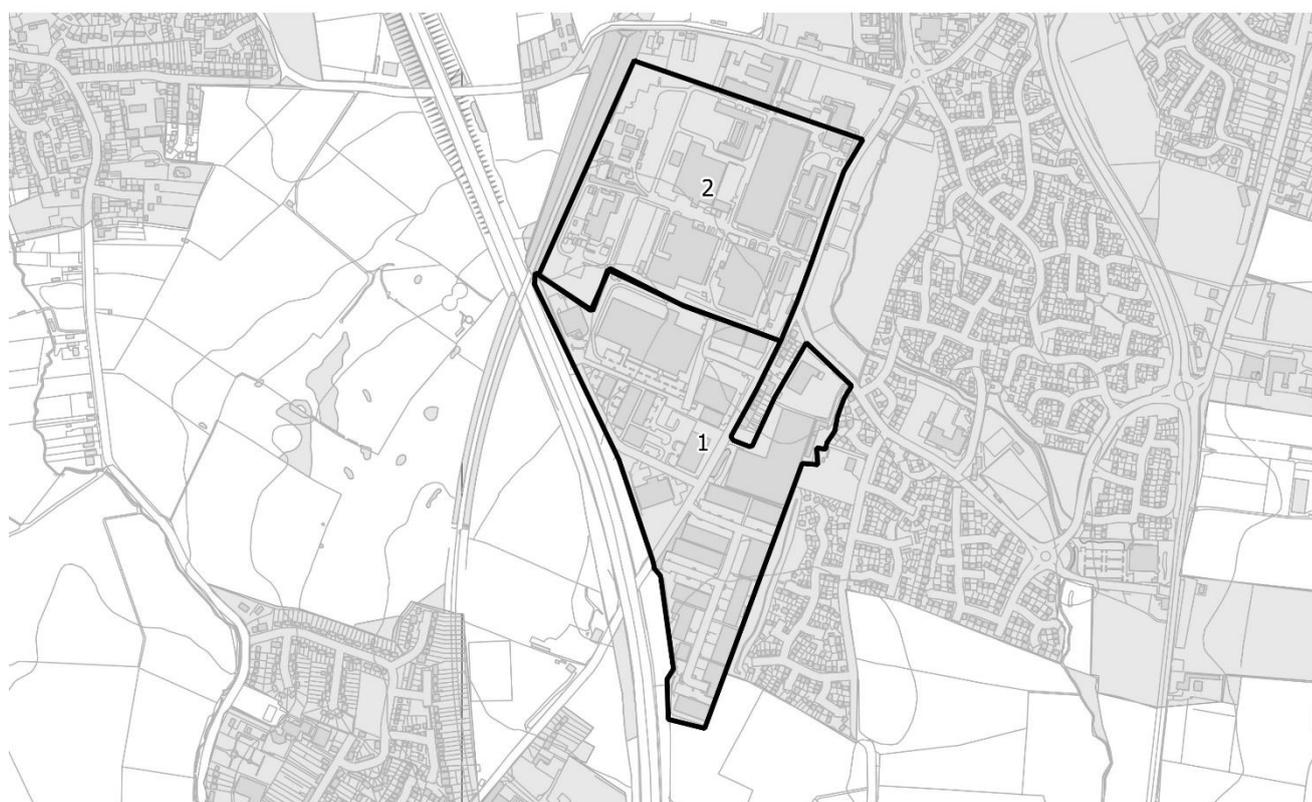
Developing employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

Size (ha)	Description	Score	Mark
	Evidence of recent completions on green field		
	Evidence of development viability subject to: i) Investment in land promotion to secure planning		

Comment: See above

4.13 The Whittle Estate, Cambridge Road, Whetstone, LE6 6LH CT

The Whittle Estate, Cambridge Road, Whetstone, LE6 6LH (see map site 2)



Description

A key employment site comprising a former GEC factory and offices complex.

Overall Assessment: Rationale and summary of scores for designation as:

Assessment Category	Max Score	Score
Physical	50	26

TOTAL	200	102

Key Employment Site: Comprises a range of older industrial, warehouse and office buildings available for lease on flexible terms and freehold purchase.

Physical Assessment

Site size

Size (ha)	Description	Score	Mark
10 ha +	Strategic scale key employment site	8 - 15	15

Comment: 22 ha site

Road frontage

Description	Score	Mark
Main road frontage, high visibility and easy access to businesses	8 - 10	
Main road frontage with high visibility	3 - 7	4
Side road frontage	0 - 2	

Comment: Cambridge Road is a C road

Design

Description	Score	Mark
Low density business park (purpose built service roads, dedicated car parking and landscaping)	6 - 10	
Medium density employment area (purpose built service roads, on - site parking and loading forecourts)	4 - 5	5

High density employment area (residential / unadopted service roads, limited on - site parking and loading forecourts, on street parking and loading	0 - 3	
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Comment: Former GEC factory, warehouse and offices complex

Building types / quality

Description	Score	Mark
Grade A offices and industrials (new, high specification and design)	11 - 15	
Grade B offices and industrials (modern stock with functional specification and design)	3 - 10	
Grade C and above (low functionality and nearing obsolescence)	1 - 2	2

Comment: Site comprises 660,000 sq ft of 1930's and later industrial and office Grade C but functional buildings (let to over 40 occupiers on flexible terms in units from 500 – 97,000 sq ft (with two parcels of land and buildings totaling 2.5 ha sold to occupiers).

Transport Assessment

Connection to strategic highway and rail network

Description	Score	Mark
Direct dual road access to Motorway	16 - 20	
Direct A road and dual road access to Motorway	10 - 15	
Indirect A and B road access to Motorway	1 - 5	5

Comment: Access to M1 J21 via Cambridge Road, Blaby By-Pass /Leicester Road (A426) and Soar Valley Way (A563) 3.5 miles

Site accesses to highway network

Description	Score	Mark
Roundabout access, light controlled access with left and right hand turning lanes	10	
From A road	5	
From B road	1	1

From residential street	0	
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Comment: Access to the sites is directly from Cambridge Road with no turning lanes

Environmental Assessment

Amenity (traffic, noise and disturbance)

Description	Score	Mark
Dedicated purpose built business park, isolated from residential areas	11 - 15	
Older employment area with low impact on residential areas	5 - 10	8
Older employment area, integrated in residential area with conflicts with residential amenity	0 - 4	

Comment: New housing development under construction on 4.3 ha of the site.

Access by sustainable transport modes (foot and cycle)

Description	Score	Mark
Walking / Cycling: Accessible by dedicated footways / cycle routes from residential areas: 400, 800 and 1200m		
400 m	10	10
800 m	6	
1200 m	4	

Comment: Cycle route from Narborough rail station (1 mile)

Access by sustainable transport modes (bus and rail)

Description	Score	Mark
- Site within ten minutes (800m) walk of high frequency (every ten minutes) bus services	10	
- Site within 400m of low frequency bus route (less than 3 buses per hour) or within 800m of a regular (at least 3 buses per hour) bus route or rail station	6	6

- Site within 400 – 800m of low frequency bus route (less than 3 buses per hour) or within 800 - 1200m of a regular bus route (at least 3 buses per hour) or rail station	4	
- Site more than 800m of low frequency bus route (less than 3 buses per hour) or 1200m from a regular bus route or rail station	2	

Comment: Site served by 3 services per hour, 84/84A, 46 – 50 minutes to city centre

Access by sustainable transport modes (other measures)

Description	Score	Mark
Maximum score	10	
Site promotes car sharing	4	
Site provide share only car parking spaces	2	
Other measures	0 - 4	0

Comment: No Travel Plan

Known environmental issues / constraints

Description	Score	Mark
Abnormal ground conditions	(10 - 50)	
Surface water flooding	(6 – 20)	
Fluvial flood zone	(10 – 50)	
Impact on designated nature and heritage sites	(6 – 20)	

Comment: Car parks east of Cambridge Road are in a flood zone

Market Assessment

Occupier demand (void periods)

Demand	Void period	Score	Mark
High	Less than six months	10	
Average	Six to twelve months	4	4

Low	More than twelve months	1	
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Comment: The Whittle Estate web site shows vacant space available for lease on flexible terms and for sale.

Occupier demand (net effective rent)

Demand	Description	Score	Mark
High	Rent less incentives	10	
Average	Rent less incentives	4	4
Low	Rent less incentives	1	

Comment: No market evidence

Investment demand (investor type)

Size (ha)	Description	Score	Mark
High demand	Institutional	10	
Average	Private	4	4
Low demand	Owner occupier	2	

Comment: A site owned by private investor Highcross and owner occupiers

Established employment sites (only): market signals

Signals	Description	Score	Mark
Occupancy	Average void rates are approximately 7.5% of the stock: i) Void rates less than 7.5% indicates a shortage of stock ii) Void rates more than 7.5% indicates an oversupply of stock	20 - 45	41
Development: no change	No losses of economic use reflect continuing investor and occupier commitment to the site	10	
Development: losses	Recent changes of use to and redevelopment for non - economic uses	(10 - 45)	(7)

Comment: The Whittle Estate has a market average of voids (due to flexible lease terms) and has been the subject of consents for intensification of buildings (for construction of mezzanine floors) and land (for B use development and buildings). It has been the subject of the loss of 8,440 sq m of B use floorspace on 4.3 ha for 89 dwellings.

A planning application (15/0715/DEM) pending consideration is to determine if prior planning permission is required for demolition of ‘obsolete and redundant office buildings and other temporary buildings’ on the Cambridge Road frontage totalling 17,268 sq m (at Blocks 3, 3B and 3D; 74 and 74A; and 54, 54A, B and C).

Recent Environmental Impact Assessment screening requests for redevelopment for the following parcels of land within the site:

Parcel 1 comprising 0.85 ha embankment to be retained for landscaping and 2.12 ha land and premises to be proposed for housing;

Parcels 2 and 3 comprising existing buildings on 0.75 ha and 0.82 ha on Cambridge Road frontage to be proposed for demolition and redevelopment for 6,960 sq m B1c/B2 and B8 use

Parcels 4 and 5 comprising car parks on 0.78 and 0.67 ha on Cambridge Road frontage (east side) to be proposed for housing.

Developing employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

Size (ha)	Description	Score	Mark
Viable and deliverable	Evidence of recent completions on green field plots or previously developed land	25 - 45	
Subject to land promotion / investment	Evidence of development viability subject to: i) Investment in land promotion to secure planning permission on allocated land	10 - 25	
Not viable, not deliverable	Evidence of unviability and or physical constraints	(10 – 45)	

Comment: See above

4.14 Rose Business Park, Lutterworth Road, Blaby, LE8 4DN

Rose Business Park, Lutterworth Road, Blaby, LE8 4DN



Description

A small employment site with planning permission for intensification

Overall Assessment: Rationale and summary of scores for designation as:

Assessment Category	Max Score	Score
Physical	50	24
Transport	30	16
Environmental	45	23
Market	75	39
TOTAL	200	102

Key Employment Site: An underdeveloped site with planning permission for intensification with industrial units and offices.

Physical Assessment

Site size

Size (ha)	Description	Score	Mark
	Strategic scale key employment site		

Comment: Site 2.9 ha

Road frontage

Description	Score	Mark
Main road frontage, high visibility and easy access to businesses		

Comment: A very small part of the site visible from Blaby By – Pass (A426)

Design

Description	Score	Mark
Low density business park (purpose built service roads, dedicated car	6 - 10	
Medium density employment area (purpose built service roads, on - site		
High density employment area (residential / unadopted service roads, limited on - site parking and loading forecourts, on street parking and		

Comment: Development proposal

Building types / quality

Description	Score	Mark
Grade A offices and industrials (new, high specification and design)	11 - 15	11

Grade B offices and industrials (modern stock with functional specification and design)	3 - 10	
Grade C and below (low functionality and nearing obsolescence)	1 - 2	

Comment: Proposal for new industrial units (in addition to the existing converted Grade B/C offices)

Transport Assessment

Connection to strategic highway and rail network

Description	Score	Mark
Direct dual road access to Motorway	16 - 20	
Direct A road and dual road access to Motorway	10 - 15	15
Indirect A and B road access to Motorway	1 - 5	

Comment: Access to M1 J21 via Leicester Road (A426) and Soar Valley Way (A563) 3.5 miles

Site accesses to highway network

Description	Score	Mark
Roundabout access, light controlled access with left and right hand turning lanes	10	
From A road	5	
From B road	1	1
From residential street	0	

Comment: Access to the site is via roundabout on A426 and then off a C road (Lutterworth Road) with no turning lane and poor sight lines

Environmental Assessment

Amenity (traffic, noise and disturbance)

Description	Score	Mark
Dedicated purpose built business park, isolated from residential areas	11 - 15	15
Older employment area with low impact on residential areas	5 - 10	

Older employment area, integrated in residential area with conflicts with residential amenity	0 - 4	
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Comment: Site is isolated from residential areas

Access by sustainable transport modes (foot and cycle)

Description	Score	Mark
Walking / Cycling: Accessible by dedicated footways / cycle routes from residential areas: 400, 800 and 1200m		
400 m	10	
800 m	6	
1200 m	4	

Comment: Lack of footways and cycle route along Lutterworth Road presents a barrier to pedestrians and cyclists

Access by sustainable transport modes (bus and rail)

Description	Score	Mark
- Site within ten minutes (800m) walk of high frequency (every ten minutes) bus services	10	
- Site within 400m of low frequency bus route (less than 3 buses per hour) or within 800m of a regular (at least 3 buses per hour) bus route or rail station	6	6
- Site within 400 – 800m of low frequency bus route (less than 3 buses per hour) or within 800 - 1200m of a regular bus route or rail station (at least 3 buses per hour) bus route or rail station	4	
- Site more than 800m of low frequency bus route (less than 3 buses per hour) or 1200m from a regular bus route or rail station	2	

Comment: Site served by 5 services per hour, 84/84A/85, 45 – 50 minutes to city centre

Access by sustainable transport modes (other measures)

Description	Score	Mark
Maximum score	10	

Site promotes car sharing	4	
Site provide share only car parking spaces	2	
Other measures	0 - 4	0

Comment: No Travel Plan

Known environmental issues / constraints

Description	Score	Mark
Abnormal ground conditions	(10 - 50)	
Surface water flooding	(6 – 20)	
Fluvial flood zone	(10 – 50)	
Impact on designated nature and heritage sites	(6 – 20)	

Comment: Non known

Market Assessment

Occupier demand (void periods)

Demand	Void period	Score	Mark
High	Less than six months	7 - 10	
Average	Six to twelve months	4 - 6	4
Low	More than twelve months	1 - 3	

Comment: No recent market evidence

Occupier demand (net effective rent)

Demand	Description	Score	Mark
High	Rent less incentives	7 - 10	
Average	Rent less incentives	4 - 6	4
Low	Rent less incentives	1 - 3	

Comment: No recent market evidence

Investment demand (investor type)

Size (ha)	Description	Score	Mark
	Institutional	7 - 10	
Average	Private	4 - 6	6
Low demand	Owner occupier	1 - 3	

Comment: Local developer owns the property

Established employment sites (only): market signals

Signals	Description	Score	Mark
Occupancy	Average void rates are approximately 7.5% of the stock: i) Void rates less than 7.5% indicates a shortage of stock ii) Void rates more than 7.5% indicates an oversupply of stock	20 - 45	
		10	
		(10 – 45)	

Comment: See below

Developing employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

Size (ha)	Description	Score	Mark
Viable and deliverable	Evidence of recent completions on green field plots or previously developed land	25 - 45	
Subject to land promotion / investment	Evidence of development viability subject to: i) Investment in land promotion to secure planning permission on allocated land ii) Investment to address constraints to development with planning permission, for	10 - 25	25

Comment: Outline planning permission (15/1084/OUT) has been granted, subject to a S106 agreement, for intensification of the site with B1/2, B8 development

5 Industrial Existing Sites

5.1 Wharf Way, Leicester Road, Glen Parva, Leicester, LE3 9TF

Wharf Way, Leicester Road, Glen Parva, Leicester, LE3 9TF



Description

A mixed use commercial area served by an unadopted road. The area comprises: factories occupied by Summit Engineering and All Weather Windows; small industrial unit conversions and a derelict former industrial site. The nearby former employment area served by New Bridge Road has been redeveloped with housing.

Overall Assessment: Rationale and summary of scores for designation as:

Assessment Category	Max Score	Score
TOTAL	200	86

Employment Site: Site assessed to be unattractive for redevelopment for economic development uses in the long term due to abnormal costs (of site remediation and reconstruction of Wharf Way as public highway) and congested access to Leicester Road.

Physical Assessment

Site size

Size (ha)	Description	Score	Mark
10 ha +	Strategic scale key employment site	8 - 15	
3 – 9 ha	Key employment site	3 - 7	5
Less than 3 ha	Primary employment area	1 - 2	

Comment: Site 5.8 ha

Road frontage

Description	Score	Mark
Main road frontage, high visibility and easy access to businesses	8 - 10	
Main road frontage with high visibility	3 - 7	
Side road frontage	1 - 2	1

Comment: The site is located on an unadopted road with no passing traffic

Design

Description	Score	Mark
Low density business park (purpose built service roads, dedicated car		
Medium density employment area (purpose built service roads, on - site		
High density employment area (residential / unadopted service roads, limited on - site parking and loading forecourts, on street parking and		

Comment: The site is served by an unadopted access road but provides for on – site parking and loading forecourts

Building types / quality

Description	Score	Mark
Grade A offices and industrials (new, high specification and design)		
Grade B offices and industrials (modern stock with functional specification		
Grade C and below (low functionality and nearing obsolescence)		

Comment: The development comprises mostly Grade C industrial premises

Transport Assessment

Connection to strategic highway and rail network

Description	Score	Mark
Direct dual road access to Motorway	16 - 20	
Direct A road and dual road access to Motorway		
Indirect A and B road access to Motorway		

Comment: Access to M1 J21 is via Leicester Road (A426) and Soar Valley Way (A563) 2.5 miles

Site accesses to highway network

Description	Score	Mark
Roundabout access, light controlled access with left and right hand turning		
From A road		
From residential street		

Comment: Access to and from Wharf Way is via the highly congested Leicester Road.

Environmental Assessment

Amenity (traffic, noise and disturbance)

Description	Score	Mark
Dedicated purpose built business park, isolated from residential areas	11 - 15	
Older employment area with low impact on residential areas	5 - 10	
Older employment area, integrated in residential area with conflicts with	0 - 4	

Comment: The access road is shared with a small number of houses and the northern boundary abuts housing.

Access by sustainable transport modes (foot and cycle)

Description	Score	Mark
Walking / Cycling: Accessible by dedicated footways / cycle routes from residential areas: 400, 800 and 1200m		

Comment: There are no made up footways on Wharf Way

Access by sustainable transport modes (bus and rail)

Description	Score	Mark
- Site within ten minutes (800m) walk of high frequency (every ten minutes) bus services	10	10

Comment: Site served by 6 services per hour, 84/85, 35 minutes to city centre

Access by sustainable transport modes (other measures)

Description	Score	Mark
Other measures	0 - 4	0

Comment: No Travel Plan

Known environmental issues / constraints

Description	Score	Mark
Abnormal ground conditions	(10 - 50)	
Surface water flooding	(6 – 20)	
Fluvial flood zone	(10 – 50)	
Impact on designated nature and heritage sites	(6 – 20)	

Comment: Flood zone is located south of the Grand Union Canal

Market Assessment

Occupier demand (void periods)

Demand	Void period	Score	Mark
	Less than six months		

Comment: Derelict site has been vacant for more than a year

Occupier demand (net effective rent)

Demand	Description	Score	Mark
		4 - 6	

Comment: No market evidence but rental values will reflect poor quality of the premises

Size (ha)	Description	Score	Mark
		7 - 10	

Comment: The location and quality of premises would be attractive to value investors looking for yield and longer term redevelopment.

Established employment sites (only): market signals

Signals	Description	Score	Mark
Occupancy	<p>Average void rates are approximately 7.5% of the stock:</p> <p>i) Void rates less than 7.5% indicates a shortage of stock</p> <p>ii) Void rates more than 7.5% indicates an oversupply of stock</p>	20 - 45	40

Development: no change	No losses of economic use reflect continuing investor and occupier commitment to the site	10	
Development: losses	Recent changes of use to and redevelopment for non - economic uses	(10 – 45)	(11)

Comment: High level of occupancy but approximately 20% of the site is derelict following a fire at a former factory. Redevelopment for economic uses would be subject to abnormal costs of site clearance and to meet occupiers' requirements, reconstruction of Wharf Way as public highway.

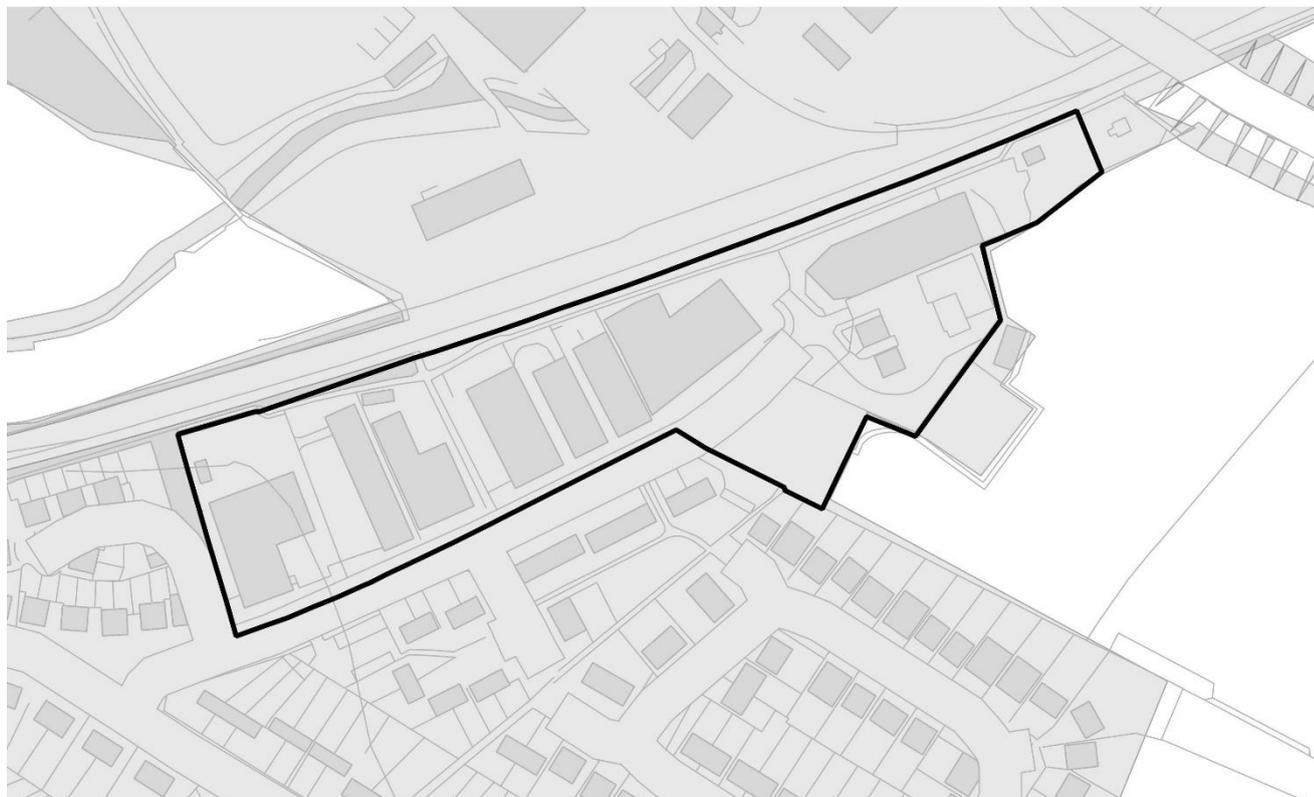
Developing employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

Size (ha)	Description	Score	Mark
Viable and deliverable	Evidence of recent completions on green field plots or previously developed land	25 - 45	
Subject to land promotion / investment	Evidence of development viability subject to: i) Investment in land promotion to secure planning permission on allocated land ii) Investment to address constraints to development with planning permission, for example, advance infrastructure and ground works	10 - 25	
Not viable, not deliverable	Evidence of unviability and or physical constraints	(10 – 45)	

Comment: See above

5.2 Winston Avenue, Croft, LE9 3GQ

Winston Avenue, Croft, LE9 3GQ



Description

A small mixed commercial rural employment area

Overall Assessment: Rationale and summary of scores for designation as:

Assessment Category	Max Score	Score
Physical	50	13
Transport	30	5
Environmental	45	16
Market	75	52
TOTAL	200	86

Existing Employment Site: A small mixed commercial rural employment site comprising small industrial units

Physical Assessment

Site size

Size (ha)	Description	Score	Mark
	Strategic scale key employment site		

Comment: Site 2.5 ha

Road frontage

Description	Score	Mark
Main road frontage, high visibility and easy access to businesses		

Comment: No main road frontage

Design

Description	Score	Mark
Low density business park (purpose built service roads, dedicated car	6 - 10	
Medium density employment area (purpose built service roads, on - site		
High density employment area (residential / unadopted service roads, limited on - site parking and loading forecourts, on street parking and		

Comment: Functional lay with limited loading forecourts and on – site parking which is supplemented by a public car park

Building types / quality

Description	Score	Mark
Grade A offices and industrials (new, high specification and design)		
Grade B offices and industrials (modern stock with functional		
Grade C and below (low functionality and nearing obsolescence)		

Comment: The development comprises mostly Grade B / C units

Transport Assessment

Connection to strategic highway and rail network

Description	Score	Mark
Direct dual road access to Motorway		
Direct A road and dual road access to Motorway		
Indirect A and B road access to Motorway		

Comment: Located 800m from Coventry Road (B4114) and 4.5m from M1 J 21

Site accesses to highway network

Description	Score	Mark
Roundabout access, light controlled access with left and right hand turning		
From B road		
From residential street		

Comment: Access is from Arbor Road, a main residential road

Environmental Assessment

Amenity (traffic, noise and disturbance)

Description	Score	Mark
Dedicated purpose built business park, isolated from residential areas	11 - 20	

Comment: Site faces housing backing onto facing Winston Avenue

Access by sustainable transport modes (foot and cycle)

Description	Score	Mark
Walking / Cycling: Accessible by dedicated footways / cycle routes from residential areas: 400, 800 and 1200m		
400 m	10	10
800 m	6	
1200 m	4	

Comment: Site is located in the village

Access by sustainable transport modes (bus and rail)

Description	Score	Mark
- Site within ten minutes (800m) walk of high frequency (every ten minutes) bus services	10	
- Site within 400m of low frequency bus route (less than 3 buses per hour) or within 800m of a regular (at least 3 buses per hour) bus route or rail station	6	
- Site within 400 – 800m of low frequency bus route (less than 3 buses per hour) or within 800 - 1200m of a regular bus route (at least 3 buses per hour) or rail station	4	
- Site more than 800m of low frequency bus route (less than 3 buses per hour) or 1200m from a regular bus route or rail station	2	2

Comment: Site served by 1 service per hour, 50A, 59 minutes to city centre

Access by sustainable transport modes (other measures)

Description	Score	Mark
Other measures	2 - 4	

Comment: No Travel Plan

Known environmental issues / constraints

Description	Score	Mark
Surface water flooding		
	(10 – 50)	
Impact on designated nature and heritage sites		

Comment: A small area of land at the east end of the site is in a Flood Zone

Market Assessment

Occupier demand (void periods)

Demand	Void period	Score	Mark
High	Less than six months	10	
	Six to twelve months		
	More than twelve months		

Comment: One vacant unit that is not on the market (previously occupied by ACVE)

Occupier demand (net effective rent)

Demand	Description	Score	Mark
High	Rent less incentives	10	
Average	Rent less incentives	4	4

Low	Rent less incentives	1	
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Comment: No recent market evidence

Investment demand (investor type)

Size (ha)	Description	Score	Mark
High demand	Institutional	5 - 10	
Average	Private	3 - 4	4
Low demand	Owner occupier	1 - 2	

Comment: Units would be attractive to private investors

Established employment sites (only): market signals

Signals	Description	Score	Mark
Occupancy	Average void rates are approximately 7.5% of the stock: i) Void rates less than 7.5% indicates a shortage of stock ii) Void rates more than 7.5% indicates an oversupply of stock	20 - 45	40
Development: no change	No losses of economic use reflect continuing investor and occupier commitment to the site	10	
Development: losses	Recent changes of use to and redevelopment for non - economic uses	(10 – 45)	

Comment: Site built out following recent completion for Midland Access Platforms, one older unit vacant but not on the market

Developing employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

Size (ha)	Description	Score	Mark
Viable and deliverable	Evidence of recent completions on green field plots or previously developed land	25 - 45	

Subject to land promotion / investment	Evidence of development viability subject to: i) Investment in land promotion to secure planning permission on allocated land ii) Investment to address constraints to development with planning permission, for example, advance infrastructure and ground works	10 - 25	
Not viable, not deliverable	Evidence of unviability and or physical constraints	(10 – 45)	

Comment: See above

5.3 Watergate Lane, Leicester, LE3 2XP

Watergate Lane, Leicester, LE3 2XP (see map site 2)



Description

The residual part of a former mixed use commercial area of which 7.27 ha has been redeveloped with housing. Remaining buildings comprise an industrial building occupied by Supra Enterprises

(pharmaceutical products distributor and wholesaler) and a vacant former car sales showroom with a northern lights industrial building to the rear.

Overall Assessment: Rationale and summary of scores for designation as:

Assessment Category	Max Score	Score

Non - conforming mixed commercial area: This area comprises two properties in a recently developed housing area.

Physical Assessment

Site Size

Size (ha)	Description	Score	Mark
	Strategic scale key employment site		
Less than 3 ha	Primary employment area	1 - 2	1

Comment: Site 0.8 ha

Road Frontage

Description	Score	Mark
Main road frontage, high visibility and easy access to businesses	8 - 10	
Main road frontage with high visibility	3 - 7	
Side road frontage	1 - 2	

Comment: One of the two properties faces Narborough Road (A5460) with access is via a parallel access road

Design

Description	Score	Mark
Low density business park (purpose built service roads, dedicated car		
Medium density employment area (purpose built service roads, on - site		
High density employment area (residential / unadopted service roads, limited on - site parking and loading forecourts, on street parking and		

Comment: One property lacks on – site parking and loading, average score

Building types / quality

Description	Score	Mark
Grade A offices and industrials (new, high specification and design)		
Grade B office and industrials (modern stock with functional	3 - 10	
Grade C and below (low functionality and nearing obsolescence)		

Comment: The three premises comprise, a former car sales showroom with an old northern lights industrial building to the rear and a separate newer single storey industrial building without forecourts. Average score

Transport Assessment

Connection to strategic highway and rail network

Description	Score	Mark
Direct dual road access to Motorway		
Direct A road and dual road access to Motorway		
Indirect A and B road access to Motorway	1 - 5	

Comment: Access from the M1 is via a service road at its roundabout junction with Narborough Road South (A5460)

Site accesses to highway network

Description	Score	Mark
Roundabout access, light controlled access with left and right hand turning		
From A road		
From residential street		

Comment: Access to the showroom is via the service road and second property via a residential street, average score

Environmental Assessment

Amenity (traffic, noise and disturbance)

Description	Score	Mark
Dedicated purpose built business park, isolated from residential areas		
Older employment area with low impact on residential areas	5 - 10	
Older employment area, integrated in residential area with conflicts with	0 - 4	0

Comment: Both properties abut housing

Access by sustainable transport modes (foot and cycle)

Description	Score	Mark
Walking / Cycling: Accessible by dedicated footways / cycle routes from residential areas: 400, 800 and 1200m		

Access by sustainable transport modes (bus and rail)

Description	Score	Mark
- Site within ten minutes (800m) walk of high frequency (every ten minutes)		
- Site within 400m of low frequency bus route (less than 3 buses per hour) or within 800m of a regular (at least 3 buses per hour) bus route or rail		
- Site within 400 – 800m of low frequency bus route (less than 3 buses per hour) or within 800m – 1200m of a regular bus route (at least 3 buses per hour) or rail station		
- Site more than 800m of low frequency bus route (less than 3 buses per hour) or 1200m from a regular bus route or rail station		

Comment: Site served by 4 services per hour, 50/104, 32 – 34 minutes to city centre

Access by sustainable transport modes (other measures)

Description	Score	Mark
Other measures	0 - 4	

Comment: No Travel Plan

Known environmental issues / constraints

Description	Score	Mark
Abnormal ground conditions	(10 - 50)	
Surface water flooding	(6 – 20)	
Fluvial flood zone	(10 – 50)	
Impact on designated nature and heritage sites	(6 – 20)	

Comment: Non known

Market Assessment

Occupier demand (void periods)

Demand	Void period	Score	Mark
	Less than six months		

Comment: One property vacant and for let.

Occupier demand (net effective rent)

Demand	Description	Score	Mark

Comment: Former car sales showroom and premises to the rear totalling 20,242 sq ft are vacant and to let for £85,000 per annum (£4.20 sq ft)

Investment demand (investor type)

Size (ha)	Description	Score	Mark
Low demand	Owner occupier	1 - 3	

Comment:

Established employment sites (only): market signals

Signals	Description	Score	Mark
Occupancy	Average void rates are approximately 7.5% of the stock: i) Void rates less than 7.5% indicates a shortage of stock	20 - 45	20

Comment: One of the two properties is vacant. The rest of the larger mixed commercial employment area has been redeveloped for housing

Developing employment sites (only): development economics (new build mixed commercial, offices, strategic distribution)

Size (ha)	Description	Score	Mark
Viable and deliverable	Evidence of recent completions on green field plots or previously developed land	25 - 45	
Subject to land promotion / investment	Evidence of development viability subject to: i) Investment in land promotion to secure planning permission on allocated land ii) Investment to address constraints to development with planning permission, for example, advance infrastructure and ground works	10 - 25	
Not viable, not deliverable	Evidence of unviability and or physical constraints	(10 – 45)	

Comment: See above