

Cheshire West & Chester Local Brownfield Study

Final Report

June 2012

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Contents

Section	Page
1. Introduction	5
Appointment and Study Purpose	5
Approach to the Study	5
Document Structure	6
2. Study Context – Regeneration in Cheshire West & Chester	7
Introduction	7
Consultation - Regeneration Areas	7
Overview of Regeneration Initiatives	9
Summary	14
3. Property Market Overview	17
Introduction	17
Macro Economic Market	17
Sub-Area Overview	19
Commercial Property Market Conclusions	23
Residential Market Overview	24
4. Assessment of the Sites	29
Introduction	29
Site Assessment Methodology	29
Overview of the Brownfield Sites and Outputs from the Study	29

List of Tables

Table 4.1 – Overview of Sites within the Study	30
Table 4.2 – Summary of Site Key Constraints	33
Table 4.3 – Ellesmere Port SRF – Key Development Areas	40
Table 4.4 - Winsford Regeneration Strategy – Intervention Area 4 Sites: End-use comparison	43

List of Figures

Figure 3.1 – Net Housing Completions	26
Figure 3.2 – Average House Prices	27

Appendices

Appendix A – Template Site Assessment Sheet	45
Appendix B - CW&C Site Proformas	49
Appendix C – CW&C Site Assessment Sheets	51
Appendix D – Market Section: Glossary of Terms	53
D.1 Market Section: Glossary of Terms	55

1. Introduction

Appointment and Study Purpose

- 1.1 Atkins' Planning and Economics Team along with surveyors Lambert Smith Hampton were appointed by the Homes and Communities Agency (HCA) in March 2010 to undertake a study of key, long-term brownfield sites in the local authority area of Cheshire West and Chester (CWAC). The project commenced in May 2011, the delay to the start of the project was at the request of the HCA due to market conditions in the UK during this period.
- 1.2 The project has been funded and co-ordinated by the HCA. However, the working client has been the Spatial Planning Department at Cheshire West and Chester Council. The findings from this study will be used to inform the Cheshire West and Chester Local Development Framework, specifically the Council's Core Strategy document, and the work of the Council's Regeneration teams. As with other Local Brownfield Studies the findings will also be utilised by the HCA as a key information resource to inform future decision making relating to investment and input into projects within this local authority area.
- 1.3 Atkins is a leading provider of town planning, regeneration and economic development consultancy services in the UK and alongside Lambert Smith Hampton, one of UK's leading property services companies; the team has previous experience of undertaking brownfield studies to draw upon.

Approach to the Study

- 1.4 The Study is based around the assessment of thirty six brownfield sites which are distributed across the Borough of Cheshire West and Chester. The 36 sites were identified through the National Land Use Database (NLUD) followed by an initial assessment, undertaken by officers at Cheshire West and Chester Council, to identify long-term brownfield sites:
- That have potential to contribute to the Core Strategy;
 - With regeneration potential;
 - That have significant constraints to development identified; and,
 - Those that have been slow to come to the market (small sites).
- 1.5 The sites to be assessed are distributed across the Borough, with particular concentrations of sites in the settlements of Ellesmere Port, Neston, Winsford, Chester and Northwich. Site visits to visually assess each site were undertaken to consider issues such as location, property market, physical characteristics and previous uses. The visual assessments were supported by discussions with Council Regeneration officers, a review of key development/regeneration initiatives that are live in the Borough and a review of the current property market for residential and commercial uses.
- 1.6 The key outputs of the study include site specific details captured in a detailed pro forma and assessment sheet for each of the sites which covers basic details such as address, description, site area, current use, ownership etc of the site, along with an overview of the market in which the site is located and key constraints to the site's delivery. Critically to this evidence base, which is to be used to inform the Council's Core Strategy document, is the statement of the most suitable and viable end-use for each site at this point in time.
- 1.7 It was established at the Inception Meeting for the project that a realistic overview of the property market in the Borough and site specific market advice is key to the study, given the ongoing economic difficulties in the UK and the fact this study will inform development of policy for the Borough. In this regard this study sets out the professional judgements of the consultants relating

to the potential and delivery prospects of the sites within the study, for the majority of sites it is thought likely that the market and/ or actions of the Council will bring them forward to new uses.

Document Structure

The structure of the report is as follows:

- Section 2: Provides the context to the study in terms of consultation undertaken with regeneration professionals at the local authority and an overview of key regeneration and development documents relevant to the study area;
- Section 3: Presents an overview of the property market at a national and local level for both the commercial and residential market; and,
- Section 4: Presents an overview of the assessment of the sites including a brief outline of the methodology of the study, key constraints and key issues relating to the site clusters.
- Appendix A: Template of the Site Assessments Sheet;
- Appendix B: Site pro-formas for the thirty-six sites within the study areas;
- Appendix C: Site Assessment sheets for each of the thirty-six sites within the study area; and,
- Appendix D: Market Section Glossary.

2. Study Context – Regeneration in Cheshire West & Chester

Introduction

- 2.1 This section sets the sites and associated study area in the wider context of the regeneration initiatives and plans for development that are being taken forward by Cheshire West and Chester Council across the Borough. The section initially provides an overview of the issues and site specific information gained during discussions with key officers from each of the Council's regeneration focus areas. A high level overview of the key regeneration initiatives being pursued in the Borough is then provided as a means to setting the individual sites in a wider context of potential for change.
- 2.2 Cheshire West and Chester Council is currently in the process of preparing its Core Strategy Preferred Options, which will set out the authority's preferred development strategy, objectives and planning policies for the Borough. This report is due to undergo public consultation in spring 2012 and for the first time will provide the Council's complete draft Core Strategy. The Core Strategy will facilitate the work of the Council's regeneration teams and in doing so it has the potential to bring some of the brownfield sites highlighted in this study back into meaningful use. This brownfield study will therefore form part of the Council's evidence base and as such will be one element that informs the ongoing preparation of the final Core Strategy.

Consultation - Regeneration Areas

- 2.3 Prior to carrying out the visual and character assessment of each of the thirty-six sites, a brief consultation exercise was undertaken with officers from each of the four regeneration areas in the Borough. The four key regeneration areas include the Rural Area and Market Towns, Ellesmere Port, the Weaver Valley and Chester City Centre. The purpose of these discussions was twofold:
- To highlight and provide details of any issues, constraints and background to individual sites; and,
 - To outline the key issues in the regeneration area and the relative success of regeneration initiatives.

Rural and Market Towns

- 2.4 The Rural and Market Towns regeneration area covers approximately 70% of the total area of the Borough. For this study the market town of Neston and the rural hamlet of Milton Green are of particular interest. Discussion revealed that:
- The key issues faced in this area are housing affordability and choice of property type;
 - The key policy constraint was the Green Belt designation that affects much of this area, often seen to be restricting the provision of affordable housing due to availability of suitable sites outside of the Green Belt designation;
 - There are opportunities for small business development and potential demand for small business start-up units/ managed workspace. The Clayhill Business Park is well established and generally has low levels of vacancy;
 - Small sites could be suitable for small pocket housing developments, although access and location in terms of sustainability are likely to be issues; and
 - Neston is a small market town with high aspirations; the residential population is a mix of wealthy commuters with pockets of deprivation.

Ellesmere Port

- 2.5 The area of Ellesmere Port is varied ranging from the historic port area, the Manchester Ship Canal, town centre and retail and leisure developments at the Cheshire Oaks Outlet. Discussion highlighted that:
- The Employment Land Review (ELR) for the Borough outlines a sufficient land supply for at least 150 years, half of this supply is located in the Ellesmere Port area; and
 - Board Members were recruited in September 2010 to guide the Ellesmere Port Development Company; the central aim of this organisation is to reshape the town, improving future prospects. A report setting out the vision and strategic regeneration vision is currently being prepared by DTZ on behalf of the Council.
- 2.6 The following key site specific information was also discussed:
- Site 62000079 (land off Shellway Road) – maintain for ecological and aesthetic value;
 - Site 62000010 (Mealors Yard) – potential scope to be incorporated in to the wider 'green loop' for Ellesmere Port;
 - Site 63500307 (BT Telephone exchange) – expected to become vacant imminently. Site included in Policy EMV11 – to improve the aesthetics of the area; and,
 - 63500302 (land off South Pier Road) – a key site, potential for leisure/ mixed-use given proximity to waterfront, other leisure uses and within a Conservation Area.

Weaver Valley

- 2.7 The Weaver Valley includes the three towns of Northwich, Winsford and Middlewich. This study includes a number of sites in both the towns of Northwich and Winsford, with the town of Middlewich being located in the district of Cheshire East.

Northwich

- 2.8 The town centre is now the focus for redevelopment and regeneration in Northwich, this follows years of development and growth at edge and out-of-centre locations. Over the period 2003-2005 the English Partnerships (EP) funded Mine Stabilisation Project successfully filled 32ha of abandoned salt mines under the town centre area to help stabilise the land above. A number of sites within Northwich town centre were included in this stabilisation project.
- 2.9 Barons Quay is a key town centre development site and a regeneration focus of the Council. A previous development scheme for this site stalled in 2009 due to the economic downturn. Options for bringing it forward are currently being re-considered.
- 2.10 There has been limited housing development in the town centre over the last 5-10 years, and potential for this would be welcomed. An Urban Village at Winnington is planned. Retail development has been difficult in the town centre due to the size of available units which are not compatible with the requirements of national multiples. Redevelopment at Barons Quay has the potential to rectify this issue by providing larger retail units within the town centre.
- 2.11 The following key site specific information was also discussed:
- Site 63500117 (Former gas works, Wallerscote Road) – potential for impact on highway capacity in wider area; and
 - Site 63500233 (Lock Street) – site has a number of constraints including flood risk, electricity sub-station, mine shafts, deep level voids, presence of protected species, access and highway impact and topography.

Winsford

- 2.12 Winsford developed significantly in the 1960s as an overspill town for Liverpool and Manchester, and underwent substantial new development of residential and employment space. The town suffers from poor connectivity, a poor quality retail offer and has very little interaction between the town centre and its River Weaver waterfront area. The Winsford Waterfront Regeneration Strategy (2008) is the key regeneration document for the area, alongside the Winsford Waterfront Development Brief that was produced in 2009. A transport study outlined issues and likely impacts of future developments in the town.
- 2.13 The following key site specific information was also discussed:
- Site 63500150 (land rear of Red Lion Pub) – site is adjacent to the county park and a key riverside location. Access is an issue and potential for contamination given past uses as a metal coating site. Open space as extension to the country park is suggested as the best end use for the site;
 - Site 63500028 (Former Greedy Pig) – Local authority owned and seen as a key ‘gateway’ into the town. A hotel, pub and car park were uses considered prior to the market downturn; and
 - Site 63500304 (Car parks, Church Street) – currently being used by Mid-Cheshire College for car parking in association with their Winsford campus.

Chester

- 2.14 The operational area of Chester Renaissance is limited to a tightly defined area of the city centre only. The One City Plan sets out areas of the city centre with the potential for redevelopment over the next 15 years. The Plan includes areas identified for uses such as innovation, retail/ leisure, housing, an artisan quarter along with transport and public realm improvements.
- 2.15 There is a single site located in Chester city centre (60500076). This is believed to be in local authority ownership and forms part of a much larger site identified in the One City Plan.

Overview of Regeneration Initiatives

- 2.16 Cheshire West and Chester is a unitary authority area established in April 2009 as part of the 2009 structural changes to local government in England. It replaced the Boroughs of Ellesmere Port and Neston, Vale Royal and Chester District and part of the former Cheshire County Council. Following discussion with the managers of the regeneration areas in the Cheshire West and Chester area, the following sub-section provides a high level overview of the key regeneration documents relevant to the focus areas of this study.
- 2.17 The documents set out regeneration aims for different locations across the Borough of Cheshire West and Chester. The following provides an overview of each and includes an indication of the implications and relevance to any specific sites included in this brownfield land study.

Chester One City Plan (Draft 2011)

- 2.18 The development of the Chester One City Plan aims to bring together a range of different strategies and projects across the Chester city centre area into a coherent and consistent approach that will guide development and investment in key areas of the city centre. The geographic area of the Plan is tightly defined and covers the immediate area of the city centre only. The Plan, which is currently being developed, will guide development in the city centre over the course of the next 15 years through the clear provision of a vision statement.
- 2.19 The One City Plan will ensure resources are prioritised in areas of the city centre most in need of regeneration. Following initial consultation undertaken in March 2011 a further round of consultation on key elements of the Plan closed on the 8th September 2011. Endorsement of the Plan by the Council is anticipated in 2012.

2.20 The Initial Vision for the Plan is given as:

“By 2027 Chester will be a truly exceptional city using its unique and authentic qualities to provide for all its communities.”

2.21 The One City Plan Vision is supported by four strategic objectives. These are to create a leading regional economic driver, provide for modern living, celebrate the City's long and varied history and heritage, and to develop a network of interlinking green space and waterways. The Vision and strategic objectives are further underpinned by a series of principle aims relating to outcomes such as public-private partnership working, building local capacity, growing the economy, placing education as central to the city's aims and ensuring the city is clean, safe and accessible to all.

2.22 The Plan goes on to set out eight themes, each comprised of a series of actions, to produce a considered and effective response to the opportunities to drive Chester forward. The actions are focused around People and Communities, Business and Investment and a Living City. Movement and Accessibility and Car Parking and Bus Strategies are also an important element of the Plan.

2.23 The Plan outlines 35 development opportunities, grouped within 8 intervention areas across the city, as potential priority projects and improvements to facilitate the regeneration of the city centre. These include:

- Historic Core – Opportunities include the Chester Cathedral quarter, the Northgate area, creating an Artisan Quarter and enhancing the city's historic Rows;
- The Castle Gateway – Bringing Chester Castle back into use and creating culture uses on the Little Roodee;
- The Groves and Amphitheatre – Connecting the city back to the river and enhancing the amphitheatre and surrounding area;
- Central Business District – Creating a mixed use scheme to bring employment and activity back into the heart of the city centre;
- The Barrs – Creating pedestrian friendly spaces and alternative transport routes
- Gorse Stacks – Returning the area back into a key city gateway;
- Chester Ports and Wharfs - Promoting and improving the use of the city's waterways, delivering further development on Tower Wharf in a way that realises the potential of its canalside frontage; and,
- Racecourse - A key asset, with the potential to house a conference/convention events centre within its grounds.

Winsford Waterfront Regeneration Strategy (2008)

2.24 The Winsford Waterfront Regeneration Strategy explores the feasibility of a range of regeneration opportunities for an area of the Winsford Waterfront. The Strategy has been established to contribute to the wider framework for regeneration for the town which together seeks to improve the often negative image of the town and combat pockets of deprivation. The Strategy relates to an area around the Weaver Navigation and Bottom Flash – a mix of open countryside and urban fringe that includes the Winsford Gyratory, in the central area of the town. The Strategy was undertaken as a three stage process which included:

- Stage 1: the establishment of baseline conditions;
- Stage 2: the identification of projects and appraisal; and,
- Stage 3: the outline of a delivery action plan to guide implementation.

Baseline

- 2.25 The baseline stage presented key issues and opportunities across the area of focus. Issues such as fragmented land ownerships, fragmented, vacant and derelict land, poor access and negative image were outlined, while opportunities such as heritage, ecology and tourism were noted.
- 2.26 The Strategy Vision concentrated on creating a link, both physical and visual, between Winsford town and the waterfront. Central to establishing this link is the development of underutilised sites that pose a key opportunity for regeneration.

Projects and Intervention Areas

- 2.27 The Regeneration Strategy defines three waterfront zones that should be enhanced and developed to create a cohesive plan for a new waterfront for the town. Whilst each of these zones has an individual overall aim and distinct focus, they are made up of a number of identified projects that can be progressed separately. The Strategy recognised the synergies that exist between these individual projects, leading to the grouping of projects into seven intervention areas, across the three waterfront zones. Whilst each project stands up on its own merits, the end results and benefits of bringing grouped projects forward would be greater. The projects relate to issues such as improving waterfront access and movement, relocation of works, redevelopment of vacant sites, improved public realm, remediation and visitor/ user facilities. Nine of the projects are cross-cutting, relevant across the whole Winsford Waterfront area.
- 2.28 Intervention Area 4 – *Winsford Gateway* is of particular relevance to this brownfield study as it includes three key brownfield study sites in Winsford close to the Weaver Navigation and the gyratory. These sites are identified as being important to the overall Regeneration Strategy and an indication of the potential use of each after redevelopment is outlined:
- Project 12 (Site 63500304) Church Street – high quality gateway mixed use development to include leisure and community uses;
 - Project 13 (Site 63500028) Greedy Pig – a high profile gateway site. High quality redevelopment to include hotel, office and leisure along the waterfront; and,
 - Project 14 (Site 63500150) Rear of Red Lion – improvements to visual impact and amenity in area. Potential for residential development.

Implementation

- 2.29 The Strategy sets out an ambitious programme of implementation that if successful would provide a radical transformation of the town. The Strategy's Action Plan provides a guide to regeneration of the area, implementation of specific projects and assists the decision making process. Timescales to implement projects are provided, relating to the short, medium or long-term. The Action Plan indicates the total cost of implementing the projects would be approximately £7 million and would generate a number of quantifiable outcomes including reclaimed land, new office and leisure floorspace, new river access and crossings and the safeguarding and creation of jobs in the area.
- 2.30 The Action Plan also sets out priority projects and 'early win' projects. Priority projects, although unlikely to be 'early wins', will in the long-term enable the successful regeneration and overall implementation of the projects identified. One project that is identified as an 'early win' is Project 13, which relates to the former Greedy Pig site (site 63500028), located at a key gateway in to the town and a waterfront location.

Winsford Waterfront Development Brief (2009)

- 2.31 This document is a guide to developers when preparing planning applications for sites within the Development Brief's area of focus. The areas covered by the Brief include New Road, Town Park and the Verdin playing fields area of the town. The Brief was prepared as redevelopment in these areas of the town is critical to wider regeneration and in achieving connectivity between the town

and the waterfront. The Winsford Waterfront Development Brief follows on from the Winsford Waterfront Regeneration Strategy and develops the ideas it outlined in more detail.

- 2.32 The Brief provides more detail and guidance on the following elements that would be deemed acceptable and/ or require consideration for any redevelopment in the area:
- Types of uses;
 - Indication of number of units/ floorspace;
 - Sustainable development;
 - Public realm improvements;
 - Access and transport;
 - Constraints and issues of sites; and,
 - Requirements for developer contributions.
- 2.33 The Development Brief sets out a Vision for the area comprising a high quality, residential-led development that would include over 300 new units, a 60 bed hotel and 200 sqm of commercial development space.
- 2.34 Three sites which are included in this brownfield study form part of the *New Road / Bradford Road Industrial Area* in the Development Brief, as per the Winsford Regeneration Strategy (sites 63500304, 63500028 and 63500150). With regard to the area covered by these sites, a number of issues are raised, including flood risk and the need for mitigation measures, ground contamination, sub/ pumping stations and the presence Japanese Knotweed on the sites in question.
- 2.35 For the *New Road Industrial Area* the Brief sets out potential for 200 dwellings, a 60 bed hotel, park and access to the waterfront. The area is divided into five plots:
- Plot A relates to the former Greedy Pig (63500028), with potential for hotel and restaurant development; and,
 - Plot B the car parks on Church Street (63500304), for housing and commercial development.
- 2.36 The Brief also highlights the need for traffic and junction improvements at the gyratory on the edge of the former Greedy Pig site.
- 2.37 The Brief indicates that both Plots A and B are key locations and central to improvement of the wider area. They are both considered to be preferred sites for initial development as they are felt to offer the greatest potential for maximum positive impact.

Ellesmere Port Waterfront: Vision for the Future (2011)

- 2.38 The Ellesmere Port Waterfront Vision has been drawn up in a partnership between Peel Holdings, The Waterways Trust and Cheshire West and Chester Council. The aim is to set out a clear vision for the transformation of the waterfront area around Ellesmere Port's Historic canal basin and ensure that the area is redeveloped in a comprehensive way.
- 2.39 The redevelopment of the waterfront area will include a mix of uses including residential, leisure and tourism and improvements to the existing historic Docks Conservation Area. The plans for the Waterfront area are anticipated to have a transformational impact on the town as a whole and provide both a focus and catalyst for investment and regeneration in the wider town.
- 2.40 The Vision for the Ellesmere Port Waterfront is to:
- Create a leisure destination;
 - Develop a catalyst for wider regeneration;

- Create an exciting and high quality waterside environment; and,
- Conserve historic buildings of outstanding quality.

2.41 Building on the heritage of the area, the Vision is underpinned by the following elements:

- Improved links to and from the town centre;
- Promenade, public space and walking trails;
- New homes;
- Cafes, bars, restaurants and shops;
- An improved Waterways Museum;
- A marina;
- 'Development sites' and 'improvement areas';
- Water leisure uses; and,
- A ferry link.

2.42 The Waterfront area includes five sites that are included in this Brownfield Study and are outlined in the Vision as follows:

- Site 63500302 (South Pier Road) – a 'Development Site';
- Site 62000056 (Oil Sites Road) – a 'Development Site'; and,
- Sites 63500300, 63500301 and 63500308 (former housing off Merseyton Road) – 'Improvement Area'.

Ellesmere Port Strategic Regeneration Framework (2011)

2.43 The Ellesmere Port Strategic Regeneration Framework has been produced to stimulate and channel future investment and development in Ellesmere Port, to maximise the associated beneficial impacts on the town and its residential and business communities. The document will guide the work of the Ellesmere Port Development Company, a strategic and regeneration partnership for the town comprised of key organisations and individuals across the public, private, voluntary and community sectors.

2.44 The purpose of the vision and framework is to stimulate, focus and support activities and developments which can advance ambitions for the economic development and physical improvement of the town and its surrounding areas. The overall aim is to establish a common purpose and direction of travel for the town, which all stakeholders can sign up to.

2.45 The framework sets out a number of objectives to support its overall Vision, which states that *"Ellesmere Port will develop to become a place of choice; for businesses seeking profitable opportunities in Cheshire and the North West; and for families and individuals looking for great value homes and lifestyles"*. The objectives are:

- To transform the perceptions of Ellesmere Port – strengthening civic pride and better promoting the town's assets and success stories;
- To attract new investment – seek out investment from businesses, house builders, retailers and leisure providers to further enhance the offer of the town;
- To ensure that benefits are maximised for existing residents and businesses – meeting their requirements and in the case of businesses, supporting their needs;
- To enhance the quality of key gateways/ corridors and open space/ under-used land – so that the quality of the environment complements rather than detracts from opportunities;

- To harness employment opportunities particularly in growth sectors – ensure that more opportunities emerge and build on strengths in the energy sector; and,
- To enhance education and skills of local residents – recognising that the area suffers from multiple deprivation.

2.46 Site 63500302, being taken forward through this study falls within Waterfront potential development opportunity areas, as outlined in the regeneration framework. The framework also suggests end uses for a number of other sites being taken forward through the study.

Rural Regeneration Strategy and Action Plan (2011)

2.47 The Rural Regeneration Strategy has been drafted by Amion Consulting, working with the Council, to form the basis of the Business Plan for the work of the Council's Rural Area and Market Town Programme Team. The Strategy was set out for a 12 week consultation period beginning at the end of March 2011.

2.48 The rural area represents 85% of the Borough's area and accounts for 40% of the total population. While the rural area of the Borough is seen as an asset, it also faces a number of key issues and constraints, including accessibility, public transport provision, an ageing population, limited service provision, a lack of affordable housing and limited economic opportunity.

2.49 The Strategy is a framework established to steer delivery of regeneration services in the rural area over the next ten years. It will play a key role in informing investment and support decisions for the area to provide sustainable growth and improved quality of life in the Borough. The Strategy seeks to provide the framework for the rural areas to maximise economic potential, provide access to affordable housing, promote connected communities and ensure the environmental capacity of the area is fully utilised.

2.50 The economic focus of the Strategy will provide an evidence base and inform the Council's Local Development Framework, it will allow enterprise to thrive and support economic development through planning policies. A number of targets for the period 2011 to 2030 are set out in the Strategy, these include:

- 15% increase in the number of dwellings/ households (8,000 new homes);
- 7% increase in the number of jobs (3,800 new jobs); and,
- 50% increase in economic output of the rural economy.

2.51 The Strategy is built around key themes including:

- Accessibility;
- Housing;
- Enterprise, innovation and skills;
- Highspeed broadband;
- New ways of working;
- Energy and climate change; and,
- Natural and historic environment.

2.52 Activity against the Rural Regeneration Strategy will be monitored via the implementation of a monitoring and evaluation framework which will track actions and impacts.

Summary

2.53 Clearly there is considerable emphasis and focus on regeneration across the Borough of Cheshire West and Chester, with efforts concentrated on the four defined areas of Chester City, Ellesmere

Port, areas of the Weaver Valley towns of Winsford/ Northwich, plus key market towns and the wider rural area of the Borough. Plans and strategies aim to build on existing assets and take advantage of key opportunities presented in each area.

- 2.54 The waterfront areas of Winsford and Ellesmere Port are the subject of comprehensive regeneration efforts in the Borough. A number of sites included in the Brownfield Study fall within the areas of focus for these waterfront plans. In this regard there is an important connection that should be considered between the aspirations of the two waterfront plans and the current market realism and issues and opportunities identified on these brownfield waterfront sites.

3. Property Market Overview

Introduction

- 3.1 This section provides a commercial property market context for the Cheshire West and Chester Local Brownfield Strategy, from a desk-based review of the local property market from sources such as Estates Gazette, Focus and Promis.
- 3.2 The remainder of this section provides a 'macro-market' overview at a national level, market overviews of the key settlements of Chester, Ellesmere Port, Northwich and Winsford and considers the residential market in Cheshire West and Chester Borough as a whole.
- 3.3 A glossary of market terms is included for reference in Appendix D.

Macro Economic Market

- 3.4 This section provides an overview of the current office, industrial and retail markets at a macro level to provide a wider context for the more detailed market review of Preston in the following sections.

Office Market

- 3.5 The office sector continued to be the major focus of investment activity during Q4 2010 with central London continuing to be the main focus of activity from both UK and overseas investors.
- 3.6 The most recently published IPD data for March 2011 states that total returns on office properties averaged 0.81% in March 2011 compared to 2.44% in March 2010. In comparison to last year, the office sector has performed relatively well compared to the industrial sector in particular, with industrial returns having moved from 1.56% to 0.77% and retail returns from 2.21% to 0.95%.
- 3.7 In terms of capital growth, the office sector is currently performing less well than the retail sector, with all office growth standing at 0.25% (1.85% in March 2010) compared to all industrial at just 0.15% (0.93%) and all retail at 0.42% (1.65%).
- 3.8 Office rental growth has improved by 1.7% over the 12 months to March 2011, compared to a contraction of 1.8% in retail rental growth and a contraction of 1.6% in industrial rental growth. IPD's most recent published data for March 2011 shows average rental growth to be -0.1% in the South East with the 'rest of the UK' showing a decline of 0.32%.
- 3.9 The LSH Q4 2010 UKIT report states that investment yields within the office sector continued to fall during the 3 months to December to 6.55%. The concentration of activity was in central London. Our research shows that net initial yields on transactions during Q4 in the 'rest of the UK' were 8.10%.
- 3.10 Prime equivalent yields remained more or less static during the 3 months to April 2011, with 'major provincial town' offices at 6.00% (compared to 5.75% a year ago) and secondary offices at 10.50%.

Industrial Market

- 3.11 The most recently published IPD data for March 2011 states that total returns on industrial properties continue to be the poorest of the three main property sectors, having averaged 0.77% in March 2011 compared to 1.56% in March 2010.
- 3.12 In terms of capital growth, the industrial sector is again performing less well than the office and retail sectors, with all industrial growth standing at 0.15% (0.93% in March 2010) compared to all office at 0.25% (1.85%) and all retail at 0.42% (1.65%).

- 3.13 Industrial rents are currently performing poorly. Average industrial rental growth declined by 0.1% in March 2011, compared to a 0.7% improvement in average office rental growth and a 0.3% decline in the retail sector's average rental growth.
- 3.14 A more long term view over the 12 months to March 2011 shows a similar pattern, with average industrial rental growth contracting by 1.6% since March 2010 compared to average retail rental growth contracting by 1.8% and average office rental growth improving by 1.7%. IPD's most recent published data shows all industrial rental growth to be -0.9% in the South East and that for the 'rest of the UK' it is -0.12%.
- 3.15 According to the LSH Q4 2010 UKIT report, the industrial sector made the most significant gains during the three months to December with yields moving inwards by 50bp, reversing the trend for the previous quarter. It is usual for this sector to lag in recovery, in part due to industrial demand now being more closely linked to the consumer economy – retail demand now drives demand for warehouse and distribution space.
- 3.16 The all industrial yield at the end of the year was 8.07%, an increase of 76bp from the end of 2009. Our research shows that net initial yields on transactions during Q4 were 9.03% in the 'rest of the UK' and 7.38% for distribution warehouses.
- 3.17 Prime equivalent yields remained static during the 3 months to April 2011 in common with the retail and office sectors, with prime distribution units still showing 6.50% (as in April 2010), prime industrial estates outside of London showing 7.00% (7.25%) and industrial estates over 20 years of age showing 11.00% (as in April 2010).

Retail Market

- 3.18 Recent research indicates that retail rents are faring poorly compared to the office and industrial sectors.
- 3.19 Average retail rental growth declined by 0.3% in March 2011, compared to a 0.1% decline in average industrial rental growth and an improvement in average office rental growth of 0.7%. The contraction in retail rental growth was put down to the shopping centre sector, where average rental values fell on average by 0.8% compared to average rental growth in high street shops remaining static, whilst that of retail warehouses improved by 0.3%.
- 3.20 The 12 months to March 2011 show a similar picture, that average retail rental growth has declined by 1.7% compared to average office rental growth improving by 1.7%, although average industrial growth also declined by 1.6% over the year. Again, shopping centre rents were the hardest hit, contracting by 3.1% whereas high street shops fared relatively well with a rental growth contraction of 1.7% and retail warehouses showed a rental growth contraction of 0.1%.
- 3.21 IPD's most recent published data for March 2011 states that total returns on retail properties averaged just 0.95% in March 2011 compared to 2.25% in March 2010. The South East was the strongest geographical area, however, with the 'rest of the UK' showing total returns of 0.54%.
- 3.22 In terms of capital growth, the retail sector is currently the best performing, compared to the industrial and office sectors, with all retail growth standing at 0.42% (1.65% in March 2010) compared to all industrial at 0.15% (0.93%) and all office at 0.25% (1.85%).
- 3.23 According to the LSH Q4 2010 UKIT report, yields within the All Retail sector shifted out for the second consecutive quarter, rising by 15bp to end the year at 6.21%. Yields showed a variation between sub-sectors, with our research showing that net initial yields were 6.06% for high street shops, 6.59% for shopping centres and 5.92% for retail warehouses.
- 3.24 Prime equivalent yields remained static during the 3 months to April 2011, with prime shops still showing 4.75% (4.85% in April 2010), good secondary shops 6.00% and secondary shops 8.75% (both as at April 2010). Prime shopping centres are still achieving 5.50% and the better

secondary centres 6.25%, with poorer secondary centres achieving 7.75%. Prime retail parks stand at 5.25% and secondary retail parks are at 8.50%.

Sub-Area Overview

Chester

Office Market

- 3.25 Out of town locations have dominated the office market over recent years, in particular Chester Business Park to the south of the city and the Sealand Road area to the east of the city.
- 3.26 Chester Business Park, located just off the A55 Expressway to the south of the city, is one of the region's most prestigious and largest office parks which is home to major European and UK headquarters and call centres. Occupiers include the Bank of America, M&S Money, Bristol Myers Squibb Ltd and Lloyds Banking Group. There is now little development land remaining at the Park and, consequently, there have been relatively few deals over recent years. However, 2,200sq.ft in the Office Village was let in July 2010 at £12.59psf and 4,900sq.ft at Hilliards Court was let in January 2009 at £12.76psf.
- 3.27 Recent office development in the Sealand Road area to the east of the city includes the two storey Evans Easyspace scheme, which provides 17 office and workshop units generally ranging in size from 160sq.ft up to 500sq.ft available on one year leases. Quoting rents have increased significantly over the last couple of years from around £20psf in 2009 to as much as £36psf in 2010 and 2011. Achieved rents, however, have tended to range from around £16psf up to £21psf, although a 160sq.ft unit let in February 2011 at £32.25psf.
- 3.28 Other office deals in the Sealand Road area include a 3,400sq.ft unit at Minerva Court which achieved £2.94psf in April 2011 (far below the quoting rent of £5.99psf). This followed the sales of similarly sized units in December 2010 and April 2010 at around £75psf. An 11,500sq.ft detached office building dating from 1991 sold as an investment in December 2009 at a yield of 9.82%.
- 3.29 Within the city centre itself, opportunities for new office development have been limited and office stock consists largely of traditional second hand premises that have generally achieved rents of between £7.50psf and £11psf over the last few years.
- 3.30 However, there are long term plans to introduce a new central business district into Chester. A Masterplan commissioned by Chester Renaissance in 2010 is expected to outline a 10-15 year project which could result in 500,000sq.ft of new office space. In the shorter term, Chester Renaissance is hoping to kick start a number of stalled schemes in the city centre including the proposed Northgate project, a retail and leisure scheme which was originally scheduled to start on site in 2008 but which was put on hold due to falling property values.

Industrial Market

- 3.31 Chester's industrial market is focused primarily around the established Sealand Industrial Estate to the west of the city centre. A 10,325sq.ft unit at Matrix Court was let in July 2010 based on a quoting rent of £5.50psf. More recently, in January, a 5,000sq.ft unit was let by Cheshire West and Chester Council at the quoting rent of £5.50psf.
- 3.32 One of the more recent developments in the Sealand Road area has been the Evans Easyspace office/workshop scheme, where workshop units ranging from 750sq.ft to 2,000sq.ft have been let over the last couple of years at rents ranging from £3psf for a 2,000sq.ft unit to just over £7psf for a 1,000sq.ft unit. A couple of much smaller units of just 60sq.ft and 85sq.ft have also been let based on quoting rents of around £16psf.
- 3.33 Saltney is also an established industrial location to the west of the city. At Ketlan Court on River Lane, three units ranging from 2,260sq.ft to 4,560sq.ft have let based on quoting rents of just over £5psf for the smaller units and £4.60psf for the larger unit. Meanwhile, at Central Trading Estate

on Marley Way, three units ranging from 3,100sq.ft to 4,700sq.ft have let based on quoting rents of £5.10psf for the smaller unit and up to £4.25psf for the larger units. Finally, at Chesterbank Business Park, a 680sq.ft unit let in July 2010 based on a quoting rent of just under £5psf.

Retail Market

- 3.34 Chester's primary retail area is concentrated along the streets radiating outwards from The Cross, namely Eastgate Street, Northgate Street, Bridge Street and Watergate Street. There are also two shopping centres – the 1960s Grosvenor Centre which was refurbished in the 1980s and the smaller Forum Shopping Centre which dates from the 1970s. At the end of 2010, prime retail rents in Chester were reported to be around £200psf Zone A, according to Focus. Prime retail yields are around 5% as at Spring 2011, according to Promis.
- 3.35 The proposed Northgate scheme, previously put forward by developer ING Real Estate, has been in the pipeline for a number of years but held back due to poor economic conditions. The original scheme involved 330,000sq.ft of additional retail floorspace, including a 150,000sq.ft department store. The Council is currently working on a concept scheme and feasibility studies for this site.
- 3.36 Retail warehouse provision is above average, according to Promis. The largest retail park is the Greyhound Retail Park which was developed in 1987 and 1991 and is located to the west of the city centre off Sealand Road. The park benefits from open A1 consent but accommodates mainly bulky goods retailers. A letting in Spring 2010 achieved £24psf.
- 3.37 Broughton Shopping Park is located to the south west of the city and, with an open A1 consent it offers primarily high street retail. There are currently proposals for a 200,000sq.ft extension to Broughton Shopping Park for which outline consent has been granted. This will include a 27,000sq.ft extension to Tesco and a 90,000sq.ft Marks & Spencer unit. The highest rent achieved on the Park was £52psf in 2006, but rents are now thought to be around £45psf, according to Promis.
- 3.38 There are several other out of town retail parks around Chester including the Deva Retail Centre close to the Greyhound Retail Park, Centurion Point close to the city centre, Caldley Valley Retail Park to the east of the city and St. David's Retail Park in Saltney. Rental levels vary widely from around £25psf at Chester Retail Park and Centurion Point down to £11psf at St. David's Retail Park.

Ellesmere Port

Office Market

- 3.39 There is no significant office market in Ellesmere Port, with the majority of occupiers looking in the area generally considering Liverpool or Chester as better alternatives. However, there is some low cost out of town office accommodation has been developed around the M53 motorway junctions.
- 3.40 Oaklands Office Park is a new two storey office building on Hooton Road, close to Junction 5 of the M53. Units of around 5,000sq.ft and 900sq.ft were let at the beginning of 2010 at £12.15psf and £12psf respectively. The nearby Business Centre, run by Bizspace, provides small office units of up to 500sq.ft which have been let over recent years based on quoting rents of around £23psf.
- 3.41 Pioneer Business Park, at Junction 7, is a recent development by Evans Easyspace which comprises a mix of industrial and office units. Office units of up to 500sq.ft have generally been based on quoting rents of £30psf. At Junction 8, Rossmore Business Village is a development of detached two storey offices dating from 2006. Units up to 3,000sq.ft have been let during 2011 based on quoting rents of £12psf. In 2010, units of around 850sq.ft and 450sq.ft achieved £8.50psf.

- 3.42 Cheshire Oaks Business Park, at Junction 10, is located close to the established McArthur Glen Designer Outlet Village. It includes the Groves Business Park, where plots are available from 1 acre upwards, and the Oaks Office Park, a development of four self-contained two storey office buildings from 2,600sq.ft to 5,200sq.ft.
- 3.43 Capacity for future office development in Ellesmere Port is provided by Artillery Park, a 46 acre development opportunity in Hooton with capacity for up to 470,000sq.ft bespoke office buildings and where individual plots are available from 20,000sq.ft upwards.

Industrial Market

- 3.44 Ellesmere Port has for many years been a focus for manufacturing and the chemical industry. Key employers in the area, Vauxhall and Shell, have been the key drivers of the economy. As with the majority of the UK, the area has been affected by the economic downturn and there have been worries over the future of Vauxhall, although they have since confirmed their commitment to the area with an announcement of 300 new jobs at the plant.
- 3.45 The area has for a long time suffered from a significant oversupply of employment land (it is said that there is a 150 year supply of employment land in the former Ellesmere Port and Neston local authority area). This has in many ways meant the area has been complacent and, rather than trying to generate and focus demand, they have relied on an abundance of supply.
- 3.46 Efforts are being made to address these issues, however. For example, Cheshire West and Chester Council recently commissioned an Area Development Framework for the regeneration of a 150 acre site at Newbridge Road, the aim being to develop it as a green technology park. This is also one of the projects that will be identified within a Strategic Regeneration Framework for the wider Ellesmere Port area which has recently been commissioned to identify economic, social and physical improvements to the town over the next 10 years.
- 3.47 One of the most high profile industrial developments over recent years has been Pioneer Point between Junctions 7 and 8 of the M53, which provides large scale space for logistics/ distribution operators. A 625,000sq.ft unit was let in October 2009 based on a quoting rent of £3.90psf. This was followed in January 2011 by the letting of a 393,000sq.ft unit based on a quoting rent of £3.50psf.
- 3.48 The nearby Pioneer Business Park is an 87 acre development targeted at manufacturing, distribution and office users and offers fully serviced plots from 1 acre upwards. The Evans Business Centre, developed by Evans Easyspace, comprises a mix of industrial and office units. Recent lettings of industrial units of around 1,000sq.ft have been achieved based on quoting rents of £6.54psf.
- 3.49 Junction 10 has also been a focus for some new industrial development. Newport Business Park, for example, is a 25 acre development of new business space comprising seven industrial units. Synergy Business Park is another modern development in the area, comprising two storey business units with warehouse at ground floor and offices above in units ranging from around 4,000sq.ft up to 46,000sq.ft. Elm Court on Newbridge Road is a modern terrace of 18 warehouse units ranging from around 1,000sq.ft to 3,000sq.ft which have been let based on quoting rents of £6psf.

Northwich

Office Market

- 3.50 Office market activity in Northwich is focused within the established Gadbrook Park and the more recent Cheshire Business Park to the east of the town.
- 3.51 Gadbrook Park is one of Cheshire's most established business locations offering a range of B1, B2 and B8 uses. One of the most recent developments on the park is The Hub, two high specification office buildings comprising self-contained office units for small businesses where

rentals of between £33psf and £36psf (including services) have been achieved during 2011. Elsewhere on the Park, a 2,100sq.ft unit on the Royal Mews development was let at the end of 2010 based on a quoting rent of £12.50psf whilst the 5,243sq.ft Targeting House let in March 2009 achieved £10.50psf.

- 3.52 Cheshire Business Park is a prime development site with a prominent position on the A556. The first phase, known as Admiral Court, is comprised of 14 office buildings from 3,000sq.ft to 7,000sq.ft. The first buildings on the Park were developed in 2009 by CDP Developments Ltd and were sold freehold. Whilst sales prices have generally remained undisclosed, we are aware that a 3,088sq.ft unit was purchased for £150psf.
- 3.53 Elsewhere in Northwich, a 5,000sq.ft office unit on Rudheath Way was let in January 2011 at £13.50psf, whilst lettings of smaller and more dated office premises have been achieved over the last couple of years at rents of between £6psf and £10psf.
- 3.54 The proposed Baron's Quay development in Northwich town centre could add significantly to the town's office stock. The initial proposal in 2005 was for a 500,000sq.ft mixed use scheme including 300,000sq.ft of shops, 400 houses, 100,000sq.ft offices and a hotel. Wilson Bowden was selected as a development partner for the site by the Council in 2005, but this relationship has now ended and a revised scheme for the site is being prepared.

Industrial Market

- 3.55 Industrial market activity over recent years has been focused around Denton Drive to the north east of the town, Riverside Trading Estate to the south and Winnington Business Park to the west:
- 3.56 At Cheshire West and Chester Council's Heron Court on Denton Drive, a 1,200sq.ft was let in March 2009 at £5psf. This is followed by two further lettings of similar units at £6psf in December 2009. More recently, at Kingfisher Court on Denton Drive, a 1,045sq.ft unit was let in June 2010 at £4.11psf (well below the quoting rent of £5.74psf) followed a few months later by lettings of 1,045sq.ft and 2,422sq.ft based on quoting rents of £4psf.
- 3.57 At Riverside Trading Estate, a 1,273sq.ft unit was let in May 2010 at £6.09psf, in line with a 1,480sq.ft letting in August 2009. Meanwhile at Winnington Business Park, a 14,180sq.ft unit owned by First Industrial Ltd was let at £3psf in April 2010, in line with £2.95psf achieved on a 17,646sq.ft unit six months earlier.

Winsford

Office Market

- 3.58 There is very little office stock or office market activity in Winsford. The only office market activity we are aware of over recent years relates to Meridian House on Winsford Industrial Estate, a single storey building comprising 35 office/business units. There have been ten deals here over the last two years on small units ranging from 140sq.ft up to 1,200sq.ft. Rents achieved have ranged from £10.48psf for a 620sq.ft unit up to £17.50psf for a 552sq.ft unit.

Industrial Market

- 3.59 Winsford is a well established and traditional location for industry within Cheshire West and Chester.
- 3.60 The Winsford Industrial Estate in particular is a well established mixed industrial estate with a variety of property ranging from small incubator units to large manufacturing, warehouse and logistics facilities with some well known occupiers including International Paper Containers and Jiffy Packaging.
- 3.61 At Oasis Business Park, within Winsford Industrial Estate, units of around 7,000sq.ft and 3,000sq.ft were let in December 2010 based on quoting rents of £6.50psf. Other deals include a 5,900sq.ft unit let in July 2009 at £3.39psf and 15,538sq.ft let in June 2009 at £3.65psf. At the larger end of the scale, 45,500sq.ft at Premier Park on Winsford Industrial Estate was let to

Sealfield Logistics in May 2011 at £4.94psf. Meanwhile, a 356,000sq.ft unit was sold to Saica Packaging UK in April 2010 for £3 million, equating to £8.42psf, and a 56,000sq.ft unit was sold in October 2009 for an undisclosed price.

- 3.62 Woodford Park Industrial Estate is situated to the west of Winsford and provides a mixed industrial location which is home to occupiers such as Cheshire Digital Services and Acacia Foods. Woodford Court comprises a terrace of industrial/warehouse units, where three units ranging from 3,700sq.ft to 7,000sq.ft were sold in July 2009 based on quoting prices of between £40psf and £437psf. More recently, in December 2010, a 7,325sq.ft unit was let by Cheshire West and Chester Council at just £1.50psf. Nearby is Cheshire West and Chester Council's The Business Centre, which comprises terraced industrial units of 1,000sq.ft to 2,000sq.ft which have let over the last couple of years at the asking price of £8psf.
- 3.63 Wharton Industrial Estate is a 100 acre estate situated to the north of Winsford which is home to occupiers such as H Snelson Engineers and CC Electronics Europe. It includes the Nat Lane Industrial Estate where a 2,655sq.ft unit was sold in May 2011 for a price equating to £55psf and a 16,455sq.ft was let in March 2011 based on a quoting rent of £3.25psf.

Commercial Property Market Conclusions

- 3.64 The office market within Cheshire West and Chester would be considered a secondary one, set against the prime regional locations such as Manchester and Liverpool. This notwithstanding, there are a number of out of town business parks which have performed well, such as the Chester Business Park and Gadbrook Park. These locations have established themselves within the sub region as strong employment locations, helping to attract firms.
- 3.65 With regards to Chester City Centre, the provision is generally dated and lacks any quality of choice for occupiers. Compared to more modern out of town business parks, this makes the current offering in the City Centre less attractive to occupiers. These issues are reflected in rental levels which are significantly lower than would be considered able to support new development.
- 3.66 We understand that Cheshire Renaissance commissioned a masterplan for a new Central Business District for the City Centre. New, high quality office development will help to reintroduce a desirable product, however, development costs are likely to be high and in the short to medium term it is unlikely that rental levels and investment yields will generate the value to support development without supporting funding streams.
- 3.67 In order to ensure that the Borough continues to be attractive to firms as a business location, consideration should be given to the allocation of land around the existing, successful business parks to ensure they have room to grow as and when required. Flexible planning policy and approach to mixed use development around town centres will also help to create schemes where an element of higher value uses will help to support office development in the short term. Whilst the current market is depressed and speculative development almost impossible to fund through traditional methods, the longer term will require suitable locations for businesses in order to prevent any loss of employers to better regional locations.
- 3.68 The industrial market within the Borough is generally strong, with key locations spread throughout the Borough providing a range of accommodation for large international firms through to key local occupiers and firms. Ellesmere Port is a key location for large requirements, primarily due to its proximity to the motorway network and location of industrial estates around key junctions. The recent lettings of over 900,000 sq.ft of distribution and logistics space at Pioneer Point over 2009 and 2011 demonstrate that the area is still performing well, despite the current economic climate. As identified within this report, however, there is a large supply of employment land for development which is dated and often has a historic legacy of contamination. Within the current market, where speculative development is unpopular, these types of sites are often unviable and consideration should be given to identifying sites with fewer abnormal issues, to promote ongoing development.

- 3.69 Across the wider Borough, industrial locations generally provide for smaller units from 1,000sq.ft workshops up to small distribution sheds of c. 20,000 sq.ft. The Sealand industrial estate to the eastern edge of Chester City Centre is popular with regional firms and car dealerships, providing reasonable access to the M56 via the A494. Recent activity demonstrates relatively healthy rental values, however, much of the accommodation within the industrial estate is dated and without careful management of voids and vacancies to allow for redevelopment of key areas within the estate occupiers may look elsewhere over the medium to long term.
- 3.70 In our view, the market outside of these key locations is one providing local occupiers with accommodation close to their key markets. Whilst this accommodation currently performs an important function the Council should monitor vacancy and void rates to help identify those sites which may have come to the end of their useful life. Key considerations amongst this will be proximity to key transport links and encroachment by residential development, particularly in the more popular areas within the Borough. Protection of key sites and the allocation of new ones which fit more closely with the evolving requirements of occupiers across the Borough will be an important factor in ensuring that Cheshire West and Chester competes successfully within the sub region.
- 3.71 The key retail market for investors within Cheshire West and Chester is Chester City Centre. In contrast to the office market, Chester competes at a higher level within the regional hierarchy, partly due to its status as a leisure and visitor destination hub. Whilst the proposed Northgate scheme has stalled, the Council is working to bring this project forward again..
- 3.72 Outside of Chester, the key Borough centres of Winsford, Northwich and Ellesmere Port do not compete on a regional basis and are more targeted towards local convenience and comparison spend. Rental levels are unlikely to support high quality retail development, particularly taking into account issues over land assembly and lack of appetite and funding for compulsory purchase orders.
- 3.73 In the current market out of town retail parks are becoming more popular, with ease of access, parking and high profile locations, they are popular with occupiers, developers and consumers. The danger of this route is well documented, in that it can have a harmful effect on existing town centres. Within the short to medium term it will be important that the Council continue to protect local and district centres and try to focus new investment within these locations. This is unlikely to be a simple task as pressure on out of town sites increases.
- 3.74 It will be important that the Council makes the most of its own land assets during this difficult period, particularly in delivering larger commercial schemes. Ways of reducing upfront costs, such as putting land into joint venture partnerships, in return for a share of future revenue, should be considered. In particular, however, identifying key constraints and working with landowners and developers to overcome these will be a key aspect of helping to ease delivery of commercial development.

Residential Market Overview

- 3.75 There are a number of respected organisations that provide monthly and quarterly reports on the national and regional housing market, based upon their own experiences of the market. The organisations consulted for this report are:
- Halifax – based on the mortgage lending of HBOS
 - Land Registry – based on all residential transactions in England and Wales
 - Nationwide – based on the mortgage lending of Nationwide
 - Rightmove – based on the selling prices of property in the UK.

- 3.76 We have supplemented this national and regional analysis with a review of housing completions and land supply across Cheshire West and Chester and analysis of average house prices across the area.

National Overview

House Prices

- 3.77 The Nationwide's most recent house price report, from July 2011, shows that house prices rose by 0.2% over the month and 0.3% over the quarter. This rise increased the average house price to £168,731, which represented a fall of 0.4% over the year to July 2011. The report describes the housing market over the last 12 months as stable, with sluggish demand for homes combined with only a gradual rise in the supply of available properties.
- 3.78 The Halifax house price index stated that the average house price in the UK was £163,981 in July 2011, an increase of 0.3% during the month and 0.5% over the quarter. However, this represented a fall of 2.6% over the year to July 2011. The view of the Halifax is that there has been little change in either the level of house sales or the number of properties on the market for sale since late 2010, helping to stabilise house prices in 2011 following last year's modest decline. The report goes on to predict that this pattern is likely to continue for the rest of the year.
- 3.79 The Land Registry's most recent house price index report, for July 2011, shows that the average house price was £161,479, representing no change on the previous month but a fall of 2.5% over the year to July 2011, the greatest fall seen since October 2009. Transaction information from the Land Registry also suggests that the number of property transactions has been relatively consistent over the past six months.
- 3.80 The July 2011 edition of the Rightmove House Price Index, which surveys the asking price of 90% of all marketed residential properties in England, states that asking prices have fallen by 1.6% over the month, with a rise of 0.1% over the year to July 2011. This has resulted in the average asking price for property in the UK being £236,597. It goes on to report that 7 out of 10 properties marketed so far in 2011 are still on the market and that the number of new sellers is down 12% on July 2010.

Residential Lettings

- 3.81 The most recent Royal Institution of Chartered Surveyors Residential Lettings Survey published in January 2011 revealed that the combination of falling supply of properties to let and very strong tenant demand are resulting in sharp increases in rents and rental yields at the national level. However, there are significant regional divergences, with particularly strong rental growth in London and the South East.
- 3.82 There has been a notable migration in the composition of both lettings and instructions. The percentage of instructions from private landlords has fallen from over 80% before 2009 to around 70% thereafter. Meanwhile, the proportion of lettings to social tenants has nearly doubled from around 6% before 2009 to 11% afterwards.

Residential Investment

- 3.83 During the last two years in particular, the UK residential investment market has been recognised as an opportunity, whether it be to buy development land or newly built vacant or income producing/occupied stock. Whilst this trend is more noticeable in central London, the rest of the UK has also seen benefits. In part, this new trend stems from the difficulties house builders have experienced in recent times and the scarcity of residential mortgage finance, which have created a limited supply of housing and a need for new sources of equity finance.
- 3.84 A recent increase in optimism for long term growth in the residential market, in comparison to the commercial market, as well as the weak sterling attracting more international investors, has aided the residential market during the first quarter of 2011. A further perceived benefit of the market is

the ability to bulk buy at a discount. UK based funds remain the main investors, with North American funds also becoming a major player in the market.

- 3.85 The most recent event to impact on the residential market is the budget announcement of the disaggregation of stamp duty on bulk home purchases. From later this year, the rate of stamp duty will be determined by the mean value of dwellings purchased subject to a 1% minimum rate. It is hoped that this move will make the private-rented sector a more attractive asset class to institutional investors.

Regional Overview

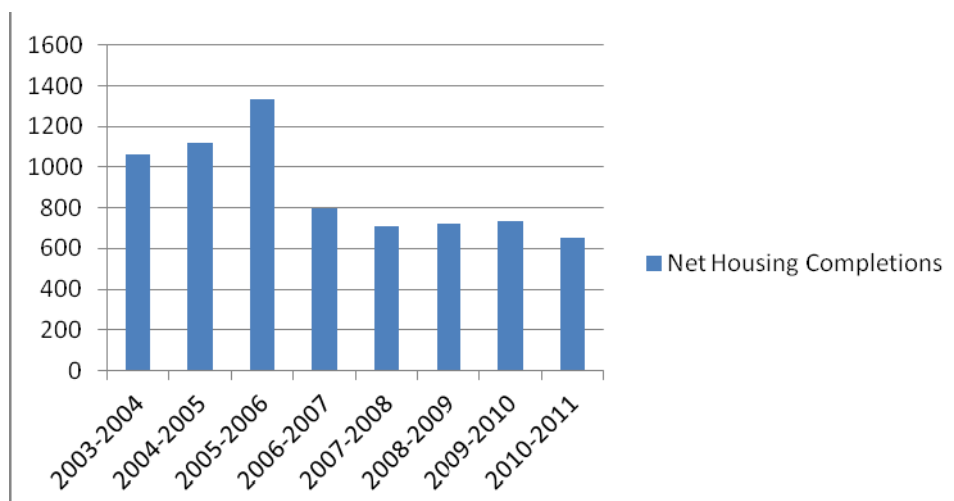
- 3.86 The Nationwide showed that the average house price in the North West for the second quarter of 2011 was £140,682, representing a rise of 0.9% over the quarter but a fall of 0.7% over the year. Having said this, the North West was the best performing region in the UK over the last year, outside of London and the Outer Metropolitan area. The average price of a house in Cheshire in the second quarter of 2011 was £177,378, in line with the previous quarter.
- 3.87 According to the Land Registry, the average house price in the North West is £113,048, representing a fall of 1% over the month and a fall of 5.2% over the year to Q2 2011. In Cheshire West and Chester, the average price is much higher than the regional average at £153,654, representing a fall of 0.7% over the month and a fall of 4% over the year.
- 3.88 Rightmove reports an average asking price in the North West of £165,957, representing an increase of 0.2% over the month but an annual fall of 1.7%.

Cheshire West and Chester Overview

Housing Completions and Land Supply

- 3.89 The rate of housing completions in Cheshire West and Chester for the 8 year period between 2003 and 2011 are detailed in the chart below.

Figure 3.1 – Net Housing Completions



Source: Cheshire West and Chester Housing Land Monitor Report 2010-2011

- 3.90 The Housing Land Monitor Report 2010-2011 states that Cheshire West and Chester currently has a 2.3 year land supply against the RSS housing requirement as at 1 April 2011.
- 3.91 The National Planning Policy Framework sets out that local planning authorities should encourage the effective use of land by re-using land that has been previously developed.. The proportion of brownfield/greenfield completions illustrates the level of gross completions on previously developed land in comparison with those on greenfield land across the local authority area. For

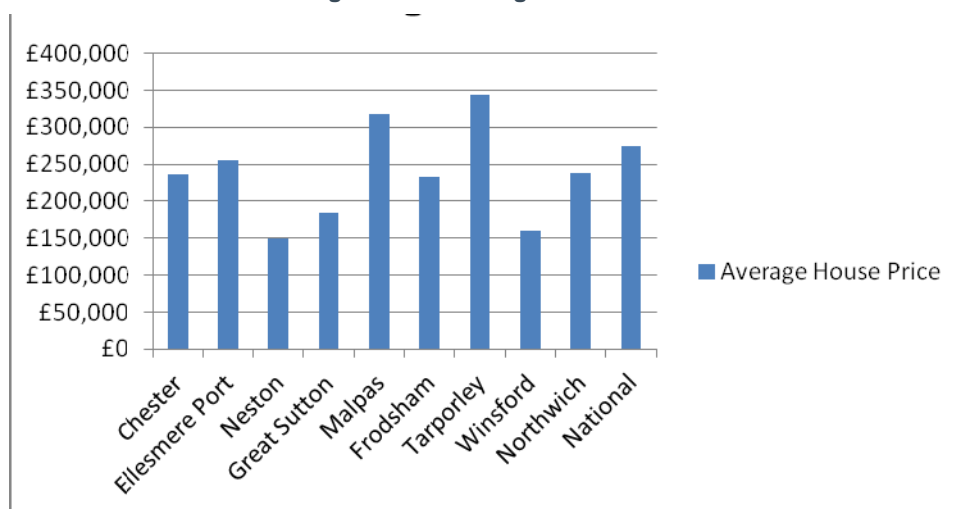
2010-2011, a total of 602 (gross) units were completed on previously developed land accounting for 88% of the total gross units that were completed.

- 3.92 The total number of units that are forecast to be delivered within the 5 year period is 3814. Of this, 2825 are on sites with planning permission, 863 are on sites awaiting s106, 38 are on allocated sites and a further 88 are on sites identified in the SHLAA.

Average House Prices

- 3.93 Our overview of average house prices in Cheshire West and Chester is based on the postcode districts which best represent the local authority area, as set out in the chart below.

Figure 3.2 – Average House Prices



Source: Calnea Analytics (Aug/ Sept 2011)

- 3.94 The table illustrates that the lowest average house prices are generally found to the west of the local authority area in postcode districts CH65 and CH66 (Ellesmere Port and Great Sutton) and also to the east of the area in postcode district CW7 (Winsford). Conversely, the highest average house prices are generally found to the south of the local authority area in postcode districts CW6 and SY14 (Tarporley and Malpas) and also around postcode districts CH3, CH4 and CH64 (southern parts of Chester and Neston).
- 3.95 The difference in values shown in the above area also reflects developer appetite. Within the more desirable and valuable areas of the Borough, developers are keen to acquire sites. This is driven by the fact that the property types are often targeted towards families and occupiers who are looking to move on to their third house. In the current market this is the type of product that developers want to build, they are confident that there will be demand for the product and more importantly that potential purchasers will be able to access the mortgage finance required.
- 3.96 Ellesmere Port and the north of the Borough does not have the strong values which are present elsewhere in the Borough. Whilst demand for new property from occupiers is still strong, household income levels are often too low to achieve the mortgage finance required to support the value threshold set by developers (in order to make their required return). This has the knock on effect of reducing sales timescales for developers, increasing their risk and liability. In addition, the values achievable on sales can often be too low to make development viable. In locations with a strong industrial heritage, such as Ellesmere Port, historic uses are likely to have left issues including contamination and ground stability which are expensive to remedy.

Residential Property Market Conclusions

- 3.97 Whilst much of Cheshire West and Chester would be considered to be an affluent housing market, this is primarily located within the more rural areas. Within the more urban areas of Ellesmere Port and some areas of Chester (such as Blacon) values are lower and local residents find it harder to access mortgage finance. This has led to a drop in the number of residential completions by over 50% since the height of the market.
- 3.98 At present, apartment development is highly unpopular with developers, which means that sites which were previously viable (due to density of development and increased revenues) are no longer being brought forward. Drops in sales rates mean that developers are looking for smaller even ready sites with quick turnaround times which reduce their exposure to finance costs and risk.
- 3.99 Our experience of the residential market over the past 18 months is one of increased interest and appetite from the larger national and regional house builders. Whilst many have concentrated on existing sites, they have now begun to re-enter the market looking for quick turnaround sites, in areas with strong values and good sales rates. This has led to increased pressure on the more affluent areas within the North West and Cheshire West and Chester.
- 3.100 Levering in private finance to bring forward larger brownfield sites will be an important feature of ensuring the consistent delivery of housing across the Borough, rather than in low density affluent locations. Taking a more flexible approach to commuted sums and section 106 payments will be an important consideration in continuing to help to provide the range of housing types across the Borough in line with the Council's growth aspirations..

4. Assessment of the Sites

Introduction

- 4.1 This section sets out the methodology used to undertake the site assessment work and provides an overview of the key constraints associated with the 36 sites included in the Study along with a summary of the potential of the four clusters of sites and an overview against the various area-based initiatives for the Borough.

Site Assessment Methodology

- 4.2 The Study is based around the assessment of thirty six, long term brownfield sites which are distributed across the Borough of Cheshire West and Chester. The sites were initially identified through the National Land Use Database (NLUD) followed by an initial assessment, undertaken by officers at Cheshire West and Chester Council, to identify:
- Sites that have potential to contribute to the Core Strategy;
 - Sites with regeneration potential;
 - Sites with significant constraints to development; and,
 - Sites that have been slow to come to the market (small sites).
- 4.3 Site plans and copies of the initial assessment undertaken by the Council were provided for each of the thirty six sites, along with electronic pre-populated Pro Forms and template Site Assessment sheets. The site assessment work was approached in the following way:
- Inception Meeting – with representatives of Cheshire West and Chester Council and the HCA to agree the scope of the study, timescales and provision of key information relating to the sites;
 - Task 1 – Consultation with Cheshire West and Chester Regeneration Officers: gain an overview of regeneration and investment activity in the area and gather any site specific information;
 - Task 2 – Undertake a high level review of key regeneration documents: to provide background to the area and broader understanding of key issues;
 - Task 3 – Site visits: a visit to each site to understand the local character and note any issues or opportunities. Photographs were taken at each site to provide a visual record of conditions at the site. Each site was visited by both Atkins Planners and the LSH team during June and July, to support the completion of the site pro forma and assessment sheet;
 - Task 4 – Site Pro Forms and Site Assessment Sheets: completed for each site taking into account information gained in Tasks 1 to 3, market understanding and professional judgement;
 - Task 5 – Site Pro Forms and Site Assessment Sheets reviewed by Cheshire West and Chester Council officers and comments provided on draft report;
 - Task 6 – Amendments made to Site Assessment sheets and final report based on client feedback.

Overview of the Brownfield Sites and Outputs from the Study

- 4.4 A total of thirty-six sites were visited and assessed during this study. These were distributed across the Borough and a summary of key data is set out in Table 4.1 below. The thirty-six sites

cover an indicative net developable area of 38 hectares, with the largest concentration of sites in the town of Ellesmere Port.

Table 4.1 – Overview of Sites within the Study

Area	Number of Sites	Number of Clusters	Total Area of Sites (Ha)	Total Net Developable Area of Sites (Ha)
Ellesmere Port	20	3	25.98	19.98
Neston	3	0	1.8	1.8
Chester & Rural	4	0	4.08	3.62
Northwich	4	0	13.64	11.42
Winsford	5	0	2.08	1.86
Total	36	3	47.58	38.68

4.5 Each site was visited by the study team and on-site characteristics and description details captured. Further detail of each site, including site photographs, was included in the Site Assessment Sheets providing an overview of the key issues and opportunities for each site based on available information (see Appendix A for a template of information captured where applicable). This form is primarily for use by the Council's LDF and Regeneration teams and will form part of the evidence base for their work. The final recommendation as to the most appropriate end use for each site is stated in each Site Assessment Sheet, with the recommendation drawn from the following sources:

- Observations at site;
- Professional judgement of study team;
- Review of existing planning and regeneration policy/ strategy;
- Initial assessment of the sites completed by Cheshire West and Chester Council;
- Information from Cheshire West and Chester Council officers; and,
- Commercial and market data and knowledge.

4.6 Individual Site Pro Forms were also completed. This is the mandatory form that the HCA utilises for all brownfield studies which allows for easy collection of key data for reporting purposes in the site pro forms (see Appendix B).

Key Constraints and Barriers to Development

4.7 The greatest barrier to the delivery of the majority of the sites within the Cheshire West and Chester (CWAC) Local Brownfield Strategy is the strength of the property market in the current economic climate and the likely ongoing economic difficulties.

4.8 The key issue that acts as a barrier to the regeneration of any brownfield site is development economics – the relationship between the costs of development and the end value of development. Costs relate not only to the build costs but also to abnormal costs such as remediation, land assembly, flood defence works, heritage and conservation works and highways and access works. Planning obligations, such as open space provision, education levies, affordable housing and the potential for the Community Infrastructure Levy are also key issues to take into consideration. These costs must be considered alongside development values which, in the current economy, are depressed. In a buoyant economy, values will often be sufficient to

cover these abnormal costs but current difficult market conditions have had a significant impact on values.

- 4.9 These issues also impact on developers' profit. Developers are, in general, happy to undertake site surveys, environmental works and land assembly as long as they feel that the end development values of their scheme are sufficient to support the associated costs. This does not, however, mean that they are not worried about the initial outlay of large capital sums on which they have to service the finance over a long period of time.
- 4.10 The geography of a site can also act as a key barrier to regeneration. The traditional property maxim of 'location, location, location' being the key determinant of value has, by and large, proved to be true. Sites in higher value areas can, in a good market, often overcome abnormal costs. In deprived areas, however, abnormal costs can make development unviable even in a good market.
- 4.11 Over the last 20 years local authorities such as CWAC have built up a significant skills base in helping to guide regeneration and development, albeit in a market which benefited from rising property values and a free flow of finance. In the current market, and into the foreseeable future, it is important that CWAC utilises these skills sets to help bring sites forward for development.
- 4.12 We have identified a number of key areas where CWAC Council can help to bring forward development on key sites. These are:
- Planning policy;
 - Landowner engagement;
 - Land assembly; and,
 - Information capture.

Planning Policy

- 4.13 Planning policy guides development across the Borough and, where it is too restrictive, it can potentially prevent development coming forward. On the other hand, where planning policy does not guide development strongly enough then inappropriate and unsustainable development can come forward.
- 4.14 It is important that a flexible and supportive planning policy framework is in place to guide development, providing developers and landowners with clear guidance on acceptable development. The policy should be flexible enough to adapt to changes in market conditions to a certain degree but also to support alternative types of development when it is shown that proposed development is no longer viable or suitable.
- 4.15 Sites that may benefit from a more flexible planning policy framework are the former Vicars Cross Nursery on Tarvin Lane, where planning policy relating to Green Belt designation has been identified as a key barrier to redevelopment.
- 4.16 Additionally, there are a number of sites where broad brush planning policy would help to identify land areas for future development. Sites which would benefit from this approach include Cluster C3 around Coronation Road, where allocation of a wider area for development would help to flag the area to the market and potentially encourage the market to look at a wider development than three identified sites coming forward in isolation.
- 4.17 Finally, there will also be cases where a relaxed approach to Section 106 requirements will encourage developer activity. Sites which would benefit from this approach include the former Greedy Pig Site and former car park site either side of New Road in Winsford, where development costs are likely to be high and an open book appraisal approach could be used to determine viability and the potential level/ mix of s106 contributions.

Landowner Engagement

- 4.18 Key barriers to the redevelopment of brownfield land are the aspirations and intentions of landowners. From absentee landlords to unrealistic expectations of value, some brownfield sites are left to dereliction because the landowners either have no clear strategy for redevelopment, believe that they will get higher receipts for a use which is not acceptable or suitable in planning policy terms or simply do not have the means or desire to bring the site forward.
- 4.19 In instances such as this, the Council can play a proactive role by engaging with landowners to promote development. This can help to create a strategy for bringing the site forward by working with the landowner to facilitate a development which provides the Council's desired use whilst helping to maximise value for the landowner.
- 4.20 The Council may also have a role as mediator between different landowners who have opposing views for redevelopment. By engaging with landowners at an early stage, it will be possible to ascertain the intentions and aspirations of landowners and allow the Council to formulate a strategy for bringing sites forward.
- 4.21 At times, however, the Council may not be able to help a landowner reach their aspirations of value, whether due to the strictures of planning policy or land owner intransigence. At this stage, the Council will have to assess how important the site's development is and investigate alternative avenues to delivery.
- 4.22 The Council also has the potential to help identify land swaps within the Borough. By identifying the Council's own surplus assets, there is the potential to swap land holdings for sites elsewhere in the Borough to enable a more proactive approach to development and help take account of difficult constraints on some sites. A site which could potentially benefit from this approach is the former Petrol Filling Station on Stanney Lane, if a land swap could be found for the British Legion site adjoining this site, a larger development opportunity could be created making the site more attractive to the market in general.
- 4.23 With regards to the CWAC Local Brownfield Strategy, there are a number of sites that we would suggest require particular attention in terms of landowner engagement. These include the two identified sites on North Road which are in private ownership. The former nursery site off Chester Road in Little Sutton would also benefit from this style of engagement, in order to identify why the site has not come forward previously and help overcome access issues. The BT telephone exchange site on station road would also benefit from land owner engagement as the relocation of BT elsewhere within the Borough is the only way the site will become available for redevelopment.
- 4.24 The Council should consider producing an engagement strategy to ensure that all approaches are dealt with in a positive manner and in line with the Council's aspirations. The Council should also explore their options in terms of CPO procedures and enforcement actions for difficult sites where an engagement strategy has been unsuccessful.

Land Assembly

- 4.25 Assembling various title interests can be both time consuming and expensive. There are obvious problems with identification of ownership, leases and licences, ransom strips, multiple ownerships, unrealistic expectations of value and general reluctance to sell.
- 4.26 Overcoming the problems of identifying and assembling all the interests for the sites in question is often arduous and the cost and length of time required to complete land assembly can act as a barrier to their regeneration as developers look for less complicated sites. The Council has a limited ability to mitigate these costs and issues, without the implementation of a Compulsory Purchase Order (CPO) which can often be just as problematic and expensive, due to acquisition, compensation and legal costs. One way the Council can help to overcome the barrier, however, is to be certain of its own land ownerships and use these to help bring development forward. This barrier can be overcome provided the development brings about improvements to social infrastructure and helps to realise the Council's social policy objectives.

- 4.27 Within the sites reviewed for this brownfield strategy, there are no particularly complicated sites which require individual CPO or complex site assembly strategies in isolation. There are a number of sites where there is the potential to assemble larger areas for development (which have not been initially identified). These include, the three small sites surveyed off Elm Street and Myrtle Street in Ellesmere Port. It is unlikely that these sites will come forward for redevelopment on their own, however, by identifying a larger development site this area would offer a more comprehensive and attractive development opportunity. The key constraint to this could be the requirement for site assembly and potentially the use of CPO powers.

Information Capture

- 4.28 Front loaded information capture is primarily targeted at overcoming a range of physical barriers to development. These include (but are not limited to) contamination, structure, heritage, flooding, ecology and infrastructure.
- 4.29 Capturing as much information as possible on these key issues at an early stage means that policy can be formulated to address the barriers. This can range from provision of alternative land for ecology or alternative uses which do not require significant investment in infrastructure or contamination.
- 4.30 With this information, the Council and developers are able to make informed decisions which primarily help to reduce risk. It also shows that the Council is committed to certain projects and gives the private sector a degree of comfort in bringing development forward. Commitment to undertaking studies and appointing consultants to help bring development forward is something that we would generally only recommend on larger strategic sites within the Borough where it appears that development will not otherwise come forward.
- 4.31 There are a number of sites within the brownfield strategy which would benefit from the availability of additional information. Primarily, this information focuses around the presence of contamination. In particular, there are a number of former landfill sites/tips, where contamination and ground stability are a major issue with deliverability of the site. By undertaking specific studies the risk to development can be quantified and financially assessed. Sites where this information would be helpful include the Meador's Yard site on Chester Road, the former Booston Tip site on North Road in Ellesmere Port and the former Neston Colliery Tip off Marshlands Road in Neston.

Summary of Key Site Findings

- 4.32 The table below provides a summary of the sites, and related clusters where applicable, setting out the recommended use, likely timescale and key constraints affecting each individual site.

Table 4.2 – Summary of Site Key Constraints

Area	Cluster	Site Number	NLUD	Recommended Use	Timescale (Years)	Key Constraints
Ellesmere Port	C2	63500308 / 63500301 / 63500300	C	Business (employment)	11 to 15	Land ownership (fragmented)
		62000056	E	Commercial / Hotel	11 to 15	Contamination Noise and air quality
		62000123	B	Mixed-use residential	6 to 10	Access Within Conservation Area Potential contamination
		63500302	A	Employment / Residential	6 to 10	Adjacent uses (Boat Museum, Conservation)

Area	Cluster	Site Number	NLUD	Recommended Use	Timescale (Years)	Key Constraints
						Area) Restrictive hazard zone
	C3	63500305	E	Business (offices)	11 to 15	Adjacent uses (sub-station, railway line) Contamination
		62000054	A	Car parking	16 to 20	Contamination Access Adjacent uses (railway line) Pipe extending across site – use/ ownership unknown
	C4	62000118	E	Business (offices for SMEs)	6 to 10	Highway impact
		62000117	E	Residential	6 to 10	Highway impact
		62000050	C	Residential	6 to 10	Land ownership Highway impact
		62000059	A	Residential (sheltered housing)	6 to 10	Access – physical & rights Land ownership
		62000121	B	Residential	3 to 5	Highway impact
		62000010	A	Residential	16-20	Contamination
		62000045	A	Residential	3-5	None
		62000073	A	Business (employment)	11-15	Contamination Adjacent uses (road and small business units to the south, M53 motorway to the east and north and Shropshire Union Canal to the west).
		63500307	E	Business (offices)	16-20	Access Telephone exchange on site
		62000079	A	Sui Generis (Public Open Space)	<1	Within Stanlow Special Policy Area Proximity to Stanlow oil refinery Contamination Flood Risk Zone 3
		62000072	C	General	>21	Contamination

Area	Cluster	Site Number	NLUD	Recommended Use	Timescale (Years)	Key Constraints
				Industrial		Within the coastal zone (env12) Landfil Gas production Old railway line remains in area – ownership/ rights/ cost of removal Flood Risk Zone 3 for part of site
		62000036	C	General Industrial (employment)	16-20	Contamination – former oil terminal Old railway line remains in area – ownership/ rights/ cost of removal
Chester		60500076	A	Business	11-15	Contamination Access Gas main crosses site Noise from nearby railway line to west
Rural		63500265	A	Residential	1-2	Access
		63500306	C	Residential	3-5	Within Green Belt Access
Neston		62000096	B	Restaurants and cafés	3-5	Within Green Belt Access
		62000017	C	Sui Generis (Public Open Space)	3-5	Within Green Belt Contamination Access Potential land ownership issues
		62000069	C	Residential	3-5	Within Green Belt Contamination Access Proximity to the Chester High Road
Northwich		63500118	A	Sui Generis (Commercial)	6-10	Contamination Pipelines/ Vauxhall Garage on site Access
		63500117	A	General Industrial (employment)	16-20	Within a COMAH zone due to adjacent uses (chemical works to the east)

Area	Cluster	Site Number	NLUD	Recommended Use	Timescale (Years)	Key Constraints
						Contamination
		63500303	C	Outdoor amenity and open space	6-10	Contamination Access
		63500233	A	Residential	11-15	Part of site within Flood Risk Zone 3 Protected species (Lime pits) Contamination Mine shafts on site Pipeline crosses the site Deep level voids Electricity sub-station on the site with associated cables Access Topography
Winsford	C1	63500150	A	Outdoor amenity and open space	6-10	Contamination Knot weed Access Within Flood Risk Zone 3 Unknown land ownership
		63500304	E	Residential	6-10	Former cemetery believed to be located on site Boreholes, brine reservoir and HV cable
		63500028	C	Business (commercial)	6-10	Within Flood Risk Zone 3 60m boreholes Potential Contamination Access
		63500158	A	Residential/mixed-use	6-10	Unknown ownership and rights of access to the site Off-site traffic congestion
		63500156	A	Residential	6-10	Access – rights of way issues and off-site traffic congestion Potential contamination – former use as coal yard Adjacent uses (railway line) – contamination/noise
		63500181	C	Residential	2-5	Access – potential junction improvements required

Area	Cluster	Site Number	NLUD	Recommended Use	Timescale (Years)	Key Constraints
						Listed building on site Located well outside of settlement

Cluster Sites - Overview

Cluster C1: Winsford

- Site 63500150 – Land to the Rear of the Red Lion Pub;
- Site 63500028 – Former Greedy Pig Pub Site; and,
- Site 63500304 – Car Parks off Church Street, Winsford.

- 4.33 Cluster C1 consists of three sites located around Winsford Bridge and the Weaver Navigation. In our view, site 63500150 should be brought forward for public open space. The primary constraint to development is access to the site which is poor and there appears to be Japanese Knotweed on site, which coupled with contamination associated with historic uses, is likely to prevent development coming forward.
- 4.34 The key constraints for Site 63500028 include contamination, flood risk and the current market, a detailed site report has been commissioned by the HCA and CWAC. To address these, the Council should consider undertaking more detailed investigations, including intrusive ground surveys. The potential to rationalise the site boundaries, to include the frontage to High Street would help to create a more visible and attractive site.
- 4.35 To the west of site 63500304 there has been recent residential development which we understand is in conjunction with a Housing Association. As with 63500028, a detailed site report has been commissioned by the HCA and CWAC. The key constraint to development is the location of a former brine reservoir under a large portion of the site and the presence of a former church graveyard on the southern boundary. In order to address these, the Council should look at undertaking detailed site investigations to identify the specific issues and mitigation measures. This will reduce the financial risk to development, allowing potential developers to identify the measures required to facilitate development.

Cluster 2: Ellesmere Port Waterfront

- Site 62000123 – Former Peugeot Garage, Dock Street;
- Site 63500302 – Land off South Pier Road;
- Site 62000056 – Powell's Bridge, Oil Sites Road; and,
- Site 63500300/308/301 – Derelict Houses off Elm Street and Myrtle Street.

- 4.36 Cluster C2 consists of 6 sites located around the waterfront area and the national waterways museum. Whilst designated as a cluster, it is our opinion that the sites can actually be split as detailed below.
- 4.37 Site 62000123 consists of an infill site which is now vacant. In our opinion the key issue to development is the current market. There are additional issues such as access and contamination, however, the site lies on the edge of the residential development fronting the waterfront redevelopment at Telford Quay and would make a logical extension to this. It is likely that as the market improves the site will come forward on its own.
- 4.38 Site 63500302 is a site which can be split into two in its own right. The area of land to the west of Canalside has already had the primary road infrastructure put in. This suggests that the site is

served and ready for development. There are new build trade counter units fronting Oil Sites Road and as the market picks up it is likely that the area of land to the rear of these will come forward.

- 4.39 The area of land within site 63500302 which adjoins the car park for the waterways museum has the potential for residential development. The key constraint to bringing this forward will be the shape and size of the site, set against potential remediation and ground conditions related to its position on the banks of the Manchester Ship Canal. In order to make the site more attractive to new development we would suggest that the adjoining museum car park be considered as part of a larger development site. This would require the relocation of this existing parking provision, with the possibility of Site 62000056 being a suitable substitute.
- 4.40 Site 62000056 has good prominence to the M53 and in our opinion would make a good hotel site due to this. The key barriers to development of the site will be contamination, the required drive from the market, along with the current landowner's aspirations. In order to make the site more attractive to the market, the Council should consider allocating the site for a mixed use commercial/leisure development to flag the site as an opportunity. In addition to this, engagement with the landowners will help to identify and guide their aspirations, it could also help gauge the potential to relocate the car park as recommended above for site 63500302. The Council should also consider engaging adjoining land owners in order to help improve the image of the surrounding area, by doing this the site will become more attractive to the market and more likely to attract interest.
- 4.41 Sites 63500300/308/301 are three sites which are not physically linked. In our view they are unlikely to come forward on their own as they are too small to be viable in isolation. In our opinion, they should be included within a wider development opportunity site located between Merseyton Road and the M53. The key barrier to this area coming forward would be the potential costs of site assembly as there are a number of operational businesses within the site. Bearing in mind historic uses contamination is also likely to be an issue. In order to address these, we would recommend that the Council looks to allocate the area as an opportunity for mixed use development and begin to identify and engage with landowners with a view to promoting a medium to long term development opportunity.

Cluster C3: Ellesmere Port Railway Station Cluster

- Site 62000054 – Jakes Yard, Nicholas Crescent;
- Site 63500305 – Ellesmere Port Railway State Car Park.

- 4.42 Cluster C3 consists of two sites on opposite sides Whitby Road/Station Road. Their proximity to the railway line is unlikely to make them particularly attractive within the current market. Contamination associated with a historic association with the railway line is also likely to be an issue.
- 4.43 Site 62000054 is a walled site, accessed off a narrow residential estate road with surface car parking on its immediate boundary. There are a number of industrial pipelines on the site. In our opinion, redevelopment of the site will be difficult due to the contamination issues. Poor access is also likely to significantly constrain development. The most suitable future use for the site could involve the accommodation of a relocated railway car park and cab office from site 63500305 freeing it up for redevelopment.
- 4.44 Site 63500305 is a surface car park for the railway station, with a temporary building on site which acts as a local taxi office. There is also a large electricity substation on site. In our opinion, the key barriers to this site coming forward include the current market, contamination and the presence of the taxi office and substation. In order to mitigate against these, the Council should consider engaging with the landowner of this site and 62000054 in order to investigate the potential to relocate the current car park and taxi office to Jakes Yard. This would free up 63500305 for future

development as the issues of contamination and the substation can be addressed through site investigations and sensitively designing around the substation or relocating it altogether.

Cluster C4 – Coronation Road, Ellesmere Port

- Site 62000118 – Offices at Coronation Road;
- Site 62000117 – Coronation Centre, Coronation Road; and,
- Site 62000050 – Stanney Lane Social Club.

4.45 Cluster C4 consists of three sites, located around Coronation Road close to the centre of Ellesmere Port. The location is close to a key public transport hub and local services and amenities. In our view, the area would make a good development site as the market improves.

4.46 Generally, we feel that a more comprehensive development area should be identified, which would be bounded by Wellington Street, Stanney Lane, McGarva Way and the rear of residential properties to Park Road. This would overcome one of the key barriers to the individual sites of 6200118 and 62000117 which is their size and the fact they are unlikely to come forward in isolation particularly whilst surrounding uses continue.

4.47 In our view, the former Stanney Lane social club site is large enough to come forward on its own and has had previous planning permissions. The greatest barrier to this site from coming forward is the current market as there are unlikely to be any significant abnormal issues; the site has good prominence to a main road and is close to amenities and communication links as identified above.

Overview of Sites Assessment against Local Area-Based Initiatives

4.48 Following the site assessments we revisited the various regeneration initiatives that cover the study area (considered in Section Two of this report) in order to provide a high-level commentary on the goals of the initiatives against the findings of the sites assessment work undertaken as part of this study.

4.49 The key issues, constraints and opportunities for the brownfield sites located within the regeneration initiatives areas of focus are considered and compared to the key aims, objectives and emphasis of the relevant regeneration initiatives.

Ellesmere Port Strategic Regeneration Framework (2011)

4.50 The Strategic Regeneration Framework (SRF) for Ellesmere Port sets out change for the town under seven strategic themes

- 1. Transforming Perceptions
- 2. Transforming the Heart of Ellesmere Port
- 3. Rediscovering the Waterfront
- 4. Delivering Quality Housing
- 5. Delivering Employment Growth
- 6. Supporting Businesses and Developing Skills
- 7. Connecting Places

4.51 The Strategy has been established to ensure the town has a common focus for all partners to work towards change and transformation. Regeneration of brownfield sites across the town has the potential to contribute to achieving the themes of the SRF. The table below highlights the specific sites in this study that fall within a designated area of focus within the SFR Plan.

Table 4.3 – Ellesmere Port SRF – Key Development Areas

Site	Suitable End-Use	
	SRF	LBFS Assessment
Cluster 4 <ul style="list-style-type: none"> • 62000050 • 62000117 • 62000118 	<p><i>EPIC and Whitby Park:</i></p> <p>Replacement of EPIC leisure facility and potential to redevelop other sites in the surrounding area (from Wellington Road to McGarva Way and around Corporation Street) in public ownership. Location and proximity to Whitby Park offers exciting development opportunity. The area is identified for mixed-use development with potential for residential, leisure and retail.</p>	<p>Assessment identified residential and business uses would be suitable for this cluster if considered as individual sites. It was noted that given the public ownership of two of the sites and the surrounding public uses (fire/ ambulance) it was felt a mini-masterplan for the area would encourage comprehensive redevelopment and improve the overall end result of redevelopment given the larger land area and strategic location.</p> <p>Soft market testing of the sites and discussion with landowner and adjacent uses should take place to secure early collaboration and buy-in to comprehensive redevelopment.</p>
62000045	<p><i>Stanney Lane:</i></p> <p>A major boulevard as a key entrance in to the town centre – environmental and public realm improvements. Encourage high quality development.</p>	<p>Residential development identified as most suitable for the site. Restriction on development is seen only as current market conditions.</p> <p>Identify current land owner and enter discussions relating to intentions etc. Discuss potential for redevelopment with developers. Enter discussions with the adjacent Royal British Legion regarding relocation in order to provide a larger and thus more attractive site to the market.</p> <p>Potential for high quality residential development especially if site area increased.</p>
Cluster C3: <ul style="list-style-type: none"> • 63500305 • 62000054 and 62000073	<p><i>Meadow Lane:</i></p> <p>Area bounded by the railway/ M53 and Station Road. Key gateway from M53 into town. Potential to create a New Urban Village with a focus on opportunities from the canal and to create new open space.</p>	<p>The assessment deemed C3 sites to be most suited to commercial uses given constraints such as potential contamination/ access/ traffic impact of new development and proximity to railway.</p> <p>The Former Bus Depot site was considered most suitable for employment use, although the small site size, constrained by the M53, canal and a pipeline could pose constraints to development.</p> <p>All sites were considered to be more attractive for redevelopment if they were considered as part of a wider development area package. This view supports the Meadow Lane concept of</p>

Site	Suitable End-Use	
	SRF	LBFS Assessment
		<p>a wider development area and may enable constraints such as access/contamination to be overcome and the SRF concept for this area realised.</p> <p>Engage in early discussions with land owners/ lease holders. Undertake site investigations to fully understand constraints on specific sites.</p>
62000079	<p><i>Eastern Employment Zone – New Bridge Road:</i></p> <p>Employment development opportunity due to existing cleared sites. An Area Development Framework is being established to build upon existing business park development to provide additional high-quality employment space.</p>	<p>The site is on the edge of the Eastern Employment Zone area and given the existing ponds on the site it is considered only suitable for use as public green space. The site, if improved and formalised would add to the overall New Bridge Road concept helping to create a high-quality and attractive environment for new employment uses.</p> <p>Seek to identify funds to undertake improvement works to transform the site into a more formal green space.</p>
<p>Cluster C2:</p> <ul style="list-style-type: none"> • 63500308/ 63500301/ 63500300 • 62000056 • 62000123 • 63500302 	<p><i>Waterfront:</i></p> <p>Large scale potential for transformational change. Vision sets out aim for regional leisure destination, high-quality waterside environment; conservation of historic area; regeneration catalyst and modern architecture.</p> <p>Aim to build upon existing assets and promote the area as outstanding asset for the town.</p>	<p>Requirement for and significant benefit in ensuring all sites within this Cluster are developed as part of a wider development/ master plan. This would provide greater market confidence in the sites and ensure comprehensive redevelopment of a key part of the town.</p> <p>A range of uses are suggested for sites in this Cluster including – mixed-use, residential-led/ employment/ business and residential. Overall the assessment indicated sites could be developed with end uses that would support the SRF for this area including hotel/ commercial/ business and residential development that would contribute to a vibrant waterfront area.</p> <p>Undertake site investigation works on relevant sites, engage landowners in early discussions relating to intentions and potential market interest.</p>
62000072 62000036	<p><i>Waterfront Hinterland:</i></p> <p>Major opportunities for employment uses. Build on existing adjacent automotive sector business uses to provide an <i>automotive supply park</i>.</p> <p>Large scale opportunity to include environmental improvement along</p>	<p>The sites were both identified as suitable for employment uses. Discussion and collaborative working with existing land owners and adjacent uses is suggested to encourage a comprehensive redevelopment of the area and achieve commitment to change.</p> <p>Wide scale redevelopment of the</p>

Site	Suitable End-Use	
	SRF	LBFS Assessment
	North Road and adjacent areas.	area was suggested in order to create a new key employment area, based on proximity to the M53.

4.52 As highlighted in the SRF the assessment identified a number of sites that would be likely to benefit from, and be considered more readily for redevelopment, if they formed part of a wider framework for change and intervention. The Strategic Regeneration Framework will provide greater certainty for landowners and developers in terms of investment decisions and confidence and active engagement with landowners and adjacent uses will support the realisation of the SRF's vision.

4.53 Given the number of sites within Ellesmere Port and the current market conditions the Council would be advised to identify and focus on a number of key sites initially in order to secure 'early change'. Based on the site assessments, the *EPIC and Whitby Park and Stanney Lane Development Opportunities* have the potential to bring the significant initial benefit given their strategic location along with the concentration of Council/ other public body ownerships. Although more of a challenge, opportunities on sites within the *Waterfront* area could also provide a significant contribution to the overall themes of the SRF for Ellesmere Port.

Rural Regeneration Strategy (2011)

4.54 The Strategy is a framework established to steer delivery of regeneration services in the rural area over the next ten years. It will seek to provide a framework for the rural areas that will maximise economic potential, provide access to affordable housing, promote connected communities and ensure the environmental capacity of the area is fully utilised.

4.55 Specific targets relating to increased provision of dwellings, jobs and economic output are included in the Strategy. Providing a clear statement of numerical targets demonstrates strong commitment from the Council to fundamentally tackling the key issues of accessibility, limited services, lack of affordable housing and limited economic opportunity in the rural areas of the Borough.

4.56 A number of the brownfield sites which fall within the Rural Strategy area could be restricted in the extent they can contribute to the objectives of the Strategy due to the existing Green Belt designation. Sites such as 63500306 (Vicars Cross), which have been vacant for over 10 years are suitable and popular in market terms for residential development (discussions with developers have identified significant market interest), and have the potential for an affordable housing element. However, policy constraints have the potential to make residential uses difficult, resulting in the sites remaining vacant as other uses (employment/ business) are deemed unlikely to come forward and could face policy restrictions. Similarly site 62000069 is considered suitable in market terms for a café/ restaurant use; however the Green Belt location and associated policy restrictions could cause a conflict. Clearly if the Council wishes long-term brownfield sites such as these to be redeveloped the approach to development in the Green Belt, relating to brownfield land, will require review and further consideration in order to bring sites forward and help to tackle issues in the rural areas such as affordable residential development and service provision/ economic development.

4.57 The clear focus provided by the dedicated rural framework will provide assurances to existing and potential businesses and investors, encouraging increased investment and interest in the area. The Strategy will also raise the profile of the area, as with the strategies identified for the urban areas of the Borough.

Chester One City Plan (Draft 2011)

- 4.58 The Plan sets out a clear vision and strategic objectives which will guide the development of the city over the next 15 years.
- 4.59 Only one of the sites within this Study is located in the operation area of the Chester One City Plan (site 60500076 Brookside Terrace). The site assessment considered this site most suitable for B1 uses which is consistent with the One City Plan; in the strategy it will form part of a wider railway-side site identified for business uses. The concept of the Plan is to provide a new high-quality environment for businesses to concentrate, thus helping to grow the economy. The site is currently allocated in the Local Plan and Railway Lands Development Brief for housing development. However, constraints of contamination and proximity to the railway line result in the site being less attractive to developers for housing uses. Promotion of the site for B1 uses would support the market view and the Chester One City Plan.
- 4.60 The Plan appears to provide a clear and strong strategic framework under which this important historic city can develop and grow to meet changing needs and demands of both residents and businesses. The identification of specific themes and areas for redevelopment and intervention provides a clear framework to guide investment and build business confidence.

Winsford Waterfront Regeneration Strategy (2008)

- 4.61 The Winsford Waterfront Regeneration Strategy has been established to contribute to the wider framework for regeneration for the town, which seeks to improve the image of the town and address pockets of deprivation. The Strategy relates to an area around the Weaver Navigation and Bottom Flash.
- 4.62 The Strategy document itself acknowledges that the aims and programme of implementation is ambitious but if successful it would provide a radical transformation of the town. With this in mind it is clear that the original Strategy, as presented in 2008 was ambitious and was developed on the back of a buoyant period for regeneration and the market in general. As identified in Section Two of this report, three of the brownfield sites are located within *Intervention Area 4 – Winsford Gateway*, as set out in Table 4.4 below.

Table 4.4 - Winsford Regeneration Strategy – Intervention Area 4 Sites: End-use comparison

Site	Suitable End-Use	
	Regeneration Strategy	LBFS Assessment
63500304 Church Street	A high quality gateway mixed use development to include leisure and community uses.	Due to site issues of bore holes, underground brine reservoir and possible archaeology the assessment suggests that only residential end-uses would be viable and suitable on this site. Draw together a comprehensive pack of information on this site, including all known investigations/ issues etc which can be provided to interested parties/ developers to aid the redevelopment process.
63500028 Former Greedy Pig	A high profile gateway site. High quality redevelopment to include hotel, office and leisure along the waterfront.	The current site assessment identified the most suitable end-use as B1-businesses use. This assessment is based on the flood risk issues which would potentially affect the viability and deliverability of development, and particularly residential use on this site.

Site	Suitable End-Use	
	Regeneration Strategy	LBFS Assessment
		Undertake a more detailed sector assessment and discussion with land owners/ developers to gauge potential demand for B1 redevelopment.
63500150 Rear of Red Lion	Improvements to visual impact and amenity in area. Potential for residential development.	The current site assessment indicates only a soft-end use of public open space would be suitable and viable given site constraints of significant contamination and very poor site access. Council should actively pursue redevelopment of the site as open space in this key riverside location.

- 4.63 Clearly the economic recession and resulting impact on the market has impacted the end-uses considered most suitable for some of these key sites in the Winsford Waterfront Regeneration Strategy. The end-uses suggested in the Strategy for the site 63500028 are ambitious given site constraints and their effects on site deliverability. Equally the economic downturn has impacted on the speed at which this site will come to the market – it was identified as an ‘early win’ in the Strategy; the current site assessment identified a redevelopment timeframe of between 6 and 10 years as practical. With regard to Site 63500150 the site assessment indicated that only a soft-end use would be suitable given constraints on the site; aspirations of residential development would be particularly ambitious and most likely undeliverable in light of this.
- 4.64 Although the identified uses for the sites in the Regeneration Strategy and Brownfield Study were not identical in all cases, the redevelopment of the sites for uses (residential, business, open space) suggested in this study would contribute to and help to deliver the overall aims of the Regeneration Strategy for Winsford in seeking to improve the image and quality of the town.

Summary

- 4.65 Overall the regeneration initiatives provide a clear and positive approach to redevelopment in the different areas of the Borough. This has significant merit in terms of raising the profile of areas and individual sites to the market and demonstrating clear commitment for change in these areas by key partners. The vision, aims and objectives of the various regeneration initiatives across the Borough are by nature ambitious in many ways. However, the assessment of the brownfield sites demonstrates in many cases that end uses can be identified for sites that could potentially deliver viable development proposals, contributing to the aims and goals of the relevant regeneration strategies/ frameworks. A clear commitment from public and private sector partners with a stake in the strategies, and an improvement in market conditions, is likely to improve the prospects of realising the opportunities sites can offer.
- 4.66 The level of success of each initiative will be dependent upon a mix of factors, not least the ongoing market difficulties. In a number of cases the redevelopment potential of brownfield sites assessed within the Study will benefit directly from being part of a wider, overarching and clear regeneration framework/ strategy.
- 4.67 The Council should ensure that for each site the key issues, opportunities and areas for further investigation/ intervention are noted alongside the realistic market views given – these should be considered in relation to the aims of the regeneration plans and strategies for specific sites to improve the likelihood of realising site specific improvements that could support the regeneration initiatives.

Appendix A – Template Site Assessment Sheet

Site 1: Land to the rear of John Smith Street, Anywhere

<p>SITE DESCRIPTION</p> <ul style="list-style-type: none"> General location details Existing uses Surrounding land uses <p>PLANNING POLICY CONTEXT</p> <ul style="list-style-type: none"> Current designations/allocations Wider strategic designations Neighbouring designations that could impact <p>OTHER FACTORS</p> <ul style="list-style-type: none"> Consultant to outline any other factors considered important to site delivery 	<p>COMPARABLE MARKET EVIDENCE</p> <ul style="list-style-type: none"> Comparable evidence of land values, market rents and take up rates for recommended end use(s) Locally active RSL view on land values, demand, density, type and tenure mix for affordable housing schemes Local agent(s) view on market and appropriate end use(s) 	<p>VISIBLE ON-SITE CHARACTERISTICS</p> <ul style="list-style-type: none"> Services/utilities infrastructure Public footpaths/rights of way Vacant/derelict structures Site topography Highways and access constraints Re-naturalisation, mature trees and ecology Noise impacts from adjacent uses Trespass/encroachment Easements (proximity to pylons, gas holders) Evidence of previous uses Constraints mapped on site plan where possible Access to public transport and key services such as schools, shops and community centres etc....
	<p>COMMERCIAL VIABILITY</p> <ul style="list-style-type: none"> Consultant view on most appropriate end use(s) based on current local demand Consultant view on mix, type and unit size for recommended end use (multiple options if applicable) Landowner aspirations (if known) Details of leaseholds for going concerns on site Local Authority appetite for CPO or details of previous CPO Likely density of end use(s), layout, siting and design 	<p>DESK-BASED CHARACTERISTICS</p> <ul style="list-style-type: none"> Historical use mapping Floodplain mapping (can include LA mapping) Services/utilities infrastructure mapping Listed structures Tree Preservation Orders Coal mapping Underground structures (tanks, mineshafts) LA knowledge of site (Area Action Plans for example) COMAH Zones Constraints mapped on site plan where possible Air quality policy constraints Land ownership issues
<p>DELIVERY FACTORS AND NEXT STEPS</p> <ul style="list-style-type: none"> Approximate delivery timescales (within LDF period) Requirement for phasing Public sector funding requirements and sources Local Authority aspirations (identified in Core Strategy and/or SHLAA/ELR) Land ownership/assembly issues Requirement for neighbouring land parcels to enable development Requirement for policy enhancements to improve chances of site coming forward Contribution to the wider area should site come forward for proposed end use Links to other area strategies Impact from local/adjacent proposals Longevity of funding (e.g. security of national funding for HMR areas) 		

Appendix B - CW&C Site Proformas

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: 60500076</p> <p>Local Authority: Cheshire West and Chester</p> <p>Completed By: DB - LSH <small>Name, Organisation</small></p> <p>Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: No <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 200px; margin-top: 5px;"></div> <p style="font-size: small; margin-top: 5px;">State whether or not, based on currently held Info, another client of the firm has an interest in this site</p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: 0</p> <p>Address 2 - PAO: Land Fronting</p> <p>Address 3 - Street: Brookside Terrace</p> <p>Address 4 - Locality: Hoole</p> <p>Address 5 - Town: Chester</p> <p>Address 6 - Administrative Area: 0</p> <p>Address 7 - Postcode: 0 <small>If available</small></p> <p>Easting: 340973 Northing: 367461</p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): 0.665491514</p> <p>Site Area Type: Gross</p> <p>Site Area (Ha): 0.23 <small>Estimate of net developable area</small></p> <p>Boundary Captured: Yes</p> <p>Boundary Issues: <div style="border: 1px solid black; height: 30px; width: 400px; margin-top: 5px;"></div> <small>State</small></p> <p>General Info: <div style="border: 1px solid black; padding: 5px; margin-top: 5px;">Allocated In Local Plan And Railway Lands Development Brief For Housing For 30 Units. May Be Constraints Due To Gas Main Crossing The Site / Noise From Railway To West. No Scheme Has Come Forward Yet</div></p> <p>Site Considered As Part Of A Cluster? No, though surveyor may report potential links and opp</p> <p>If Yes, Other Sites To Be Considered: N/A</p> <p style="font-size: x-small; margin-left: 20px;">List of Sites:</p> <div style="border: 1px solid black; height: 100px; width: 450px; margin-top: 5px;"></div>	
EV.4 SITE USE Info	<p>NLUD Category: NLUD Type A</p> <p>Current Use: Vacant Land <small>NLUD Class</small></p> <p>Previous Use: Unknown <small>NLUD Class</small></p> <p>Ownership: Private</p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: Allocated</p> <p>Proposed Use: Housing <small>Land Use Class</small></p> <p>Most Suitable Use: Housing <small>Land Use Class</small></p> <p>Housing Suitability: Yes</p> <p>Estimated Housing Capacity (No.): 30</p> <p>Density (Dwg/Net Ha): 43</p> <p>Surveyor Recommended Final Use: B1: Business <small>Land Use Class: Drop down menu</small></p> <p style="margin-left: 20px;">Offices <small>NLUD Class; Drop down menu</small></p> <p style="margin-left: 20px;">Commercial <small>Description; Drop down menu</small></p> <p>Description / Justification For Final Use: Proximity to railway likely to make residential unattractive to developers, therefore existing planning permission for offices is best indicator of use. Development is heavily dependent on access constraints.</p> <p style="font-size: x-small; margin-left: 20px;">Briefly</p> <p>If Residential / Residential Led: N/A <small>Justify:</small></p> <p>Proportion of Affordable Homes: N/A</p> <p>Potential for Eco-Development: N/A</p> <p>If Appropriate: N/A <small>Justify:</small></p> <p>Surveyor Recommended Interim Use: N/A</p> <p>Description / Justification For Interim Use: N/A</p> <p style="font-size: x-small; margin-left: 20px;">As detailed as possible</p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Position within settlement:	<input type="text"/>	<input type="text" value="-1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Prominence of site:	<input type="text"/>	<input type="text" value="-1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Local property market sentiment:	<input type="text"/>	<input type="text" value="-1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current local highway network capacity:	<input type="text"/>	<input type="text" value="-1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Utility capacity / constraints:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Shape of site:	<input type="text"/>	<input type="text" value="-1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current use / activity:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Topography:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Structures on site:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other manmade features:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Natural features:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current access / egress to / from site:	<input type="text"/>	<input type="text" value="-1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of informal access / use:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Wayleaves / utilities across site:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of contamination risk:	<input type="text"/>	<input type="text" value="-1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of on-site devt activity:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of marketing:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over specific planning policy:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Uncertain land ownership:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Fragmented land ownership:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Land controlled by another developer:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Locational reputation:	<input type="text"/>	<input type="text" value="Manageable"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Incompatible neighbouring uses:	<input type="text"/>	<input type="text" value="Manageable"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Access / egress issues:	<input type="text"/>	<input type="text" value="Dealbreaker"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Off-site traffic congestion:	<input type="text"/>	<input type="text" value="Manageable"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Established informal open space use:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Conservation, Listed Building, SAM:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over contamination:	<input type="text"/>	<input type="text" value="Manageable"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over load-bearing capacity:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over flood risk:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over established biodiversity:	<input type="text"/>	<input type="text" value="Manageable"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over utilities provision:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other (please specify):	<input type="text"/>	<input type="text" value=""/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	<input type="text"/>	<input type="text" value=""/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	<input type="text"/>	<input type="text" value=""/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	<input type="text"/>	<input type="text" value=""/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	<input type="text"/>	<input type="text" value="11-15yrs"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

KEY

From NLUD-PDL:

Mandatory Field:

Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: 62000010</p> <p>Local Authority: Cheshire West and Chester</p> <p>Completed By: DB - LSH <small>Name, Organisation</small></p> <p>Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: No <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 200px; margin-top: 5px;"></div> <p style="font-size: small; margin-top: 5px;">State whether or not, based on currently held Info, another client of the firm has an interest in this site</p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: 0</p> <p>Address 2 - PAO: Mealors Yard</p> <p>Address 3 - Street: Chester Road</p> <p>Address 4 - Locality: Whitby</p> <p>Address 5 - Town: Ellesmere Port</p> <p>Address 6 - Administrative Area: 0</p> <p>Address 7 - Postcode: CH65 6RY <small>If available</small></p> <p>Easting: 339314 Northing: 375143</p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): 1.490106773</p> <p>Site Area Type: Gross</p> <p>Site Area (Ha): 1.49 <small>Estimate of net developable area</small></p> <p>Boundary Captured: Yes</p> <p>Boundary Issues: <div style="border: 1px solid black; height: 30px; width: 400px; margin-top: 5px;"></div> <small>State</small></p> <p>General Info: <div style="border: 1px solid black; padding: 5px; min-height: 100px; margin-top: 5px;">Majority Of Site Is Tip And Would Need Extensive Treatment To Remove Contamination Before Residential Or Other Development Could Take Place.</div></p> <p>Site Considered As Part Of A Cluster? No, though surveyor may report potential links and opp</p> <p>If Yes, Other Sites To Be Considered: N/A</p> <p style="font-size: x-small; margin-left: 20px;">List of Sites:</p> <div style="border: 1px solid black; height: 40px; width: 450px; margin-top: 5px;"></div>	
EV.4 SITE USE Info	<p>NLUD Category: NLUD Type C</p> <p>Current Use: Derelict <small>NLUD Class</small></p> <p>Previous Use: Refuse Disposal <small>NLUD Class</small></p> <p>Ownership: Private</p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: None</p> <p>Proposed Use: None <small>Land Use Class</small></p> <p>Most Suitable Use: Mixed <small>Land Use Class</small></p> <p>Housing Suitability: Yes</p> <p>Estimated Housing Capacity (No.): 15</p> <p>Density (Dwg/Net Ha): 10</p> <p>Surveyor Recommended Final Use: C3: Dwellinghouses <small>Land Use Class; Drop down menu</small></p> <p style="margin-left: 20px;">Residential <small>NLUD Class; Drop down menu</small></p> <p style="margin-left: 20px;">Residential <small>Description; Drop down menu</small></p> <p>Description / Justification For Final Use: <div style="border: 1px solid black; padding: 5px; margin-top: 5px;">Predominantly Residential area, residential use most suitable after use. Given the information provided by CWAC Environmental Protection Unit about the site it is unlikely that the site will be developable given the impending Contaminated Land designation under the Environmental Protection Act.</div></p> <p>If Residential / Residential Led: <small>Justify:</small></p> <p style="margin-left: 20px;">Proportion of Affordable Homes: Likely to be less than requirements due to viability.</p> <p style="margin-left: 20px;">Potential for Eco-Development: No</p> <p>If Appropriate: <small>Justify:</small></p> <p style="margin-left: 20px;">Surveyor Recommended Interim Use: <div style="border: 1px solid black; height: 20px; width: 150px; margin-top: 5px;"></div></p> <p>Description / Justification For Interim Use: <div style="border: 1px solid black; height: 40px; width: 450px; margin-top: 5px;"></div></p> <p style="font-size: x-small; margin-left: 20px;">As detailed as possible</p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	+1							
Position within settlement:	+1							
Prominence of site:	+1							
Local property market sentiment:	-1							
Current local highway network capacity:	0							
Utility capacity / constraints:	0							
Shape of site:	0							
Current use / activity:	0							
Topography:	0							
Structures on site:	0							
Other manmade features:	0							
Natural features:	0							
Current access / egress to / from site:	-2							
Signs of informal access / use:	0							
Wayleaves / utilities across site:	0							
Signs of contamination risk:	-2							
Signs of on-site devt activity:	0							
Signs of marketing:	0							

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	Not relevant							
Concerns over specific planning policy:	Not relevant							
Uncertain land ownership:	Not relevant							
Fragmented land ownership:	Not relevant							
Land controlled by another developer:	Not relevant							
Locational reputation:	Important							
Incompatible neighbouring uses:	Not relevant							
Access / egress issues:	Dealbreaker							
Off-site traffic congestion:	Important							
Established informal open space use:	Not relevant							
Conservation, Listed Building, SAM:	Not relevant							
Concerns over contamination:	Dealbreaker							
Concerns over load-bearing capacity:	Important							
Concerns over flood risk:	Not relevant							
Concerns over established biodiversity:	Manageable							
Concerns over utilities provision:	Not relevant							
Other (please specify):								

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	16-20yrs							

KEYFrom NLUD-PDL: Mandatory Field: Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: 62000017</p> <p>Local Authority: Cheshire West and Chester</p> <p>Completed By: DB - LSH <small>Name, Organisation</small></p> <p>Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: No <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 200px; margin-top: 5px;"></div> <p style="font-size: small; margin-top: 5px;">State whether or not, based on currently held Info, another client of the firm has an interest in this site</p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: 0</p> <p>Address 2 - PAO: Neston Colliery Tip</p> <p>Address 3 - Street: Off Marshlands Road</p> <p>Address 4 - Locality: 0</p> <p>Address 5 - Town: Neston</p> <p>Address 6 - Administrative Area: 0</p> <p>Address 7 - Postcode: CH64 0SY <small>If available</small></p> <p>Easting: 328893 Northing: 376395</p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): 1.004023096</p> <p>Site Area Type: Gross</p> <p>Site Area (Ha): 1 <small>Estimate of net developable area</small></p> <p>Boundary Captured: Yes</p> <p>Boundary Issues: <div style="border: 1px solid black; height: 30px; width: 400px; margin-top: 5px;"></div> <small>State</small></p> <p>General Info: <div style="border: 1px solid black; padding: 5px; height: 60px; margin-top: 5px;">Within Green Belt Also A Tip And Not Suitable For Any Building</div></p> <p>Site Considered As Part Of A Cluster? No, though surveyor may report potential links and opp</p> <p>If Yes, Other Sites To Be Considered: N/A</p> <p style="font-size: x-small; margin-left: 20px;">List of Sites:</p> <div style="border: 1px solid black; height: 30px; width: 450px; margin-top: 5px;"></div>	
EV.4 SITE USE Info	<p>NLUD Category: NLUD Type C</p> <p>Current Use: Derelict <small>NLUD Class</small></p> <p>Previous Use: Mineral Workings And Quarries <small>NLUD Class</small></p> <p>Ownership: Private</p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: None</p> <p>Proposed Use: None <small>Land Use Class</small></p> <p>Most Suitable Use: Open Space <small>Land Use Class</small></p> <p>Housing Suitability: No</p> <p>Estimated Housing Capacity (No.): 0</p> <p>Density (Dwg/Net Ha): 0</p> <p>Surveyor Recommended Final Use: Sui Generis: (explain in Justification, below) <small>Land Use Class: Drop down menu</small></p> <div style="border: 1px solid black; padding: 2px; margin-top: 5px;">Recreation and Leisure <small>NLUD Class; Drop down menu</small></div> <div style="border: 1px solid black; padding: 2px; margin-top: 5px;">Public Open Space <small>Description; Drop down menu</small></div> <p>Description / Justification For Final Use: Access and historic uses mean the site is unlikely to ever be developed. It has the potential for links through to the estuary which is already well used by the public for leisure purposes. <small>Briefly</small></p> <p>If Residential / Residential Led: <small>Justify:</small></p> <p>Proportion of Affordable Homes: N/A</p> <p>Potential for Eco-Development: N/A</p> <p>If Appropriate: <small>Justify:</small></p> <p>Surveyor Recommended Interim Use: <div style="border: 1px solid black; height: 20px; width: 450px; margin-top: 5px;"></div></p> <p>Description / Justification For Interim Use: <div style="border: 1px solid black; height: 30px; width: 450px; margin-top: 5px;"></div> <small>As detailed as possible</small></p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	+2	<input type="text"/>
Position within settlement:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	+2	<input type="text"/>
Prominence of site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>
Local property market sentiment:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Current local highway network capacity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Utility capacity / constraints:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Shape of site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Current use / activity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>
Topography:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Structures on site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Other manmade features:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Natural features:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>
Current access / egress to / from site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Signs of informal access / use:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Wayleaves / utilities across site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Signs of contamination risk:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	-1	<input type="text"/>
Signs of on-site devt activity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Signs of marketing:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'.

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Concerns over specific planning policy:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Uncertain land ownership:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Important	<input type="text"/>
Fragmented land ownership:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Land controlled by another developer:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Locational reputation:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Incompatible neighbouring uses:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Access / egress issues:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Off-site traffic congestion:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Established informal open space use:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Conservation, Listed Building, SAM:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Concerns over contamination:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Important	<input type="text"/>
Concerns over load-bearing capacity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Concerns over flood risk:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Concerns over established biodiversity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Concerns over utilities provision:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Other (please specify):	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	3-5 yrs	<input type="text"/>

KEY

From NLUD-PDL:

Mandatory Field:

Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: 62000036</p> <p>Local Authority: Cheshire West and Chester</p> <p>Completed By: DB - LSH <small>Name, Organisation</small></p> <p>Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: No <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 200px; margin-top: 5px;"></div> <p style="font-size: small; margin-top: 5px;">State whether or not, based on currently held Info, another client of the firm has an interest in this site</p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: 0</p> <p>Address 2 - PAO: Former Oil Terminal</p> <p>Address 3 - Street: North Road</p> <p>Address 4 - Locality: 0</p> <p>Address 5 - Town: Ellesmere Port</p> <p>Address 6 - Administrative Area: 0</p> <p>Address 7 - Postcode: CH65 1AL <small>If available</small></p> <p>Easting: 338310 Northing: 379062</p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): 4.618257945</p> <p>Site Area Type: Gross</p> <p>Site Area (Ha): 4.6 <small>Estimate of net developable area</small></p> <p>Boundary Captured: Yes</p> <p>Boundary Issues: <div style="border: 1px solid black; height: 30px; width: 400px;"></div> <small>State</small></p> <p>General Info: <div style="border: 1px solid black; padding: 5px; min-height: 60px;">Waste Local Plan Allocation Wm20. Contaminated Land Tank Farm. Adjacent To Entrance To Vauxhall Motors.</div></p> <p>Site Considered As Part Of A Cluster? No, though surveyor may report potential links and opp</p> <p>If Yes, Other Sites To Be Considered: N/A</p> <p style="font-size: x-small; margin-left: 20px;">List of Sites:</p> <div style="border: 1px solid black; height: 30px; width: 450px; margin-top: 5px;"></div>	
EV.4 SITE USE Info	<p>NLUD Category: NLUD Type C</p> <p>Current Use: Derelict <small>NLUD Class</small></p> <p>Previous Use: Storage <small>NLUD Class</small></p> <p>Ownership: Private</p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: Allocated</p> <p>Proposed Use: Other <small>Land Use Class</small></p> <p>Most Suitable Use: Employment <small>Land Use Class</small></p> <p>Housing Suitability: No</p> <p>Estimated Housing Capacity (No.): 0</p> <p>Density (Dwg/Net Ha): 0</p> <p>Surveyor Recommended Final Use: B2: General industrial <small>Land Use Class: Drop down menu</small></p> <p style="margin-left: 20px;">Industry and Business <small>NLUD Class; Drop down menu</small></p> <p style="margin-left: 20px;">Employment <small>Description; Drop down menu</small></p> <p>Description / Justification For Final Use: Site lies close to major manufacturing site for Vauxhall motors and has potential for linked industry or potential future growth of existing premises. <small>Briefly</small></p> <p>If Residential / Residential Led: N/A <small>Justify:</small></p> <p>Proportion of Affordable Homes: N/A</p> <p>Potential for Eco-Development: N/A</p> <p>If Appropriate: N/A <small>Justify:</small></p> <p>Surveyor Recommended Interim Use: N/A</p> <p>Description / Justification For Interim Use: N/A <small>As detailed as possible</small></p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	<input type="text"/>	<input type="text"/>	+2	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Position within settlement:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Prominence of site:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Local property market sentiment:	<input type="text"/>	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current local highway network capacity:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Utility capacity / constraints:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Shape of site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current use / activity:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Topography:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Structures on site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other manmade features:	<input type="text"/>	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Natural features:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current access / egress to / from site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of informal access / use:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Wayleaves / utilities across site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of contamination risk:	<input type="text"/>	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of on-site devt activity:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of marketing:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over specific planning policy:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Uncertain land ownership:	<input type="text"/>	<input type="text"/>	Important	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Fragmented land ownership:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Land controlled by another developer:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Locational reputation:	<input type="text"/>	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Incompatible neighbouring uses:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Access / egress issues:	<input type="text"/>	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Off-site traffic congestion:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Established informal open space use:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Conservation, Listed Building, SAM:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over contamination:	<input type="text"/>	<input type="text"/>	Important	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over load-bearing capacity:	<input type="text"/>	<input type="text"/>	Important	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over flood risk:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over established biodiversity:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over utilities provision:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other (please specify):	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	<input type="text"/>	<input type="text"/>	16-20yrs	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

KEY

From NLUD-PDL:

Mandatory Field:

Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1	LOCAL AUTHORITY Info	<p>NLUD Ref.: 62000045</p> <p>Local Authority: Cheshire West and Chester</p> <p>Completed By: DB - LSH <small>Name, Organisation</small></p> <p>Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: No <small>Drop down menu</small></p> <p><small>State whether or not, based on currently held Info, another client of the firm has an interest in this site</small></p>
EV.2	SITE ADDRESS Info	<p>Address 1 - SAO: Adjacent 82 Stanney Lane</p> <p>Address 2 - PAO: Former Petrol Filling Station</p> <p>Address 3 - Street: Stanney Lane</p> <p>Address 4 - Locality: 0</p> <p>Address 5 - Town: Ellesmere Port</p> <p>Address 6 - Administrative Area: 0</p> <p>Address 7 - Postcode: 0 <small>If available</small></p> <p>Easting: 340185 Northing: 375316</p>
EV.3	ADDITIONAL SITE Info	<p>Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): 0.138468881</p> <p>Site Area Type: Gross</p> <p>Site Area (Ha): 0.13 <small>Estimate of net developable area</small></p> <p>Boundary Captured: Yes</p> <p>Boundary Issues: <small>State</small></p> <p>General Info: Tanks Have Been Removed And Contamination Has Been Dealt With.</p> <p>Site Considered As Part Of A Cluster? No, though surveyor may report potential links and opp</p> <p>If Yes, Other Sites To Be Considered: N/A <small>List of Sites:</small></p>
EV.4	SITE USE Info	<p>NLUD Category: NLUD Type A</p> <p>Current Use: Vacant Land <small>NLUD Class</small></p> <p>Previous Use: Shops <small>NLUD Class</small></p> <p>Ownership: Private</p>
EV.5	SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: None</p> <p>Proposed Use: None <small>Land Use Class</small></p> <p>Most Suitable Use: Housing <small>Land Use Class</small></p> <p>Housing Suitability: Yes</p> <p>Estimated Housing Capacity (No.): 14</p> <p>Density (Dwg/Net Ha): 104</p> <p>Surveyor Recommended Final Use: C3: Dwellinghouses <small>Land Use Class: Drop down menu</small></p> <p>Residential <small>NLUD Class; Drop down menu</small></p> <p>Residential <small>Description; Drop down menu</small></p> <p>Description / Justification For Final Use: Briefly Predominantly residential area, site has been cleaned up and makes a logical residential site.</p> <p>If Residential / Residential Led: Justify:</p> <p>Proportion of Affordable Homes: Potentially 100% affordable.</p> <p>Potential for Eco-Development: N/A</p> <p>If Appropriate: Justify:</p> <p>Surveyor Recommended Interim Use:</p> <p>Description / Justification For Interim Use: As detailed as possible</p>

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	+1							
Position within settlement:	+1							
Prominence of site:	+1							
Local property market sentiment:	-1							
Current local highway network capacity:	0							
Utility capacity / constraints:	0							
Shape of site:	0							
Current use / activity:	0							
Topography:	0							
Structures on site:	0							
Other manmade features:	0							
Natural features:	0							
Current access / egress to / from site:	0							
Signs of informal access / use:	0							
Wayleaves / utilities across site:	0							
Signs of contamination risk:	+1							
Signs of on-site devt activity:	0							
Signs of marketing:	0							

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	Not relevant							
Concerns over specific planning policy:	Not relevant							
Uncertain land ownership:	Manageable							
Fragmented land ownership:	Not relevant							
Land controlled by another developer:	Not relevant							
Locational reputation:	Manageable							
Incompatible neighbouring uses:	Not relevant							
Access / egress issues:	Not relevant							
Off-site traffic congestion:	Not relevant							
Established informal open space use:	Not relevant							
Conservation, Listed Building, SAM:	Not relevant							
Concerns over contamination:	Not relevant							
Concerns over load-bearing capacity:	Not relevant							
Concerns over flood risk:	Not relevant							
Concerns over established biodiversity:	Not relevant							
Concerns over utilities provision:	Not relevant							
Other (please specify):								

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	3-5 yrs							

KEYFrom NLUD-PDL: Mandatory Field: Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: 62000050</p> <p>Local Authority: Cheshire West and Chester</p> <p>Completed By: DB - LSH <small>Name, Organisation</small></p> <p>Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: No <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 200px; margin-top: 5px;"></div> <p style="font-size: small; margin-top: 5px;">State whether or not, based on currently held Info, another client of the firm has an interest in this site</p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: 0</p> <p>Address 2 - PAO: Stanney Lane Social Club</p> <p>Address 3 - Street: Stanney Lane</p> <p>Address 4 - Locality: 0</p> <p>Address 5 - Town: Ellesmere Port</p> <p>Address 6 - Administrative Area: 0</p> <p>Address 7 - Postcode: CH65 9AE <small>If available</small></p> <p>Easting: 339928 Northing: 375736</p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): 0.429647494</p> <p>Site Area Type: Gross</p> <p>Site Area (Ha): 0.42 <small>Estimate of net developable area</small></p> <p>Boundary Captured: Yes</p> <p>Boundary Issues: <div style="border: 1px solid black; height: 30px; width: 400px; margin-top: 5px;"></div> <small>State</small></p> <p>General Info: <div style="border: 1px solid black; padding: 5px; min-height: 100px; margin-top: 5px;">Full Application (03/1085) For 64 Apartments Submitted 16/12/03. Permission Granted 20/09/2007.</div></p> <p>Site Considered As Part Of A Cluster? Yes, relevant sites below</p> <p>If Yes, Other Sites To Be Considered: 3 x sites with: 62000118, 62000117 <small>List of Sites:</small></p>	
EV.4 SITE USE Info	<p>NLUD Category: NLUD Type C</p> <p>Current Use: Derelict <small>NLUD Class</small></p> <p>Previous Use: Community Services <small>NLUD Class</small></p> <p>Ownership: Private</p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: Detailed</p> <p>Proposed Use: Housing <small>Land Use Class</small></p> <p>Most Suitable Use: Housing <small>Land Use Class</small></p> <p>Housing Suitability: Yes</p> <p>Estimated Housing Capacity (No.): 64</p> <p>Density (Dwg/Net Ha): 147</p> <p>Surveyor Recommended Final Use: C3: Dwellinghouses <small>Land Use Class; Drop down menu</small></p> <p style="margin-left: 20px;">Residential <small>NLUD Class; Drop down menu</small></p> <p style="margin-left: 20px;">Residential <small>Description; Drop down menu</small></p> <p>Description / Justification For Final Use: Proximity to District Centre and public transport access would make this a good sheltered housing site. Existing application for residential apartments never delivered. <small>Briefly</small></p> <p>If Residential / Residential Led: <small>Justify:</small></p> <p>Proportion of Affordable Homes: Potentially 100% affordable, otherwise should be able to support Council's policy.</p> <p>Potential for Eco-Development: No</p> <p>If Appropriate: <small>Justify:</small></p> <p>Surveyor Recommended Interim Use: <div style="border: 1px solid black; height: 20px; width: 100%; margin-top: 5px;"></div></p> <p>Description / Justification For Interim Use: <div style="border: 1px solid black; height: 40px; width: 100%; margin-top: 5px;"></div> <small>As detailed as possible</small></p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	+2							
Position within settlement:	+2							
Prominence of site:	+1							
Local property market sentiment:	0							
Current local highway network capacity:	0							
Utility capacity / constraints:	0							
Shape of site:	0							
Current use / activity:	0							
Topography:	0							
Structures on site:	0							
Other manmade features:	0							
Natural features:	0							
Current access / egress to / from site:	0							
Signs of informal access / use:	0							
Wayleaves / utilities across site:	0							
Signs of contamination risk:	0							
Signs of on-site devt activity:	0							
Signs of marketing:	0							

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	Not relevant							
Concerns over specific planning policy:	Not relevant							
Uncertain land ownership:	Important							
Fragmented land ownership:	Not relevant							
Land controlled by another developer:	Not relevant							
Locational reputation:	Manageable							
Incompatible neighbouring uses:	Not relevant							
Access / egress issues:	Not relevant							
Off-site traffic congestion:	Not relevant							
Established informal open space use:	Not relevant							
Conservation, Listed Building, SAM:	Not relevant							
Concerns over contamination:	Not relevant							
Concerns over load-bearing capacity:	Not relevant							
Concerns over flood risk:	Not relevant							
Concerns over established biodiversity:	Not relevant							
Concerns over utilities provision:	Not relevant							
Other (please specify):								

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	6-10yrs							

KEYFrom NLUD-PDL: Mandatory Field: Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: 62000054</p> <p>Local Authority: Cheshire West and Chester</p> <p>Completed By: DB - LSH <small>Name, Organisation</small></p> <p>Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: No <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 200px; margin-top: 5px;"></div> <p style="font-size: small; margin-top: 5px;">State whether or not, based on currently held Info, another client of the firm has an interest in this site</p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: 0</p> <p>Address 2 - PAO: Jakes Yard</p> <p>Address 3 - Street: St Nicholas Crescent</p> <p>Address 4 - Locality: 0</p> <p>Address 5 - Town: Ellesmere Port</p> <p>Address 6 - Administrative Area: 0</p> <p>Address 7 - Postcode: CH65 2DL <small>If available</small></p> <p>Easting: 340244 Northing: 376539</p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): 0.393964752</p> <p>Site Area Type: Gross</p> <p>Site Area (Ha): 0.39 <small>Estimate of net developable area</small></p> <p>Boundary Captured: Yes</p> <p>Boundary Issues: <div style="border: 1px solid black; height: 30px; width: 400px; margin-top: 5px;"></div> <small>State</small></p> <p>General Info: <div style="border: 1px solid black; padding: 5px; margin-top: 5px;">Site Includes Pipe Which Extends Across Railway. Proximity To Railway Means That Housing Is Unlikely To Be Suitable And Would Limit Future Uses.</div></p> <p>Site Considered As Part Of A Cluster? Yes, relevant sites below</p> <p>If Yes, Other Sites To Be Considered: 2 x sites with: 63500305 <small>List of Sites:</small></p>	
EV.4 SITE USE Info	<p>NLUD Category: NLUD Type A</p> <p>Current Use: Vacant Land <small>NLUD Class</small></p> <p>Previous Use: Goods And Freight Terminals <small>NLUD Class</small></p> <p>Ownership: Private</p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: None</p> <p>Proposed Use: None <small>Land Use Class</small></p> <p>Most Suitable Use: Employment <small>Land Use Class</small></p> <p>Housing Suitability: No</p> <p>Estimated Housing Capacity (No.): 0</p> <p>Density (Dwg/Net Ha): 0</p> <p>Surveyor Recommended Final Use: Sui Generis: (explain in Justification, below) <small>Land Use Class: Drop down menu</small></p> <p style="margin-left: 20px;">Car parks <small>NLUD Class; Drop down menu</small></p> <p style="margin-left: 20px;">Commercial <small>Description; Drop down menu</small></p> <p>Description / Justification For Final Use: <div style="border: 1px solid black; padding: 5px; margin-top: 5px;">Contamination and location adjacent railway severely restricts future uses. Potential for swap with car park to the east (63500305) to release this site for alternative uses. Although access is restricted from Percival Road and may not be suitable.</div></p> <p>If Residential / Residential Led: <small>Justify:</small></p> <p style="margin-left: 20px;">Proportion of Affordable Homes: N/A</p> <p style="margin-left: 20px;">Potential for Eco-Development: N/A</p> <p>If Appropriate: <small>Justify:</small></p> <p style="margin-left: 20px;">Surveyor Recommended Interim Use: <div style="border: 1px solid black; height: 20px; width: 100%; margin-top: 5px;"></div></p> <p>Description / Justification For Interim Use: <div style="border: 1px solid black; height: 30px; width: 100%; margin-top: 5px;"></div> <small>As detailed as possible</small></p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	<input type="text"/>	<input type="text" value="-1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Position within settlement:	<input type="text"/>	<input type="text" value="-1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Prominence of site:	<input type="text"/>	<input type="text" value="-1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Local property market sentiment:	<input type="text"/>	<input type="text" value="-1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current local highway network capacity:	<input type="text"/>	<input type="text" value="-1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Utility capacity / constraints:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Shape of site:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current use / activity:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Topography:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Structures on site:	<input type="text"/>	<input type="text" value="-1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other manmade features:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Natural features:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current access / egress to / from site:	<input type="text"/>	<input type="text" value="-1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of informal access / use:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Wayleaves / utilities across site:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of contamination risk:	<input type="text"/>	<input type="text" value="-1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of on-site devt activity:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of marketing:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over specific planning policy:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Uncertain land ownership:	<input type="text"/>	<input type="text" value="Important"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Fragmented land ownership:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Land controlled by another developer:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Locational reputation:	<input type="text"/>	<input type="text" value="Important"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Incompatible neighbouring uses:	<input type="text"/>	<input type="text" value="Important"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Access / egress issues:	<input type="text"/>	<input type="text" value="Important"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Off-site traffic congestion:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Established informal open space use:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Conservation, Listed Building, SAM:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over contamination:	<input type="text"/>	<input type="text" value="Important"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over load-bearing capacity:	<input type="text"/>	<input type="text" value="Manageable"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over flood risk:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over established biodiversity:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over utilities provision:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other (please specify):	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	<input type="text"/>	<input type="text" value="16-20yrs"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

KEYFrom NLUD-PDL: Mandatory Field: Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: <input style="width: 100px;" type="text" value="62000056"/></p> <p>Local Authority: <input style="width: 150px;" type="text" value="Cheshire West and Chester"/></p> <p>Completed By: <input style="width: 150px;" type="text" value="DB - LSH"/> <small>Name, Organisation</small></p> <p>Completion Date: <input style="width: 150px;" type="text" value="08/08/2011"/> <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: <input style="width: 100px;" type="text" value="No"/> <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 150px; margin-top: 5px;"></div> <p style="font-size: small; margin-top: 5px;">State whether or not, based on currently held Info, another client of the firm has an interest in this site</p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: <input style="width: 150px;" type="text" value="0"/></p> <p>Address 2 - PAO: <input style="width: 150px;" type="text" value="Powells Bridge"/></p> <p>Address 3 - Street: <input style="width: 150px;" type="text" value="Oil Sites Road"/></p> <p>Address 4 - Locality: <input style="width: 150px;" type="text" value="0"/></p> <p>Address 5 - Town: <input style="width: 150px;" type="text" value="Ellesmere Port"/></p> <p>Address 6 - Administrative Area: <input style="width: 150px;" type="text" value="0"/></p> <p>Address 7 - Postcode: <input style="width: 100px;" type="text" value="CH654EN"/> <small>If available</small></p> <p>Easting: <input style="width: 100px;" type="text" value="340752"/> Northing: <input style="width: 100px;" type="text" value="376918"/></p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: <input style="width: 150px;" type="text" value="0"/> <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): <input style="width: 100px;" type="text" value="1.349001735"/></p> <p>Site Area Type: <input style="width: 100px;" type="text" value="Gross"/></p> <p>Site Area (Ha): <input style="width: 100px;" type="text" value="1"/> <small>Estimate of net developable area</small></p> <p>Boundary Captured: <input style="width: 100px;" type="text" value="Yes"/></p> <p>Boundary Issues: <div style="border: 1px solid black; height: 30px; width: 150px;"></div> <small>State</small></p> <p>General Info: <div style="border: 1px solid black; padding: 5px; min-height: 60px;">Site Is Located Within The Historic Canal Port And M53/shropshire Union Canal Corridor. Part Of The Site Falls Within The Ellesmere Port Docks Conservation Area.</div></p> <p>Site Considered As Part Of A Cluster? <input style="width: 150px;" type="text" value="Yes, relevant sites below"/></p> <p>If Yes, Other Sites To Be Considered: <div style="border: 1px solid black; padding: 5px; min-height: 30px;">6 x sites with: List of Sites: 62000123, 63500302, 63500308, 63500300, 63500301</div></p>	
EV.4 SITE USE Info	<p>NLUD Category: <input style="width: 150px;" type="text" value="NLUD Type E"/></p> <p>Current Use: <input style="width: 150px;" type="text" value="Car Parks"/> <small>NLUD Class</small></p> <p>Previous Use: <input style="width: 150px;" type="text" value="Unknown"/> <small>NLUD Class</small></p> <p>Ownership: <input style="width: 150px;" type="text" value="Private"/></p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: <input style="width: 150px;" type="text" value="None"/></p> <p>Proposed Use: <input style="width: 150px;" type="text" value="None"/> <small>Land Use Class</small></p> <p>Most Suitable Use: <input style="width: 150px;" type="text" value="Don't Know"/> <small>Land Use Class</small></p> <p>Housing Suitability: <input style="width: 150px;" type="text" value="No"/></p> <p>Estimated Housing Capacity (No.): <input style="width: 100px;" type="text" value="0"/></p> <p>Density (Dwg/Net Ha): <input style="width: 100px;" type="text" value="0"/></p> <p>Surveyor Recommended Final Use: <input style="width: 150px;" type="text" value="C1: Hotels"/> <small>Land Use Class: Drop down menu</small></p> <div style="border: 1px solid black; padding: 2px; margin-top: 2px;"> <input style="width: 150px;" type="text" value="Hotels, boarding and guest houses"/> <small>NLUD Class; Drop down menu</small> </div> <div style="border: 1px solid black; padding: 2px; margin-top: 2px;"> <input style="width: 150px;" type="text" value="Commercial"/> <small>Description; Drop down menu</small> </div> <p>Description / Justification For Final Use: <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Briefly Good visibility from the M53, close to existing employment areas and regenerated canal village. Has potential to deliver new hotel as and when demand within the market increases.</div></p> <p>If Residential / Residential Led: <small>Justify:</small> <div style="border: 1px solid black; height: 20px; width: 150px;"></div></p> <p>Proportion of Affordable Homes: <input style="width: 150px;" type="text" value="N/A"/></p> <p>Potential for Eco-Development: <input style="width: 150px;" type="text" value="N/A"/></p> <p>If Appropriate: <small>Justify:</small> <div style="border: 1px solid black; height: 20px; width: 150px;"></div></p> <p>Surveyor Recommended Interim Use: <input style="width: 150px;" type="text" value="Commercial"/></p> <p>Description / Justification For Interim Use: <div style="border: 1px solid black; padding: 5px; min-height: 20px;">As detailed as possible Car Parking and or storage. Most recent use includes car parking, although it may no longer be suitable in terms of location and security.</div></p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Position within settlement:	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Prominence of site:	<input type="text"/>	+2	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Local property market sentiment:	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current local highway network capacity:	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Utility capacity / constraints:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Shape of site:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current use / activity:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Topography:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Structures on site:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other manmade features:	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Natural features:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current access / egress to / from site:	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of informal access / use:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Wayleaves / utilities across site:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of contamination risk:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of on-site devt activity:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of marketing:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over specific planning policy:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Uncertain land ownership:	<input type="text"/>	Important	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Fragmented land ownership:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Land controlled by another developer:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Locational reputation:	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Incompatible neighbouring uses:	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Access / egress issues:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Off-site traffic congestion:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Established informal open space use:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Conservation, Listed Building, SAM:	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over contamination:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over load-bearing capacity:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over flood risk:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over established biodiversity:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over utilities provision:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other (please specify):	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	<input type="text"/>	11-15yrs	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

KEY

From NLUD-PDL:

Mandatory Field:

Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: <input style="width: 100px;" type="text" value="62000059"/></p> <p>Local Authority: <input style="width: 150px;" type="text" value="Cheshire West and Chester"/></p> <p>Completed By: <input style="width: 150px;" type="text" value="DB - LSH"/> <small>Name, Organisation</small></p> <p>Completion Date: <input style="width: 150px;" type="text" value="08/08/2011"/> <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: <input style="width: 100px;" type="text" value="No"/> <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 200px; margin-top: 5px;"></div> <p style="font-size: 0.8em; margin-top: 5px;"><i>State whether or not, based on currently held Info, another client of the firm has an interest in this site</i></p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: <input style="width: 200px;" type="text" value="0"/></p> <p>Address 2 - PAO: <input style="width: 200px;" type="text" value="347a"/></p> <p>Address 3 - Street: <input style="width: 200px;" type="text" value="Chester Road"/></p> <p>Address 4 - Locality: <input style="width: 200px;" type="text" value="Little Sutton"/></p> <p>Address 5 - Town: <input style="width: 200px;" type="text" value="Ellesmere Port"/></p> <p>Address 6 - Administrative Area: <input style="width: 200px;" type="text" value="0"/></p> <p>Address 7 - Postcode: <input style="width: 100px;" type="text" value="CH66 3RG"/> <small>If available</small></p> <p>Easting: <input style="width: 100px;" type="text" value="337095"/> Northing: <input style="width: 100px;" type="text" value="376828"/></p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: <input style="width: 150px;" type="text" value="0"/> <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): <input style="width: 100px;" type="text" value="0.100723057"/></p> <p>Site Area Type: <input style="width: 100px;" type="text" value="Gross"/></p> <p>Site Area (Ha): <input style="width: 100px;" type="text" value="0.1"/></p> <p>Boundary Captured: <input style="width: 100px;" type="text" value="Yes"/></p> <p>Boundary Issues: <div style="border: 1px solid black; height: 30px; width: 250px;"></div> <small>State</small></p> <p>General Info: <div style="border: 1px solid black; padding: 5px; min-height: 100px;">Access Could Be A Problem/issue. P/2006/80d- Proposed Sheltered/mobility Flats 7 Units And Car Ports. Granted 2000 But Now Expired.</div></p> <p>Site Considered As Part Of A Cluster? <input style="width: 150px;" type="text" value="No, though surveyor may report potential links and oppo"/></p> <p>If Yes, Other Sites To Be Considered: <div style="border: 1px solid black; padding: 5px; min-height: 40px;">N/A</div> <small>List of Sites:</small></p>	
EV.4 SITE USE Info	<p>NLUD Category: <input style="width: 150px;" type="text" value="NLUD Type A"/></p> <p>Current Use: <input style="width: 150px;" type="text" value="Vacant Land"/> <small>NLUD Class</small></p> <p>Previous Use: <input style="width: 150px;" type="text" value="Agriculture And Fisheries"/> <small>NLUD Class</small></p> <p>Ownership: <input style="width: 150px;" type="text" value="Don't Know"/></p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: <input style="width: 150px;" type="text" value="None"/></p> <p>Proposed Use: <input style="width: 150px;" type="text" value="None"/> <small>Land Use Class</small></p> <p>Most Suitable Use: <input style="width: 150px;" type="text" value="Housing"/> <small>Land Use Class</small></p> <p>Housing Suitability: <input style="width: 150px;" type="text" value="Yes"/></p> <p>Estimated Housing Capacity (No.): <input style="width: 100px;" type="text" value="7"/></p> <p>Density (Dwg/Net Ha): <input style="width: 100px;" type="text" value="70"/></p> <p>Surveyor Recommended Final Use: <input style="width: 150px;" type="text" value="C3: Dwellinghouses"/> <small>Land Use Class: Drop down menu</small></p> <div style="border: 1px solid black; padding: 2px; margin-top: 2px;"> <input style="width: 150px;" type="text" value="Residential"/> <small>NLUD Class; Drop down menu</small> </div> <div style="border: 1px solid black; padding: 2px; margin-top: 2px;"> <input style="width: 150px;" type="text" value="Residential"/> <small>Description; Drop down menu</small> </div> <p>Description / Justification For Final Use: <div style="border: 1px solid black; padding: 5px; min-height: 30px;">Sheltered Housing site, as an extension to the existing Muir scheme adjacent.</div> <small>Briefly</small></p> <p>If Residential / Residential Led: <small>Justify:</small></p> <p>Proportion of Affordable Homes: <input style="width: 150px;" type="text" value="100%"/></p> <p>Potential for Eco-Development: <input style="width: 150px;" type="text" value="No"/></p> <p>If Appropriate: <small>Justify:</small></p> <p>Surveyor Recommended Interim Use: <div style="border: 1px solid black; height: 20px; width: 150px;"></div></p> <p>Description / Justification For Interim Use: <div style="border: 1px solid black; padding: 5px; min-height: 30px;"></div> <small>As detailed as possible</small></p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	+2							
Position within settlement:	+2							
Prominence of site:	-1							
Local property market sentiment:	-1							
Current local highway network capacity:	0							
Utility capacity / constraints:	0							
Shape of site:	0							
Current use / activity:	0							
Topography:	0							
Structures on site:	0							
Other manmade features:	0							
Natural features:	0							
Current access / egress to / from site:	-2							
Signs of informal access / use:	0							
Wayleaves / utilities across site:	0							
Signs of contamination risk:	0							
Signs of on-site devt activity:	0							
Signs of marketing:	0							

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	Not relevant							
Concerns over specific planning policy:	Not relevant							
Uncertain land ownership:	Important							
Fragmented land ownership:	Not relevant							
Land controlled by another developer:	Dealbreaker							
Locational reputation:	Manageable							
Incompatible neighbouring uses:	Not relevant							
Access / egress issues:	Dealbreaker							
Off-site traffic congestion:	Not relevant							
Established informal open space use:	Not relevant							
Conservation, Listed Building, SAM:	Not relevant							
Concerns over contamination:	Not relevant							
Concerns over load-bearing capacity:	Not relevant							
Concerns over flood risk:	Not relevant							
Concerns over established biodiversity:	Manageable							
Concerns over utilities provision:	Not relevant							
Other (please specify):								

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	6-10yrs							

KEYFrom NLUD-PDL: Mandatory Field: Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: 62000069</p> <p>Local Authority: Cheshire West and Chester</p> <p>Completed By: DB - LSH <small>Name, Organisation</small></p> <p>Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: No <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 200px; margin-top: 5px;"></div> <p style="font-size: small; margin-top: 5px;">State whether or not, based on currently held Info, another client of the firm has an interest in this site</p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: 0</p> <p>Address 2 - PAO: Former Filling Station</p> <p>Address 3 - Street: Chester High Road</p> <p>Address 4 - Locality: 0</p> <p>Address 5 - Town: Neston</p> <p>Address 6 - Administrative Area: 0</p> <p>Address 7 - Postcode: CH64 8TE <small>If available</small></p> <p>Easting: 332519 Northing: 376311</p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): 0.246847207</p> <p>Site Area Type: Gross</p> <p>Site Area (Ha): 0.24 <small>Estimate of net developable area</small></p> <p>Boundary Captured: Yes</p> <p>Boundary Issues: <div style="border: 1px solid black; height: 30px; width: 400px; margin-top: 5px;"></div> <small>State</small></p> <p>General Info: <div style="border: 1px solid black; padding: 5px; height: 60px; margin-top: 5px;">Within The Green Belt. Planning Application: P/2006/60 - Excavation Of Site To Approx 3m Below Forecourt - Granted 20/03/2006.</div></p> <p>Site Considered As Part Of A Cluster? No, though surveyor may report potential links and opp</p> <p>If Yes, Other Sites To Be Considered: N/A</p> <p style="font-size: x-small; margin-left: 20px;">List of Sites:</p> <div style="border: 1px solid black; height: 30px; width: 400px; margin-top: 5px;"></div>	
EV.4 SITE USE Info	<p>NLUD Category: NLUD Type C</p> <p>Current Use: Derelict <small>NLUD Class</small></p> <p>Previous Use: Retail <small>NLUD Class</small></p> <p>Ownership: Don't Know</p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: None</p> <p>Proposed Use: None <small>Land Use Class</small></p> <p>Most Suitable Use: Don't Know <small>Land Use Class</small></p> <p>Housing Suitability: Dont Know</p> <p>Estimated Housing Capacity (No.): 0</p> <p>Density (Dwg/Net Ha): 0</p> <p>Surveyor Recommended Final Use: C3: Dwellinghouses <small>Land Use Class: Drop down menu</small></p> <p style="margin-left: 20px;">Residential <small>NLUD Class; Drop down menu</small></p> <p style="margin-left: 20px;">Residential <small>Description; Drop down menu</small></p> <p>Description / Justification For Final Use: Suitable for single dwelling similar to surrounding properties. <small>Briefly</small></p> <p>If Residential / Residential Led: <small>Justify:</small></p> <p style="margin-left: 20px;">Proportion of Affordable Homes: Below threshold</p> <p style="margin-left: 20px;">Potential for Eco-Development: N/A</p> <p>If Appropriate: <small>Justify:</small></p> <p style="margin-left: 20px;">Surveyor Recommended Interim Use: <div style="border: 1px solid black; height: 20px; width: 100%;"></div></p> <p>Description / Justification For Interim Use: <div style="border: 1px solid black; height: 30px; width: 100%;"></div> <small>As detailed as possible</small></p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	+1							
Position within settlement:	+1							
Prominence of site:	0							
Local property market sentiment:	+1							
Current local highway network capacity:	0							
Utility capacity / constraints:	0							
Shape of site:	0							
Current use / activity:	0							
Topography:	0							
Structures on site:	-1							
Other manmade features:	0							
Natural features:	0							
Current access / egress to / from site:	0							
Signs of informal access / use:	0							
Wayleaves / utilities across site:	0							
Signs of contamination risk:	-1							
Signs of on-site devt activity:	0							
Signs of marketing:	0							

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	Not relevant							
Concerns over specific planning policy:	Important							
Uncertain land ownership:	Manageable							
Fragmented land ownership:	Not relevant							
Land controlled by another developer:	Not relevant							
Locational reputation:	Not relevant							
Incompatible neighbouring uses:	Not relevant							
Access / egress issues:	Manageable							
Off-site traffic congestion:	Not relevant							
Established informal open space use:	Not relevant							
Conservation, Listed Building, SAM:	Not relevant							
Concerns over contamination:	Manageable							
Concerns over load-bearing capacity:	Not relevant							
Concerns over flood risk:	Not relevant							
Concerns over established biodiversity:	Not relevant							
Concerns over utilities provision:	Not relevant							
Other (please specify):								

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	3-5 yrs							

KEYFrom NLUD-PDL: Mandatory Field: Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: <input style="width: 100px;" type="text" value="62000072"/></p> <p>Local Authority: <input style="width: 150px;" type="text" value="Cheshire West and Chester"/></p> <p>Completed By: <input style="width: 150px;" type="text" value="DB - LSH"/> <small>Name, Organisation</small></p> <p>Completion Date: <input style="width: 150px;" type="text" value="08/08/2011"/> <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: <input style="width: 100px;" type="text" value="No"/> <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 150px; margin-top: 5px;"></div> <p style="font-size: 0.8em; margin-top: 5px;"><i>State whether or not, based on currently held Info, another client of the firm has an interest in this site</i></p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: <input style="width: 150px;" type="text" value="0"/></p> <p>Address 2 - PAO: <input style="width: 150px;" type="text" value="Booston Tip"/></p> <p>Address 3 - Street: <input style="width: 150px;" type="text" value="North Road"/></p> <p>Address 4 - Locality: <input style="width: 150px;" type="text" value="0"/></p> <p>Address 5 - Town: <input style="width: 150px;" type="text" value="Ellesmere Port"/></p> <p>Address 6 - Administrative Area: <input style="width: 150px;" type="text" value="0"/></p> <p>Address 7 - Postcode: <input style="width: 100px;" type="text" value="CH65 1"/> <small>If available</small></p> <p>Easting: <input style="width: 100px;" type="text" value="338621"/> Northing: <input style="width: 100px;" type="text" value="378833"/></p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: <input style="width: 150px;" type="text" value="0"/> <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): <input style="width: 100px;" type="text" value="7.135211999"/></p> <p>Site Area Type: <input style="width: 100px;" type="text" value="Gross"/></p> <p>Site Area (Ha): <input style="width: 100px;" type="text" value="6"/> <small>Estimate of net developable area</small></p> <p>Boundary Captured: <input style="width: 100px;" type="text" value="Yes"/></p> <p>Boundary Issues: <div style="border: 1px solid black; height: 30px; width: 150px;"></div> <small>State</small></p> <p>General Info: <div style="border: 1px solid black; padding: 5px; min-height: 60px;">Not Suitable For Housing As Previously Used As A Tip. Within The Coastal Zone (Env12).</div></p> <p>Site Considered As Part Of A Cluster? <input style="width: 150px;" type="text" value="No, though surveyor may report potential links and oppo"/></p> <p>If Yes, Other Sites To Be Considered: <div style="border: 1px solid black; padding: 5px; min-height: 30px;">N/A</div> <small>List of Sites:</small></p>	
EV.4 SITE USE Info	<p>NLUD Category: <input style="width: 150px;" type="text" value="NLUD Type C"/></p> <p>Current Use: <input style="width: 150px;" type="text" value="Derelict"/> <small>NLUD Class</small></p> <p>Previous Use: <input style="width: 150px;" type="text" value="Refuse Disposal"/> <small>NLUD Class</small></p> <p>Ownership: <input style="width: 150px;" type="text" value="Don't Know"/></p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: <input style="width: 150px;" type="text" value="None"/></p> <p>Proposed Use: <input style="width: 150px;" type="text" value="None"/> <small>Land Use Class</small></p> <p>Most Suitable Use: <input style="width: 150px;" type="text" value="Open Space"/> <small>Land Use Class</small></p> <p>Housing Suitability: <input style="width: 150px;" type="text" value="No"/></p> <p>Estimated Housing Capacity (No.): <input style="width: 100px;" type="text" value="0"/></p> <p>Density (Dwg/Net Ha): <input style="width: 100px;" type="text" value="0"/></p> <p>Surveyor Recommended Final Use: <input style="width: 150px;" type="text" value="B2: General industrial"/> <small>Land Use Class: Drop down menu</small></p> <p style="margin-left: 40px;"><input style="width: 150px;" type="text" value="Industry and Business"/> <small>NLUD Class; Drop down menu</small></p> <p style="margin-left: 40px;"><input style="width: 150px;" type="text" value="Employment"/> <small>Description; Drop down menu</small></p> <p>Description / Justification For Final Use: <div style="border: 1px solid black; padding: 5px; min-height: 30px;">Site lies within a key employment area and has potential to help accommodate future growth of key businesses such as Vauxhall. Whilst much of the site is greened over, it is unlikely to be used as POS due to its location.</div> <small>Briefly</small></p> <p>If Residential / Residential Led: <small>Justify:</small></p> <p style="margin-left: 40px;">Proportion of Affordable Homes: <input style="width: 150px;" type="text" value="N/A"/></p> <p style="margin-left: 40px;">Potential for Eco-Development: <input style="width: 150px;" type="text" value="N/A"/></p> <p>If Appropriate: <small>Justify:</small></p> <p style="margin-left: 40px;">Surveyor Recommended Interim Use: <div style="border: 1px solid black; height: 20px; width: 150px;"></div></p> <p>Description / Justification For Interim Use: <div style="border: 1px solid black; height: 30px; width: 150px;"></div> <small>As detailed as possible</small></p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Position within settlement:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Prominence of site:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Local property market sentiment:	<input type="text"/>	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current local highway network capacity:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Utility capacity / constraints:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Shape of site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current use / activity:	<input type="text"/>	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Topography:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Structures on site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other manmade features:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Natural features:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current access / egress to / from site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of informal access / use:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Wayleaves / utilities across site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of contamination risk:	<input type="text"/>	<input type="text"/>	-2	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of on-site devt activity:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of marketing:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over specific planning policy:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Uncertain land ownership:	<input type="text"/>	<input type="text"/>	Important	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Fragmented land ownership:	<input type="text"/>	<input type="text"/>	Important	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Land controlled by another developer:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Locational reputation:	<input type="text"/>	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Incompatible neighbouring uses:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Access / egress issues:	<input type="text"/>	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Off-site traffic congestion:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Established informal open space use:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Conservation, Listed Building, SAM:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over contamination:	<input type="text"/>	<input type="text"/>	Dealbreaker	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over load-bearing capacity:	<input type="text"/>	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over flood risk:	<input type="text"/>	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over established biodiversity:	<input type="text"/>	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over utilities provision:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other (please specify):	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	<input type="text"/>	<input type="text"/>	>21yrs	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

KEY

From NLUD-PDL:

Mandatory Field:

Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<div style="display: flex; justify-content: space-between;"> <div> NLUD Ref.: 62000073 </div> </div> <div style="margin-top: 5px;"> Local Authority: Cheshire West and Chester </div> <div style="margin-top: 5px;"> Completed By: DB - LSH <small>Name, Organisation</small> </div> <div style="margin-top: 5px;"> Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small> </div> <div style="margin-top: 5px;"> Conflicts Of Interest: No <small>Drop down menu</small> </div> <div style="margin-top: 5px; display: flex; align-items: flex-start;"> <div style="flex: 1; border: 1px solid black; height: 30px; margin-bottom: 5px;"></div> <div style="flex: 1; font-size: 0.8em; padding-left: 5px;"> State whether or not, based on currently held Info, another client of the firm has an interest in this site </div> </div>	
EV.2 SITE ADDRESS Info	<div style="margin-top: 5px;">Address 1 - SAO: 0</div> <div style="margin-top: 5px;">Address 2 - PAO: Former Bus Depot</div> <div style="margin-top: 5px;">Address 3 - Street: Meadow Lane</div> <div style="margin-top: 5px;">Address 4 - Locality: 0</div> <div style="margin-top: 5px;">Address 5 - Town: Ellesmere Port</div> <div style="margin-top: 5px;">Address 6 - Administrative Area: 0</div> <div style="margin-top: 5px;">Address 7 - Postcode: CH65 4EW <small>If available</small></div> <div style="margin-top: 5px; display: flex; justify-content: space-between;"> <div>Easting: 340787</div> <div>Northing: 376729</div> </div>	
EV.3 ADDITIONAL SITE Info	<div style="margin-top: 5px;">Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></div> <div style="margin-top: 5px;">Site Area (Ha): 0.231206986</div> <div style="margin-top: 5px;">Site Area Type: Gross</div> <div style="margin-top: 5px;">Site Area (Ha): 0.23 <small>Estimate of net developable area</small></div> <div style="margin-top: 5px;">Boundary Captured: Yes</div> <div style="margin-top: 5px;">Boundary Issues: <div style="border: 1px solid black; height: 30px; width: 100%;"></div> <small>State</small></div> <div style="margin-top: 5px;">General Info: <div style="border: 1px solid black; padding: 5px; min-height: 60px;">Within M53/shropshire Union Canal Corridor. P/2007/179 Approved For Offices (B1) Expires 29/04/2010</div></div> <div style="margin-top: 10px;">Site Considered As Part Of A Cluster? No, though surveyor may report potential links and opp</div> <div style="margin-top: 5px;">If Yes, Other Sites To Be Considered: 0 <small>List of Sites:</small></div>	
EV.4 SITE USE Info	<div style="margin-top: 5px;">NLUD Category: NLUD Type A</div> <div style="margin-top: 5px;">Current Use: Vacant Land <small>NLUD Class</small></div> <div style="margin-top: 5px;">Previous Use: Vehicle Storage <small>NLUD Class</small></div> <div style="margin-top: 5px;">Ownership: Don't Know</div>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<div style="margin-top: 5px;">Planning Status: Detailed</div> <div style="margin-top: 5px;">Proposed Use: Employment <small>Land Use Class</small></div> <div style="margin-top: 5px;">Most Suitable Use: Employment <small>Land Use Class</small></div> <div style="margin-top: 5px;">Housing Suitability: No</div> <div style="margin-top: 5px;">Estimated Housing Capacity (No.): 0</div> <div style="margin-top: 5px;">Density (Dwg/Net Ha): 0</div> <div style="margin-top: 5px;">Surveyor Recommended Final Use: B1: Business <small>Land Use Class: Drop down menu</small></div> <div style="margin-top: 5px;">Industry and Business <small>NLUD Class; Drop down menu</small></div> <div style="margin-top: 5px;">Employment <small>Description; Drop down menu</small></div> <div style="margin-top: 5px;">Description / Justification For Final Use: <div style="border: 1px solid black; padding: 5px; min-height: 30px;">Suitable for B1 Light Industrial, similar to nearby units on Meadow Lane which are popular and well occupied. Currently used for self storage, which is an appropriate interim use. More likely to come forward as a comprehensive package with adjoining land.</div></div> <div style="margin-top: 5px;">If Residential / Residential Led: <small>Justify:</small></div> <div style="margin-top: 5px;">Proportion of Affordable Homes: N/A</div> <div style="margin-top: 5px;">Potential for Eco-Development: N/A</div> <div style="margin-top: 5px;">If Appropriate: <small>Justify:</small></div> <div style="margin-top: 5px;">Surveyor Recommended Interim Use: Employment</div> <div style="margin-top: 5px;">Description / Justification For Interim Use: Currently used for secure Self Storage. <small>As detailed as possible</small></div>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Position within settlement:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Prominence of site:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Local property market sentiment:	<input type="text"/>	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current local highway network capacity:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Utility capacity / constraints:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Shape of site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current use / activity:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Topography:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Structures on site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other manmade features:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Natural features:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current access / egress to / from site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of informal access / use:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Wayleaves / utilities across site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of contamination risk:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of on-site devt activity:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of marketing:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over specific planning policy:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Uncertain land ownership:	<input type="text"/>	<input type="text"/>	Important	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Fragmented land ownership:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Land controlled by another developer:	<input type="text"/>	<input type="text"/>	Important	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Locational reputation:	<input type="text"/>	<input type="text"/>	Important	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Incompatible neighbouring uses:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Access / egress issues:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Off-site traffic congestion:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Established informal open space use:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Conservation, Listed Building, SAM:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over contamination:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over load-bearing capacity:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over flood risk:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over established biodiversity:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over utilities provision:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other (please specify):	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	<input type="text"/>	<input type="text"/>	11-15yrs	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

KEY

From NLUD-PDL:

Mandatory Field:

Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: <input style="width: 100px;" type="text" value="62000079"/></p> <p>Local Authority: <input style="width: 150px;" type="text" value="Cheshire West and Chester"/></p> <p>Completed By: <input style="width: 150px;" type="text" value="DB - LSH"/> <small>Name, Organisation</small></p> <p>Completion Date: <input style="width: 150px;" type="text" value="08/08/2011"/> <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: <input style="width: 100px;" type="text" value="No"/> <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 200px; margin-top: 5px;"></div> <p style="font-size: small; margin-top: 5px;">State whether or not, based on currently held Info, another client of the firm has an interest in this site</p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: <input style="width: 250px;" type="text" value="0"/></p> <p>Address 2 - PAO: <input style="width: 250px;" type="text" value="Land Off Shellway Road"/></p> <p>Address 3 - Street: <input style="width: 250px;" type="text" value="Shellway Road"/></p> <p>Address 4 - Locality: <input style="width: 250px;" type="text" value="0"/></p> <p>Address 5 - Town: <input style="width: 250px;" type="text" value="Ellesmere Port"/></p> <p>Address 6 - Administrative Area: <input style="width: 250px;" type="text" value="0"/></p> <p>Address 7 - Postcode: <input style="width: 100px;" type="text" value="CH65 4LQ"/> <small>If available</small></p> <p>Easting: <input style="width: 100px;" type="text" value="342092"/> Northing: <input style="width: 100px;" type="text" value="375346"/></p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: <input style="width: 150px;" type="text" value="0"/> <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): <input style="width: 100px;" type="text" value="4.214157489"/></p> <p>Site Area Type: <input style="width: 100px;" type="text" value="Gross"/></p> <p>Site Area (Ha): <input style="width: 100px;" type="text" value="0"/> <small>Estimate of net developable area</small></p> <p>Boundary Captured: <input style="width: 100px;" type="text" value="yes"/></p> <p>Boundary Issues: <div style="border: 1px solid black; height: 30px; width: 250px; margin-top: 5px;"></div> <small>State</small></p> <p>General Info: <div style="border: 1px solid black; height: 60px; width: 500px; margin-top: 5px;"></div></p> <p>Site Considered As Part Of A Cluster? <input style="width: 150px;" type="text" value="No, though surveyor may report potential links and opp"/></p> <p>If Yes, Other Sites To Be Considered: <div style="border: 1px solid black; height: 30px; width: 500px; margin-top: 5px;"></div></p> <p style="font-size: x-small; margin-left: 20px;">List of Sites:</p>	
EV.4 SITE USE Info	<p>NLUD Category: <input style="width: 150px;" type="text" value="NLUD Type A"/></p> <p>Current Use: <input style="width: 150px;" type="text" value="Vacant Land"/> <small>NLUD Class</small></p> <p>Previous Use: <input style="width: 150px;" type="text" value="Industry And Business"/> <small>NLUD Class</small></p> <p>Ownership: <input style="width: 150px;" type="text" value="Don't Know"/></p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: <input style="width: 150px;" type="text" value="None"/></p> <p>Proposed Use: <input style="width: 150px;" type="text" value="None"/> <small>Land Use Class</small></p> <p>Most Suitable Use: <input style="width: 150px;" type="text" value="Employment"/> <small>Land Use Class</small></p> <p>Housing Suitability: <input style="width: 150px;" type="text" value="No"/></p> <p>Estimated Housing Capacity (No.): <input style="width: 100px;" type="text" value="0"/></p> <p>Density (Dwg/Net Ha): <input style="width: 100px;" type="text" value="0"/></p> <p>Surveyor Recommended Final Use: <input style="width: 150px;" type="text" value="Sui Generis: (explain in Justification, below)"/> <small>Land Use Class: Drop down menu</small></p> <p style="margin-left: 20px;"><input style="width: 150px;" type="text" value="Outdoor amenity and open space"/> <small>NLUD Class; Drop down menu</small></p> <p style="margin-left: 20px;"><input style="width: 150px;" type="text" value="Public Open Space"/> <small>Description; Drop down menu</small></p> <p>Description / Justification For Final Use: <div style="border: 1px solid black; height: 30px; width: 500px; margin-top: 5px;"></div> <small>Briefly</small></p> <p>If Residential / Residential Led: <small>Justify:</small></p> <p style="margin-left: 20px;">Proportion of Affordable Homes: <input style="width: 150px;" type="text" value="N/A"/></p> <p style="margin-left: 20px;">Potential for Eco-Development: <input style="width: 150px;" type="text" value="N/A"/></p> <p>If Appropriate: <small>Justify:</small></p> <p style="margin-left: 20px;">Surveyor Recommended Interim Use: <div style="border: 1px solid black; height: 20px; width: 150px; margin-top: 5px;"></div></p> <p>Description / Justification For Interim Use: <div style="border: 1px solid black; height: 30px; width: 500px; margin-top: 5px;"></div> <small>As detailed as possible</small></p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>
Position within settlement:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>
Prominence of site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>
Local property market sentiment:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Current local highway network capacity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Utility capacity / constraints:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Shape of site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Current use / activity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	+2	<input type="text"/>
Topography:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>
Structures on site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Other manmade features:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Natural features:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Current access / egress to / from site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Signs of informal access / use:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Wayleaves / utilities across site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Signs of contamination risk:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Signs of on-site devt activity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Signs of marketing:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Concerns over specific planning policy:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Uncertain land ownership:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Manageable	<input type="text"/>
Fragmented land ownership:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Land controlled by another developer:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Locational reputation:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Incompatible neighbouring uses:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Access / egress issues:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Off-site traffic congestion:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Established informal open space use:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Conservation, Listed Building, SAM:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Concerns over contamination:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Concerns over load-bearing capacity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Concerns over flood risk:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Concerns over established biodiversity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Concerns over utilities provision:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Manageable	<input type="text"/>
Other (please specify):	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>		<input type="text"/>
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>		<input type="text"/>
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>		<input type="text"/>
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>		<input type="text"/>

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<1 yr	<input type="text"/>

KEY

From NLUD-PDL:

Mandatory Field:

Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: <input style="width: 100px;" type="text" value="62000096"/></p> <p>Local Authority: <input style="width: 150px;" type="text" value="Cheshire West and Chester"/></p> <p>Completed By: <input style="width: 150px;" type="text" value="DB - LSH"/> <small>Name, Organisation</small></p> <p>Completion Date: <input style="width: 150px;" type="text" value="08/08/2011"/> <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: <input style="width: 100px;" type="text" value="No"/> <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 150px; margin-top: 5px;"></div> <p style="font-size: small; margin-top: 5px;">State whether or not, based on currently held info, another client of the firm has an interest in this site</p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: <input style="width: 200px;" type="text" value="0"/></p> <p>Address 2 - PAO: <input style="width: 200px;" type="text" value="Milk Retail Distribution Centre"/></p> <p>Address 3 - Street: <input style="width: 200px;" type="text" value="Liverpool Road"/></p> <p>Address 4 - Locality: <input style="width: 200px;" type="text" value="0"/></p> <p>Address 5 - Town: <input style="width: 200px;" type="text" value="Neston"/></p> <p>Address 6 - Administrative Area: <input style="width: 200px;" type="text" value="0"/></p> <p>Address 7 - Postcode: <input style="width: 100px;" type="text" value="CH64 3RH"/> <small>If available</small></p> <p>Easting: <input style="width: 100px;" type="text" value="329869"/> Northing: <input style="width: 100px;" type="text" value="379021"/></p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: <input style="width: 150px;" type="text" value="0"/> <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): <input style="width: 100px;" type="text" value="0.605966927"/></p> <p>Site Area Type: <input style="width: 100px;" type="text" value="Gross"/></p> <p>Site Area (Ha): <input style="width: 100px;" type="text" value="0.605"/> <small>Estimate of net developable area</small></p> <p>Boundary Captured: <input style="width: 100px;" type="text" value="Yes"/></p> <p>Boundary Issues: <div style="border: 1px solid black; height: 30px; width: 250px;"></div> <small>State</small></p> <p>General Info: <div style="border: 1px solid black; height: 60px; width: 500px; margin-top: 5px;"></div></p> <p>Site Considered As Part Of A Cluster? <input style="width: 150px;" type="text" value="No, though surveyor may report potential links and oppo"/></p> <p>If Yes, Other Sites To Be Considered: <div style="border: 1px solid black; height: 30px; width: 500px; margin-top: 5px;"></div></p> <p style="font-size: x-small; margin-left: 20px;">List of Sites:</p>	
EV.4 SITE USE Info	<p>NLUD Category: <input style="width: 150px;" type="text" value="NLUD Type B"/></p> <p>Current Use: <input style="width: 150px;" type="text" value="Vacant Buildings"/> <small>NLUD Class</small></p> <p>Previous Use: <input style="width: 150px;" type="text" value="Wholesale Distribution"/> <small>NLUD Class</small></p> <p>Ownership: <input style="width: 150px;" type="text" value="Private"/></p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: <input style="width: 150px;" type="text" value="None"/></p> <p>Proposed Use: <input style="width: 150px;" type="text" value="None"/> <small>Land Use Class</small></p> <p>Most Suitable Use: <input style="width: 150px;" type="text" value="Don't Know"/> <small>Land Use Class</small></p> <p>Housing Suitability: <input style="width: 150px;" type="text" value="Dont Know"/></p> <p>Estimated Housing Capacity (No.): <input style="width: 100px;" type="text" value="0"/></p> <p>Density (Dwg/Net Ha): <input style="width: 100px;" type="text" value="0"/></p> <p>Surveyor Recommended Final Use: <input style="width: 150px;" type="text" value="A3: Restaurants and cafés"/> <small>Land Use Class: Drop down menu</small></p> <div style="border: 1px solid black; margin-top: 5px; padding: 2px;"> <input style="width: 150px;" type="text" value="Restaurants and cafes"/> <small>NLUD Class; Drop down menu</small> </div> <div style="border: 1px solid black; margin-top: 5px; padding: 2px;"> <input style="width: 150px;" type="text" value="Commercial"/> <small>Description; Drop down menu</small> </div> <p>Description / Justification For Final Use: <div style="border: 1px solid black; padding: 5px; margin-top: 5px;">Prominence of site and location would potentially attract food orientated public house, as retail is unlikely to be possible due to planning restrictions.</div> <small>Briefly</small></p> <p>If Residential / Residential Led: <small>Justify:</small></p> <p>Proportion of Affordable Homes: <input style="width: 150px;" type="text" value="N/A"/></p> <p>Potential for Eco-Development: <input style="width: 150px;" type="text" value="N/A"/></p> <p>If Appropriate: <small>Justify:</small></p> <p>Surveyor Recommended Interim Use: <div style="border: 1px solid black; height: 20px; width: 150px; margin-top: 5px;"></div></p> <p>Description / Justification For Interim Use: <div style="border: 1px solid black; height: 30px; width: 500px; margin-top: 5px;"></div> <small>As detailed as possible</small></p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	<input type="text"/>	<input type="text" value="+1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Position within settlement:	<input type="text"/>	<input type="text" value="+2"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Prominence of site:	<input type="text"/>	<input type="text" value="+2"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Local property market sentiment:	<input type="text"/>	<input type="text" value="+1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current local highway network capacity:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Utility capacity / constraints:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Shape of site:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current use / activity:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Topography:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Structures on site:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other manmade features:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Natural features:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current access / egress to / from site:	<input type="text"/>	<input type="text" value="+1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of informal access / use:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Wayleaves / utilities across site:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of contamination risk:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of on-site devt activity:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of marketing:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over specific planning policy:	<input type="text"/>	<input type="text" value="Manageable"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Uncertain land ownership:	<input type="text"/>	<input type="text" value="Manageable"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Fragmented land ownership:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Land controlled by another developer:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Locational reputation:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Incompatible neighbouring uses:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Access / egress issues:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Off-site traffic congestion:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Established informal open space use:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Conservation, Listed Building, SAM:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over contamination:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over load-bearing capacity:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over flood risk:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over established biodiversity:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over utilities provision:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other (please specify):	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	<input type="text"/>	<input type="text" value="3-5 yrs"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

KEY

From NLUD-PDL:

Mandatory Field:

Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: 62000117</p> <p>Local Authority: Cheshire West and Chester</p> <p>Completed By: DB - LSH <small>Name, Organisation</small></p> <p>Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: No <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 200px; margin-top: 5px;"></div> <p style="font-size: small; margin-top: 5px;">State whether or not, based on currently held Info, another client of the firm has an interest in this site</p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: 0</p> <p>Address 2 - PAO: Coronation Centre</p> <p>Address 3 - Street: Coronation Road</p> <p>Address 4 - Locality: 0</p> <p>Address 5 - Town: Ellesmere Port</p> <p>Address 6 - Administrative Area: 0</p> <p>Address 7 - Postcode: 0 <small>If available</small></p> <p>Easting: 340010 Northing: 375722</p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): 0.180817859</p> <p>Site Area Type: Gross</p> <p>Site Area (Ha): 0.18 <small>Estimate of net developable area</small></p> <p>Boundary Captured: Yes</p> <p>Boundary Issues: <div style="border: 1px solid black; height: 30px; width: 400px; margin-top: 5px;"></div> <small>State</small></p> <p>General Info: <div style="border: 1px solid black; padding: 5px; height: 60px; margin-top: 5px;">Site May Become Vacant.</div></p> <p>Site Considered As Part Of A Cluster? Yes, relevant sites below</p> <p>If Yes, Other Sites To Be Considered: 3 x sites with:</p> <p style="font-size: x-small; margin-left: 20px;">List of Sites: 62000050, 62000118</p>	
EV.4 SITE USE Info	<p>NLUD Category: NLUD Type E</p> <p>Current Use: Education <small>NLUD Class</small></p> <p>Previous Use: Offices <small>NLUD Class</small></p> <p>Ownership: Local Authority</p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: None</p> <p>Proposed Use: None <small>Land Use Class</small></p> <p>Most Suitable Use: Don't Know <small>Land Use Class</small></p> <p>Housing Suitability: Yes</p> <p>Estimated Housing Capacity (No.): 6</p> <p>Density (Dwg/Net Ha): 34</p> <p>Surveyor Recommended Final Use: C3: Dwellinghouses <small>Land Use Class; Drop down menu</small></p> <p style="margin-left: 20px;">Dwellings <small>NLUD Class; Drop down menu</small></p> <p style="margin-left: 20px;">Residential <small>Description; Drop down menu</small></p> <p>Description / Justification For Final Use: potential for residential as part of a wider redevelopment, dependent on fire station relocation. <small>Briefly</small></p> <p>If Residential / Residential Led: <small>Justify:</small></p> <p style="margin-left: 20px;">Proportion of Affordable Homes: What proportion of affordable housing may be suitable, esp. why may be argued less than LA prescribed</p> <p style="margin-left: 20px;">Potential for Eco-Development: Would the site be suitable for a before mandatory, high-level Code for Sustainable Houses development?</p> <p>If Appropriate: <small>Justify:</small></p> <p style="margin-left: 20px;">Surveyor Recommended Interim Use: <div style="border: 1px solid black; height: 20px; width: 100%; margin-top: 5px;"></div></p> <p style="margin-left: 20px;">Description / Justification For Interim Use: <div style="border: 1px solid black; height: 30px; width: 100%; margin-top: 5px;"></div> <small>As detailed as possible</small></p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	-1							
Position within settlement:	+1							
Prominence of site:	+1							
Local property market sentiment:	0							
Current local highway network capacity:	0							
Utility capacity / constraints:	0							
Shape of site:	-1							
Current use / activity:	-1							
Topography:	0							
Structures on site:	-1							
Other manmade features:	0							
Natural features:	0							
Current access / egress to / from site:	0							
Signs of informal access / use:	0							
Wayleaves / utilities across site:	0							
Signs of contamination risk:	0							
Signs of on-site devt activity:	0							
Signs of marketing:	0							

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	Not relevant							
Concerns over specific planning policy:	Not relevant							
Uncertain land ownership:	Not relevant							
Fragmented land ownership:	Not relevant							
Land controlled by another developer:	Not relevant							
Locational reputation:	Manageable							
Incompatible neighbouring uses:	Not relevant							
Access / egress issues:	Not relevant							
Off-site traffic congestion:	Not relevant							
Established informal open space use:	Not relevant							
Conservation, Listed Building, SAM:	Not relevant							
Concerns over contamination:	Not relevant							
Concerns over load-bearing capacity:	Not relevant							
Concerns over flood risk:	Not relevant							
Concerns over established biodiversity:	Not relevant							
Concerns over utilities provision:	Not relevant							
Other (please specify):								

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	6-10yrs							

KEYFrom NLUD-PDL: Mandatory Field: Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: 62000118</p> <p>Local Authority: Cheshire West and Chester</p> <p>Completed By: DB - LSH <small>Name, Organisation</small></p> <p>Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: No <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 200px; margin-top: 5px;"></div> <p style="font-size: small; margin-top: 5px;">State whether or not, based on currently held Info, another client of the firm has an interest in this site</p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: 0</p> <p>Address 2 - PAO: Offices At</p> <p>Address 3 - Street: Coronation Road</p> <p>Address 4 - Locality: 0</p> <p>Address 5 - Town: Ellesmere Port</p> <p>Address 6 - Administrative Area: 0</p> <p>Address 7 - Postcode: 0 <small>If available</small></p> <p>Easting: 340048 Northing: 375774</p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): 0.180542367</p> <p>Site Area Type: Gross</p> <p>Site Area (Ha): 0.18 <small>Estimate of net developable area</small></p> <p>Boundary Captured: Yes</p> <p>Boundary Issues: <div style="border: 1px solid black; height: 30px; width: 400px;"></div> <small>State</small></p> <p>General Info: <div style="border: 1px solid black; padding: 5px; height: 60px; margin-top: 5px;">Site May Become Vacant.</div></p> <p>Site Considered As Part Of A Cluster? Yes, relevant sites below</p> <p>If Yes, Other Sites To Be Considered: 3 x sites with:</p> <p style="font-size: x-small; margin-left: 20px;">List of Sites: 62000050, 62000117</p>	
EV.4 SITE USE Info	<p>NLUD Category: NLUD Type E</p> <p>Current Use: Offices <small>NLUD Class</small></p> <p>Previous Use: Offices <small>NLUD Class</small></p> <p>Ownership: Local Authority</p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: None</p> <p>Proposed Use: None <small>Land Use Class</small></p> <p>Most Suitable Use: Don't Know <small>Land Use Class</small></p> <p>Housing Suitability: Yes</p> <p>Estimated Housing Capacity (No.): 6</p> <p>Density (Dwg/Net Ha): 33</p> <p>Surveyor Recommended Final Use: B1: Business <small>Land Use Class: Drop down menu</small></p> <p style="margin-left: 20px;">Offices <small>NLUD Class; Drop down menu</small></p> <p style="margin-left: 20px;">Commercial <small>Description; Drop down menu</small></p> <p>Description / Justification For Final Use: Good location close to district centre and civic centre. Could potentially be retained as offices for SME's with small scale investment. <small>Briefly</small></p> <p>If Residential / Residential Led: <small>Justify:</small></p> <p style="margin-left: 20px;">Proportion of Affordable Homes: N/A</p> <p style="margin-left: 20px;">Potential for Eco-Development: N/A</p> <p>If Appropriate: <small>Justify:</small></p> <p style="margin-left: 20px;">Surveyor Recommended Interim Use: <div style="border: 1px solid black; height: 20px; width: 100%;"></div></p> <p>Description / Justification For Interim Use: <div style="border: 1px solid black; height: 30px; width: 100%;"></div> <small>As detailed as possible</small></p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Position within settlement:	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Prominence of site:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Local property market sentiment:	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current local highway network capacity:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Utility capacity / constraints:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Shape of site:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current use / activity:	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Topography:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Structures on site:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other manmade features:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Natural features:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current access / egress to / from site:	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of informal access / use:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Wayleaves / utilities across site:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of contamination risk:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of on-site devt activity:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of marketing:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over specific planning policy:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Uncertain land ownership:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Fragmented land ownership:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Land controlled by another developer:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Locational reputation:	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Incompatible neighbouring uses:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Access / egress issues:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Off-site traffic congestion:	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Established informal open space use:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Conservation, Listed Building, SAM:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over contamination:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over load-bearing capacity:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over flood risk:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over established biodiversity:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over utilities provision:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other (please specify):	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	<input type="text"/>	6-10yrs	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

KEY

From NLUD-PDL:

Mandatory Field:

Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: 62000121</p> <p>Local Authority: Cheshire West and Chester</p> <p>Completed By: DB - LSH <small>Name, Organisation</small></p> <p>Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: No <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 200px; margin-top: 5px;"></div> <p style="font-size: small; margin-top: 5px;">State whether or not, based on currently held info, another client of the firm has an interest in this site</p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: 0</p> <p>Address 2 - PAO: The Sutton Way Pub</p> <p>Address 3 - Street: Sutton Way</p> <p>Address 4 - Locality: 0</p> <p>Address 5 - Town: Ellesmere Port</p> <p>Address 6 - Administrative Area: 0</p> <p>Address 7 - Postcode: 0 <small>If available</small></p> <p>Easting: 338337 Northing: 375869</p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): 0.276725328</p> <p>Site Area Type: Gross</p> <p>Site Area (Ha): 0.276 <small>Estimate of net developable area</small></p> <p>Boundary Captured: Yes</p> <p>Boundary Issues: <div style="border: 1px solid black; height: 30px; width: 400px;"></div> <small>State</small></p> <p>General Info: <div style="border: 1px solid black; height: 100px; width: 450px;"></div> 0</p> <p>Site Considered As Part Of A Cluster? No, though surveyor may report potential links and opp</p> <p>If Yes, Other Sites To Be Considered: N/A</p> <p style="font-size: x-small; margin-left: 20px;">List of Sites:</p>	
EV.4 SITE USE Info	<p>NLUD Category: NLUD Type B</p> <p>Current Use: Vacant Buildings <small>NLUD Class</small></p> <p>Previous Use: Public Houses And Bars <small>NLUD Class</small></p> <p>Ownership: Don't Know</p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: None</p> <p>Proposed Use: None <small>Land Use Class</small></p> <p>Most Suitable Use: Housing <small>Land Use Class</small></p> <p>Housing Suitability: Yes</p> <p>Estimated Housing Capacity (No.): 14</p> <p>Density (Dwg/Net Ha): 49</p> <p>Surveyor Recommended Final Use: C3: Dwellinghouses <small>Land Use Class; Drop down menu</small></p> <p style="margin-left: 20px;">Residential <small>NLUD Class; Drop down menu</small></p> <p style="margin-left: 20px;">Residential <small>Description; Drop down menu</small></p> <p>Description / Justification For Final Use: Unlikely to support retail although local centre appears to be performing well. Car parking for local centre may need to be retained in some element as is well used for this at present. <small>Briefly</small></p> <p>If Residential / Residential Led: Justify:</p> <p style="margin-left: 20px;">Proportion of Affordable Homes: Potential for 100%</p> <p style="margin-left: 20px;">Potential for Eco-Development: N/A</p> <p>If Appropriate: Justify:</p> <p style="margin-left: 20px;">Surveyor Recommended Interim Use: </p> <p>Description / Justification For Interim Use: <small>As detailed as possible</small></p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	+1							
Position within settlement:	+1							
Prominence of site:	+1							
Local property market sentiment:	-2							
Current local highway network capacity:	0							
Utility capacity / constraints:	0							
Shape of site:	0							
Current use / activity:	0							
Topography:	0							
Structures on site:	-1							
Other manmade features:	0							
Natural features:	0							
Current access / egress to / from site:	0							
Signs of informal access / use:	-1							
Wayleaves / utilities across site:	0							
Signs of contamination risk:	0							
Signs of on-site devt activity:	0							
Signs of marketing:	-1							

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	Not relevant							
Concerns over specific planning policy:	Not relevant							
Uncertain land ownership:	Manageable							
Fragmented land ownership:	Not relevant							
Land controlled by another developer:	Not relevant							
Locational reputation:	Manageable							
Incompatible neighbouring uses:	Not relevant							
Access / egress issues:	Not relevant							
Off-site traffic congestion:	Not relevant							
Established informal open space use:	Not relevant							
Conservation, Listed Building, SAM:	Not relevant							
Concerns over contamination:	Not relevant							
Concerns over load-bearing capacity:	Not relevant							
Concerns over flood risk:	Not relevant							
Concerns over established biodiversity:	Not relevant							
Concerns over utilities provision:	Not relevant							
Other (please specify):								

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	3-5 yrs							

KEYFrom NLUD-PDL: Mandatory Field: Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: <input style="width: 100px;" type="text" value="62000123"/></p> <p>Local Authority: <input style="width: 150px;" type="text" value="Cheshire West and Chester"/></p> <p>Completed By: <input style="width: 150px;" type="text" value="DB - LSH"/> <small>Name, Organisation</small></p> <p>Completion Date: <input style="width: 150px;" type="text" value="08/08/2011"/> <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: <input style="width: 100px;" type="text" value="No"/> <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 200px; margin-top: 5px;"></div> <p style="font-size: small; margin-top: 5px;">State whether or not, based on currently held Info, another client of the firm has an interest in this site</p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: <input style="width: 200px;" type="text" value="0"/></p> <p>Address 2 - PAO: <input style="width: 200px;" type="text" value="Former Peugeot Garage"/></p> <p>Address 3 - Street: <input style="width: 200px;" type="text" value="Dock Street"/></p> <p>Address 4 - Locality: <input style="width: 200px;" type="text" value="0"/></p> <p>Address 5 - Town: <input style="width: 200px;" type="text" value="Ellesmere Port"/></p> <p>Address 6 - Administrative Area: <input style="width: 200px;" type="text" value="0"/></p> <p>Address 7 - Postcode: <input style="width: 100px;" type="text" value="0"/> <small>If available</small></p> <p>Easting: <input style="width: 100px;" type="text" value="340444"/> Northing: <input style="width: 100px;" type="text" value="377134"/></p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: <input style="width: 150px;" type="text" value="0"/> <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): <input style="width: 100px;" type="text" value="0.187682315"/></p> <p>Site Area Type: <input style="width: 100px;" type="text" value="Gross"/></p> <p>Site Area (Ha): <input style="width: 100px;" type="text" value="0.187"/> <small>Estimate of net developable area</small></p> <p>Boundary Captured: <input style="width: 100px;" type="text" value="Yes"/></p> <p>Boundary Issues: <div style="border: 1px solid black; height: 30px; width: 250px;"></div> <small>State</small></p> <p>General Info: <div style="border: 1px solid black; padding: 5px; min-height: 60px;">Within Conservation Area So Would Require High Quality Development.</div></p> <p>Site Considered As Part Of A Cluster? <input style="width: 150px;" type="text" value="Yes, relevant sites below"/></p> <p>If Yes, Other Sites To Be Considered: <div style="border: 1px solid black; padding: 5px; min-height: 30px;">6 x sites with: 63500302, 62000056, 63500308, 63500300, 63500301</div></p>	
EV.4 SITE USE Info	<p>NLUD Category: <input style="width: 150px;" type="text" value="NLUD Type B"/></p> <p>Current Use: <input style="width: 150px;" type="text" value="Vacant Buildings"/> <small>NLUD Class</small></p> <p>Previous Use: <input style="width: 150px;" type="text" value="Industry And Business"/> <small>NLUD Class</small></p> <p>Ownership: <input style="width: 150px;" type="text" value="Don't Know"/></p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: <input style="width: 150px;" type="text" value="None"/></p> <p>Proposed Use: <input style="width: 150px;" type="text" value="None"/> <small>Land Use Class</small></p> <p>Most Suitable Use: <input style="width: 150px;" type="text" value="Don't Know"/> <small>Land Use Class</small></p> <p>Housing Suitability: <input style="width: 150px;" type="text" value="Yes"/></p> <p>Estimated Housing Capacity (No.): <input style="width: 100px;" type="text" value="25"/></p> <p>Density (Dwg/Net Ha): <input style="width: 100px;" type="text" value="138"/></p> <p>Surveyor Recommended Final Use: <input style="width: 150px;" type="text" value="C3: Dwellinghouses"/> <small>Land Use Class: Drop down menu</small></p> <p style="margin-left: 40px;"><input style="width: 150px;" type="text" value="Residential"/> <small>NLUD Class; Drop down menu</small></p> <p style="margin-left: 40px;"><input style="width: 150px;" type="text" value="Mixed use, residential led"/> <small>Description; Drop down menu</small></p> <p>Description / Justification For Final Use: <div style="border: 1px solid black; padding: 5px; min-height: 30px;">suitable for mixed use residential apartments, with potential for leisure on the ground floor to provide facilities for wider area.</div> <small>Briefly</small></p> <p>If Residential / Residential Led: <small>Justify:</small></p> <p style="margin-left: 40px;">Proportion of Affordable Homes: <input style="width: 150px;" type="text" value="dependent on viability"/></p> <p style="margin-left: 40px;">Potential for Eco-Development: <input style="width: 150px;" type="text" value="N/A"/></p> <p>If Appropriate: <small>Justify:</small></p> <p style="margin-left: 40px;">Surveyor Recommended Interim Use: <div style="border: 1px solid black; height: 20px; width: 150px;"></div></p> <p>Description / Justification For Interim Use: <div style="border: 1px solid black; height: 30px; width: 250px;"></div> <small>As detailed as possible</small></p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	<input type="text"/>	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Position within settlement:	<input type="text"/>	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Prominence of site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Local property market sentiment:	<input type="text"/>	<input type="text"/>	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current local highway network capacity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Utility capacity / constraints:	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Shape of site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current use / activity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Topography:	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Structures on site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other manmade features:	<input type="text"/>	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Natural features:	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current access / egress to / from site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of informal access / use:	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Wayleaves / utilities across site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of contamination risk:	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of on-site devt activity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of marketing:	<input type="text"/>	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over specific planning policy:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Uncertain land ownership:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Fragmented land ownership:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Land controlled by another developer:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Locational reputation:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Incompatible neighbouring uses:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Access / egress issues:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Important	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Off-site traffic congestion:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Established informal open space use:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Conservation, Listed Building, SAM:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over contamination:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over load-bearing capacity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over flood risk:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over established biodiversity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over utilities provision:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other (please specify):	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	<input type="text"/>	<input type="text"/>	<input type="text"/>	6-10yrs	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

KEY

From NLUD-PDL:

Mandatory Field:

Optional Field:

Site Assessment Headline Results

Cheshire West and Chester

Site Details

NLUD Site Reference

62000117

Priority Site?

None defined

INSTRUCTIONS: All sites are listed on the SiteScores worksheet. Copy and paste the site ref you want a summary for into the Cell C5 above to change the summary information.

Brief Site Address

Coronation Centre

Coronation Road

LBFS Assessment Traffic Light

NLUD Category

Polygon Area

Proposed Use

Previous Use

Current Use

Planning Status

Housing Suitability

Estimated Housing Capacity

Housing Density

Most Suitable Use

General Site Information

Min Max Av

0 20 50 30.8687

NLUD Type E

0.18

None

Offices

Education

None

Yes

6

34

Don't Know

Site May Become Vacant.

Nearest Surface water

220.11 m

Overview Scores

Score

Avg

Var

Min

Max

Total 0 30.9 -1.0 20 50

Regional and National Context 0 11.6 -1.0 8 27

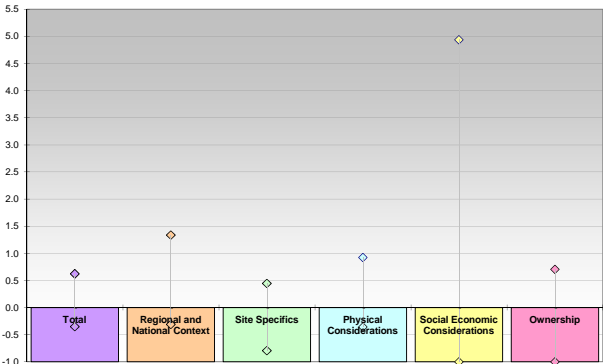
Site Specifics 0 9.7 -1.0 2 14

Physical Considerations 0 4.7 -1.0 3 9

Social Economic Consideration: 0 2.0 -1.0 0 12

Ownership 0 2.9 -1.0 0 5

Site Comparison against LA Average



How to interpret the chart and scores:

Columns below the LA average line indicate that the score for the site being summarised is below average and therefore there is not a particular problem with that theme.

For example, if Physical Considerations score -0.5 below the LA average for that theme, the site will have limited physical 'issues'. If Physical Considerations score 0.7 above the LA average for that theme, the site will have many physical issues that may be preventing the site from being a good prospect for redevelopment and it may be that the site would be better considered for open space or an alternative soft end use.

The more columns there are over the LA Average line (0.0), the more issues a site has. Some themes score more variables and so the size of columns on the chart do not always reflect the scale of an issue.

Key Regional and National Issues		% Count affecting site	Score
Site location	0	N/A	0
Major Flood Risk (Over 25% of site at risk to Flood Zone 3)	No	0.00	0
Areas of benefit through flood defence	No	0.00	0
Historic Park on site	No	0.00	0
Scheduled Ancient monument within 100m of site	No	0.00	0
Listed Buildings on site	No	0	0
World Heritage sites within 1kn	No	0.00	0
Conservation areas	No	0.00	0
Local Nature Reserves on or adjacent to the sit	No	0.00	0
National Nature Reserves on or adjacent to the sit	No	0.00	0
SSSI on or adjacent to the sit	No	0.00	0
RAMSAR designation on or adjacent to the sit	No	0.00	0
Ancient Woodland on or adjacent to the sit	No	0.00	0
AONB on or adjacent to the sit	No	0.00	0
Special Protection Areas on or adjacent to the sit	No	0.00	0
National Park on or adjacent to the sit	No	0.00	0
Planning Status - Designated use already assigne	None	N/A	0
LA part of a growth poin	Yes	N/A	0
Close proximity to other LA improvement/growth initiativ	No	N/A	4
Site within greenbel	No	0.00	0
Proximity to parks/Public open space	Yes	N/A	4
Within known COMAH or similar industrial zone	No	0.00	0
		Subscore	0

Key Site Specifics		Time derelict/ years	Score
Site size (in hectares	0.18	N/A	5
Nearest A-C (in m)	56.58	N/A	4
Nearest D-E (in m)	612.25	N/A	N/A
Hardcore site (vacant or derelict for more than 10 years)	No	3	1
		Subscore	0

Key Physical Considerations		Count affecting site	Score
Buildings on site	Yes	2	2
Structures on site	No	0	N/A
Potential Contamination		Likely Risk Level	Total Score
NLUD previous use	Offices		
NLUD current use	Education		
Potential for on site sources of contamination?	Lower likelihood	1	
Distance to surface water feature	220.11		
Potential for surface water receptors sensitive to contamination?	Likely	3	
Underlying aquifer	Major		
Horizontal distance to Major aquifer	0		
Potential for sub-surface water receptors sensitive to contamination?	Likely	5	
NLUD proposed use	None		
Potential for human receptors sensitive to contamination?	Likely	5	
Overall contamination risk potential	13		
Likely risk	Potentially minor contamination issues		2
On site landfill?	No		
Distance to landfill	greater than 500		0
		Subscore	0

Key Social Economic Considerations		Score
Index of Deprivation		Rank
Overall rank	3683	5
Rank of Income	3618	
Rank of Employment	2618	
Rank of Health	2037	
Rank of Education	3438	
Rank of Housing and Service Barriers	26178	
Rank of Crime	6411	
Level of access to amenities and services by public transport for 0 car households:		
Service/Amenity	Access Level	% of households
GP within 15 mins	Above Average	100
GP within 30 mins	Above Average	100
Supermarket within 15 mins	Above Average	100
Supermarket within 30 mins	Above Average	100
		Subscore
		0

Key Ownership Issues		Score
Ownership	Publicly Owned	0
Known HCA or Surplus Public Sector Land:	Yes	0
		Subscore
		0

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: 63500028</p> <p>Local Authority: Cheshire West and Chester</p> <p>Completed By: DB - LSH <small>Name, Organisation</small></p> <p>Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: No <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 200px; margin-top: 5px;"></div> <p style="font-size: small; margin-top: 5px;">State whether or not, based on currently held Info, another client of the firm has an interest in this site</p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: Former</p> <p>Address 2 - PAO: Greedy Pig Site</p> <p>Address 3 - Street: New Road And High Street</p> <p>Address 4 - Locality: 0</p> <p>Address 5 - Town: Winsford</p> <p>Address 6 - Administrative Area: 0</p> <p>Address 7 - Postcode: CW7 2NU <small>If available</small></p> <p>Easting: 365473 Northing: 366423</p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): 0.688171844</p> <p>Site Area Type: Gross</p> <p>Site Area (Ha): 0.6 <small>Estimate of net developable area</small></p> <p>Boundary Captured: Yes</p> <p>Boundary Issues: Site should include the derelict buildings of the Greedy Pig fronting High Street. <small>State</small></p> <p>General Info: Redevelopment Opportunity Being Looked At Through Winsford Waterfront Development Brief. Owned By Council.</p> <div style="border: 1px solid black; height: 60px; width: 100%; margin-top: 5px;"></div> <p>Site Considered As Part Of A Cluster? Yes, relevant sites below</p> <p>If Yes, Other Sites To Be Considered: 3 x sites with: 63500150, 63500304</p> <p style="font-size: x-small; margin-top: 5px;"><i>List of Sites:</i></p> <div style="border: 1px solid black; height: 40px; width: 100%; margin-top: 5px;"></div>	
EV.4 SITE USE Info	<p>NLUD Category: NLUD Type C</p> <p>Current Use: Derelict <small>NLUD Class</small></p> <p>Previous Use: Public Houses, Bars And Nightclubs <small>NLUD Class</small></p> <p>Ownership: Local Authority</p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: None</p> <p>Proposed Use: None <small>Land Use Class</small></p> <p>Most Suitable Use: Mixed With Housing <small>Land Use Class</small></p> <p>Housing Suitability: Yes</p> <p>Estimated Housing Capacity (No.): 30</p> <p>Density (Dwg/Net Ha): 35</p> <p>Surveyor Recommended Final Use: B1: Business <small>Land Use Class: Drop down menu</small></p> <p style="margin-left: 20px;">Industry and Business <small>NLUD Class; Drop down menu</small></p> <p style="margin-left: 20px;">Commercial <small>Description; Drop down menu</small></p> <p>Description / Justification For Final Use: Flood risk makes residential too difficult to develop. Access for retail is likely to be a problem for Highways. Surrounding uses include range of industrial premises which appear to be operating well. Potential as part of much wider development area to open up options for alternative uses.</p> <p style="font-size: x-small; margin-top: 5px;"><i>Briefly</i></p> <p>If Residential / Residential Led: Justify:</p> <p>Proportion of Affordable Homes: N/A</p> <p>Potential for Eco-Development: N/A</p> <p>If Appropriate: Justify:</p> <p>Surveyor Recommended Interim Use: </p> <p>Description / Justification For Interim Use: </p> <p style="font-size: x-small; margin-top: 5px;"><i>As detailed as possible</i></p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Position within settlement:	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Prominence of site:	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Local property market sentiment:	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current local highway network capacity:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Utility capacity / constraints:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Shape of site:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current use / activity:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Topography:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Structures on site:	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other manmade features:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Natural features:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current access / egress to / from site:	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of informal access / use:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Wayleaves / utilities across site:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of contamination risk:	<input type="text"/>	-2	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of on-site devt activity:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of marketing:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over specific planning policy:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Uncertain land ownership:	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Fragmented land ownership:	<input type="text"/>	Important	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Land controlled by another developer:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Locational reputation:	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Incompatible neighbouring uses:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Access / egress issues:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Off-site traffic congestion:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Established informal open space use:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Conservation, Listed Building, SAM:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over contamination:	<input type="text"/>	Dealbreaker	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over load-bearing capacity:	<input type="text"/>	Important	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over flood risk:	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over established biodiversity:	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over utilities provision:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other (please specify):	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	<input type="text"/>	6-10yrs	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

KEY

From NLUD-PDL:

Mandatory Field:

Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<div style="display: flex; justify-content: space-between;"> <div> NLUD Ref.: 63500117 </div> </div> <div style="margin-top: 5px;"> Local Authority: Cheshire West and Chester </div> <div style="margin-top: 5px;"> Completed By: DB - LSH <small>Name, Organisation</small> </div> <div style="margin-top: 5px;"> Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small> </div> <div style="margin-top: 5px;"> Conflicts Of Interest: No <small>Drop down menu</small> </div> <div style="margin-top: 5px; display: flex; align-items: flex-start;"> <div style="flex-grow: 1; border: 1px solid black; height: 30px;"></div> <div style="font-size: 0.8em; margin-left: 5px;"> State whether or not, based on currently held Info, another client of the firm has an interest in this site </div> </div>	
EV.2 SITE ADDRESS Info	<div style="margin-top: 5px;">Address 1 - SAO: Former</div> <div style="margin-top: 5px;">Address 2 - PAO: Gas Works</div> <div style="margin-top: 5px;">Address 3 - Street: Wallerescote Road</div> <div style="margin-top: 5px;">Address 4 - Locality: 0</div> <div style="margin-top: 5px;">Address 5 - Town: Northwich</div> <div style="margin-top: 5px;">Address 6 - Administrative Area: 0</div> <div style="margin-top: 5px;"> Address 7 - Postcode: CW8 4AY <small>If available</small> </div> <div style="margin-top: 5px; display: flex; justify-content: space-between;"> <div>Easting: 363864</div> <div>Northing: 373268</div> </div>	
EV.3 ADDITIONAL SITE Info	<div style="margin-top: 5px;">Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></div> <div style="margin-top: 5px;">Site Area (Ha): 1.121363715</div> <div style="margin-top: 5px;">Site Area Type: Gross</div> <div style="margin-top: 5px;">Site Area (Ha): 1.12 <small>Estimate of net developable area</small></div> <div style="margin-top: 5px;">Boundary Captured: Yes</div> <div style="margin-top: 5px;"> Boundary Issues: <div style="border: 1px solid black; height: 30px;"></div> <small>State</small> </div> <div style="margin-top: 5px;"> General Info: <div style="border: 1px solid black; padding: 5px; min-height: 100px;"> Site Previously Had Full Planning Permission For The Development Of An Employment Park (Ref: 2002/0962). Coma Site. </div> </div> <div style="margin-top: 5px;"> Site Considered As Part Of A Cluster? No, though surveyor may report potential links and opp </div> <div style="margin-top: 5px;"> If Yes, Other Sites To Be Considered: N/A <small>List of Sites:</small> </div>	
EV.4 SITE USE Info	<div style="margin-top: 5px;">NLUD Category: NLUD Type A</div> <div style="margin-top: 5px;">Current Use: Vacant Land <small>NLUD Class</small></div> <div style="margin-top: 5px;">Previous Use: Storage <small>NLUD Class</small></div> <div style="margin-top: 5px;">Ownership: Private</div>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<div style="margin-top: 5px;">Planning Status: None</div> <div style="margin-top: 5px;">Proposed Use: Employment <small>Land Use Class</small></div> <div style="margin-top: 5px;">Most Suitable Use: Employment <small>Land Use Class</small></div> <div style="margin-top: 5px;">Housing Suitability: No</div> <div style="margin-top: 5px;">Estimated Housing Capacity (No.): 0</div> <div style="margin-top: 5px;">Density (Dwg/Net Ha): 0</div> <div style="margin-top: 5px;"> Surveyor Recommended Final Use: B2: General industrial <small>Land Use Class: Drop down menu</small> </div> <div style="margin-top: 5px;"> Industry and Business <small>NLUD Class; Drop down menu</small> </div> <div style="margin-top: 5px;"> Employment <small>Description; Drop down menu</small> </div> <div style="margin-top: 5px;"> Description / Justification For Final Use: Adjacent uses suggest this site is only suitable for industrial purposes. <small>Briefly</small> </div> <div style="margin-top: 5px;"> If Residential / Residential Led: N/A <small>Justify:</small> </div> <div style="margin-top: 5px;"> Proportion of Affordable Homes: N/A </div> <div style="margin-top: 5px;"> Potential for Eco-Development: N/A </div> <div style="margin-top: 5px;"> If Appropriate: N/A <small>Justify:</small> </div> <div style="margin-top: 5px;"> Surveyor Recommended Interim Use: N/A </div> <div style="margin-top: 5px;"> Description / Justification For Interim Use: <small>As detailed as possible</small> </div>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Position within settlement:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Prominence of site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Local property market sentiment:	<input type="text"/>	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current local highway network capacity:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Utility capacity / constraints:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Shape of site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current use / activity:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Topography:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Structures on site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other manmade features:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Natural features:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current access / egress to / from site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of informal access / use:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Wayleaves / utilities across site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of contamination risk:	<input type="text"/>	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of on-site devt activity:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of marketing:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over specific planning policy:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Uncertain land ownership:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Fragmented land ownership:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Land controlled by another developer:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Locational reputation:	<input type="text"/>	<input type="text"/>	Important	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Incompatible neighbouring uses:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Access / egress issues:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Off-site traffic congestion:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Established informal open space use:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Conservation, Listed Building, SAM:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over contamination:	<input type="text"/>	<input type="text"/>	Important	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over load-bearing capacity:	<input type="text"/>	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over flood risk:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over established biodiversity:	<input type="text"/>	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over utilities provision:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other (please specify):	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	<input type="text"/>	<input type="text"/>	16-20yrs	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

KEY

From NLUD-PDL:

Mandatory Field:

Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: 63500118</p> <p>Local Authority: Cheshire West and Chester</p> <p>Completed By: DB - LSH <small>Name, Organisation</small></p> <p>Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: No <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 200px; margin-top: 5px;"></div> <p style="font-size: small; margin-top: 5px;">State whether or not, based on currently held Info, another client of the firm has an interest in this site</p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: Land Adj</p> <p>Address 2 - PAO: Dane County</p> <p>Address 3 - Street: Manchester Road</p> <p>Address 4 - Locality: 0</p> <p>Address 5 - Town: Northwich</p> <p>Address 6 - Administrative Area: 0</p> <p>Address 7 - Postcode: CW9 7LS <small>If available</small></p> <p>Easting: 367542 Northing: 374251</p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): 3.179597443</p> <p>Site Area Type: Gross</p> <p>Site Area (Ha): 2 <small>Estimate of net developable area</small></p> <p>Boundary Captured: Yes</p> <p>Boundary Issues: Portion of the site appears to be occupied by Vauxhall garage, this coupled with pipes to the rear likely to severely affect net developable area. <small>State</small></p> <p>General Info: Site Previously Had Planning Permission For A Trade Park (B8 Units) Under Permission 05-0226-fum.</p> <p>Site Considered As Part Of A Cluster? No, though surveyor may report potential links and opp</p> <p>If Yes, Other Sites To Be Considered: N/A <small>List of Sites:</small></p> <div style="border: 1px solid black; height: 30px; width: 400px; margin-top: 5px;"></div>	
EV.4 SITE USE Info	<p>NLUD Category: NLUD Type A</p> <p>Current Use: Vacant Land <small>NLUD Class</small></p> <p>Previous Use: Utilities And Infrastructure <small>NLUD Class</small></p> <p>Ownership: Private</p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: None</p> <p>Proposed Use: Employment <small>Land Use Class</small></p> <p>Most Suitable Use: Employment <small>Land Use Class</small></p> <p>Housing Suitability: No</p> <p>Estimated Housing Capacity (No.): 0</p> <p>Density (Dwg/Net Ha): 0</p> <p>Surveyor Recommended Final Use: Sui Generis: (explain in Justification, below) <small>Land Use Class: Drop down menu</small></p> <p style="margin-left: 20px;">Industry and Business <small>NLUD Class; Drop down menu</small></p> <p style="margin-left: 20px;">Commercial <small>Description; Drop down menu</small></p> <p>Description / Justification For Final Use: Denton Industrial estate on the opposite side of Manchester Road appears well occupied and popular. In this location, prominence to the main road would appeal to trade counter uses. Issues surrounding pipes to rear of site likely to seriously affect development. <small>Briefly</small></p> <p>If Residential / Residential Led: Justify:</p> <p>Proportion of Affordable Homes: N/A</p> <p>Potential for Eco-Development: N/A</p> <p>If Appropriate: Justify:</p> <p>Surveyor Recommended Interim Use: </p> <p>Description / Justification For Interim Use: <small>As detailed as possible</small></p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Position within settlement:	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Prominence of site:	<input type="text"/>	+2	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Local property market sentiment:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current local highway network capacity:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Utility capacity / constraints:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Shape of site:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current use / activity:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Topography:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Structures on site:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other manmade features:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Natural features:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current access / egress to / from site:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of informal access / use:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Wayleaves / utilities across site:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of contamination risk:	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of on-site devt activity:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of marketing:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over specific planning policy:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Uncertain land ownership:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Fragmented land ownership:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Land controlled by another developer:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Locational reputation:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Incompatible neighbouring uses:	<input type="text"/>	Important	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Access / egress issues:	<input type="text"/>	Important	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Off-site traffic congestion:	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Established informal open space use:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Conservation, Listed Building, SAM:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over contamination:	<input type="text"/>	Important	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over load-bearing capacity:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over flood risk:	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over established biodiversity:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over utilities provision:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other (please specify):	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	<input type="text"/>	6-10yrs	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

KEY

From NLUD-PDL:

Mandatory Field:

Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: 63500150</p> <p>Local Authority: Cheshire West and Chester</p> <p>Completed By: DB - LSH <small>Name, Organisation</small></p> <p>Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: No <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 200px; margin-top: 5px;"></div> <p style="font-size: small; margin-top: 5px;">State whether or not, based on currently held Info, another client of the firm has an interest in this site</p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: Rear Of</p> <p>Address 2 - PAO: Red Lion Pub</p> <p>Address 3 - Street: High Street</p> <p>Address 4 - Locality: 0</p> <p>Address 5 - Town: Winsford</p> <p>Address 6 - Administrative Area: 0</p> <p>Address 7 - Postcode: CW7 2AA <small>If available</small></p> <p>Easting: 365561 Northing: 366467</p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): 0.559336455</p> <p>Site Area Type: Gross</p> <p>Site Area (Ha): 0.559 <small>Estimate of net developable area</small></p> <p>Boundary Captured: Yes</p> <p>Boundary Issues: <div style="border: 1px solid black; height: 30px; width: 400px; margin-top: 5px;"></div> <small>State</small></p> <p>General Info: <div style="border: 1px solid black; padding: 5px; margin-top: 5px;">Possible Contamination. Narrow Access To Site. Poor Access Likely To Preclude Future Development.</div></p> <p>Site Considered As Part Of A Cluster? Yes, relevant sites below</p> <p>If Yes, Other Sites To Be Considered: 3 x sites with: List of Sites: 63500028, 63500304</p>	
EV.4 SITE USE Info	<p>NLUD Category: NLUD Type A</p> <p>Current Use: Vacant Land <small>NLUD Class</small></p> <p>Previous Use: Storage <small>NLUD Class</small></p> <p>Ownership: Private</p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: None</p> <p>Proposed Use: None <small>Land Use Class</small></p> <p>Most Suitable Use: Don't Know <small>Land Use Class</small></p> <p>Housing Suitability: Dont Know</p> <p>Estimated Housing Capacity (No.): 0</p> <p>Density (Dwg/Net Ha): 0</p> <p>Surveyor Recommended Final Use: Sui Generis: (explain in Justification, below) <small>Land Use Class: Drop down menu</small></p> <p style="margin-left: 20px;">Outdoor amenity and open space <small>NLUD Class; Drop down menu</small></p> <p style="margin-left: 20px;">Public Open Space <small>Description; Drop down menu</small></p> <p>Description / Justification For Final Use: Very poor access would prevent development, location adjacent to the Weaver Navigation lends itself to soft end uses. <small>Briefly</small></p> <p>If Residential / Residential Led: <small>Justify:</small></p> <p style="margin-left: 20px;">Proportion of Affordable Homes: N/A</p> <p style="margin-left: 20px;">Potential for Eco-Development: N/A</p> <p>If Appropriate: <small>Justify:</small></p> <p style="margin-left: 20px;">Surveyor Recommended Interim Use: <div style="border: 1px solid black; height: 20px; width: 100%; margin-top: 5px;"></div></p> <p>Description / Justification For Interim Use: <div style="border: 1px solid black; height: 30px; width: 100%; margin-top: 5px;"></div> <small>As detailed as possible</small></p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>
Position within settlement:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>
Prominence of site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>
Local property market sentiment:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Current local highway network capacity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Utility capacity / constraints:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Shape of site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Current use / activity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>
Topography:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Structures on site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Other manmade features:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Natural features:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>
Current access / egress to / from site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Signs of informal access / use:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Wayleaves / utilities across site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Signs of contamination risk:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	-1	<input type="text"/>
Signs of on-site devt activity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Signs of marketing:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'.

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Concerns over specific planning policy:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Uncertain land ownership:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Important	<input type="text"/>
Fragmented land ownership:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Land controlled by another developer:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Locational reputation:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Incompatible neighbouring uses:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Access / egress issues:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Off-site traffic congestion:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Established informal open space use:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Conservation, Listed Building, SAM:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Concerns over contamination:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Important	<input type="text"/>
Concerns over load-bearing capacity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Concerns over flood risk:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Concerns over established biodiversity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Concerns over utilities provision:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Other (please specify):	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	6-10yrs	<input type="text"/>

KEY

From NLUD-PDL:

Mandatory Field:

Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: 63500156</p> <p>Local Authority: Cheshire West and Chester</p> <p>Completed By: DB - LSH <small>Name, Organisation</small></p> <p>Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: No <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 200px; margin-top: 5px;"></div> <p style="font-size: small; margin-top: 5px;">State whether or not, based on currently held Info, another client of the firm has an interest in this site</p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: Site Of Former</p> <p>Address 2 - PAO: Coalyard</p> <p>Address 3 - Street: Station Road</p> <p>Address 4 - Locality: 0</p> <p>Address 5 - Town: Winsford</p> <p>Address 6 - Administrative Area: 0</p> <p>Address 7 - Postcode: CW7 3NF <small>If available</small></p> <p>Easting: 366980 Northing: 366129</p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): 0.313091583</p> <p>Site Area Type: Gross</p> <p>Site Area (Ha): 0.2 <small>Estimate of net developable area</small></p> <p>Boundary Captured: Yes</p> <p>Boundary Issues: Confusion over shared access and front gardens used by existing properties will affect area for development. <small>State</small></p> <p>General Info: Former Coal Yard Used For Occassional Car Parking. Access Likely To Be A Constraint.</p> <p>Site Considered As Part Of A Cluster? No, though surveyor may report potential links and opp</p> <p>If Yes, Other Sites To Be Considered: N/A</p> <p style="font-size: x-small; margin-left: 20px;">List of Sites:</p>	
EV.4 SITE USE Info	<p>NLUD Category: NLUD Type A</p> <p>Current Use: Vacant Land <small>NLUD Class</small></p> <p>Previous Use: Storage <small>NLUD Class</small></p> <p>Ownership: Private</p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: None</p> <p>Proposed Use: None <small>Land Use Class</small></p> <p>Most Suitable Use: Don't Know <small>Land Use Class</small></p> <p>Housing Suitability: Yes</p> <p>Estimated Housing Capacity (No.): 9</p> <p>Density (Dwg/Net Ha): 30</p> <p>Surveyor Recommended Final Use: C3: Dwellinghouses <small>Land Use Class; Drop down menu</small></p> <p style="margin-left: 20px;">Residential <small>NLUD Class; Drop down menu</small></p> <p style="margin-left: 20px;">Residential <small>Description; Drop down menu</small></p> <p>Description / Justification For Final Use: As site is in such close proximity to existing residential along with constrained access, small scale developmetn for residential considered most appropriate</p> <p style="font-size: x-small; margin-left: 20px;">Briefly</p> <p>If Residential / Residential Led: Justify:</p> <p>Proportion of Affordable Homes: Likely to be under the threshold</p> <p>Potential for Eco-Development: No.</p> <p>If Appropriate: Justify:</p> <p>Surveyor Recommended Interim Use: </p> <p>Description / Justification For Interim Use: </p> <p style="font-size: x-small; margin-left: 20px;">As detailed as possible</p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	+1							
Position within settlement:	+1							
Prominence of site:	+1							
Local property market sentiment:	0							
Current local highway network capacity:	0							
Utility capacity / constraints:	0							
Shape of site:	0							
Current use / activity:	0							
Topography:	0							
Structures on site:	0							
Other manmade features:	0							
Natural features:	0							
Current access / egress to / from site:	0							
Signs of informal access / use:	0							
Wayleaves / utilities across site:	0							
Signs of contamination risk:	-1							
Signs of on-site devt activity:	0							
Signs of marketing:	0							

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	Not relevant							
Concerns over specific planning policy:	Not relevant							
Uncertain land ownership:	Important							
Fragmented land ownership:	Not relevant							
Land controlled by another developer:	Not relevant							
Locational reputation:	Not relevant							
Incompatible neighbouring uses:	Not relevant							
Access / egress issues:	Manageable							
Off-site traffic congestion:	Not relevant							
Established informal open space use:	Not relevant							
Conservation, Listed Building, SAM:	Not relevant							
Concerns over contamination:	Manageable							
Concerns over load-bearing capacity:	Not relevant							
Concerns over flood risk:	Not relevant							
Concerns over established biodiversity:	Not relevant							
Concerns over utilities provision:	Not relevant							
Other (please specify):								

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	6-10yrs							

KEYFrom NLUD-PDL: Mandatory Field: Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: 63500158</p> <p>Local Authority: Cheshire West and Chester</p> <p>Completed By: DB - LSH <small>Name, Organisation</small></p> <p>Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: No <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 200px; margin-top: 5px;"></div> <p style="font-size: small; margin-top: 5px;">State whether or not, based on currently held Info, another client of the firm has an interest in this site</p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: Site Of</p> <p>Address 2 - PAO: Delamere Nurseries</p> <p>Address 3 - Street: Delamere Street</p> <p>Address 4 - Locality: 0</p> <p>Address 5 - Town: Winsford</p> <p>Address 6 - Administrative Area: 0</p> <p>Address 7 - Postcode: CW7 2LX <small>If available</small></p> <p>Easting: 363781 Northing: 366100</p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): 0.275007429</p> <p>Site Area Type: Gross</p> <p>Site Area (Ha): 0.275 <small>Estimate of net developable area</small></p> <p>Boundary Captured: yes</p> <p>Boundary Issues: <div style="border: 1px solid black; height: 30px; width: 400px;"></div> <small>State</small></p> <p>General Info: <div style="border: 1px solid black; padding: 5px; height: 100px; margin-top: 5px;">Difficult Access.</div></p> <p>Site Considered As Part Of A Cluster? No, though surveyor may report potential links and opp</p> <p>If Yes, Other Sites To Be Considered: N/A</p> <p style="font-size: x-small; margin-left: 20px;">List of Sites:</p> <div style="border: 1px solid black; height: 40px; width: 450px; margin-top: 5px;"></div>	
EV.4 SITE USE Info	<p>NLUD Category: NLUD Type A</p> <p>Current Use: Vacant Land <small>NLUD Class</small></p> <p>Previous Use: Shops <small>NLUD Class</small></p> <p>Ownership: Private</p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: None</p> <p>Proposed Use: Retail <small>Land Use Class</small></p> <p>Most Suitable Use: Retail <small>Land Use Class</small></p> <p>Housing Suitability: Yes</p> <p>Estimated Housing Capacity (No.): 11</p> <p>Density (Dwg/Net Ha): 40</p> <p>Surveyor Recommended Final Use: C3: Dwellinghouses <small>Land Use Class; Drop down menu</small></p> <p style="margin-left: 20px;">Residential <small>NLUD Class; Drop down menu</small></p> <p style="margin-left: 20px;">Mixed use, residential led <small>Description; Drop down menu</small></p> <p>Description / Justification For Final Use: Potential for small scale retail, although careful positioning on site required. Access is the major issue across car park fronting Delamere Street. <small>Briefly</small></p> <p>If Residential / Residential Led: <small>Justify:</small></p> <p style="margin-left: 20px;">Dependent on scale of development, should support close to LA policy level unless access is ransomed.</p> <p>Potential for Eco-Development: No</p> <p>If Appropriate: <small>Justify:</small></p> <p style="margin-left: 20px;"></p> <p>Surveyor Recommended Interim Use: </p> <p>Description / Justification For Interim Use: <small>As detailed as possible</small></p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	<input type="text"/>	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Position within settlement:	<input type="text"/>	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Prominence of site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Local property market sentiment:	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current local highway network capacity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Utility capacity / constraints:	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Shape of site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current use / activity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Topography:	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Structures on site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other manmade features:	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Natural features:	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current access / egress to / from site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	-2	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of informal access / use:	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Wayleaves / utilities across site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of contamination risk:	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of on-site devt activity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of marketing:	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over specific planning policy:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Uncertain land ownership:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Important	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Fragmented land ownership:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Land controlled by another developer:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Locational reputation:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Incompatible neighbouring uses:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Access / egress issues:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Dealbreaker	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Off-site traffic congestion:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Established informal open space use:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Conservation, Listed Building, SAM:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over contamination:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over load-bearing capacity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over flood risk:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over established biodiversity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over utilities provision:	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other (please specify):	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	<input type="text"/>	<input type="text"/>	<input type="text"/>	6-10yrs	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

KEY

From NLUD-PDL:

Mandatory Field:

Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: 63500181</p> <p>Local Authority: Cheshire West and Chester</p> <p>Completed By: DB - LSH <small>Name, Organisation</small></p> <p>Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: No <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 200px; margin-top: 5px;"></div> <p style="font-size: small; margin-top: 5px;">State whether or not, based on currently held Info, another client of the firm has an interest in this site</p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: Site Of</p> <p>Address 2 - PAO: Oakmere Courthouse</p> <p>Address 3 - Street: Chester Road</p> <p>Address 4 - Locality: 0</p> <p>Address 5 - Town: Oakmere</p> <p>Address 6 - Administrative Area: 0</p> <p>Address 7 - Postcode: CW8 2HB <small>If available</small></p> <p>Easting: 356532 Northing: 368704</p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): 0.379138695</p> <p>Site Area Type: Gross</p> <p>Site Area (Ha): 0.25 <small>Estimate of net developable area</small></p> <p>Boundary Captured: Yes</p> <p>Boundary Issues: Listed building on site will reduce developable area. <small>State</small></p> <div style="border: 1px solid black; height: 60px; width: 500px; margin-top: 5px;"></div> <p>General Info: Appeal For Residential Development Previously Allowed On Site; But This Was Overturned By The Secretary Of State.</p> <p>Site Considered As Part Of A Cluster? No, though surveyor may report potential links and opp</p> <p>If Yes, Other Sites To Be Considered: N/A</p> <p style="font-size: x-small; margin-left: 20px;">List of Sites:</p> <div style="border: 1px solid black; height: 30px; width: 500px; margin-top: 5px;"></div>	
EV.4 SITE USE Info	<p>NLUD Category: NLUD Type C</p> <p>Current Use: Derelict <small>NLUD Class</small></p> <p>Previous Use: Community Services <small>NLUD Class</small></p> <p>Ownership: Private</p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: None</p> <p>Proposed Use: None <small>Land Use Class</small></p> <p>Most Suitable Use: Don't Know <small>Land Use Class</small></p> <p>Housing Suitability: Dont Know</p> <p>Estimated Housing Capacity (No.): 0</p> <p>Density (Dwg/Net Ha): 0</p> <p>Surveyor Recommended Final Use: C3: Dwellinghouses <small>Land Use Class: Drop down menu</small></p> <div style="border: 1px solid black; padding: 2px; margin-top: 2px;">Residential <small>NLUD Class; Drop down menu</small></div> <div style="border: 1px solid black; padding: 2px; margin-top: 2px;">Residential <small>Description; Drop down menu</small></div> <p>Description / Justification For Final Use: Most suitable use for location in terms of the market and retention of the listed building. Potential for including within larger development area to include residential sites adjacent. <small>Briefly</small></p> <p>If Residential / Residential Led: Justify:</p> <p>Proportion of Affordable Homes: Uncertain, viability of refurbishing listed building amy impact on provision, also may lie underneath the threshold.</p> <p>Potential for Eco-Development: No</p> <p>If Appropriate: Justify:</p> <p>Surveyor Recommended Interim Use: </p> <p>Description / Justification For Interim Use: <small>As detailed as possible</small></p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	+1							
Position within settlement:	+1							
Prominence of site:	+1							
Local property market sentiment:	+1							
Current local highway network capacity:	+1							
Utility capacity / constraints:	0							
Shape of site:	0							
Current use / activity:	0							
Topography:	0							
Structures on site:	-1							
Other manmade features:	0							
Natural features:	0							
Current access / egress to / from site:	0							
Signs of informal access / use:	0							
Wayleaves / utilities across site:	0							
Signs of contamination risk:	0							
Signs of on-site devt activity:	+1							
Signs of marketing:	0							

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	Not relevant							
Concerns over specific planning policy:	Manageable							
Uncertain land ownership:	Not relevant							
Fragmented land ownership:	Not relevant							
Land controlled by another developer:	Manageable							
Locational reputation:	Not relevant							
Incompatible neighbouring uses:	Manageable							
Access / egress issues:	Not relevant							
Off-site traffic congestion:	Not relevant							
Established informal open space use:	Not relevant							
Conservation, Listed Building, SAM:	Important							
Concerns over contamination:	Not relevant							
Concerns over load-bearing capacity:	Not relevant							
Concerns over flood risk:	Not relevant							
Concerns over established biodiversity:	Not relevant							
Concerns over utilities provision:	Not relevant							
Other (please specify):								

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	3-5 yrs							

KEYFrom NLUD-PDL: Mandatory Field: Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: 63500233</p> <p>Local Authority: Cheshire West and Chester</p> <p>Completed By: DB - LSH <small>Name, Organisation</small></p> <p>Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: No <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 200px; margin-top: 5px;"></div> <p style="font-size: small; margin-top: 5px;">State whether or not, based on currently held Info, another client of the firm has an interest in this site</p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: 0</p> <p>Address 2 - PAO: Site At</p> <p>Address 3 - Street: Lock Street</p> <p>Address 4 - Locality: Northwich Town Centre</p> <p>Address 5 - Town: Northwich</p> <p>Address 6 - Administrative Area: 0</p> <p>Address 7 - Postcode: 0 <small>If available</small></p> <p>Easting: 365660 Northing: 374025</p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): 1.820186865</p> <p>Site Area Type: Gross</p> <p>Site Area (Ha): 0.75 <small>Estimate of net developable area</small></p> <p>Boundary Captured: Yes</p> <p>Boundary Issues: Much of the site is undevelopable due to topography issues <small>State</small></p> <p>General Info: Part Of Northwich Vision. Proposed Mixed Use For Residential Offices And Ph.</p> <p>Site Considered As Part Of A Cluster? No, though surveyor may report potential links and opp</p> <p>If Yes, Other Sites To Be Considered: N/A</p> <p style="font-size: x-small; margin-left: 20px;">List of Sites:</p>	
EV.4 SITE USE Info	<p>NLUD Category: NLUD Type B</p> <p>Current Use: Vacant Buildings <small>NLUD Class</small></p> <p>Previous Use: Unknown <small>NLUD Class</small></p> <p>Ownership: Don't Know</p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: Allocated</p> <p>Proposed Use: Mixed With Housing <small>Land Use Class</small></p> <p>Most Suitable Use: Mixed With Housing <small>Land Use Class</small></p> <p>Housing Suitability: Yes</p> <p>Estimated Housing Capacity (No.): 128</p> <p>Density (Dwg/Net Ha): 70</p> <p>Surveyor Recommended Final Use: C3: Dwellinghouses <small>Land Use Class; Drop down menu</small></p> <p style="margin-left: 20px;">Residential <small>NLUD Class; Drop down menu</small></p> <p style="margin-left: 20px;">Residential <small>Description; Drop down menu</small></p> <p>Description / Justification For Final Use: Residential most likely to be brought forward, providing access arrangements can be improved considerably. Possibly some form of commercial use or car parking to lower floors to mitigate flooding.</p> <p style="font-size: x-small; margin-left: 20px;">Briefly</p> <p>If Residential / Residential Led: Justify:</p> <p>Proportion of Affordable Homes: Abnormal conditions may affect viability and require lower level of affordable housing.</p> <p>Potential for Eco-Development: No.</p> <p>If Appropriate: Justify:</p> <p>Surveyor Recommended Interim Use: </p> <p>Description / Justification For Interim Use: </p> <p style="font-size: x-small; margin-left: 20px;">As detailed as possible</p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	+1							
Position within settlement:	+1							
Prominence of site:	+1							
Local property market sentiment:	0							
Current local highway network capacity:	-2							
Utility capacity / constraints:	0							
Shape of site:	0							
Current use / activity:	0							
Topography:	-1							
Structures on site:	0							
Other manmade features:	0							
Natural features:	+1							
Current access / egress to / from site:	-2							
Signs of informal access / use:	0							
Wayleaves / utilities across site:	0							
Signs of contamination risk:	-1							
Signs of on-site devt activity:	0							
Signs of marketing:	0							

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	Not relevant							
Concerns over specific planning policy:	Not relevant							
Uncertain land ownership:	Not relevant							
Fragmented land ownership:	Not relevant							
Land controlled by another developer:	Not relevant							
Locational reputation:	Not relevant							
Incompatible neighbouring uses:	Not relevant							
Access / egress issues:	Dealbreaker							
Off-site traffic congestion:	Dealbreaker							
Established informal open space use:	Not relevant							
Conservation, Listed Building, SAM:	Important							
Concerns over contamination:	Important							
Concerns over load-bearing capacity:	Important							
Concerns over flood risk:	Important							
Concerns over established biodiversity:	Manageable							
Concerns over utilities provision:	Not relevant							
Other (please specify):								

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	11-15yrs							

KEYFrom NLUD-PDL: Mandatory Field: Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: 63500300</p> <p>Local Authority: Cheshire West and Chester</p> <p>Completed By: DB - LSH <small>Name, Organisation</small></p> <p>Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: No <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 200px; margin-top: 5px;"></div> <p style="font-size: small; margin-top: 5px;">State whether or not, based on currently held info, another client of the firm has an interest in this site</p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: 0</p> <p>Address 2 - PAO: Derelict Houses Off</p> <p>Address 3 - Street: Elm Street (1)</p> <p>Address 4 - Locality: 0</p> <p>Address 5 - Town: Ellesmere Port</p> <p>Address 6 - Administrative Area: 0</p> <p>Address 7 - Postcode: 0 <small>If available</small></p> <p>Easting: 340127 Northing: 377362</p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): 0.056235667</p> <p>Site Area Type: Gross</p> <p>Site Area (Ha): 0.056 <small>Estimate of net developable area</small></p> <p>Boundary Captured: Yes</p> <p>Boundary Issues: <div style="border: 1px solid black; height: 30px; width: 400px;"></div> <small>State</small></p> <p>General Info: Derelict Houses, Some Of Which May Have Been Used More Recently As Buisness/commercial Premises, Located In The Merseyton Road Area, Which Is Being Looked At By The Council's Ep Regen Team.</p> <p>Site Considered As Part Of A Cluster? Yes, relevant sites below</p> <p>If Yes, Other Sites To Be Considered: 6 x sites with: 62000123, 63500302, 62000056, 63500308, 63500301</p> <p style="font-size: x-small; margin-left: 20px;">List of Sites:</p>	
EV.4 SITE USE Info	<p>NLUD Category: NLUD Type C</p> <p>Current Use: Derelict Previously Developed Land <small>NLUD Class</small></p> <p>Previous Use: Unknown <small>NLUD Class</small></p> <p>Ownership: Unspecified</p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: None</p> <p>Proposed Use: None <small>Land Use Class</small></p> <p>Most Suitable Use: Employment <small>Land Use Class</small></p> <p>Housing Suitability: No</p> <p>Estimated Housing Capacity (No.): 0</p> <p>Density (Dwg/Net Ha): 0</p> <p>Surveyor Recommended Final Use: B1: Business <small>Land Use Class: Drop down menu</small></p> <p style="margin-left: 20px;">Industry and Business <small>NLUD Class; Drop down menu</small></p> <p style="margin-left: 20px;">Employment <small>Description; Drop down menu</small></p> <p>Description / Justification For Final Use: Suitable for light industrial, arranged around a court yard with B1/B2 light industrial uses to the rear. <small>Briefly</small></p> <p>If Residential / Residential Led: <small>Justify:</small></p> <p>Proportion of Affordable Homes: N/A</p> <p>Potential for Eco-Development: N/A</p> <p>If Appropriate: <small>Justify:</small></p> <p>Surveyor Recommended Interim Use: <div style="border: 1px solid black; height: 20px; width: 100%;"></div></p> <p>Description / Justification For Interim Use: <div style="border: 1px solid black; height: 30px; width: 100%;"></div> <small>As detailed as possible</small></p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Position within settlement:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Prominence of site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Local property market sentiment:	<input type="text"/>	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current local highway network capacity:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Utility capacity / constraints:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Shape of site:	<input type="text"/>	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current use / activity:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Topography:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Structures on site:	<input type="text"/>	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other manmade features:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Natural features:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current access / egress to / from site:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of informal access / use:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Wayleaves / utilities across site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of contamination risk:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of on-site devt activity:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of marketing:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	<input type="text"/>	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over specific planning policy:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Uncertain land ownership:	<input type="text"/>	<input type="text"/>	Important	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Fragmented land ownership:	<input type="text"/>	<input type="text"/>	Important	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Land controlled by another developer:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Locational reputation:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Incompatible neighbouring uses:	<input type="text"/>	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Access / egress issues:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Off-site traffic congestion:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Established informal open space use:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Conservation, Listed Building, SAM:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over contamination:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over load-bearing capacity:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over flood risk:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over established biodiversity:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over utilities provision:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other (please specify):	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	<input type="text"/>	<input type="text"/>	11-15yrs	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

KEYFrom NLUD-PDL: Mandatory Field: Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: 63500301</p> <p>Local Authority: Cheshire West and Chester</p> <p>Completed By: DB - LSH <small>Name, Organisation</small></p> <p>Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: No <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 200px; margin-top: 5px;"></div> <p style="font-size: small; margin-top: 5px;">State whether or not, based on currently held Info, another client of the firm has an interest in this site</p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: 0</p> <p>Address 2 - PAO: Derelict Houses Off</p> <p>Address 3 - Street: Elm Street (2)</p> <p>Address 4 - Locality: 0</p> <p>Address 5 - Town: Ellesmere Port</p> <p>Address 6 - Administrative Area: 0</p> <p>Address 7 - Postcode: 0 <small>If available</small></p> <p>Easting: 340151 Northing: 377355</p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): 0.06261666</p> <p>Site Area Type: Gross</p> <p>Site Area (Ha): 0.063 <small>Estimate of net developable area</small></p> <p>Boundary Captured: Yes</p> <p>Boundary Issues: <div style="border: 1px solid black; height: 30px; width: 400px; margin-top: 5px;"></div> <small>State</small></p> <p>General Info: <div style="border: 1px solid black; padding: 5px; margin-top: 5px;">One Of Two Rows Of Derelict Houses, Which Again May Have Been Used More Recently For Commercial/business Use. Located In The Merseyton Road Area, Which Is Being Looked At By The Council's Ep Regen Team.</div></p> <p>Site Considered As Part Of A Cluster? Yes, relevant sites below</p> <p>If Yes, Other Sites To Be Considered: <div style="border: 1px solid black; padding: 5px; margin-top: 5px;">6 x sites with: List of Sites: 62000123, 63500302, 62000056, 63500308, 63500300</div></p>	
EV.4 SITE USE Info	<p>NLUD Category: NLUD Type C</p> <p>Current Use: Derelict Previously Developed Land <small>NLUD Class</small></p> <p>Previous Use: Unknown <small>NLUD Class</small></p> <p>Ownership: Unspecified</p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: None</p> <p>Proposed Use: None <small>Land Use Class</small></p> <p>Most Suitable Use: Employment <small>Land Use Class</small></p> <p>Housing Suitability: No</p> <p>Estimated Housing Capacity (No.): 0</p> <p>Density (Dwg/Net Ha): 0</p> <p>Surveyor Recommended Final Use: B1: Business <small>Land Use Class: Drop down menu</small></p> <p style="margin-left: 20px;">Industry and Business <small>NLUD Class; Drop down menu</small></p> <p style="margin-left: 20px;">Employment <small>Description; Drop down menu</small></p> <p>Description / Justification For Final Use: <div style="border: 1px solid black; padding: 5px; margin-top: 5px;">Suitable for light industrial, arranged around a court yard with B1/B2 light industrial uses to the rear.</div> <small>Briefly</small></p> <p>If Residential / Residential Led: <small>Justify:</small></p> <p>Proportion of Affordable Homes: N/A</p> <p>Potential for Eco-Development: N/A</p> <p>If Appropriate: <small>Justify:</small></p> <p>Surveyor Recommended Interim Use: <div style="border: 1px solid black; height: 20px; width: 100%; margin-top: 5px;"></div></p> <p>Description / Justification For Interim Use: <div style="border: 1px solid black; height: 30px; width: 100%; margin-top: 5px;"></div> <small>As detailed as possible</small></p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Position within settlement:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Prominence of site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Local property market sentiment:	<input type="text"/>	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current local highway network capacity:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Utility capacity / constraints:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Shape of site:	<input type="text"/>	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current use / activity:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Topography:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Structures on site:	<input type="text"/>	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other manmade features:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Natural features:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current access / egress to / from site:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of informal access / use:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Wayleaves / utilities across site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of contamination risk:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of on-site devt activity:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of marketing:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	<input type="text"/>	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over specific planning policy:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Uncertain land ownership:	<input type="text"/>	<input type="text"/>	Important	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Fragmented land ownership:	<input type="text"/>	<input type="text"/>	Important	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Land controlled by another developer:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Locational reputation:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Incompatible neighbouring uses:	<input type="text"/>	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Access / egress issues:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Off-site traffic congestion:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Established informal open space use:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Conservation, Listed Building, SAM:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over contamination:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over load-bearing capacity:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over flood risk:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over established biodiversity:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over utilities provision:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other (please specify):	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	<input type="text"/>	<input type="text"/>	11-15yrs	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

KEY

From NLUD-PDL:

Mandatory Field:

Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: <input style="width: 100px;" type="text" value="63500302"/></p> <p>Local Authority: <input style="width: 150px;" type="text" value="Cheshire West and Chester"/></p> <p>Completed By: <input style="width: 150px;" type="text" value="DB - LSH"/> <small>Name, Organisation</small></p> <p>Completion Date: <input style="width: 150px;" type="text" value="08/08/2011"/> <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: <input style="width: 100px;" type="text" value="No"/> <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 150px; margin-top: 5px;"></div> <p style="font-size: 0.8em; margin-top: 5px;"><i>State whether or not, based on currently held Info, another client of the firm has an interest in this site</i></p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: <input style="width: 150px;" type="text" value="0"/></p> <p>Address 2 - PAO: <input style="width: 150px;" type="text" value="Land Off"/></p> <p>Address 3 - Street: <input style="width: 150px;" type="text" value="South Pier Road"/></p> <p>Address 4 - Locality: <input style="width: 150px;" type="text" value="0"/></p> <p>Address 5 - Town: <input style="width: 150px;" type="text" value="Ellesmere Port"/></p> <p>Address 6 - Administrative Area: <input style="width: 150px;" type="text" value="0"/></p> <p>Address 7 - Postcode: <input style="width: 100px;" type="text" value="0"/> <small>If available</small></p> <p>Easting: <input style="width: 100px;" type="text" value="340825"/> Northing: <input style="width: 100px;" type="text" value="377100"/></p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: <input style="width: 150px;" type="text" value="0"/> <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): <input style="width: 100px;" type="text" value="2.462875893"/></p> <p>Site Area Type: <input style="width: 100px;" type="text" value="Gross"/></p> <p>Site Area (Ha): <input style="width: 100px;" type="text" value="2"/> <small>Estimate of net developable area</small></p> <p>Boundary Captured: <input style="width: 100px;" type="text" value="Yes"/></p> <p>Boundary Issues: <input style="width: 150px;" type="text" value="Site should be divided in two along boundary to trade counter units to the east."/> <small>State</small></p> <div style="border: 1px solid black; padding: 5px; margin-top: 5px;"> <p>General Info: <input style="width: 100%;" type="text" value="Located Within The Stanlow Special Policy Area, Allows For B1,2 And 8 Uses - Likely To Be Best Uses Given Location. Car Park And Land To The West Being Considered As Part Of Ep Waterfront Development"/></p> </div> <p>Site Considered As Part Of A Cluster? <input style="width: 150px;" type="text" value="Yes, relevant sites below"/></p> <p>If Yes, Other Sites To Be Considered: <input style="width: 150px;" type="text" value="6 x sites with: 62000123, 62000056, 63500308, 63500300, 63500301"/></p> <p style="font-size: 0.8em; margin-left: 20px;"><i>List of Sites:</i></p>	
EV.4 SITE USE Info	<p>NLUD Category: <input style="width: 150px;" type="text" value="NLUD Type A"/></p> <p>Current Use: <input style="width: 150px;" type="text" value="Vacant Previously Developed Land"/> <small>NLUD Class</small></p> <p>Previous Use: <input style="width: 150px;" type="text" value="Unknown"/> <small>NLUD Class</small></p> <p>Ownership: <input style="width: 150px;" type="text" value="Unspecified"/></p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: <input style="width: 150px;" type="text" value="Allocated"/></p> <p>Proposed Use: <input style="width: 150px;" type="text" value="Employment"/> <small>Land Use Class</small></p> <p>Most Suitable Use: <input style="width: 150px;" type="text" value="Employment"/> <small>Land Use Class</small></p> <p>Housing Suitability: <input style="width: 150px;" type="text" value="No"/></p> <p>Estimated Housing Capacity (No.): <input style="width: 100px;" type="text" value="0"/></p> <p>Density (Dwg/Net Ha): <input style="width: 100px;" type="text" value="0"/></p> <p>Surveyor Recommended Final Use: <input style="width: 150px;" type="text" value="Sui Generis: (explain in Justification, below)"/> <small>Land Use Class: Drop down menu</small></p> <div style="border: 1px solid black; padding: 2px; margin-top: 2px;"> <input style="width: 150px;" type="text" value="Industry and Business"/> <small>NLUD Class; Drop down menu</small> </div> <div style="border: 1px solid black; padding: 2px; margin-top: 2px;"> <input style="width: 150px;" type="text" value="Employment"/> <small>Description; Drop down menu</small> </div> <p>Description / Justification For Final Use: <input style="width: 150px;" type="text" value="The larger portion of the site is suitable for B1 light industrial and trade counter uses similar to the new build fronting oil sites road. The smaller portion to the west, fronting the car park is suitable for residential."/> <small>Briefly</small></p> <p>If Residential / Residential Led: <input style="width: 150px;" type="text" value="Justify:"/></p> <p>Proportion of Affordable Homes: <input style="width: 150px;" type="text" value="N/A"/></p> <p>Potential for Eco-Development: <input style="width: 150px;" type="text" value="N/A"/></p> <p>If Appropriate: <input style="width: 150px;" type="text" value="Justify:"/></p> <p>Surveyor Recommended Interim Use: <input style="width: 150px;" type="text" value=""/></p> <p>Description / Justification For Interim Use: <input style="width: 150px;" type="text" value=""/> <small>As detailed as possible</small></p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Position within settlement:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Prominence of site:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Local property market sentiment:	<input type="text"/>	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current local highway network capacity:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Utility capacity / constraints:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Shape of site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current use / activity:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Topography:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Structures on site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other manmade features:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Natural features:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current access / egress to / from site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of informal access / use:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Wayleaves / utilities across site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of contamination risk:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of on-site devt activity:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of marketing:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over specific planning policy:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Uncertain land ownership:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Fragmented land ownership:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Land controlled by another developer:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Locational reputation:	<input type="text"/>	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Incompatible neighbouring uses:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Access / egress issues:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Off-site traffic congestion:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Established informal open space use:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Conservation, Listed Building, SAM:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over contamination:	<input type="text"/>	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over load-bearing capacity:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over flood risk:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over established biodiversity:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over utilities provision:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other (please specify):	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	<input type="text"/>	<input type="text"/>	6-10yrs	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

KEY

From NLUD-PDL:

Mandatory Field:

Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: 63500303</p> <p>Local Authority: Cheshire West and Chester</p> <p>Completed By: DB - LSH <small>Name, Organisation</small></p> <p>Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: No <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 200px; margin-top: 5px;"></div> <p style="font-size: small; margin-top: 5px;">State whether or not, based on currently held Info, another client of the firm has an interest in this site</p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: 0</p> <p>Address 2 - PAO: Land North Of Furey Wood</p> <p>Address 3 - Street: Beswicks Road</p> <p>Address 4 - Locality: Winnington</p> <p>Address 5 - Town: Northwich</p> <p>Address 6 - Administrative Area: 0</p> <p>Address 7 - Postcode: 0 <small>If available</small></p> <p>Easting: 365454 Northing: 374575</p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): 7.5539398</p> <p>Site Area Type: Gross</p> <p>Site Area (Ha): 7.55 <small>Estimate of net developable area</small></p> <p>Boundary Captured: Yes</p> <p>Boundary Issues: <div style="border: 1px solid black; height: 30px; width: 400px; margin-top: 5px;"></div> <small>State</small></p> <p>General Info: <div style="border: 1px solid black; padding: 5px; min-height: 60px; margin-top: 5px;">Site Which Could Form An Extension Furey Wood Park. Formally Used As A Waste Disposal Site For Nearby Factories.</div></p> <p>Site Considered As Part Of A Cluster? No, though surveyor may report potential links and opp</p> <p>If Yes, Other Sites To Be Considered: N/A</p> <p style="font-size: x-small; margin-left: 20px;">List of Sites:</p> <div style="border: 1px solid black; height: 30px; width: 450px; margin-top: 5px;"></div>	
EV.4 SITE USE Info	<p>NLUD Category: NLUD Type C</p> <p>Current Use: Derelict Previously Developed Land <small>NLUD Class</small></p> <p>Previous Use: Unknown <small>NLUD Class</small></p> <p>Ownership: Unspecified</p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: None</p> <p>Proposed Use: None <small>Land Use Class</small></p> <p>Most Suitable Use: Open Space <small>Land Use Class</small></p> <p>Housing Suitability: No</p> <p>Estimated Housing Capacity (No.): 0</p> <p>Density (Dwg/Net Ha): 0</p> <p>Surveyor Recommended Final Use: Sui Generis: (explain in Justification, below) <small>Land Use Class: Drop down menu</small></p> <p style="margin-left: 20px;">Outdoor amenity and open space <small>NLUD Class; Drop down menu</small></p> <p style="margin-left: 20px;">Public Open Space <small>Description; Drop down menu</small></p> <p>Description / Justification For Final Use: Conditions on site, along with access would make development unviable and unattractive to the market <small>Briefly</small></p> <p>If Residential / Residential Led: <small>Justify:</small></p> <p style="margin-left: 20px;">Proportion of Affordable Homes: What proportion of affordable housing may be suitable, esp. why may be argued less than LA prescribed</p> <p style="margin-left: 20px;">Potential for Eco-Development: Would the site be suitable for a before mandatory, high-level Code for Sustainable Houses development?</p> <p>If Appropriate: <small>Justify:</small></p> <p style="margin-left: 20px;">Surveyor Recommended Interim Use: <div style="border: 1px solid black; height: 20px; width: 150px; margin-top: 5px;"></div></p> <p style="margin-left: 20px;">Description / Justification For Interim Use: <div style="border: 1px solid black; height: 20px; width: 150px; margin-top: 5px;"></div> <small>As detailed as possible</small></p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>
Position within settlement:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	+2	<input type="text"/>
Prominence of site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Local property market sentiment:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Current local highway network capacity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Utility capacity / constraints:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Shape of site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Current use / activity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Topography:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Structures on site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Other manmade features:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Natural features:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Current access / egress to / from site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>
Signs of informal access / use:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Wayleaves / utilities across site:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Signs of contamination risk:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	-2	<input type="text"/>
Signs of on-site devt activity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>
Signs of marketing:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	0	<input type="text"/>

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Concerns over specific planning policy:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Uncertain land ownership:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Fragmented land ownership:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Land controlled by another developer:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Locational reputation:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Incompatible neighbouring uses:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Access / egress issues:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Off-site traffic congestion:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Established informal open space use:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Conservation, Listed Building, SAM:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Concerns over contamination:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Important	<input type="text"/>
Concerns over load-bearing capacity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Concerns over flood risk:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Concerns over established biodiversity:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Concerns over utilities provision:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>
Other (please specify):	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>		<input type="text"/>
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>		<input type="text"/>
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>		<input type="text"/>
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>		<input type="text"/>

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	6-10yrs	<input type="text"/>

KEY

From NLUD-PDL:

Mandatory Field:

Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<div style="display: flex; justify-content: space-between;"> <div> <p>NLUD Ref.: 63500304</p> <p>Local Authority: Cheshire West and Chester</p> <p>Completed By: DB - LSH <small>Name, Organisation</small></p> <p>Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: No <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; margin-top: 5px;"></div> </div> <div style="font-size: small;"> <p>State whether or not, based on currently held Info, another client of the firm has an interest in this site</p> </div> </div>	
EV.2 SITE ADDRESS Info	<div style="display: flex; justify-content: space-between;"> <div> <p>Address 1 - SAO: 0</p> <p>Address 2 - PAO: Car Parks (Former)</p> <p>Address 3 - Street: Church Street</p> <p>Address 4 - Locality: 0</p> <p>Address 5 - Town: Winsford</p> <p>Address 6 - Administrative Area: 0</p> <p>Address 7 - Postcode: 0 <small>If available</small></p> <p>Easting: 365387</p> </div> <div> <p>Northing: 366394</p> </div> </div>	
EV.3 ADDITIONAL SITE Info	<div style="display: flex; justify-content: space-between;"> <div> <p>Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): 0.356347703</p> <p>Site Area Type: Gross</p> <p>Site Area (Ha): 0.356 <small>Estimate of net developable area</small></p> <p>Boundary Captured: Yes</p> <p>Boundary Issues: Should potentially be included as part of a wider site, towards High Street, in order to create a more viable development site. <small>State</small></p> <p>General Info: Two Car Parks, One Formal And One Informal, Though Both Appear To Be Disused. Situated In A Prominent Site And In Proximity Of The Ww Area.</p> </div> <div style="font-size: small;"> <p>State</p> </div> </div> <p>Site Considered As Part Of A Cluster? Yes, relevant sites below</p> <p>If Yes, Other Sites To Be Considered: 3 x sites with: 63500028, 63500150</p> <p style="font-size: x-small;">List of Sites:</p>	
EV.4 SITE USE Info	<div style="display: flex; justify-content: space-between;"> <div> <p>NLUD Category: NLUD Type E</p> <p>Current Use: Car Parks <small>NLUD Class</small></p> <p>Previous Use: Unkown <small>NLUD Class</small></p> <p>Ownership: Unspecified</p> </div> </div>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<div style="display: flex; justify-content: space-between;"> <div> <p>Planning Status: None</p> <p>Proposed Use: None <small>Land Use Class</small></p> <p>Most Suitable Use: Housing <small>Land Use Class</small></p> <p>Housing Suitability: Yes</p> <p>Estimated Housing Capacity (No.): 11</p> <p>Density (Dwg/Net Ha): 35</p> <p>Surveyor Recommended Final Use: C3: Dwellinghouses <small>Land Use Class; Drop down menu</small></p> <p style="font-size: x-small;">Residential <small>NLUD Class; Drop down menu</small></p> <p style="font-size: x-small;">Residential <small>Description; Drop down menu</small></p> </div> <div> <p>Description / Justification For Final Use: Conditions on site with boreholes and potential graves would make development very expensive. Residential only use likely to be viable. <small>Briefly</small></p> <p>If Residential / Residential Led: Justify:</p> <p>Proportion of Affordable Homes: Likely to require lower provision due to viability issues, unless brought forward by an RSL similar to site adjacent.</p> <p>Potential for Eco-Development: No</p> <p>If Appropriate: Justify:</p> <p>Surveyor Recommended Interim Use: </p> <p>Description / Justification For Interim Use: <small>As detailed as possible</small></p> </div> </div>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	+1							
Position within settlement:	+1							
Prominence of site:	+1							
Local property market sentiment:	+1							
Current local highway network capacity:	0							
Utility capacity / constraints:	0							
Shape of site:	0							
Current use / activity:	0							
Topography:	0							
Structures on site:	0							
Other manmade features:	0							
Natural features:	0							
Current access / egress to / from site:	0							
Signs of informal access / use:	0							
Wayleaves / utilities across site:	0							
Signs of contamination risk:	-1							
Signs of on-site devt activity:	0							
Signs of marketing:	0							

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	Not relevant							
Concerns over specific planning policy:	Not relevant							
Uncertain land ownership:	Manageable							
Fragmented land ownership:	Manageable							
Land controlled by another developer:	Not relevant							
Locational reputation:	Not relevant							
Incompatible neighbouring uses:	Not relevant							
Access / egress issues:	Not relevant							
Off-site traffic congestion:	Not relevant							
Established informal open space use:	Not relevant							
Conservation, Listed Building, SAM:	Not relevant							
Concerns over contamination:	Important							
Concerns over load-bearing capacity:	Not relevant							
Concerns over flood risk:	Not relevant							
Concerns over established biodiversity:	Not relevant							
Concerns over utilities provision:	Not relevant							
Other (please specify):								

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	6-10yrs							

KEYFrom NLUD-PDL: Mandatory Field: Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1	LOCAL AUTHORITY Info	<p>NLUD Ref.: 63500305</p> <p>Local Authority: Cheshire West and Chester</p> <p>Completed By: DB - LSH <small>Name, Organisation</small></p> <p>Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: No <small>Drop down menu</small></p> <p><small>State whether or not, based on currently held Info, another client of the firm has an interest in this site</small></p>
EV.2	SITE ADDRESS Info	<p>Address 1 - SAO: 0</p> <p>Address 2 - PAO: Ellesmere Port Station Car Park</p> <p>Address 3 - Street: Europa Way</p> <p>Address 4 - Locality: 0</p> <p>Address 5 - Town: Ellesmere Port</p> <p>Address 6 - Administrative Area: 0</p> <p>Address 7 - Postcode: 0 <small>If available</small></p> <p>Easting: 340446 Northing: 376516</p>
EV.3	ADDITIONAL SITE Info	<p>Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): 0.25</p> <p>Site Area Type: Gross</p> <p>Site Area (Ha): 0.337 <small>Estimate of net developable area</small></p> <p>Boundary Captured: Yes</p> <p>Boundary Issues: <small>State</small></p> <p>General Info: Ellesmere Port Railway Station Car Park</p> <p>Site Considered As Part Of A Cluster? Yes, relevant sites below</p> <p>If Yes, Other Sites To Be Considered: 2 x sites with: List of Sites: 62000054</p>
EV.4	SITE USE Info	<p>NLUD Category: NLUD Type E</p> <p>Current Use: Car Parks <small>NLUD Class</small></p> <p>Previous Use: Unknown <small>NLUD Class</small></p> <p>Ownership: Other Public</p>
EV.5	SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: None</p> <p>Proposed Use: None <small>Land Use Class</small></p> <p>Most Suitable Use: Don't Know <small>Land Use Class</small></p> <p>Housing Suitability: No</p> <p>Estimated Housing Capacity (No.): 0</p> <p>Density (Dwg/Net Ha): 0</p> <p>Surveyor Recommended Final Use: B1: Business <small>Land Use Class: Drop down menu</small></p> <p>Offices <small>NLUD Class; Drop down menu</small></p> <p>Commercial <small>Description; Drop down menu</small></p> <p>Description / Justification For Final Use: <small>Briefly</small> Too small and close to the railway line and station for residential, unless considered as part of a wider site. Large substation on site will affect development area. Site currently also used as HQ for local taxi firm.</p> <p>If Residential / Residential Led: <small>Justify:</small></p> <p>Proportion of Affordable Homes: N/A</p> <p>Potential for Eco-Development: N/A</p> <p>If Appropriate: <small>Justify:</small></p> <p>Surveyor Recommended Interim Use:</p> <p>Description / Justification For Interim Use: <small>As detailed as possible</small></p>

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Position within settlement:	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Prominence of site:	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Local property market sentiment:	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current local highway network capacity:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Utility capacity / constraints:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Shape of site:	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current use / activity:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Topography:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Structures on site:	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other manmade features:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Natural features:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current access / egress to / from site:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of informal access / use:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Wayleaves / utilities across site:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of contamination risk:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of on-site devt activity:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of marketing:	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over specific planning policy:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Uncertain land ownership:	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Fragmented land ownership:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Land controlled by another developer:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Locational reputation:	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Incompatible neighbouring uses:	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Access / egress issues:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Off-site traffic congestion:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Established informal open space use:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Conservation, Listed Building, SAM:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over contamination:	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over load-bearing capacity:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over flood risk:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over established biodiversity:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over utilities provision:	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other (please specify):	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	<input type="text"/>	11-15yrs	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

KEY

From NLUD-PDL:

Mandatory Field:

Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<div style="display: flex; justify-content: space-between;"> <div> <p>NLUD Ref.: 63500306</p> <p>Local Authority: Cheshire West and Chester</p> <p>Completed By: DB - LSH <small>Name, Organisation</small></p> <p>Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: No <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 200px; margin-top: 5px;"></div> </div> <div style="margin-top: 15px;"> <p><small>State whether or not, based on currently held Info, another client of the firm has an interest in this site</small></p> </div> </div>	
EV.2 SITE ADDRESS Info	<div style="display: flex; justify-content: space-between;"> <div> <p>Address 1 - SAO: 0</p> <p>Address 2 - PAO: Vicars Cross Nursery Site</p> <p>Address 3 - Street: Tarvin Road</p> <p>Address 4 - Locality: Vicars Cross</p> <p>Address 5 - Town: Chester</p> <p>Address 6 - Administrative Area: 0</p> <p>Address 7 - Postcode: 0 <small>If available</small></p> <p>Easting: 345191</p> </div> <div> <p>Northing: 366968</p> </div> </div>	
EV.3 ADDITIONAL SITE Info	<div style="display: flex; justify-content: space-between;"> <div> <p>Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): 2.501376708</p> <p>Site Area Type: Gross</p> <p>Site Area (Ha): 2.5 <small>Estimate of net developable area</small></p> <p>Boundary Captured: Yes</p> <p>Boundary Issues: Site visit unable to confirm whether the bungalow to the rear is occupied. Potentially this property along with curtilage should be excluded from site boundary. <small>State</small></p> <p>General Info: Former Vicars Cross Nursery Site Which Has Been Derelict For A Number Of Years. But Forward For Inclusion In The Shlaa But Discounted. Green Belt Location Could Limit Redevelopment Options.</p> <p>Site Considered As Part Of A Cluster? No, though surveyor may report potential links and opp</p> <p>If Yes, Other Sites To Be Considered: N/A</p> <p><small>List of Sites:</small></p> </div> <div style="border: 1px solid black; height: 100px; width: 600px; margin-top: 10px;"></div> </div>	
EV.4 SITE USE Info	<div style="display: flex; justify-content: space-between;"> <div> <p>NLUD Category: NLUD Type C</p> <p>Current Use: Derelict Previously Developed Land <small>NLUD Class</small></p> <p>Previous Use: Shops <small>NLUD Class</small></p> <p>Ownership: Unspecified</p> </div> </div>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<div style="display: flex; justify-content: space-between;"> <div> <p>Planning Status: None</p> <p>Proposed Use: None <small>Land Use Class</small></p> <p>Most Suitable Use: Don't Know <small>Land Use Class</small></p> <p>Housing Suitability: No</p> <p>Estimated Housing Capacity (No.): 0</p> <p>Density (Dwg/Net Ha): 0</p> <p>Surveyor Recommended Final Use: C3: Dwellinghouses <small>Land Use Class: Drop down menu</small></p> <p>Residential <small>NLUD Class; Drop down menu</small></p> <p>Residential <small>Description; Drop down menu</small></p> <p>Description / Justification For Final Use: Predominant uses are residential, fronting busy main road. Commercial are unlikely to be suitable and could have a detrimental effect on highways. <small>Briefly</small></p> <p>If Residential / Residential Led: Justify:</p> <p>Proportion of Affordable Homes: High Value area, should provide for affordable housing at required rate, although may require commuted sum</p> <p>Potential for Eco-Development: No</p> <p>If Appropriate: Justify:</p> <p>Surveyor Recommended Interim Use: </p> <p>Description / Justification For Interim Use: <small>As detailed as possible</small></p> </div> <div style="border: 1px solid black; height: 100px; width: 600px; margin-top: 10px;"></div> </div>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	+1							
Position within settlement:	+1							
Prominence of site:	+1							
Local property market sentiment:	+2							
Current local highway network capacity:	0							
Utility capacity / constraints:	0							
Shape of site:	0							
Current use / activity:	0							
Topography:	0							
Structures on site:	-1							
Other manmade features:	0							
Natural features:	0							
Current access / egress to / from site:	0							
Signs of informal access / use:	0							
Wayleaves / utilities across site:	0							
Signs of contamination risk:	0							
Signs of on-site devt activity:	0							
Signs of marketing:	0							

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	Not relevant							
Concerns over specific planning policy:	Dealbreaker							
Uncertain land ownership:	Important							
Fragmented land ownership:	Important							
Land controlled by another developer:	Not relevant							
Locational reputation:	Not relevant							
Incompatible neighbouring uses:	Not relevant							
Access / egress issues:	Not relevant							
Off-site traffic congestion:	Not relevant							
Established informal open space use:	Not relevant							
Conservation, Listed Building, SAM:	Not relevant							
Concerns over contamination:	Not relevant							
Concerns over load-bearing capacity:	Not relevant							
Concerns over flood risk:	Not relevant							
Concerns over established biodiversity:	Not relevant							
Concerns over utilities provision:	Not relevant							
Other (please specify):								

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	3-5 yrs							

KEYFrom NLUD-PDL: Mandatory Field: Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1	LOCAL AUTHORITY Info	<p>NLUD Ref.: 63500307</p> <p>Local Authority: Cheshire West and Chester</p> <p>Completed By: DB - LSH <small>Name, Organisation</small></p> <p>Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: No <small>Drop down menu</small></p> <p><small>State whether or not, based on currently held Info, another client of the firm has an interest in this site</small></p>
EV.2	SITE ADDRESS Info	<p>Address 1 - SAO: 0</p> <p>Address 2 - PAO: Bt Telephone Exchange</p> <p>Address 3 - Street: Station Road</p> <p>Address 4 - Locality: 0</p> <p>Address 5 - Town: Ellesmere Port</p> <p>Address 6 - Administrative Area: 0</p> <p>Address 7 - Postcode: 0 <small>If available</small></p> <p>Easting: 340474 Northing: 376958</p>
EV.3	ADDITIONAL SITE Info	<p>Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): 0.255117201</p> <p>Site Area Type: Gross</p> <p>Site Area (Ha): 0.255 <small>Estimate of net developable area</small></p> <p>Boundary Captured: Yes</p> <p>Boundary Issues: <small>State</small></p> <p>General Info: Bt Telephone Exchange Site Which May Become Vacant. Redevelopment Could Make A Positive Contribution To Improving The Image Of The M53 Corridor And This Gateway To The Town.</p> <p>Site Considered As Part Of A Cluster? No, though surveyor may report potential links and opp</p> <p>If Yes, Other Sites To Be Considered: N/A <small>List of Sites:</small></p>
EV.4	SITE USE Info	<p>NLUD Category: NLUD Type E</p> <p>Current Use: Post And Telecommunications <small>NLUD Class</small></p> <p>Previous Use: Unknown <small>NLUD Class</small></p> <p>Ownership: Other Public</p>
EV.5	SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: None</p> <p>Proposed Use: None <small>Land Use Class</small></p> <p>Most Suitable Use: Don't Know <small>Land Use Class</small></p> <p>Housing Suitability: No</p> <p>Estimated Housing Capacity (No.): 0</p> <p>Density (Dwg/Net Ha): 0</p> <p>Surveyor Recommended Final Use: B1: Business <small>Land Use Class: Drop down menu</small></p> <p>Offices <small>NLUD Class; Drop down menu</small></p> <p>Commercial <small>Description; Drop down menu</small></p> <p>Description / Justification For Final Use: Potential for small scale office development, probably freehold occupier. Won't come forward until BT Exchange replaced - very expensive to relocate <small>Briefly</small></p> <p>If Residential / Residential Led: <small>Justify:</small></p> <p>Proportion of Affordable Homes: N/A</p> <p>Potential for Eco-Development: N/A</p> <p>If Appropriate: <small>Justify:</small></p> <p>Surveyor Recommended Interim Use:</p> <p>Description / Justification For Interim Use: <small>As detailed as possible</small></p>

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	<input type="text"/>	<input type="text" value="+1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Position within settlement:	<input type="text"/>	<input type="text" value="+1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Prominence of site:	<input type="text"/>	<input type="text" value="+1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Local property market sentiment:	<input type="text"/>	<input type="text" value="-1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current local highway network capacity:	<input type="text"/>	<input type="text" value="+1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Utility capacity / constraints:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Shape of site:	<input type="text"/>	<input type="text" value="-1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current use / activity:	<input type="text"/>	<input type="text" value="-1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Topography:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Structures on site:	<input type="text"/>	<input type="text" value="-1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other manmade features:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Natural features:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current access / egress to / from site:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of informal access / use:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Wayleaves / utilities across site:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of contamination risk:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of on-site devt activity:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of marketing:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over specific planning policy:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Uncertain land ownership:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Fragmented land ownership:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Land controlled by another developer:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Locational reputation:	<input type="text"/>	<input type="text" value="Important"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Incompatible neighbouring uses:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Access / egress issues:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Off-site traffic congestion:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Established informal open space use:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Conservation, Listed Building, SAM:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over contamination:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over load-bearing capacity:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over flood risk:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over established biodiversity:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over utilities provision:	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other (please specify):	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	<input type="text"/>	<input type="text" value="Not relevant"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	<input type="text"/>	<input type="text" value="16-20yrs"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

KEYFrom NLUD-PDL: Mandatory Field: Optional Field:

SITE EVALUATION pro forma		Form Version: NBFS-Final Version v2
EV.1 LOCAL AUTHORITY Info	<p>NLUD Ref.: 63500308</p> <p>Local Authority: Cheshire West and Chester</p> <p>Completed By: DB - LSH <small>Name, Organisation</small></p> <p>Completion Date: 08/08/2011 <small>Format dd/mm/yyyy</small></p> <p>Conflicts Of Interest: No <small>Drop down menu</small></p> <div style="border: 1px solid black; height: 30px; width: 200px; margin-top: 5px;"></div> <p style="font-size: small; margin-top: 5px;">State whether or not, based on currently held Info, another client of the firm has an interest in this site</p>	
EV.2 SITE ADDRESS Info	<p>Address 1 - SAO: 0</p> <p>Address 2 - PAO: Derelict Houses Off</p> <p>Address 3 - Street: Myrtle Street</p> <p>Address 4 - Locality: 0</p> <p>Address 5 - Town: Ellesmere Port</p> <p>Address 6 - Administrative Area: 0</p> <p>Address 7 - Postcode: 0 <small>If available</small></p> <p>Easting: 340097 Northing: 377397</p>	
EV.3 ADDITIONAL SITE Info	<p>Survey Reference No.: 0 <small>Local Authority Code, i.e. 9 xxx</small></p> <p>Site Area (Ha): 0.102167298</p> <p>Site Area Type: Gross</p> <p>Site Area (Ha): 0.102 <small>Estimate of net developable area</small></p> <p>Boundary Captured: Yes</p> <p>Boundary Issues: <div style="border: 1px solid black; height: 30px; width: 400px;"></div> <small>State</small></p> <p>General Info: <div style="border: 1px solid black; padding: 5px; min-height: 100px;"> Derelict, Boarded Up Houses Located In The Merseyton Road Area, Which Is Ebing Looked At By The Council's Ep Regeneration Team. Land To The East Of Merseyton Road Being Looked At By Peel As Part Of A Wider Waterfront Regeneration Scheme. </div></p> <p>Site Considered As Part Of A Cluster? Yes, relevant sites below</p> <p>If Yes, Other Sites To Be Considered: 6 x sites with:</p> <p style="font-size: small; margin-left: 20px;">List of Sites: 62000123, 63500302, 62000056, 63500300, 63500301</p>	
EV.4 SITE USE Info	<p>NLUD Category: NLUD Type C</p> <p>Current Use: Derelict Previously Developed Land <small>NLUD Class</small></p> <p>Previous Use: Unknown <small>NLUD Class</small></p> <p>Ownership: Unspecified</p>	
EV.5 SURVEYOR RECOMMENDATIONS ON FUTURE USES	<p>Planning Status: None</p> <p>Proposed Use: None <small>Land Use Class</small></p> <p>Most Suitable Use: Employment <small>Land Use Class</small></p> <p>Housing Suitability: No</p> <p>Estimated Housing Capacity (No.): 0</p> <p>Density (Dwg/Net Ha): 0</p> <p>Surveyor Recommended Final Use: B1: Business <small>Land Use Class: Drop down menu</small></p> <p style="margin-left: 20px;">Industry and Business <small>NLUD Class; Drop down menu</small></p> <p style="margin-left: 20px;">Employment <small>Description; Drop down menu</small></p> <p>Description / Justification For Final Use: Suitable for light industrial, arranged around a court yard with B1/B2 light industrial uses to the rear. <small>Briefly</small></p> <p>If Residential / Residential Led: <small>Justify:</small></p> <p>Proportion of Affordable Homes: N/A</p> <p>Potential for Eco-Development: N/A</p> <p>If Appropriate: <small>Justify:</small></p> <p>Surveyor Recommended Interim Use: <div style="border: 1px solid black; height: 20px; width: 100%;"></div></p> <p>Description / Justification For Interim Use: <div style="border: 1px solid black; height: 30px; width: 100%;"></div> <small>As detailed as possible</small></p>	

EV.6 SURVEYOR SITE ASSESSMENT FOR RECOMMENDATIONS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, each factor to be scored using drop down menu, considered relevant to the re-use of this site stated in EV.7, as follows:

-2 (very adverse impact), -1 (adverse), 0 (neutral or as to be expected), +1 (positive impact), +2 (very positive)

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Predominant adjacent / nearby uses:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Position within settlement:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Prominence of site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Local property market sentiment:	<input type="text"/>	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current local highway network capacity:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Utility capacity / constraints:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Shape of site:	<input type="text"/>	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current use / activity:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Topography:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Structures on site:	<input type="text"/>	<input type="text"/>	-1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other manmade features:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Natural features:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Current access / egress to / from site:	<input type="text"/>	<input type="text"/>	+1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of informal access / use:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Wayleaves / utilities across site:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of contamination risk:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of on-site devt activity:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signs of marketing:	<input type="text"/>	<input type="text"/>	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.7 SURVEYOR ASSESSMENT ON SITE CONSTRAINTS ON FUTURE USES

For the 'Proposed', 'Most Suitable', 'Surveyor Recommended' and, if relevant, 'Interim' uses for the site, the relevance of each factor influencing viability to be assessed against drop down menu. Constraint issues are 'Dealbreaker', 'Important', 'Manageable'

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Inappropriate planning status:	<input type="text"/>	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over specific planning policy:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Uncertain land ownership:	<input type="text"/>	<input type="text"/>	Important	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Fragmented land ownership:	<input type="text"/>	<input type="text"/>	Important	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Land controlled by another developer:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Locational reputation:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Incompatible neighbouring uses:	<input type="text"/>	<input type="text"/>	Manageable	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Access / egress issues:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Off-site traffic congestion:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Established informal open space use:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Conservation, Listed Building, SAM:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over contamination:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over load-bearing capacity:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over flood risk:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over established biodiversity:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Concerns over utilities provision:	<input type="text"/>	<input type="text"/>	Not relevant	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other (please specify):	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EV.8 SURVEYOR ASSESSMENT ON SITE DELIVERY

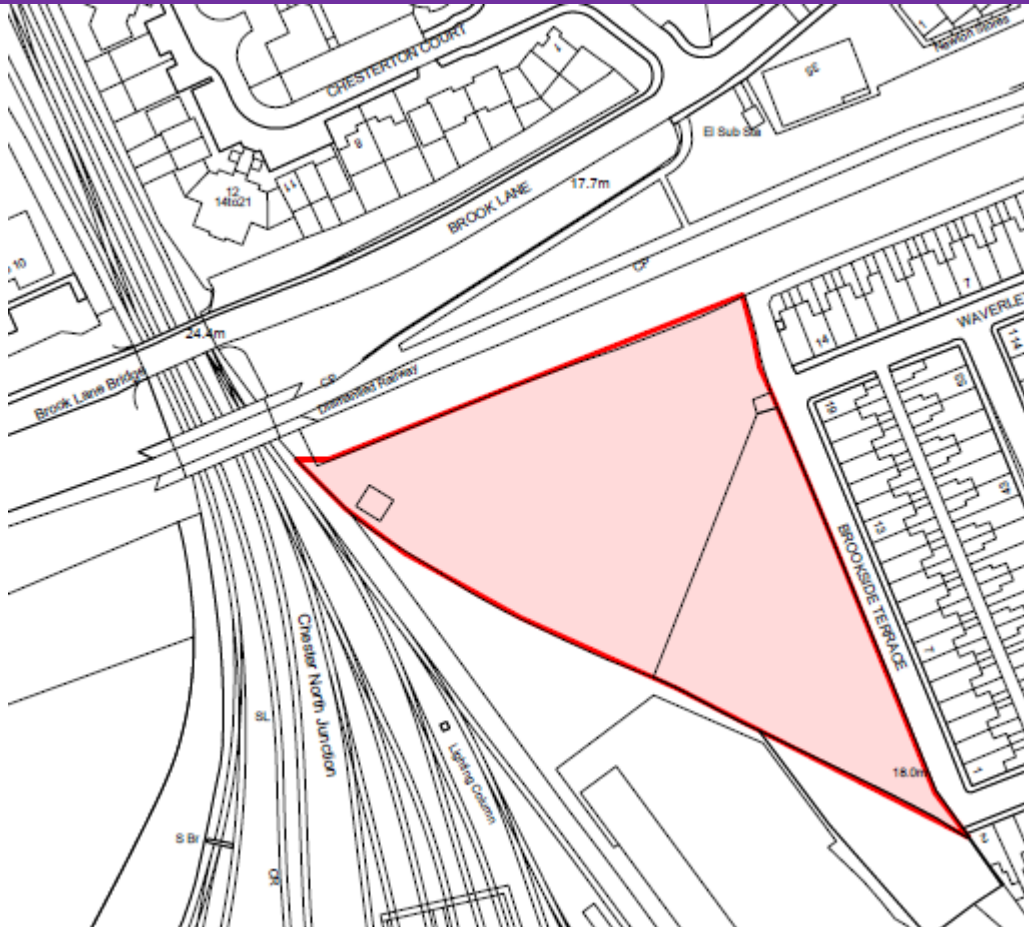
Assuming more 'normal' (i.e. not boom or bust) market conditions, anticipated timescale before commercial developer might start on site (drop down menu)
To be assessed for 'Proposed', 'Most Suitable' and 'Surveyor Recommended' uses only

	Residential	Commercial	Employment	Mixed use, residential led	Mixed use, commercial led	Mixed use, employment led	Public Open Space	Public Buildings
Time Until Delivery:	<input type="text"/>	<input type="text"/>	11-15yrs	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

KEYFrom NLUD-PDL: Mandatory Field: Optional Field:

Appendix C – CW&C Site Assessment Sheets

Land fronting Brookside Terrace, Chester (60500076)



GROSS SITE AREA	0.66 Hectares (1.6 Acres)
NET DEVELOPABLE AREA	0.23 Hectares (0.56 Acres)
LANDOWNERSHIP	Private

SITE DESCRIPTION

Site is adjacent to the Cheshire North Junction at Chester Station and an area of terraced properties. Site is located on the outer side of the city centre ring road within the suburban residential area.

Historic use of site is uncertain.

PLANNING POLICY CONTEXT

Site is allocated In Local Plan And Railway Lands Development Brief For Housing For 30 Units. The site is also Included in Chester One City Plan for business uses as part of a larger site with potential to be a business park.

OTHER FACTORS

May be constraints due to gas main crossing the site / noise from railway to west. No scheme has come forward yet.

SHLAA site HLN0007, identified as being suitable and achievable for 30 dwellings in 6-10 years.

COMPARABLE MARKET EVIDENCE

- Residential land values would be in the region of £700,000 gross per net developable acre, although this may be discounted due to proximity of railway line.
- B1 commercial land values would be in the region of £250,000 gross per net developable acre. This would be tailored towards small floorplates targeted at professional firms who require their own front door.

COMMERCIAL VIABILITY

- B1 business- Proximity to railway likely to make residential unattractive to developers, therefore One City Plan proposal of offices is best indicator of use.
- Development is heavily dependent on access constraints.
- Historic uses associated with the railway would suggest that some form of contamination is present which may affect viability.
- If the site was brought forward for residential uses, values would suggest that it could support local affordable housing requirements, subject to abnormal costs associated with historic uses.

VISIBLE ON-SITE CHARACTERISTICS

- Although the distance to connect the site to the A56 is short the small side streets are not easy to navigate due to the number of parked vehicles associated with the terraced housing where no off-street parking is available.
- Site appears to be cleared of all structures but is heavily overgrown, especially along the southern point.
- Communications pole on eastern boundary of site.

DESK-BASED CHARACTERISTICS

- A gas pipeline crosses the site.
- Contamination risk given proximity to railway and uncertain history of use.

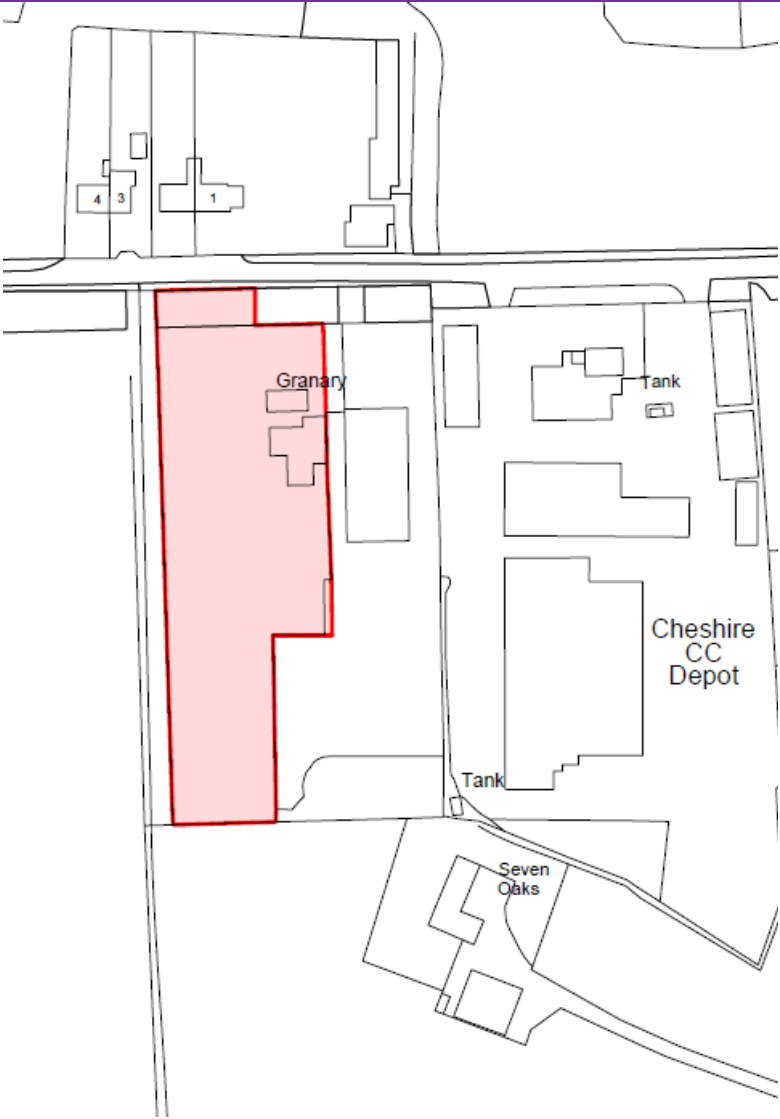
DELIVERY FACTORS AND NEXT STEPS

- Based on redevelopment around B1 uses the delivery timeframe is anticipated to be in the region of 11-15 years.
- Considered within the SHLAA and under LP for housing development. Now site is included in the Chester One City Plan as part of a larger development site for business park development - taking a strategic view of the land assets for this type of use across the city centre
- Site Investigations should be undertaken to determine level of contamination left by historic use, this will have a major impact on viability and therefore delivery of the site;
- Access issues should be clearly addressed and work undertaken to establish that this site's access and the local highways can cope with the level of traffic generated.
- A site specific brief should be undertaken to identify the capacity of the site and determine what type of occupiers are most likely to want to locate on the site.
- Following on from the steps above, the Council should look to take the site to the market as part of a JV arrangement. This will require speaking to local and regional

developers who specialise in development of this type (i.e Northern Trust, Orbit, Gladman or Bluemantle).

- If the Council is keen to bring the site forward for incubator or managed workspace, it should be recognised that this is likely to require a significant financial contribution from the Council, in order to kick start development and support the development as it becomes established. Generally accepted wisdom is that a managed workspace development needs 30,000sq.ft in order to reach critical mass and will take between 5-10 years to become self sustaining.

Former Granary, Chapel Lane, Milton Green, Tattenhall (63500265)



GROSS SITE AREA	0.54 Hectares (1.3 Acres)
NET DEVELOPABLE AREA	0.23 Hectares (0.57 Acres)
LANDOWNERSHIP	Private

SITE DESCRIPTION

The site is located on a no-thru road in the small village of Milton Green. The site is located off Chapel Lane which is accessed from the A41, a key route between Chester and Whitchurch.

Surrounding uses include a council depot to the east and residential and commercial to the north. The site has open countryside to the west and south.

The site is currently not in use, its former use being a granary mill and designated as employment use.

PLANNING POLICY CONTEXT

Allocated for employment land under Chester Local Plan.

OTHER FACTORS

Site boundary should be extended to the east to include all the buildings of the former granary – this will reflect the boundary of Morris Homes planning application.

COMPARABLE MARKET EVIDENCE

- It is our understanding that residential values in this location are in the region of £900,000 gross per net developable acre, subject to planning and abnormal costs.

VISIBLE ON-SITE CHARACTERISTICS

- Buildings associated with the former granary remain on the site in poor condition.

COMMERCIAL VIABILITY

- Residential - Site has residential permission which we understand has been determined for approval subject to s106.
- Affordable housing – The site is in a high value area and therefore should be able to support local affordable requirements subject to abnormal costs.

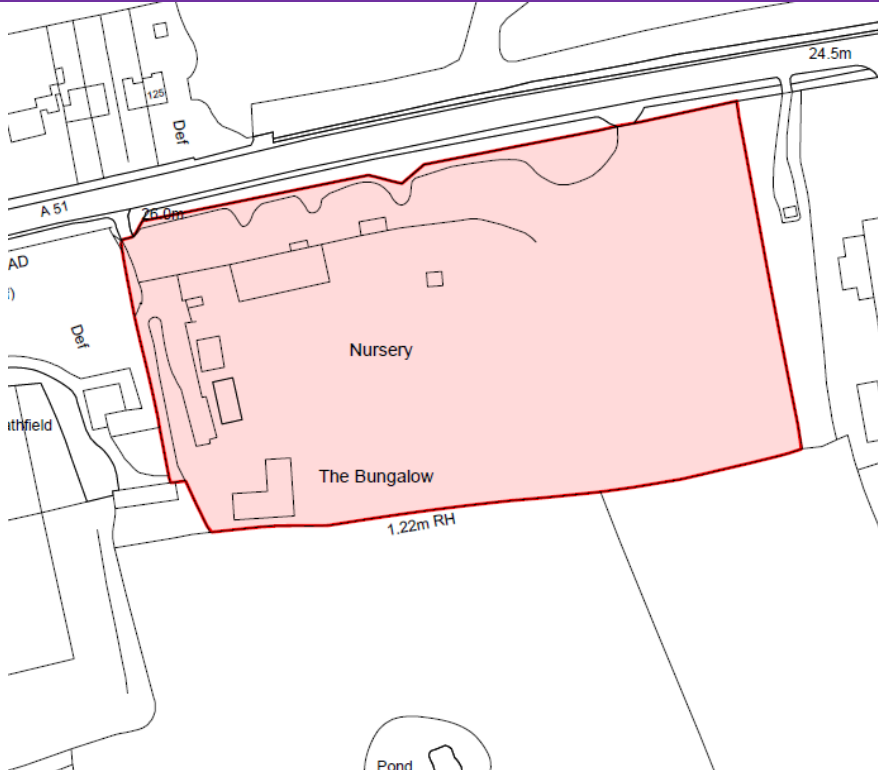
DESK-BASED CHARACTERISTICS

- No known issues.

DELIVERY FACTORS AND NEXT STEPS

- Based on a residential redevelopment use and given the fact the site has planning permission (subject to s106 agreement) for residential the delivery timeframe is given as 1-2 years.
- We have spoken to Morris Homes who are currently pursuing a planning application on the site. It is our understanding that the only issue left is an agreement and signing of the s106 agreement. Based on this, we do not feel that there is anything else left for the Council to do. Morris are keen on the site and once planning has been granted it is likely that development will commence shortly afterwards.

Vicars Cross Nursery, Tarvin Road, Vicars Cross, Chester (63500306)



GROSS SITE AREA	2.5 Hectares (6.1 Acres)
NET DEVELOPABLE AREA	2.5 Hectares (6.1 Acres)
LANDOWNERSHIP	Unknown

SITE DESCRIPTION

The site is located on the southern side of the A51 at Vicars Cross, Chester. It is on the edge of the settlement boundary and on a key route into/ out of Chester city centre.

Surrounding uses include a golf course and residential properties to the northwest and east of the site. To the south are open fields.

PLANNING POLICY CONTEXT

Site is within the Green Belt.

OTHER FACTORS

Site visit unable to confirm whether the bungalow to the rear is occupied. Potentially this property along with curtilage should be excluded from site boundary.

COMPARABLE MARKET EVIDENCE

It is our understanding that land values are in the region of £800,000-900,000 gross per net developable acre in this location.

COMMERCIAL VIABILITY

- Residential - Predominant uses are residential, fronting busy main road. Commercial are unlikely to be suitable and could have a detrimental effect on highways.
- Affordable homes - High Value area, should provide for affordable housing at required rate, although may require commuted sum.

VISIBLE ON-SITE CHARACTERISTICS

- Site has a small number of buildings that appear to be vacant on the western side of the site.
- Impact of any concentrated development on the site in terms of traffic generation and access to the A51, a busy entry route to Chester city centre would be a consideration for any future proposals.

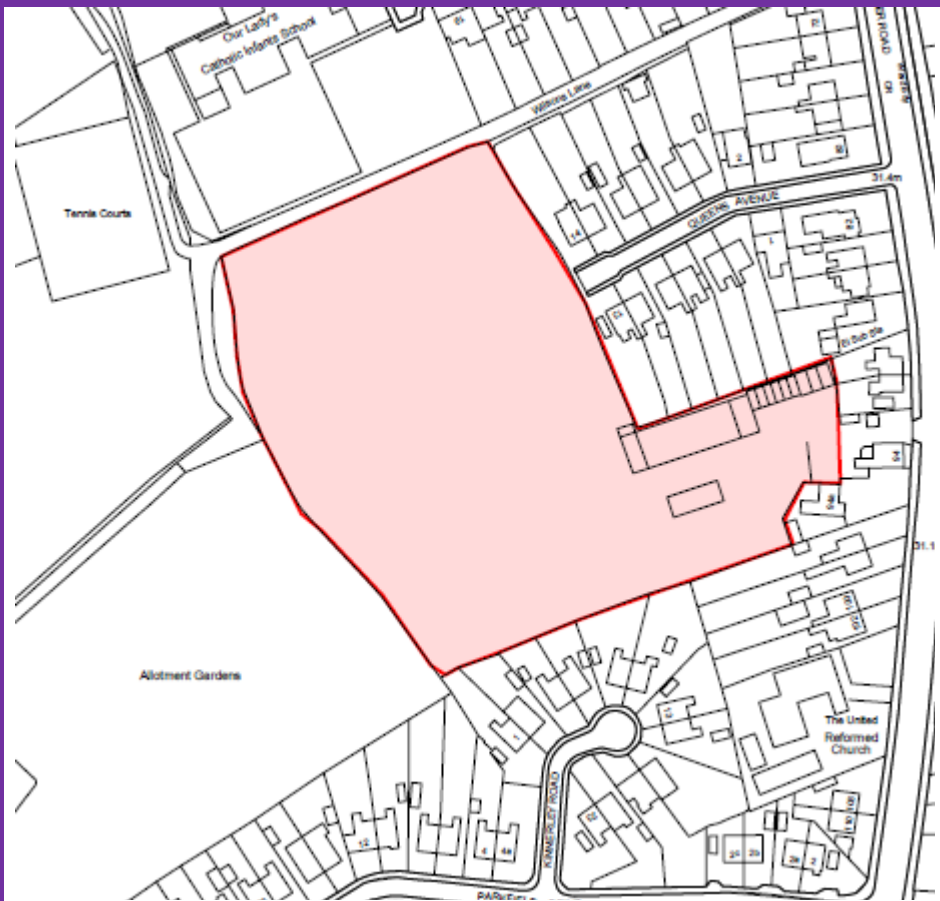
DESK-BASED CHARACTERISTICS

- Site is within Green Belt which may restrict development potential however residential development adjacent to the site on eastern boundary has recently taken place.

DELIVERY FACTORS AND NEXT STEPS

- Based on a residential redevelopment of the site a timeframe of between 3-5 years is considered likely for redevelopment.
- Site has been discounted from the SHLAA and has Green Belt designation but as the site has been vacant and PDL for over 10 years alternative uses seem unlikely.
- We have spoken to developers who are interested in this site. We have been provided with information on previous planning and pre-application discussions with the Council, which demonstrate that the key issue with regards to the site is its location within the Green Belt.
- The recent unsuccessful planning appeal against refusal of permission for residential use could not prove very special circumstances for the redevelopment of a Green Belt site, nor could it prove the site would be sustainable.
- In our view, the Council should investigate the possibility of removing the site from the Green Belt or identifying it as a site suitable for development, as part of a logical infill on Tarvin Road.
- If the Green Belt allocation can not be addressed, it is unlikely that this site will be available for a number of years, despite there being significant market appetite and no significant abnormal costs associated with development.

Mealor's Yard, Chester Road, Whitby, Ellesmere Port (62000010)



GROSS SITE AREA	1.49 Hectares (3.6 Acres)
NET DEVELOPABLE AREA	1.49 Hectares (3.6 Acres)
LANDOWNERSHIP	Private

SITE DESCRIPTION

The site is located in the area of Whitby, a residential area of Ellesmere Port to the southwest of the town centre. The site is set back to the west of Chester Road.

The site is surrounded by a mix of uses including residential to the east and south, allotments to the west and a school to the north/ northwest.

The site is currently vacant land with overgrown vegetation; it does not appear to be in use.

PLANNING POLICY CONTEXT

Site is not currently designated or allocated.

COMPARABLE MARKET EVIDENCE

- We would expect land values for residential development to be in the region of £400,000-500,000 gross per net developable acre.
- The site is unlikely to be attractive to developers within the current market.

VISIBLE ON-SITE CHARACTERISTICS

- A small building located close to the entrance to the site.
- Site is accessed across other land - access rights unknown. Currently access is only suitable for light vehicles due to the presence of buildings at the access point from the road. The residential properties are in poor repair and at least one is unoccupied. Current access would be limited to car traffic only.

COMMERCIAL VIABILITY

- Undevelopable given land contamination issues.

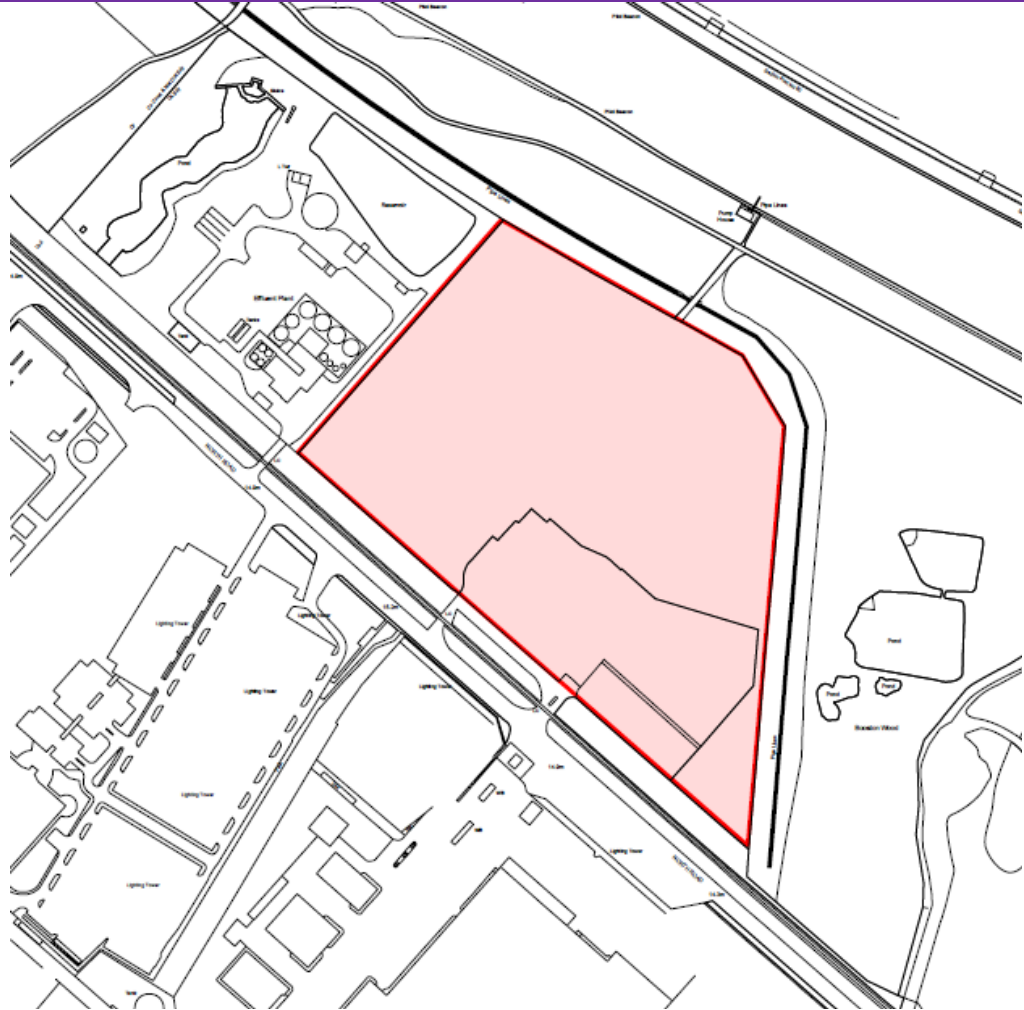
DESK-BASED CHARACTERISTICS

- Contamination a significant issue. Investigations on the site revealed 20m of filled land with hazardous substances. CW&C Environmental Protection Unit has advised refusal of development in the past. The site is currently being assessed and is likely to be deemed Contaminated Land under Part IIA of the Environmental Protection Act.
- Access rights to the site are uncertain.

DELIVERY FACTORS AND NEXT STEPS

Liaise with the CW&C Environmental Protection Unit regarding the status of the site with regard to investigations into its classification under the Environmental Protection Act. Site is unlikely to be developable.

Former Oil Terminal, North Road, Ellesmere Port (62000036)



GROSS SITE AREA	4.6 Hectares (11.4 Acres)
NET DEVELOPABLE AREA	4.6 Hectares (11.4 Acres)
LANDOWNERSHIP	Private – Peel Holdings

SITE DESCRIPTION

The site is located off North Road, a key employment area of Ellesmere Port opposite the Vauxhall Motors Factory. The site is bounded to the north by the Manchester Ship Canal.

Adjacent to the site is the Vauxhall Motors - manufacturing/ distribution plant to the southwest, the Manchester Ship Canal to north, Booston Wood to southeast and effluent works to the west.

Previous use of site was as an oil terminal. Site is currently vacant and overgrown

PLANNING POLICY CONTEXT

Allocated in Waste Local Plan (Allocation WM20).

OTHER FACTORS

A railway line, formerly serving industrial uses along the Ship Canal and in the area remains, although no longer in use – this may raise issues of ownership/ rights etc and also the cost of removal for any redevelopment.

COMPARABLE MARKET EVIDENCE

- We would expect land values to be in the region of £100,000 - £150,000 gross per net developable acre for employment uses in this location.

COMMERCIAL VIABILITY

- B2- General Industrial (employment) - Site lies close to major manufacturing site for Vauxhall motors and has potential for linked industry or potential future growth of existing premises.

VISIBLE ON-SITE CHARACTERISTICS

- Close to junction 6 of the M53 provides easy physical access to the site but limited reasons to be in this area apart from employment.
- Site is a fairly regular shape and should not give problems to redevelopment.

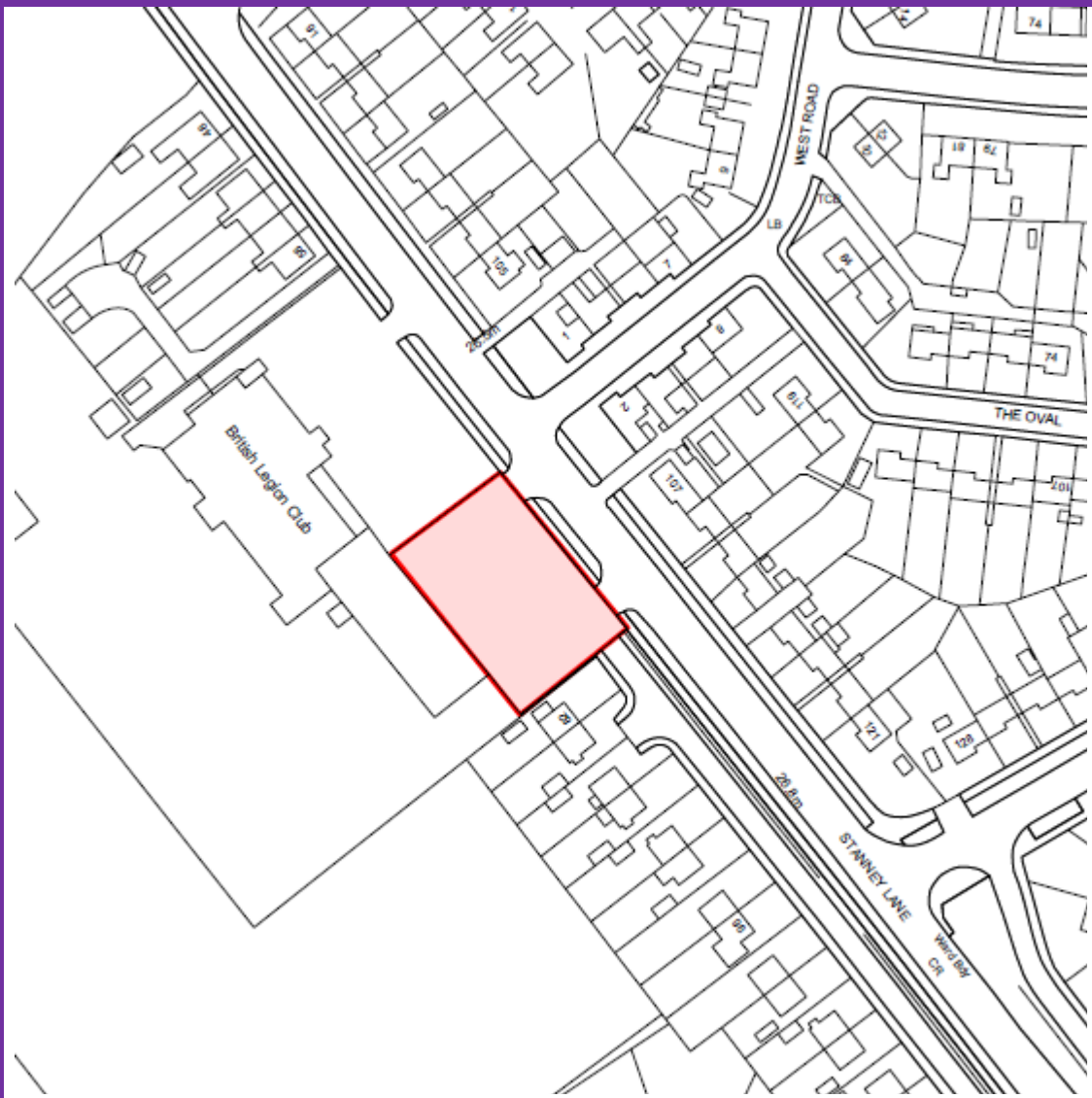
DESK-BASED CHARACTERISTICS

- The site has contamination, exact nature and extent unknown although will be linked to previous use as oil terminal.

DELIVERY FACTORS AND NEXT STEPS

- Based on the B2 use a delivery timeframe of 16-20 years is anticipated.
- Peel Holdings should be approached in order to determine their aspirations for this site and other landholdings within the immediate area.
- Working in conjunction with landowners, wide scale redevelopment of the area should be considered, with a view to creating a new key employment area, based on proximity to the M53.
- Vauxhall motors should be approached to identify their ongoing operational needs and whether this site would be of interest to them.
- Adjacent to the site, North Road is a private road, the highways authority should consider whether this would be suitable for adoption, thus removing a potential liability for occupiers and making the area more attractive (this may, however, be a drawback for Vauxhall on an operational and security basis).
- The potential of identifying funding to help attract investors and occupiers should be considered, for example is there potential for a future Enterprise Zone, based on the importance of car manufacturing and helping create jobs within SME's in the supply pipeline for Vauxhall?
- Technical investigations should be undertaken in order to identify any key issues around redevelopment of the site, to include, contamination, ground stability, ecology and flood risk.

Former Petrol Filling Station, Stanney Lane, Ellesmere Port (62000045)



GROSS SITE AREA	0.13 Hectares (0.32 Acres)
NET DEVELOPABLE AREA	0.13 Hectares (0.32 Acres)
LANDOWNERSHIP	Private

SITE DESCRIPTION

The site is relatively small and regular in shape. It is located on the western side of Stanney Lane in the Whitby area of Ellesmere Port. The site has a frontage directly on to Stanney Lane.

Surrounding uses are predominantly residential but there is also a small retail/ commercial units to the northeast and British Legion Club to northwest of site.

The site is currently cleared of all buildings, fenced off and vacant.

PLANNING POLICY CONTEXT

No current designations/allocations.

COMPARABLE MARKET EVIDENCE

- Residential land values would be in the region of £350,000 – 400,000 gross per net developable acre.

VISIBLE ON-SITE CHARACTERISTICS

- The vacant site has un-kept vegetation across it.

COMMERCIAL VIABILITY

- Residential - Predominantly residential area, site has been cleaned up and makes a logical residential site.
- Affordable homes – potential for 100% affordability.
- Local market is likely to be an issue, with mortgage finance availability for end product particularly important.

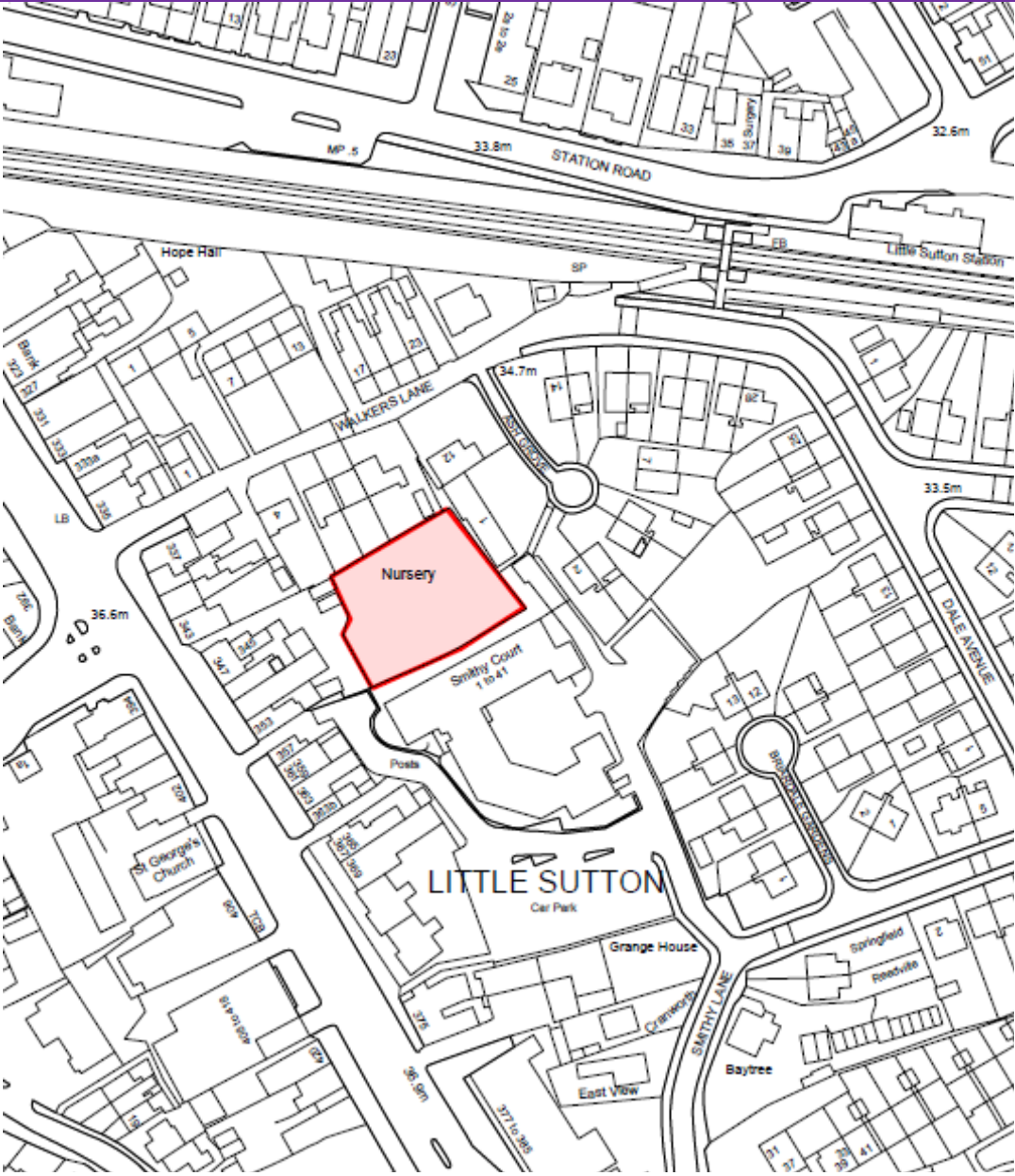
DESK-BASED CHARACTERISTICS

- Contamination has been removed and dealt with on the site – verification of this required

DELIVERY FACTORS AND NEXT STEPS

- Based on the residential redevelopment a delivery timeframe of 3-5 years is given.
- In our opinion this site has not come forward mainly due to market conditions. We understand the site to be fully remediated and there are no planning issues. Based on this, it is expected the site will come forward as market conditions improve.
- To assist with this, the Council should investigate with the landowner and neighbouring landowners the possibility of including adjacent land within the site, which will make it more attractive to a large developer or RSL.
- The Council should explore the option of relocating the neighbouring Royal British Legion to alternative premises such as those at Coronation Road (ref:62000118) This should enable the option of using Council land or HCA funding to assemble a larger site, to be explored. A larger site would be more attractive to large developers or RSLs for residential development.

347a Chester Road, Little Sutton, Ellesmere Port (62000059)



GROSS SITE AREA	0.1 Hectares (0.25 Acres)
NET DEVELOPABLE AREA	0.1 Hectares (0.25 Acres)
LANDOWNERSHIP	Unknown

SITE DESCRIPTION	COMPARABLE MARKET EVIDENCE	VISIBLE ON-SITE CHARACTERISTICS
<p>The site is located in a residential area of Little Sutton, an area of Ellesmere Port located to the northwest of the town boundary. Site is located to the rear of existing properties, accessed via residential private road from Smithy Lane.</p> <p>The site is surrounded by residential uses on all sides and with the rear of small retail/ commercial units to the east.</p> <p>The site is currently vacant and overgrown with vegetation. Former use as a plant nursery.</p>	<ul style="list-style-type: none"> Residential land values would be in the region of £400,000 – 450,000 gross per net developable acre. This figure is dependant upon the density of the proposed development. 	<ul style="list-style-type: none"> Access on to busy Chester Road. Site is close to small service centre with shops etc and walking distance to Little Sutton Railway Station.
<p>PLANNING POLICY CONTEXT No current designations/allocations.</p> <p>OTHER FACTORS Ownership and access rights to the site are unknown and will impact on development potential.</p>	<p>COMMERCIAL VIABILITY</p> <ul style="list-style-type: none"> Residential - Sheltered housing site, as an extension to the existing Muir scheme adjacent. Affordable homes – The site has potential to provide 100% affordable dependent on being brought forward in partnership with an RSL (i.e. Muir who operate the adjacent property). If developed privately, the potential high costs of securing access and other abnormal development may have the impact of reducing the site's potential for providing affordable housing. Gaining access is a key issue. Appears to be a ransom position through adjoining land. If it does exist, up to 50% of uplift in site value can be demanded by party with the benefit of the ransom. 	<p>DESK-BASED CHARACTERISTICS</p> <ul style="list-style-type: none"> No issues noted.
<p>DELIVERY FACTORS AND NEXT STEPS</p> <ul style="list-style-type: none"> Based on a residential use the timeframe for the delivery of this site is anticipated as 6-10 years. The issue of who owns the site and rights of access need to be understood given the poor access and constrained nature of the site. The Council should approach the landowner to discuss aspirations for the site. If acceptable with the landowner, the Council should approach Muir Housing to see if they would be interested in developing the site as an extension to their existing development adjacent. The site can only be accessed via the existing Muir Housing land. It is understood an application for sheltered housing on this site has lapsed; the Council should enquire with Muir the reasons behind this. The possibility of Muir working with the HCA to fund and develop the site. 		

- The site is unlikely to be contaminated, but a Phase 1 survey must be carried out to confirm.
- An arboriculture survey should be carried out to assess if any trees would impact on development proposals.
- The site has very poor access. The ownership and access issues surrounding this site are the key constraints as to why it has not come forward.
- The Council could promote the site through the emerging LDF.
- If a ransom exists, the landowner may be unwilling to sell and give a large chunk of money to the party with the benefit of the ransom. Legal title should be checked (Report on Title) to ascertain the position.

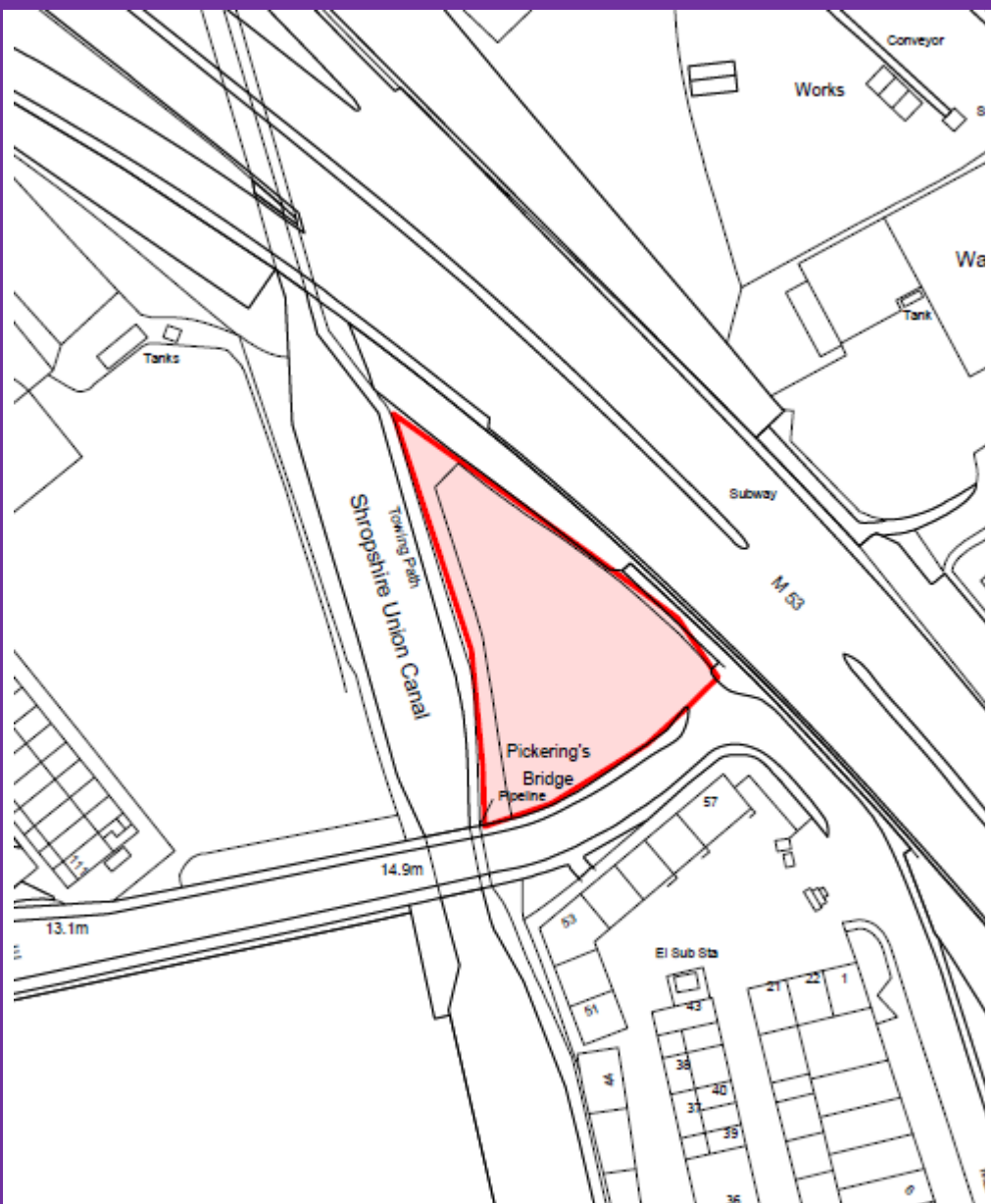
Booston Tip, North Road, Ellesmere Port (62000072)



GROSS SITE AREA	7.1 Hectares (17.5 Acres)
NET DEVELOPABLE AREA	6 Hectares (14.8 Acres)
LANDOWNERSHIP	Peel Holdings (potential long lease to CW&C Council)

<p>SITE DESCRIPTION</p> <p>The site is located off North Road, a key employment area of Ellesmere Port opposite the Vauxhall Motors Factory. The site is bounded to the north by the Manchester Ship Canal.</p> <p>Adjacent to the site is the Vauxhall Motors - manufacturing/ distribution plant to the southwest, the Manchester Ship Canal to north, Booston Wood to northwest and employment area/ works to east.</p> <p>Site was formerly used as a tip. Site is currently vacant and overgrown.</p> <p>PLANNING POLICY CONTEXT Site is within the coastal zone (env12).</p> <p>OTHER FACTORS A railway line, formerly serving industrial uses along the Ship Canal and in the area remains, although no longer in use – this may raise issues of ownership/ rights etc and also the cost of removal for any redevelopment. Site is unsuitable for housing as previously used as a tip.</p>	<p>COMPARABLE MARKET EVIDENCE</p> <ul style="list-style-type: none"> We would expect land values to be in the region of £100,000 - £150,000 gross per net developable acre for employment uses in this location. 	<p>VISIBLE ON-SITE CHARACTERISTICS</p> <ul style="list-style-type: none"> Close to junction 7 of the M53 provides easy physical access to the site but limited reasons to be in this area apart from employment. Site is a fairly regular shape and should not give problems to redevelopment. Some level change across site - potentially due to former use as a tip. A large number of mature trees on the site. Also Rivacre Brook runs along the eastern edge of the site. A railway line runs along the southern boundary of the site.
	<p>COMMERCIAL VIABILITY</p> <ul style="list-style-type: none"> B2 – General Industrial - Site lies within a key employment area and has potential to help accommodate future growth of key businesses such as Vauxhall. Whilst much of the site is greened over, it is unlikely to be used as POS due to its location. Location and values will make viability marginal unless an occupier is already identified. Contamination and ground conditions are likely to be expensive and development unviable. 	<p>DESK-BASED CHARACTERISTICS</p> <ul style="list-style-type: none"> Rivacre Brook along the eastern edge of the site provides a Flood Risk Zone 3 on a fairly localised area of the site, adjacent to either side of the brook. Site is a former tip – remediation undertaken 8 years previously. Cut off and vent trench installed along the boundary with North Road. Gas is produced at hazardous levels and under pressure – therefore further detailed assessment of issue will be required prior to development. Substantial engineering likely required due to landfill.
<p>DELIVERY FACTORS AND NEXT STEPS</p> <ul style="list-style-type: none"> Based on redevelopment as a B2 use a delivery timeframe of >21 years is given. Peel Holdings should be approached in order to determine their aspirations for this site and other landholdings within the immediate area. Working in conjunction with landowners, wide scale redevelopment of the area should be considered, with a view to creating a new key employment area, based on proximity to the M53. Vauxhall motors should be approached to identify their ongoing operational needs and whether this site would be of interest to them As this site is a former tip, intrusive site investigations should be undertaken to ascertain any contamination, ground stability, and gas issues. If there are any issues which need remediating, this may affect deliverability and viability. A masterplan for the wider area could be prepared, incorporating adjoining parcels of land (ref: 62000036). 		

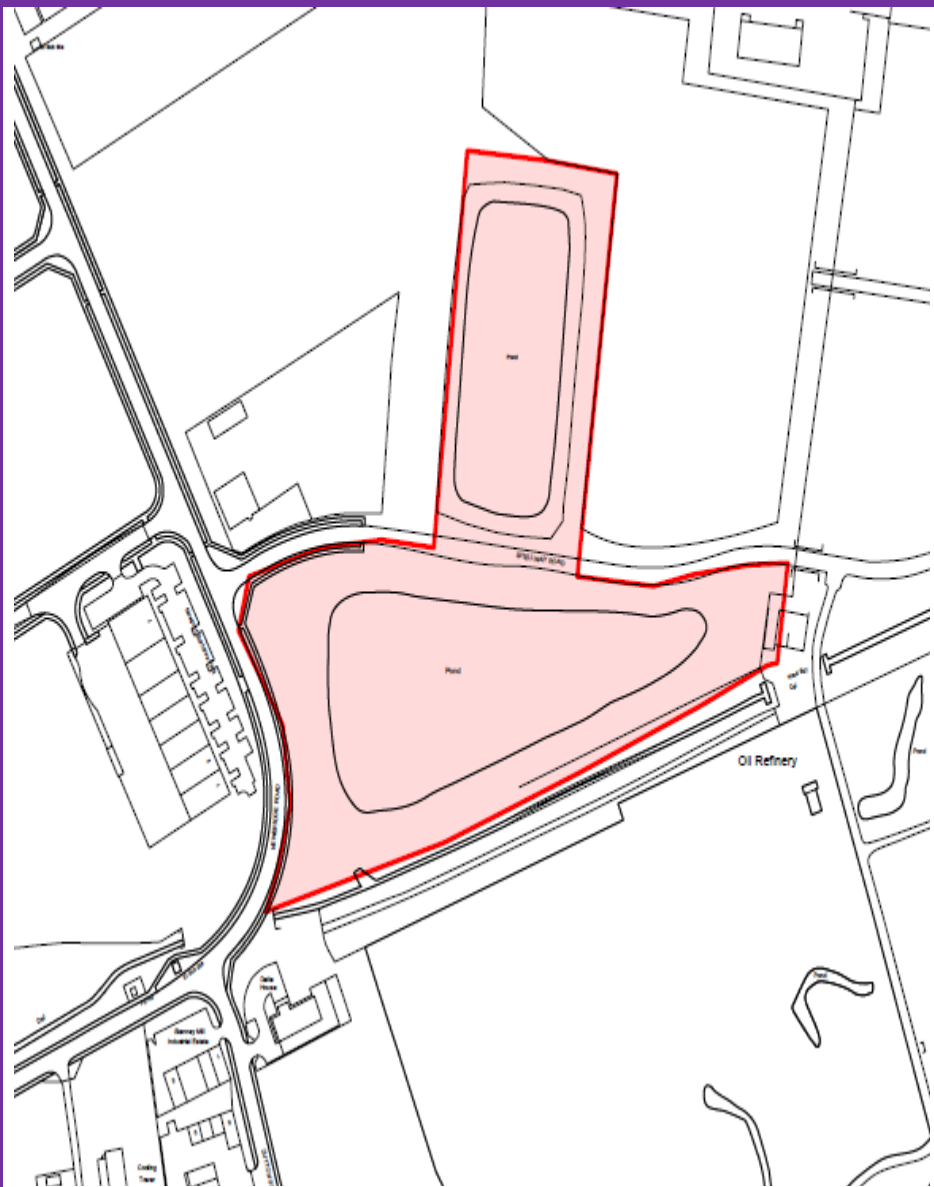
Former Bus Depot, Meadow Lane, Ellesmere Port (62000073)



GROSS SITE AREA	0.2 Hectares (0.5 Acres)
NET DEVELOPABLE AREA	0.2 Hectares (0.5 Acres)
LANDOWNERSHIP	Unknown

<p>SITE DESCRIPTION</p> <p>The site is currently used as a self storage facility with a number of metal containers on site which are not fixed. It is located in a traditional area for business/ industry in the vicinity of the railway, motorway and canal. The site is within easy reach of junction 9 of the M53.</p> <p>The site is highly constrained by adjacent uses on all sides. To the south is a road and small business units, to the east and north the M53 motorway, and to the western boundary the Shropshire Union Canal. Proximity of the site to the motorway and nearby business uses may limit the suitability for housing.</p> <p>PLANNING POLICY CONTEXT Located within M53/ Shropshire Union Canal Corridor. P/2007/179. Approved for offices (B1). Expires 29/04/10. The site is within the Shropshire Union Canal Corridor policy detail will need to be taken account into account for any redevelopment options.</p> <p>OTHER FACTORS Potential for past contamination given the site was a former bus depot with vehicle storage.</p>	<p>COMPARABLE MARKET EVIDENCE</p> <ul style="list-style-type: none"> • This site is believed to have a value in the region of £100,000 gross per net developable acre. <p>COMMERCIAL VIABILITY</p> <ul style="list-style-type: none"> • Business: Employment - Suitable for B1 Light Industrial, similar to nearby units on Meadow Lane which are popular and well occupied. Currently used for self storage, which is an appropriate interim use. More likely to come forward as a comprehensive package with adjoining land. 	<p>VISIBLE ON-SITE CHARACTERISTICS</p> <ul style="list-style-type: none"> • Site is generally level however there is a level change between the site and the road which forms the southern boundary to the site. • There are no obvious issues with access to the site. <p>DESK-BASED CHARACTERISTICS</p> <ul style="list-style-type: none"> • Contamination, noise and air quality likely to need further assessment.
<p>DELIVERY FACTORS AND NEXT STEPS</p> <ul style="list-style-type: none"> ▪ Based on redevelopment for employment a timeframe for delivery of 11-15 years is anticipated. ▪ This site is already in use for storage, and it would be suitable for future B1 or B8 uses. However, it is a small site constrained by both the motorway and pipeline to the rear. ▪ This site is unlikely to come forward for development on its own. Therefore options to include it for the potential wider redevelopment/ expansion of Canal Bridge Enterprise Centre and the factory on Meadow Lane should be considered. ▪ As the factory site on Meadow Lane has planning permission for a residential development (ref: P/2009/102/WE/156), it suggests the long term aspiration for the site could be residential as an alternative use. ▪ Surveys and site investigations need to be conducted to establish if any remediation works are required. ▪ The Council should discuss aspirations for the site with the landowners. 		

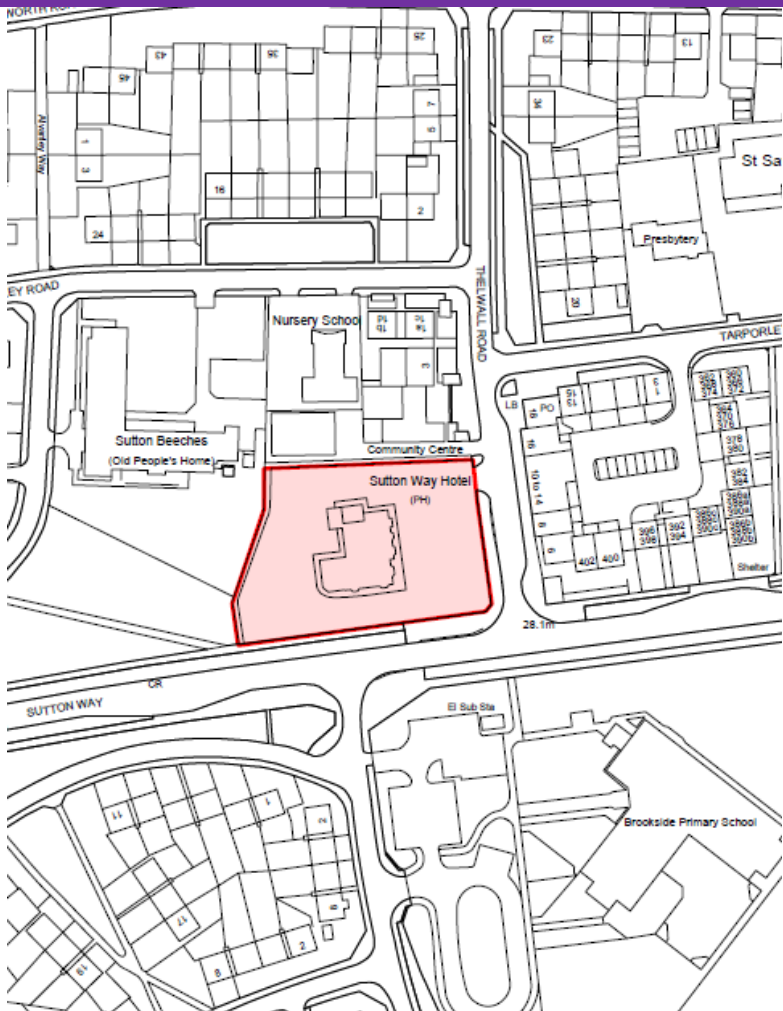
Land off Shellway Road, Shellway Road, Ellesmere Port (62000079)



GROSS SITE AREA	4.2 Hectares (10.4 Acres)
NET DEVELOPABLE AREA	0 Hectares (0 Acres)
LANDOWNERSHIP	Unknown

<p>SITE DESCRIPTION</p> <p>The site is located on the edge of the settlement within an area of business and industrial uses, close to Stanlow oil refinery. It is adjacent to a relatively new business park development and with easy access to the trunk network. Roads around site are currently used by HGVs and other vehicles to service the business park.</p> <p>PLANNING POLICY CONTEXT Within Stanlow Special Policy Area which may impact on future uses.</p>	<p>COMPARABLE MARKET EVIDENCE</p> <ul style="list-style-type: none"> As this site is to remain as open greenspace it has no market value. 	<p>VISIBLE ON-SITE CHARACTERISTICS</p> <ul style="list-style-type: none"> Site appears to be used informally for fishing on a limited scale. Shellway Road divides the site into two areas - north and south with a large pond located on both areas.
<p>OTHER FACTORS The site is in a Flood Risk Zone 3. The proximity to Stanlow oil refinery and flood risk is likely to limit future redevelopment along with the potential for contamination given surrounding uses.</p>	<p>COMMERCIAL VIABILITY</p> <ul style="list-style-type: none"> Sui Generis: Public Open Space – site is not suitable for development. It already has a very well established green site and pond. More use as green space to add to attractiveness of employment area. Basic limited public realm works only. If there is any contamination within the pond then liability will be a major issue. There is no material value in the site, therefore, clean up of the site (if required) will be a problem in terms of funding. 	<p>DESK-BASED CHARACTERISTICS</p> <ul style="list-style-type: none"> No other issues noted.
<p>DELIVERY FACTORS AND NEXT STEPS</p> <ul style="list-style-type: none"> Based on basic public open space redevelopment a timeframe for delivery of less than one year is anticipated. As this site is overgrown with a pond to the southern boundary, it is recommended it should be left as open greenspace. As the site is adjacent to the Stanlow Refinery, the Council should engage with the landowners of the refinery to establish any historic use for the site. This will indicate if there is likely to be any contamination/ harmful sludge in the pond. The owner of the land should be identified, and their aspirations for the site established. The Council should also agree a long term maintenance strategy with the owner to ensure the site does not become an eyesore. Users of the estate could be charged to generate a revenue to fund the maintenance and upkeep of the site. To ensure the site remains open greenspace, the Council should allocate it through the LDF process within the Site Allocations DPD. The Council should consider the potential for transfer of the land into their ownership to ensure it coming forward. However, this will have liability implications if the site is contaminated and may not be an attractive proposition. 		

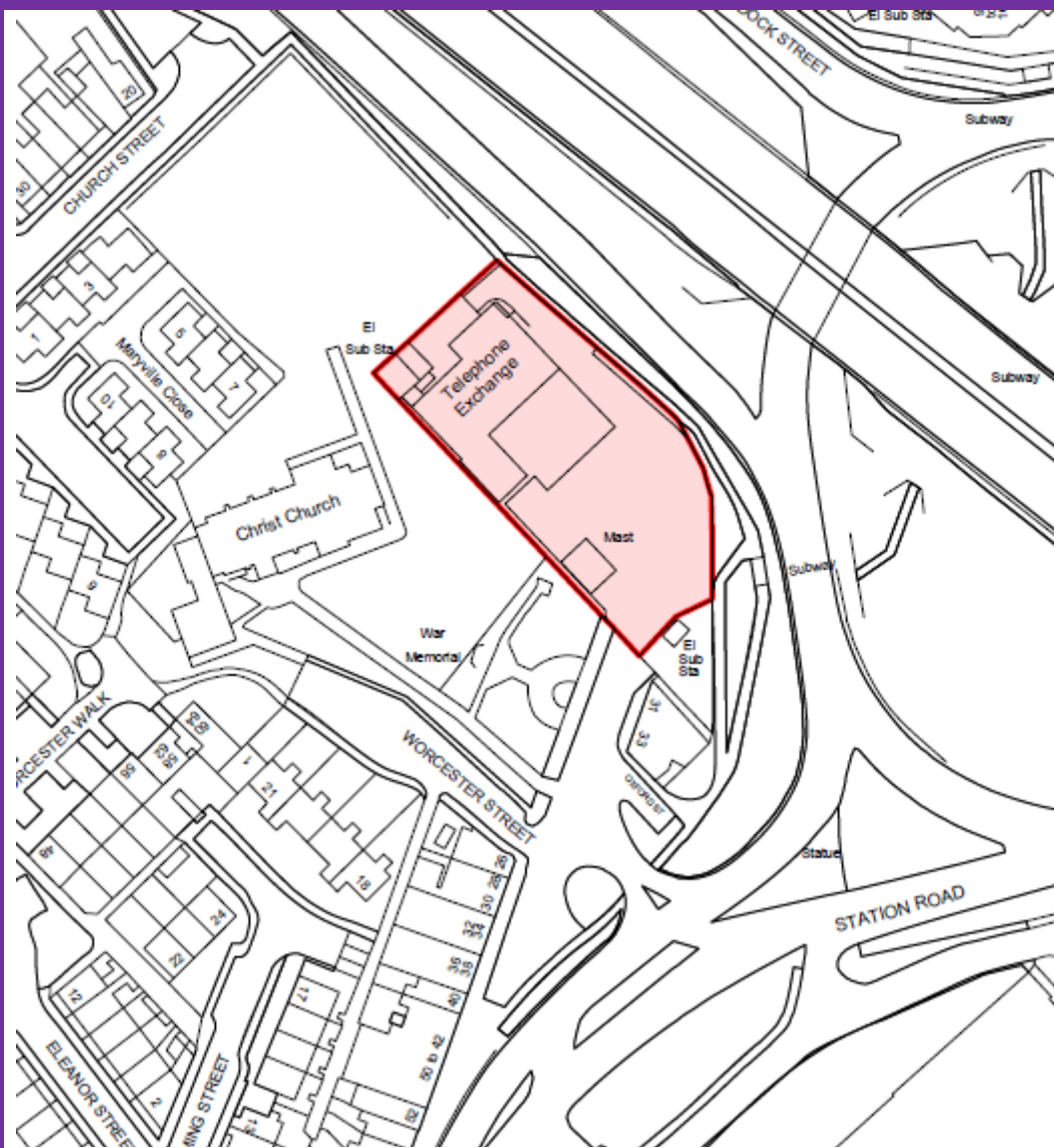
Sutton Way Pub, Sutton Way, Ellesmere Port (62000121)



GROSS SITE AREA	2.276 Hectares (5.6 Acres)
NET DEVELOPABLE AREA	2.276 Hectares (5.6 Acres)
LANDOWNERSHIP	Unknown

SITE DESCRIPTION	COMPARABLE MARKET EVIDENCE	VISIBLE ON-SITE CHARACTERISTICS
<p>The site is located on Sutton Way in a residential suburb of Ellesmere Port to the southwest of the town centre. The area is mainly residential and includes a small service centre area of the town – providing a mix of small shops, houses and community uses including a primary school and community centre.</p> <p>The site is a former public house which is now vacant.</p> <p>Directly adjacent to the site to the north is a community centre and children's nursery, beyond this is residential. To the east are small retail units and residential flats beyond. To the south of Sutton Way are residential homes and Brookside Primary School.</p>	<ul style="list-style-type: none"> Residential land values would be in the region of £300,000 – 350,000 gross per net developable acre. Provision of 100% affordable units may reduce the values. 	<ul style="list-style-type: none"> The whole site is not fenced and the associated parking area is used by locals visiting surrounding shops. Site has a prominent and open position onto Sutton Way. Good existing access on to site. Dependent upon end use additional traffic in busy area may require junction upgrade on to Sutton Way (e.g. mini-roundabout).
<p>PLANNING POLICY CONTEXT Currently no specific designations/allocations.</p>	<p>COMMERCIAL VIABILITY</p> <ul style="list-style-type: none"> Residential - Unlikely to support retail although local centre appears to be performing well. Car parking for local centre may need to be retained in some element as is well used for this at present. Affordable homes – potential for 100% provision. Demand from private developers is likely to be limited due to low values locally and likely problems with residents accessing mortgage finance. Pub market generally struggling. Unlikely to come forward for the existing use. 	<p>DESK-BASED CHARACTERISTICS</p> <ul style="list-style-type: none"> No issues noted.
<p>DELIVERY FACTORS AND NEXT STEPS</p> <ul style="list-style-type: none"> Based on residential redevelopment a timeframe for delivery of 3-5 years is anticipated. This site is currently on the market; the Council should contact the landowner to establish what marketing has been done and assess if any further marketing could be undertaken. Consideration must be given to retaining part of the development site for car parking for the local District Centre, as this informal use currently exists. RSLs should be contacted to identify any interest they may have in the area for development. If interested, the Council could help unite the RSL and landowner to work together. An obstacle however may be the landowner's aspiration of value vs. the view of a developer. The Council therefore could aid dialogue between the parties. The site is unlikely to be contaminated, however a Phase 1 desktop study could be undertaken to confirm and establish any previous uses. Potential for allocation through planning to help identify site as suitable for redevelopment, even if simple inclusion with District Centre. 		

BT Telephone Exchange Site, Station Road, Ellesmere Port (63500307)



GROSS SITE AREA	0.3 Hectares (0.7 Acres)
NET DEVELOPABLE AREA	0.3 Hectares (0.7 Acres)
LANDOWNERSHIP	Other Public

SITE DESCRIPTION

This is a BT Telephone Exchange site which may become vacant. It is situated on the edge of a residential area to the northwest of the town centre, bounded by the M53 motorway to the northeast. Adjacent to the west of the site there is a cemetery, with retail units to the south of the site. It is expected that redevelopment of the site could make a positive contribution to improving the image of the M53 Corridor and this gateway to the town.

The site is accessed via a road onto the busy junction of A5032 Station Road which leads to junction 9 of the M53.

PLANNING POLICY CONTEXT
No specific designations/ allocations

COMPARABLE MARKET EVIDENCE

- B1 land values would be in the region of £100,000 – 150,000 gross per net developable acre. This site could potentially achieve a higher price if it is fully serviced.

COMMERCIAL VIABILITY

- Business: Offices - Potential for small scale office development, probably freehold occupier. Won't come forward until BT Exchange replaced - very expensive to relocate.
- Relocation of exchange is likely to be prohibitively expensive, therefore unlikely to come forward until deemed surplus to BT requirements.

VISIBLE ON-SITE CHARACTERISTICS

- There is a building and a telecoms mast on the site.
- A hedge lines the northeast border of the site, which slightly obscures the view of the motorway.
- The junction at Station Road is busy which may cause problems with access.

DESK-BASED CHARACTERISTICS

- No issues noted.

DELIVERY FACTORS AND NEXT STEPS

- Based on commercial redevelopment a timeframe for delivery of 16-20 years is anticipated.
- There is no direct access to this site which will reduce its attractiveness. Access is complicated and a higher volume of traffic is likely to be generated by a new user which would be problematic.
- The Council should liaise with BT to ascertain their aspirations for the site, and to establish how important the site is to BT. This will indicate if the site is likely to become surplus to operations in the future.
- Due to the small size of the site, it is unlikely to come forward alone. However, assembly of a larger site would be constrained by existing neighbouring uses. An additional constraint to consider will be the costs involved in demolition of the existing buildings.

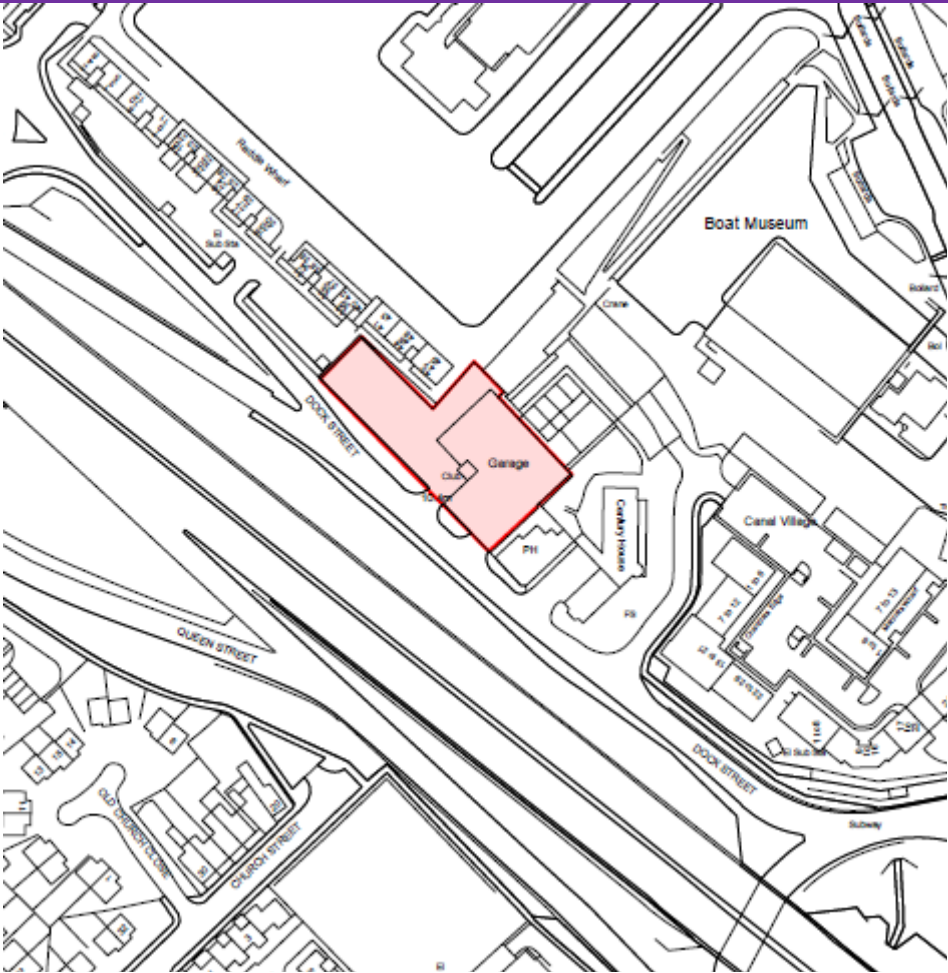
Powell's Bridge, Oil Sites Road, Ellesmere Port (C2 – 62000056)



GROSS SITE AREA	1.3 Hectares (3.2 Acres)
NET DEVELOPABLE AREA	1 Hectares (2.47 Acres)
LANDOWNERSHIP	Local Authority

SITE DESCRIPTION	COMPARABLE MARKET EVIDENCE	VISIBLE ON-SITE CHARACTERISTICS
<p>The site is located on the eastern edge of the town centre and adjoining the estuary and Manchester Ship Canal off Oil Sites Road.</p> <p>Adjacent to the M53 motorway with industrial/ business units to the northeast of the site. The Shropshire Union Canal runs along the western boundary of the site. The Boat Museum is to the north of the site. The wider area is dominated with industrial and employment uses including HGVs movements.</p>	<ul style="list-style-type: none"> • B1 land values would be in the region of £100,000 – 150,000 gross per net developable acre. This site could potentially achieve a higher price if it is fully serviced. • Hotel values for a budget hotel will be based on the number of rooms to be developed. A value of c. £30,000 – 40,000 based on a major, national operator. 	<ul style="list-style-type: none"> • Site is visible from the M53 motorway and is adjacent to junction 9 access. • Powells Bridge (original canal bridge) can be accessed from the site creating a link to the canal towpath. • Site narrows to the north and southern extents – may make these areas more difficult to develop.
<p>The site is vacant and cleared of all structures.</p> <p>PLANNING POLICY CONTEXT The site is located within the historic canal port and M53/Shropshire Union Canal Corridor. Part of the site falls within the Ellesmere Port Docks Conservation Area.</p> <p>OTHER FACTORS Site is part of a cluster of 6 sites with 62000123, 63500302, 63500308, 63500300, 63500301.</p> <p>The site is identified within the Ellesmere Port Waterfront Vision – seen as potential for leisure based redevelopment.</p>	<p>COMMERCIAL VIABILITY</p> <ul style="list-style-type: none"> • C1: Hotels/ commercial - Good visibility from the M53, close to existing employment areas and regenerated canal village. Has potential to deliver new hotel as and when demand within the market increases. • Interim use - Car Parking and or storage. Most recent use includes car parking, although it may no longer be suitable in terms of location and security. • Ground conditions and contamination will impact on viability. • The site is unlikely to come forward until some neighbouring uses are addressed to improve the visual appeal of the immediate area. 	<p>DESK-BASED CHARACTERISTICS</p> <ul style="list-style-type: none"> • Potential contamination will require investigation. • Noise and air quality will need to be assessed but impacts should be addressed at detailed design stage.
<p>DELIVERY FACTORS AND NEXT STEPS</p> <ul style="list-style-type: none"> • Based on a hotel use a delivery timeframe of 11-15 years is anticipated for the site to be redeveloped. • This site should be considered as part of a wider development site which would require masterplanning. • The neighbouring site is currently occupied by caravans which may have an impact on the attractiveness of the site. The Council would need to investigate the occupiers of the caravans' intentions and the possibility to relocate them. • The proximity of the site to the motorway junction, and associated visibility of the site to the motorway improve the site's attractiveness to commercial investors • The suitability of interim uses for the site need to be explored, such as a car park, to identify a potential short term income from the site • Site investigations will need to be conducted to identify any contamination issues. • The Council may want to consider potential funding avenues to assist in bringing the large site into active use as part of the wider Waterfront Regeneration Vision. 		

Former Peugeot Garage, Dock Street, Ellesmere Port (C2 – 6200123)



GROSS SITE AREA	0.187 Hectares (0.46 Acres)
NET DEVELOPABLE AREA	0.187 Hectares (0.46 Acres)
LANDOWNERSHIP	Private (thought to be Peel Holdings)

Former Peugeot Garage, Dock Street, Ellesmere Port (C2 – 6200123)

SITE DESCRIPTION

The site is located on the north side of Dock Street in the waterfront area of Ellesmere Port. It is within the Canal Conservation Area to the rear of the Shropshire Canal basin and Boat Museum. There are residential units to the west of the site and the Canal Village to the East and the M53 motorway to the south.

Site is located close to the waterfront and is easy to locate given it is situated on the junction 9 slip road from the M53 motorway.

The site is a former car garage and although the building is currently vacant the Use Class remains.

PLANNING POLICY CONTEXT

Site is within the Conservation Area and part of the Ellesmere Port Waterfront Vision for regeneration of the wider waterfront area.

OTHER FACTORS

The site is advertised as For Sale with Beresford Adam Commercial. 01244 351212. Garage and nightclub 13, 355sq ft

The site is also part of a cluster of six sites within the waterfront area including 63500302, 62000056, 63500308, 63500300, 63500301.

COMPARABLE MARKET EVIDENCE

- B1 land values would be in the region of £100,000 – 150,000 gross per net developable acre. This site could potentially achieve a higher price if it is fully serviced.

COMMERCIAL VIABILITY

- Residential-led mixed-use - suitable for mixed use residential apartments, with potential for leisure on the ground floor to provide facilities for wider area.
- Affordable homes – will depend on viability but the local market and values are likely to make viability marginal as development is likely to be complex and expensive.

VISIBLE ON-SITE CHARACTERISTICS

- Site is located very close to the intersection of the M53 and A5032 road roundabout.
- The site is a regular shape although tightly constrained to all sides by adjacent buildings.
- The existing building (& use) could be reused however the quality is poor and given the location in the Conservation Area and prominent visible location a high quality development would be desirable.
- Physical access is not constrained however the impact of development on a number of vehicles leaving site etc would need to be considered given the site's location on the motorway exit slip road.

DESK-BASED CHARACTERISTICS

- Site is adjacent to a number of Listed Buildings.
- Contamination from former use possible.
- Noise and air quality would require assessment and mitigation at design stage.

DELIVERY FACTORS AND NEXT STEPS

- Based on the suggested residential-led mixed-use a timeframe for delivery of the site in the region of 6-10 years is seen as reasonable.
- This site would ideally form part of a wider development which would require masterplanning
- The Council should liaise with the landowners to establish their aspirations to establish what marketing has been undertaken
- The Council should support any planning applications for mixed use on this site
- Site Investigations need to be conducted to establish if any remediation works will be required and any air quality impacts.
- Due to the site's shape and location, it would make an obvious infill site within the wider Conservation Area. It is anticipated that when the market recovers this site will come forward of its own accord.

Derelict Houses off Elm Street & Myrtle Street (C2 – 63500300, 63500301, 63500308)



Site 63500300 (image below)



Site 63500308 (see two images below)



Site 63500301 (image below)



GROSS SITE AREA	Elm Street 0.056 & 0.063 Hectares (0.138 & 0.155 Acres) Myrtle Street 0.102 Hectares (0.25 Acres)
NET DEVELOPABLE AREA	Elm Street 0.056 & 0.063 Hectares (0.138 & 0.155 Acres) Myrtle Street 0.102 Hectares (0.25 Acres)
LANDOWNERSHIP	Unknown

SITE DESCRIPTION

The sites are close to the dock and waterfront area in Ellesmere Port, located to the west of Merseyton Road. The M53 motorway is directly to the east of the sites. The sites are surrounded by a number of small scale commercial units and a few small residential properties to the north of Myrtle Street.

The sites consist of a number of derelict, boarded up terraced houses located in the Merseyton Road area. More recently the houses on Elm Street have been used for small scale commercial/business uses although this activity now seems to have ceased.

PLANNING POLICY CONTEXT

Part of the wider Ellesmere Port waterfront regeneration area and sites are being considered by the Council's Regeneration Team.

OTHER FACTORS

Land to the east of Merseyton Road being looked at by Peel Holdings as part of a wider waterfront regeneration scheme.

The three sites are part of an identified wider cluster of 6 sites in total also including 62000123, 63500302, 62000056.

COMPARABLE MARKET EVIDENCE

- Industrial land values would be in the region of £100,000 gross per net developable acre.

COMMERCIAL VIABILITY

- B1 – Business (employment) - Suitable for light industrial, arranged around a court yard with B1/B2 light industrial uses to the rear.
- 3 small constrained sites split over a wider area, makes redevelopment difficult without assembling a larger area for more comprehensive development. Values are unlikely to support private sector led site assembly.

VISIBLE ON-SITE CHARACTERISTICS

- Site is located off the A5032 and close to the M53, junctions 8 and 9.
- All three sites are rectangular in shape.

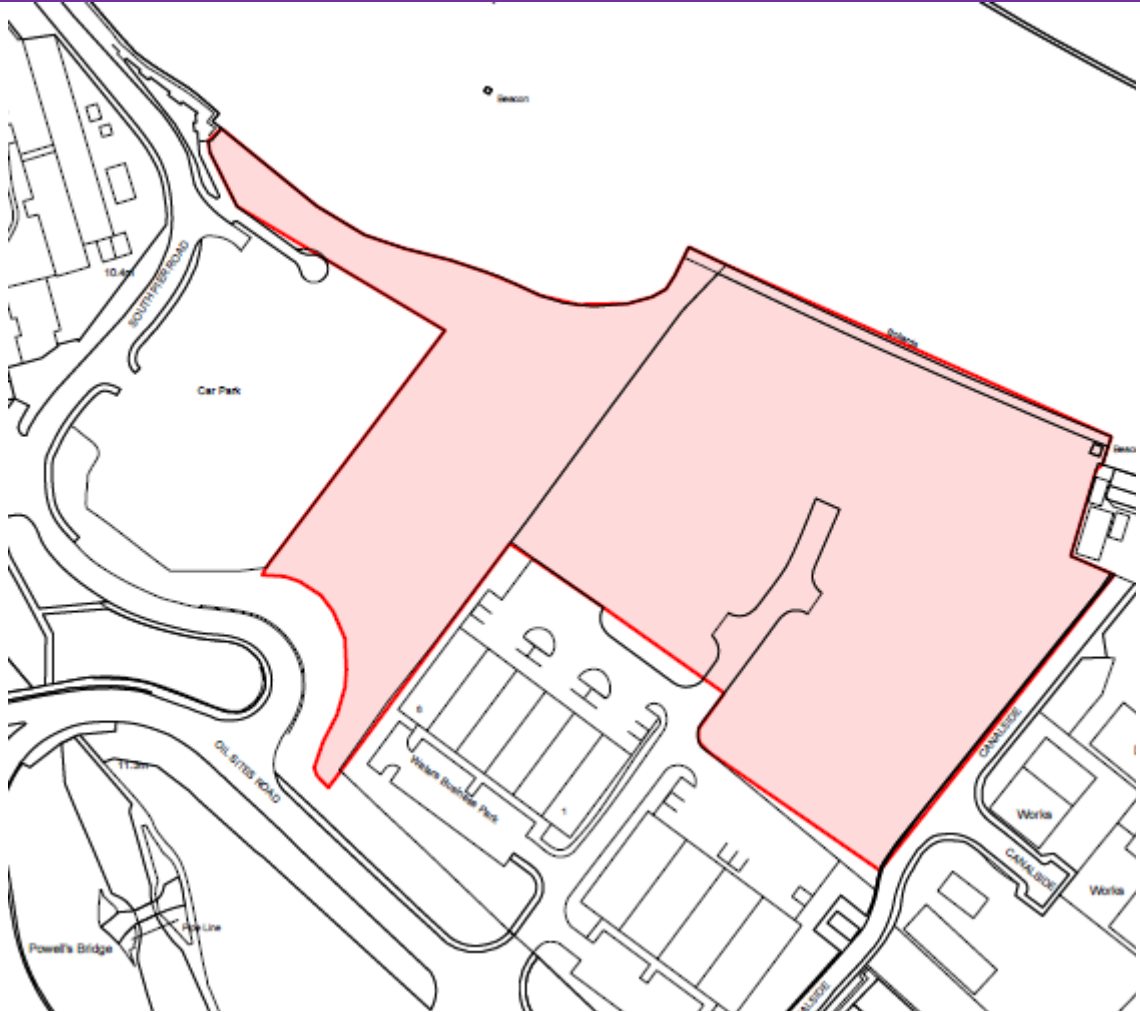
DESK-BASED CHARACTERISTICS

- Possible fragmented land ownership issues with the potential for a number of interests and different ownerships making site acquisition complex.
- Contamination possible.
- Air quality would need to be investigated further and impacts mitigated at design stage.

DELIVERY FACTORS AND NEXT STEPS

- Based on business/ employment uses proposed for the three small sites a delivery timeframe of 11-15 years is seen as likely given the wider proposals and ideas for the wider waterfront area and level of market demand for employment uses in the town.
- The sites are being considered as part of the wider potential of the regeneration of the waterfront area and should form part of a comprehensive master plan/ strategy for the redevelopment of the whole waterfront area.
- This cluster of sites requires masterplanning, and the potential to include sites along Merseyton Road as a comprehensive development area should also be considered.
- The Council should engage with the landowners to establish their aspirations for the sites.
- Options for interim uses should be explored and promoted until a masterplan for the wider area can be brought forward.
- Structural surveys should be undertaken to assess if the buildings are fit for use now. If any works need to be completed, they should be, to allow the buildings to be brought back into active use.
- Long term, the sites will most likely come forward as part of a wider Ellesmere Port Waterfront Vision. This will require allocation through the LDF for suitability of mixed uses.
- Review land ownerships and assess constraints to assembly of the wider site. This could include use of Council/ public sector land ownerships to help kick-start development.

Land off South Pier Road, Ellesmere Port (C2 - 63500302)



GROSS SITE AREA	2.4 Hectares (5.9 Acres)
NET DEVELOPABLE AREA	2 Hectares (4.9 Acres)
LANDOWNERSHIP	Local Authority

SITE DESCRIPTION

The site is located in the waterfront area of Ellesmere Port, located off South Pier Road. The site is directly adjacent to the Manchester Ship Canal and close to the junction 9 of the M53.

The site is currently vacant land with the eastern half partly laid out for development with internal road structure as an extension to the Waters Business Park. Site adjoins the Manchester Ship Canal to the north and business uses to the south and east. To the west is the Boat Museum.

PLANNING POLICY CONTEXT

Located within the Stanlow Special Policy Area, allows for B1, 2 and 8 uses. Car park and land to the west being considered as part of the waterfront development.

OTHER FACTORS

The site could be divided in two distinct areas along the boundary of the tree line in centre of site. Firstly an extension of the trade counter units at Waters Business Park where access is already in place and layout set out. Secondly residential uses on the western portion of the site.

This site is one of 6 within Cluster Two which includes a number of sites in the waterfront area of Ellesmere Port (62000123, 62000056, 63500308, 63500300, 63500301)

COMPARABLE MARKET EVIDENCE

- Residential land values would be in the region of £350,000 – 400,000 gross per net developable acre.
- B1 land values would be in the region of £100,000 – 150,000 gross per net developable acre. This site could potentially achieve a higher price if it is fully serviced.

COMMERCIAL VIABILITY

- Employment/ residential - The larger portion of the site is suitable for B1 light industrial and trade counter uses similar to the new build fronting Oil Sites Road (eastern half). The smaller portion to the west, fronting the car park is suitable for residential.
- Key issues for delivery of B1 will be market led, as infrastructure appears to be in place.

VISIBLE ON-SITE CHARACTERISTICS

- The site should be developable despite irregular shape given that shape provides access to the site.
- Site is mostly cleared.
- Generally flat however there is an embankment in the centre of the site with a row of trees that divides the site east/ west and the site is at a lower level than the access road.
- Access to the site is via the Waters Business Park, from Oil Sites Road, where a tarmac road has been set out on the site.

DESK-BASED CHARACTERISTICS

- Site is adjacent to the Boat Museum and conservation area around the Shropshire Union Canal basin area - development on the site that was not leisure related would need to be of a quality and type so not to detract from the leisure focus of the adjacent area.
- The Ellesmere Port Regeneration team has identified the site as having potential for leisure uses as a means to strengthen and tie in to the wider waterfront offer. The Council is in the process of taking back leases for the land to the rear of the trade counters to facilitate the possibility of development for leisure use.
- The land is covered by a restrictive hazard zone from the nearby Innospec Installation – this matter is being resolved with the HSE.

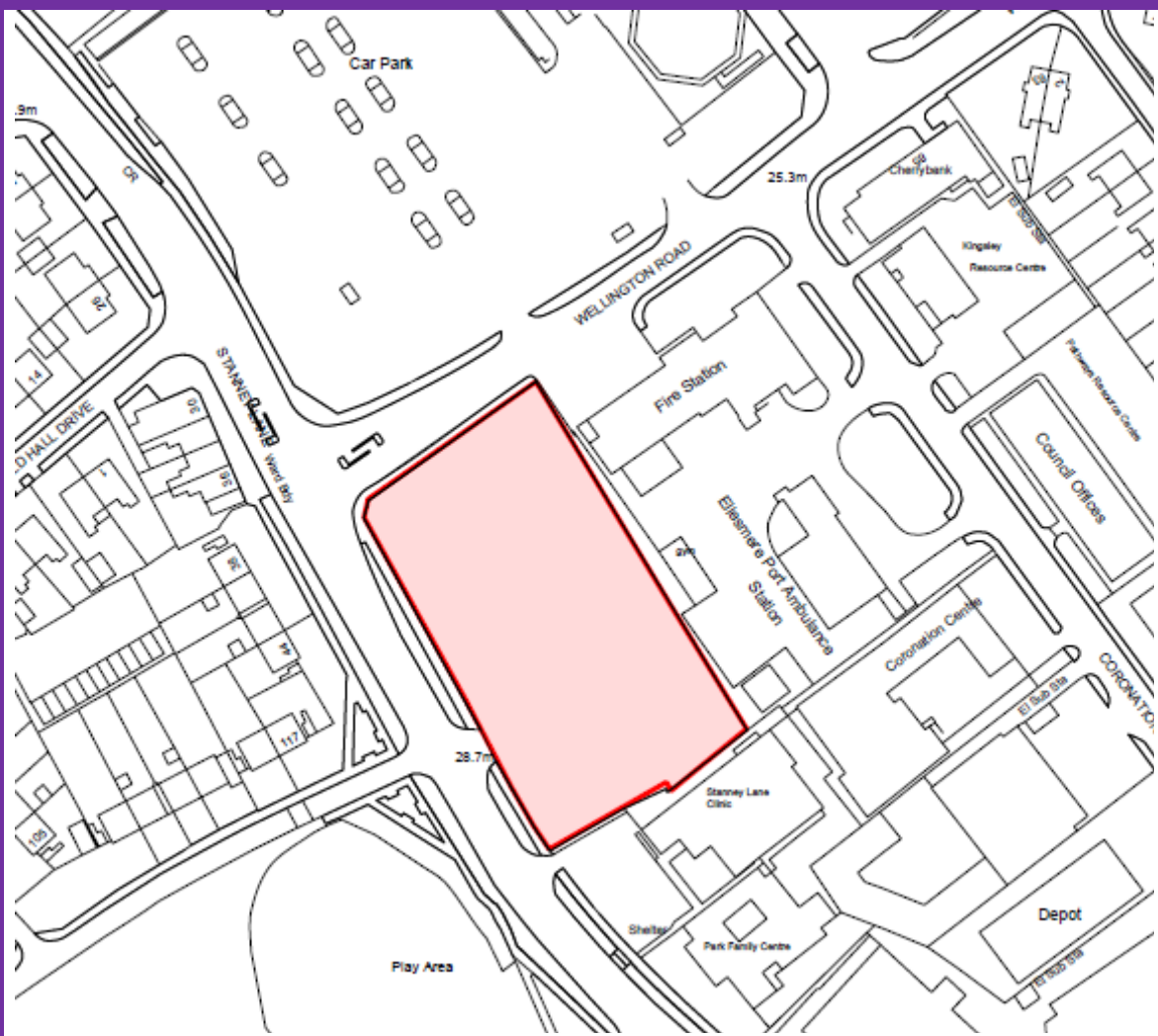
DELIVERY FACTORS AND NEXT STEPS

- Based on an employment use the timeframe for delivery of the site is estimated to be 6-10 years. This reflects the market in the area and the fact that the existing Waters Business Park has high vacancy rates.
- The possibility of splitting the site into two should be explored. This may enable both parcels to come forward as the market improves. The first parcel should be used for B1(c) uses, and should come forward quite quickly as some infrastructure is already in place. For the second parcel of land, discussions should be entered into with adjacent land owners to confirm they have no aspirations to use the land for expansion. This site has the capacity for residential development. This parcel should be promoted through the LDF process in the Site Allocations DPD
- The potential for relocating the existing car park on adjoining land to other sites within the cluster (such as 62000056) should be investigated. This would free up a much larger

and valuable development site. Access between any relocation and the existing Waterways Museum should be carefully considered, particularly in terms of safety for pedestrians.

- Investigate potential for bringing access from car park to existing premises via canal link.
- A Flood Risk Assessment should be undertaken, as should Site Investigations to check for historic contamination.
- Any design proposal must take into consideration the area's status as a Conservation Area; this must be reflected in the scale, massing and design of any proposal.
- The site does not have the potential to be incorporated into any wider development site due to being constrained by adjoining new build.

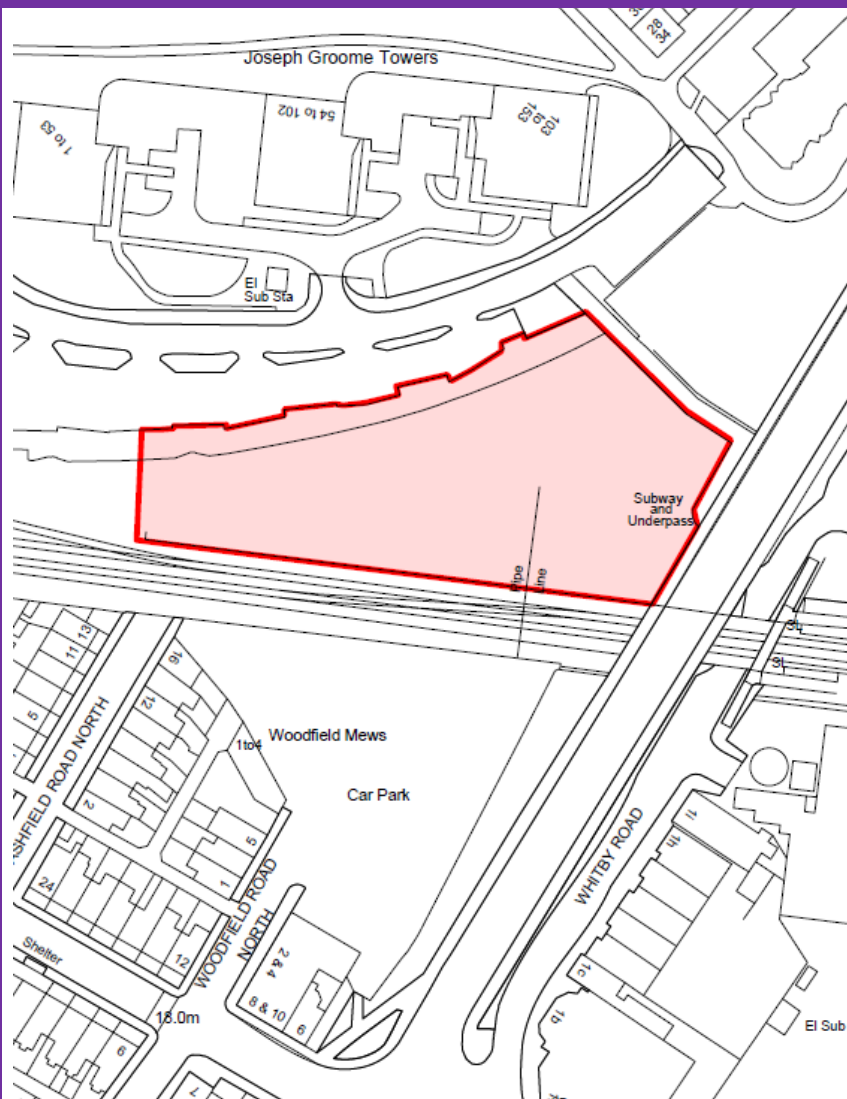
Former Stanney Lane Social Club, Stanney Lane, Ellesmere Port (C4 – 62000050)



GROSS SITE AREA	0.42 Hectares (1.0 Acres)
NET DEVELOPABLE AREA	0.42 Hectares (1.0 Acres)
LANDOWNERSHIP	Private

<p>SITE DESCRIPTION</p> <p>The site is located on Stanney Lane on the edge of the town centre of Ellesmere Port, close to a variety of civic and retail services including the library, bus station and leisure centre.</p> <p>A prominent site, directly accessed from Stanney Lane. Surrounding uses include municipal car park and offices to the north, residential to the west leisure/ municipal uses to the south and the Ambulance Station and Fire Station for Ellesmere Port to the east.</p> <p>PLANNING POLICY CONTEXT</p> <p>The site does not have any current allocations or designations</p> <p>The site had full planning permission (Application 03/1085) granted 20/09/2007 for 64 apartments.</p> <p>OTHER FACTORS</p> <p>The site is considered within a Cluster of three sites, also including 62000118 and 62000117.</p>	<p>COMPARABLE MARKET EVIDENCE</p> <ul style="list-style-type: none"> • We would anticipate values for residential in this location to be in the region of £350,000 gross per net developable acre. • Potentially assisted living accommodation for the private sector could generate slightly higher land values, however, this will be heavily dependent on scale and massing. • 100% affordable housing on the site could potentially lower land values. 	<p>VISIBLE ON-SITE CHARACTERISTICS</p> <ul style="list-style-type: none"> • Access/ capacity - No information on capacity issues but development on the site could impact on capacity of surrounding area. • An established hedge and semi-mature trees located around the western and northern boundaries of the site. • Site is located adjacent to the town centre and as such has excellent public transport links and access to other shops and services.
	<p>COMMERCIAL VIABILITY</p> <ul style="list-style-type: none"> • Residential - Proximity to town centre and public transport access would make this a good sheltered housing site. Existing application for residential apartments never delivered. • Affordable homes - Potentially 100% affordable, otherwise unlikely to be able to support Council's policy, due to values and viability. • The market and low values locally are the key obstacle. 	<p>DESK-BASED CHARACTERISTICS</p> <ul style="list-style-type: none"> • Land ownership is uncertain.
<p>DELIVERY FACTORS AND NEXT STEPS</p> <ul style="list-style-type: none"> • Based on residential development the site could be delivered in a 6-10 year timeframe. • Potential to look at redevelopment options for this site and the two others in Cluster 4 as part of a wider area to include other surrounding uses including the depot, leisure centre etc – this would provide an opportunity for comprehensive redevelopment. • This is the most attractive site within the cluster, and therefore has the potential to come forward alone or as part of a wider redevelopment area. • Engagement with the landowner is required to ascertain their aspirations. • Soft market testing should also be undertaken to establish levels of interest in the site – in particular engage with assisted living provider to gauge interest • A Phase 1 desktop study should be undertaken to ascertain levels of potential contamination. Dependant upon results a detailed Site Investigation may be required. • Similarly to the other sites within the cluster, engagement with the adjacent landowners is required, to establish their aspirations and therefore the likely ability of creating a wider area for masterplanning. 		

Jakes Yard, St Nicholas Crescent, Ellesmere Port (62000054)



GROSS SITE AREA	0.4 Hectares (1.0 Acres)
NET DEVELOPABLE AREA	0.4 Hectares (1.0 Acres)
LANDOWNERSHIP	Private

SITE DESCRIPTION

The site is situated on the edge of the town centre. It is adjacent to residential properties and the railway line. It is currently vacant and looks like it has been unused for some time.

Site is immediately adjacent to residential towers within a wider residential area so there is the potential for additional congestion. The site is well situated but away from trunk roads. It is close to A5032 Whitby Road, the main road through the centre of Ellesmere Port town centre, however there is no formal access point to the site.

PLANNING POLICY CONTEXT

Site does not have any specific allocations/designations.

OTHER FACTORS

Ownership, type of pipe identified on the site and if it is still in use is unknown but will impact upon any redevelopment on the site.

This site is considered as part of a cluster, the other site is 63500305.

COMPARABLE MARKET EVIDENCE

- We would anticipate that commercial values within this area are in the region of £150,000 gross per net developable acre
- We would expect residential values to be in the region of £300,000-350,000 gross per net developable acre.
- Appetite from the development market for sites within this location is low and even when available take-up is likely to be medium-long term.

COMMERCIAL VIABILITY

- Sui Generis: Car Parks - Contamination and location adjacent railway severely restricts future uses. Potential for swap with car park to the east (63500305) to release this site for alternative uses. Although access is restricted from Percival Road and may not be suitable.
- Pipes on site suggest industrial history and potential for contamination on site which would impact significantly on viability of development.

VISIBLE ON-SITE CHARACTERISTICS

- Site includes a pipe which extends across the railway. The pipe runs across the site, to the south-eastern corner of the site. The pipe crosses from the other side (north) of the railway line into the site and is then potentially buried underground.
- The proximity to the railway means that housing is unlikely to be suitable and would limit future uses.
- There are a few trees on the site.
- Site is surrounded on the northern and north-eastern boundary by an 8ft wall.
- No pedestrian or vehicle access is apparent.

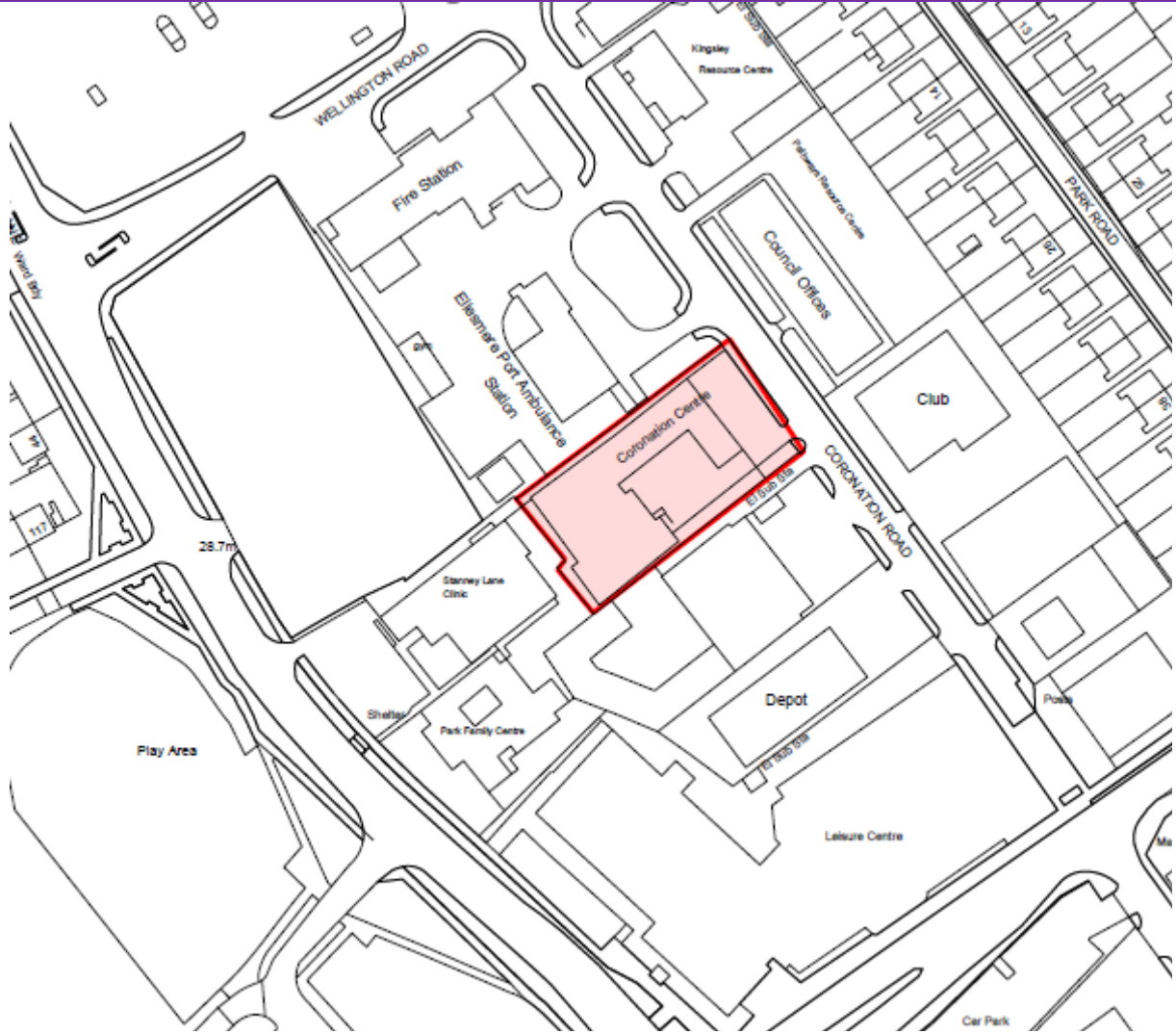
DESK-BASED CHARACTERISTICS

- Site is believed to be a former marshalling yard therefore contamination is likely. The extent/ level is unknown.

DELIVERY FACTORS AND NEXT STEPS

- Based on commercial redevelopment a timeframe for delivery of 16-20 years is anticipated.
- The freehold owners of the site should be identified, along with any rights of access and usage associated with the pipes on site.
- The use of the pipes should be identified, are they still operational or is this a historic use. Following on from this, potential for contamination and the costs of remediation
- The site should be considered as part of a wider redevelopment, potentially as the high rise apartments come to the end of their life or are brought forward for refurbishment. Packaging this site as part of a wider whole is likely to help ease concerns over viability.
- Access to the site is poor, consideration should be given to increased traffic use on the access road and how this might impact on existing properties around the site. Alternatively, options for regulating car parking within the area, whether through resident permits or double yellow lines on the access road should be considered.
- This site is clustered with 63500305, which lies on the opposite side of Whitby Road. In our view, these sites should be considered separately, within different development areas, with potential for differing uses.
- The above, notwithstanding, if site 63500305 were to come forward in advance of this site, it's proximity to the railway station would suggest a location that could be used as an alternative car park. This would have the advantage of lower remediation costs (relative to the level required for residential development). This would free up 6350035 with minimum disruption.

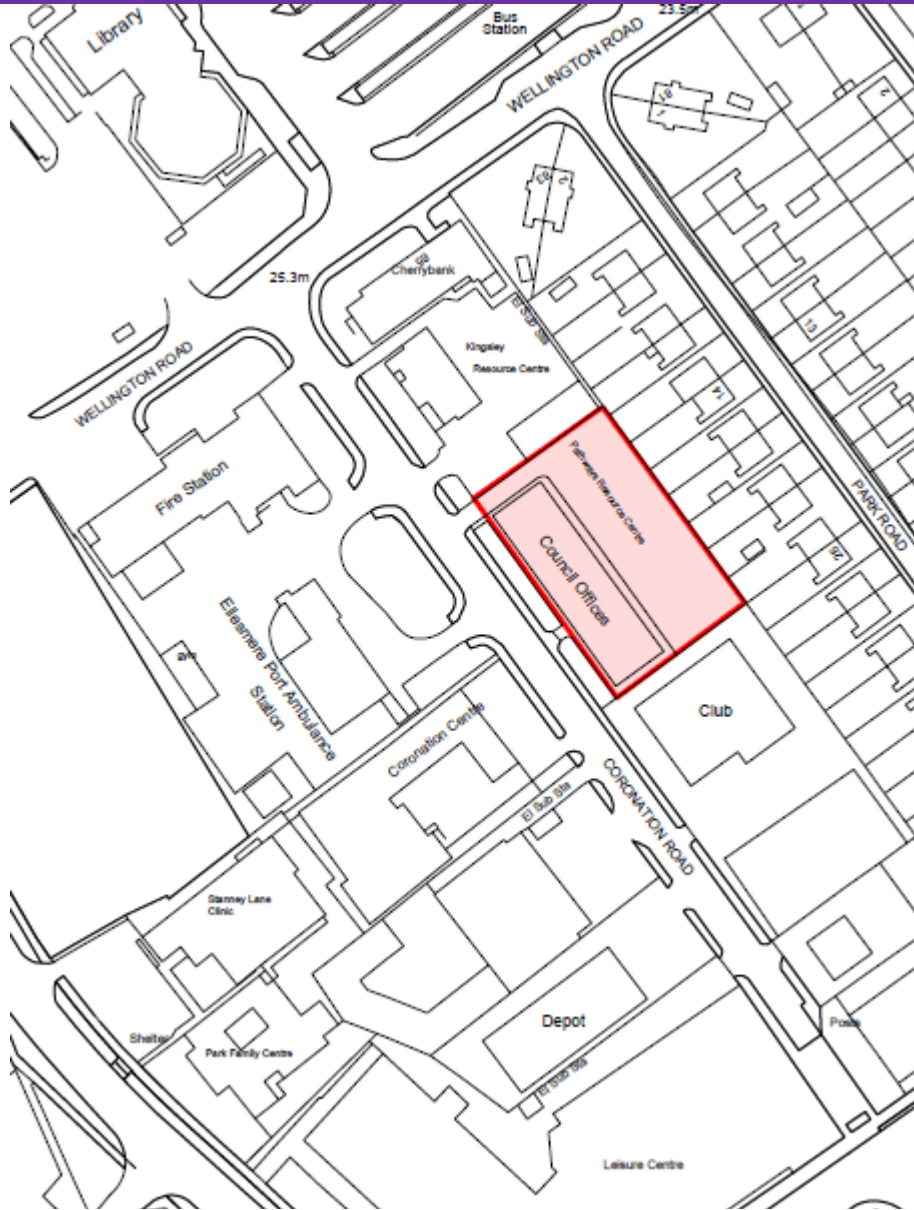
Coronation Centre, Coronation Road, Ellesmere Port (C4 – 62000117)



GROSS SITE AREA	0.18 Hectares (0.44 Acres)
NET DEVELOPABLE AREA	0.18 Hectares (0.44 Acres)
LANDOWNERSHIP	Local Authority

SITE DESCRIPTION	COMPARABLE MARKET EVIDENCE	VISIBLE ON-SITE CHARACTERISTICS
<p>Site is located off Coronation Road, on the edge of the town centre of Ellesmere Port. The site is within a mixed use area including residential to the northeast, civic and other municipal uses to the south, east and north - including Ambulance Station, Council Offices, Fire Station and a library.</p> <p>The site is in use as a Local Authority education centre.</p> <p>PLANNING POLICY CONTEXT There are no current designations/allocations.</p> <p>OTHER FACTORS Development of the site, with existing surrounding uses still in place, would have to consider impact on highway network given emergency services uses in vicinity (fire and ambulance) and highway capacity in general due to proximity to town centre. This is a key consideration for all the three sites in this cluster.</p> <p>The site forms a cluster with two other sites including 62000050 and 62000118.</p>	<p>COMPARABLE MARKET EVIDENCE</p> <ul style="list-style-type: none"> • B1 (Offices) land values would be in the region of £150,000 – 200,000 gross per net developable acre. Demand unlikely. • Residential land values would be in the region of £300,000 – 350,000 gross per net developable area. <p>COMMERCIAL VIABILITY</p> <ul style="list-style-type: none"> • Residential - potential for residential as part of a wider redevelopment, dependent on fire station relocation. • The site is too isolated for development on its own. • Assembly of a larger site will be expensive and may make development unviable. 	<p>VISIBLE ON-SITE CHARACTERISTICS</p> <ul style="list-style-type: none"> • Site is easily accessed from Coronation Road. • No detail on highway capacity constraints however site is within a mixed use area providing retail, commercial and civic uses therefore impact of new development on current network could be significant. • Existing building is poor quality and out of date but still in use. • Current access is acceptable for light vehicles only due to restricted area for parking/ turning on site and site being accessed from a side street – redevelopment would remove this issue. • A highly accessible site with excellent links to public transport and other civic and retail uses and services given the proximity to the town centre. <p>DESK-BASED CHARACTERISTICS</p> <ul style="list-style-type: none"> • No issues noted.
<p>DELIVERY FACTORS AND NEXT STEPS</p> <ul style="list-style-type: none"> • Based on redevelopment of the site for residential use a delivery timeframe of 6-10 years would be deemed reasonable. • There is the potential to look at redevelopment options for this site and the two others in Cluster 4 as part of a wider area to include other surrounding uses including the depot, leisure centre etc – this would provide an opportunity for comprehensive redevelopment. • Initially the potential to take the site to market should be investigated. This will help identify any interest and from which sector of the market the interest may come from. • The timescale for the building to become vacant should be identified. • The potential to incorporate with site 62000118 and 62000050 to allow masterplanning of the wider area should be investigated as the site is unlikely to come forward unless part of a wider site. • Discussions with the adjacent landowners (fire and ambulance stations) and landowners to the rear should be entered in to. Dependant upon the level of interest from adjacent land owners, there may be potential to assemble the larger site. • The long term potential of the site therefore lies with the prospect of it forming part of a major edge of centre masterplan for the wider area. • Undertake a Phase 1 survey to identify contamination risk based on historic uses. 		

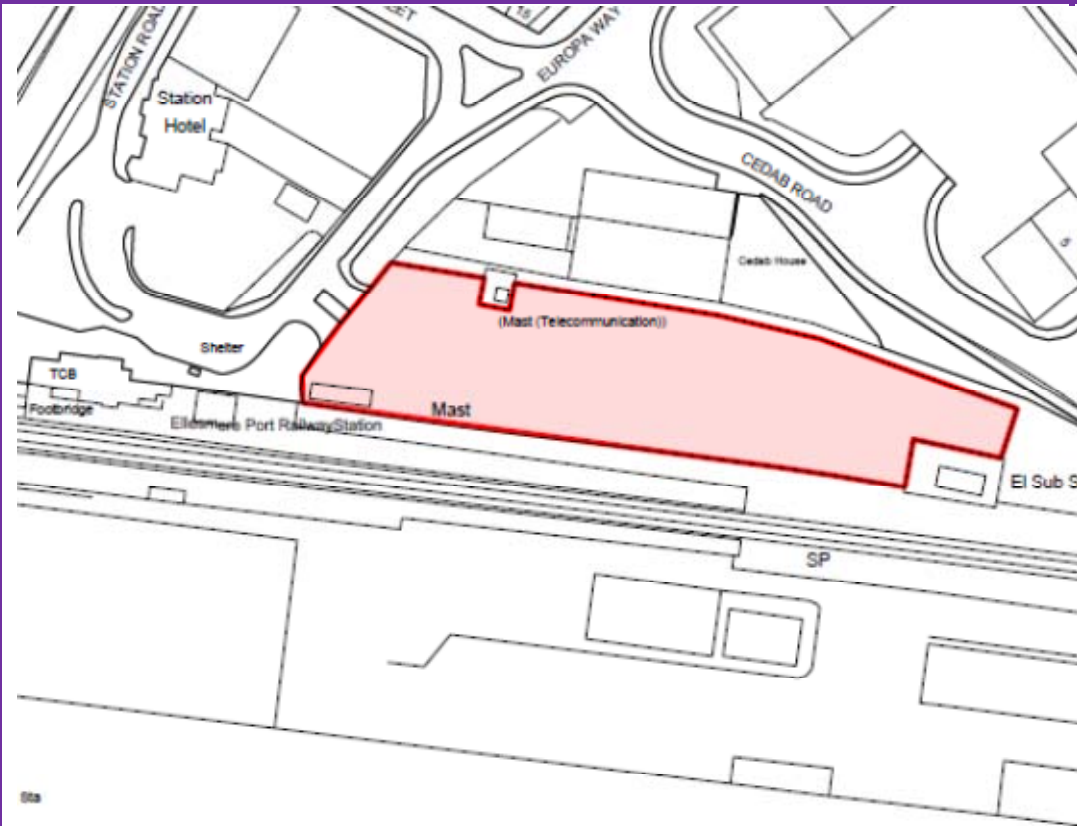
Offices at Coronation Road, Ellesmere Port (C4 – 62000118)



GROSS SITE AREA	0.18 Hectares (0.44 Acres)
NET DEVELOPABLE AREA	0.18 Hectares (0.44 Acres)
LANDOWNERSHIP	Local Authority

<p>SITE DESCRIPTION</p> <p>Site is located off Coronation Road, on the edge of the town centre of Ellesmere Port. The site is within a mixed use area including residential to the northeast, civic and other municipal uses to the south, east and north - including Ambulance Station, Council Offices, Fire Station and a library.</p> <p>The site is a council office building that is no longer operational.</p> <p>PLANNING POLICY CONTEXT The site does not have any current designations/allocations.</p> <p>OTHER FACTORS Development of the site, with existing surrounding uses still in place, would have to consider impact on highway network given emergency services uses in vicinity (fire and ambulance) and highway capacity in general due to proximity to town centre.</p> <p>The site forms a cluster with two other sites including 62000050 and 62000118.</p>	<p>COMPARABLE MARKET EVIDENCE</p> <ul style="list-style-type: none"> • B1 (Offices) land values would be in the region of £150,000 gross per net developable acre. 	<p>VISIBLE ON-SITE CHARACTERISTICS</p> <ul style="list-style-type: none"> • Site area has a gentle slope west to east; rear of current office is at lower level than road frontage. • Semi-mature trees on boundary of site. • A highly accessible site with excellent links to public transport and other civic and retail uses and services given the proximity to the town centre.
	<p>COMMERCIAL VIABILITY</p> <ul style="list-style-type: none"> • B1 Business - Good location close to district centre and civic centre. Could potentially be retained as offices for SME's with small scale investment. • Low demand for offices locally and regionally – low values and marginal or negative viability. • Wider area needs looking at; development in isolation is unlikely to be attractive to the market. 	<p>DESK-BASED CHARACTERISTICS</p> <ul style="list-style-type: none"> • No issues noted.
<p>DELIVERY FACTORS AND NEXT STEPS</p> <ul style="list-style-type: none"> • Based on redevelopment of the site for B1 business uses a delivery timeframe of 6-10 years is deemed most likely. • There is the potential to look at redevelopment options for this site and the two others in Cluster 4 as part of a wider area to include other surrounding uses including the depot, leisure centre etc – this would provide an opportunity for comprehensive redevelopment. • Initially the potential to take the site to market should be investigated. This will help identify any existing interest, and from which sector of the market. • The potential to reuse the building by different public sector bodies should be explored through liaison with the Council's Economic Development team. Additionally, the potential for a land swap to relocate the Royal British Legion could be explored. This would enable a larger site to be assembled at site ref: 62000045. • Alternatively the site could be included (with adjacent land) to create a larger parcel of land to be masterplanned. Through the masterplanning process alternative uses could be explored. • A Phase 1 desktop study should be undertaken to establish any historic uses or contamination on the site. 		

Ellesmere Port Railway Station Car Park (63500305)



GROSS SITE AREA	0.3 Hectares (0.7 Acres)
NET DEVELOPABLE AREA	0.3 Hectares (0.7 Acres)
LANDOWNERSHIP	Uncertain - Land is mainly owned by Network Rail however there are potential leases to deal with relating to the taxi business and radio mast on the site.

SITE DESCRIPTION

The site is currently used as a Park and Ride car park for station users. There are a mix of uses nearby including industrial, commercial, residential and the railway station and line. The site is accessed via a one-way system around a number of smaller side streets.

PLANNING POLICY CONTEXT

No specific allocations/ designations.

OTHER FACTORS

This site is considered as part of a cluster, the other site is 62000054.

COMPARABLE MARKET EVIDENCE

- We would anticipate that commercial values within this area are in the region of £150,000 per acre on a gross basis.
- We would expect residential values to be in the region of £300,000-350,000 per acre on a gross basis.
- Appetite from the development market for sites within this location is low and even when available take-up is likely to be medium-long term.

COMMERCIAL VIABILITY

- Business: Offices - Site is too small and close to the railway line and station for residential, unless considered as part of a wider site.
- Large substation adjacent to the site will affect development area. Site currently also used as HQ for local taxi firm.

VISIBLE ON-SITE CHARACTERISTICS

- There is a telecoms mast on the northern side of the site which is considered outside of the site boundary but realistically would need to be considered in any development.
- The railway line may restrict certain types of development/ make them less favourable.
- The industrial uses to the southeast (on the other side of the railway line, but highly visible from the site) proposes potential issues for other uses.
- There is a telecoms mast on the southern edge of the site. It is potentially a CB radio linked to the taxi business which operates from the site.
- There is a small portacabin located on the southwest corner of the site which is a base for a taxi firm.
- A sub-station is located immediately adjacent to the site, along its eastern edge.

DESK-BASED CHARACTERISTICS

- Contamination likely due to previous use as part of steel works and rail sidings.
- A noise assessment would be required.

DELIVERY FACTORS AND NEXT STEPS

- Based on commercial redevelopment a timeframe for delivery of 11-15 years is anticipated.
- A key barrier to development on site is potential wayleaves for the telecommunications mast and electricity substation on site. Work should be undertaken to see if these could be relocated in order to remove the issue. Alternatively, as development comes forward around the site, the electricity substation may require upgrading, this opportunity should be taken to reduce the liability of its location, whether through relocation or by altering the current configuration to make it more sympathetic to future development.
- Landowners should be identified and engaged with to identify their aspirations. In addition to this, the potential for assembling and packaging a larger site for development should be considered. There are a number of large sites close to 63500305 which have residential consents, whilst the market would generally suggest that these are unlikely to come forward in the near future, when they do it will help to stimulate interest within the area. Packaging the site with adjacent land holdings, or identifying the site within a wider mixed use development area will be key to helping promote the location for development.
- Should Network Rail be confirmed as the major landowner, it should be kept in mind that the site probably generates an income for them in the short term. The loss of this income will have to be offset against future developments value and provide enough replacement revenue to justify its loss, in order for Network Rail to consider disposing of, or bringing forward, the site.
- It is likely that the site has a historic association with the railway line to the rear of the site. Bearing this in mind, there may be ground contamination and stability issues. Identifying these through site investigations will help to identify financial risk associated with development.

- The site currently has an important role in providing car parking for the adjacent train station. It is also the location of a local firm of mini cabs. Whilst the loss of these existing uses on the site is unlikely to have significant medium term economic implications, if possible they should be relocated. The potential for a swap with site 62000054 should be considered (within the context of development and delivery constraints of 62000054).

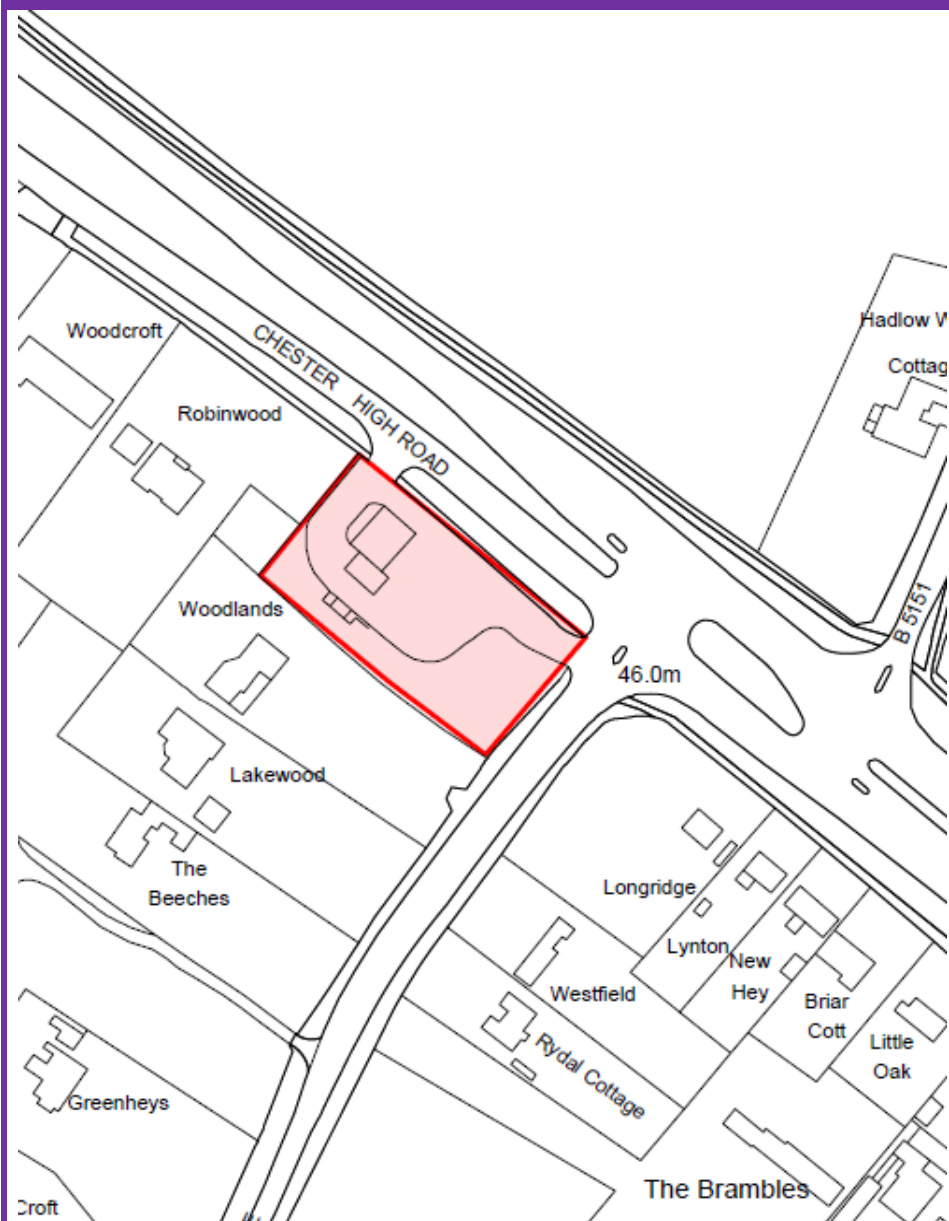
Neston Colliery Tip, off Marshlands Road (62000017)



GROSS SITE AREA	1.0 Hectares (2.47 Acres)
NET DEVELOPABLE AREA	1.0 Hectares (2.47 Acres)
LANDOWNERSHIP	Private

<p>SITE DESCRIPTION</p> <p>The site is located on the edge of a residential settlement, adjacent to the Dee Estuary. To the east of the site are residential properties and to the north there is agricultural/ pastoral land. The site is currently vacant and covered in wild overgrown vegetation.</p> <p>The site has poor access in general and does not have an existing road access. It is accessed via a rough track from a residential cul-de-sac. Pedestrians and light vehicles only.</p> <p>PLANNING POLICY CONTEXT</p> <p>The site is within the Green Belt therefore restrictions to potential future development are likely.</p>	<p>COMPARABLE MARKET EVIDENCE</p> <ul style="list-style-type: none"> Residential land values are likely to be in the region of £600,000 gross per net developable acre. 	<p>VISIBLE ON-SITE CHARACTERISTICS</p> <ul style="list-style-type: none"> Part of the site slopes significantly along the western edge, rising from west to east. The site is more level towards the southern end of the site.
	<p>COMMERCIAL VIABILITY</p> <ul style="list-style-type: none"> Sui Generis: Public Open Space - access and historic uses mean the site is unlikely to ever be developed. It has the potential for links through to the estuary which is already well used by the public for leisure purposes. Remediation and ground stability is likely to be a major issue for the site, which would make development marginally viable. As public open space there is the potential for an ongoing liability with regards to monitoring of contamination levels and danger to public health, this may make opening up the site to public use an issue. Access to the site is also likely to be an issue, along a track from the car park. Potential development yield could be high which would impact on the local estate roads surrounding the site. 	<p>DESK-BASED CHARACTERISTICS</p> <ul style="list-style-type: none"> The site is a former tip therefore contamination is likely.
<p>DELIVERY FACTORS AND NEXT STEPS</p> <ul style="list-style-type: none"> Based on public open space redevelopment a timeframe for delivery of 3-5 years is anticipated. Detailed site investigations should be undertaken to ascertain the exact level of contamination and potential remediation required, thus quantifying the financial risk involved. Based on a chance meeting on site, there may be some land ownership issues, legal advice should be sought to confirm the extent of land ownership within the public and private sector. Depending on the extent of private landownership's, individual interest holders should be approached, with a view to assembling the site. Avenues for funding the development of the site to a standard suitable for public open space should be identified and assessed. This could be from areas such as heritage and lottery funding, through to s106 contributions from development within the area, particularly as the site could potentially contribute to Public Open Space requirements. 		

Former Filling Station, Chester High Road, Neston (62000069)



GROSS SITE AREA	0.2 Hectares (0.5 Acres)
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NET DEVELOPABLE AREA	0.2 Hectares (0.5 Acres)
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LANDOWNERSHIP	Private
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SITE DESCRIPTION

This derelict site is positioned on the edge of a small settlement area in a semi-rural setting, adjacent to residential property. It is located in a prominent and visible location along the A540 between Hoylake and Chester.

The site includes a mix of vacant buildings and overgrown vegetation. It was formerly used as a petrol filling station. The former fuel station/ retail shop is poor quality and not in-keeping with surrounding buildings. The site has good access from the A540.

PLANNING POLICY CONTEXT

Within Green Belt. Planning Application P/2006/60 – Excavation of Site to Approx 3m Below Forecourt – Granted 20/03/2006.

Due to its former use as a filling station, there is a potential contamination risk. Unsure if the fuel storage tanks have been removed from the site.

COMPARABLE MARKET EVIDENCE

- Having regard to the value of adjacent properties, we believe that land values in the area could potentially achieve between £700,000-800,000 gross per net developable acre, dependent on the density of development.

VISIBLE ON-SITE CHARACTERISTICS

- There are a few semi-mature trees on the site.
- There is potential conflict with access on to/ off the A540, however access to new development on the site could be created from Dunstan Lane.

COMMERCIAL VIABILITY

- Residential - suitable for single dwelling similar to surrounding properties.
- Proximity to the Chester High Road and traffic noise may potentially impact on the desirability and value of any developed units.
- The highly desirable nature of the location would suggest that any issues surrounding remediation and contamination could be overcome.

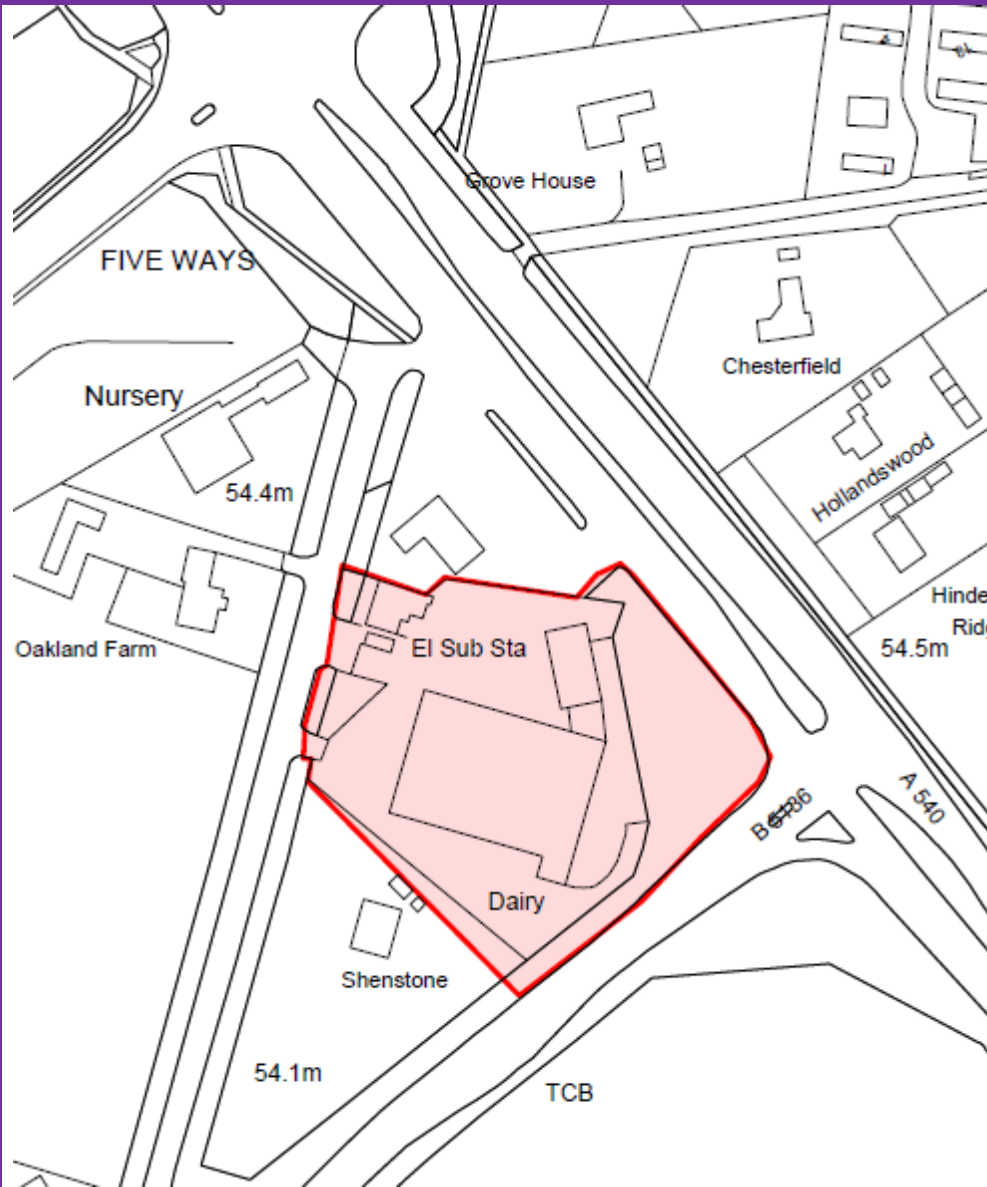
DESK-BASED CHARACTERISTICS

- None to note.

DELIVERY FACTORS AND NEXT STEPS

- Based on residential redevelopment a timeframe for delivery of 3-5 years is anticipated.
- Planning policy is likely to be a key restraint to development, the Council should look favourably on low density development proposals, which seek to minimise impact of the site's redevelopment. In particular, redevelopment should be set against the context of removing a brownfield site in a prominent location.
- It is likely that as the market improves the site will come forward of its own accord, however, the Council may wish to engage with the landowner in order to understand their aspirations and encourage the site to come forward.

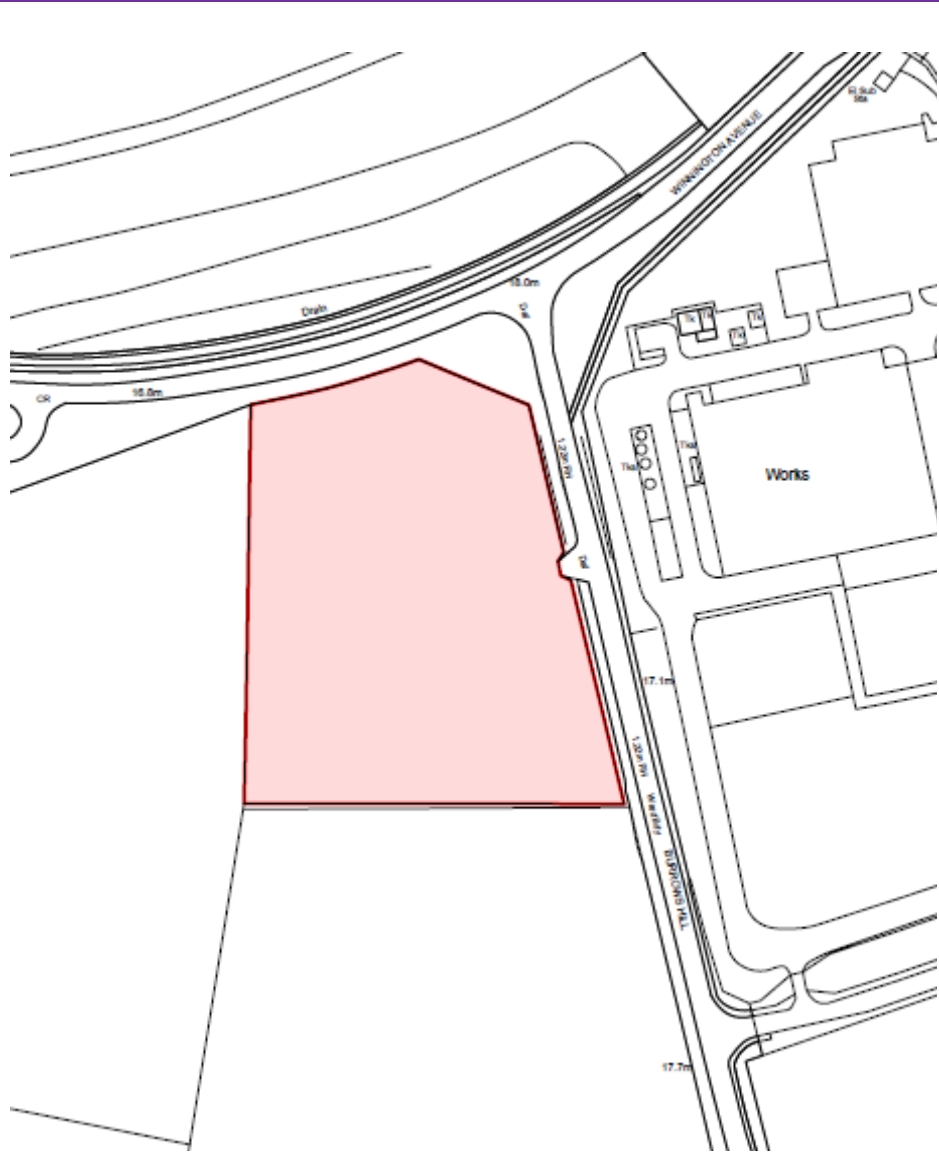
Milk Retail Distribution Centre, Liverpool Road, Neston (62000096)



GROSS SITE AREA	0.6 Hectares (1.5 Acres)
NET DEVELOPABLE AREA	0.6 Hectares (1.5 Acres)
LANDOWNERSHIP	Assumed single, private ownership

<p>SITE DESCRIPTION</p> <p>This site is located on Green Belt land in a small cluster of residential properties. Directly adjacent to the site to the north there is a car showroom and service garage and to the south and west of the site there are residential properties. To the north-west of the site there is a children's nursery. Positioned out of the town centre but close to the main road that connects Chester and Birkenhead (A540).</p> <p>The site is currently vacant with derelict buildings. It was formerly used as a dairy.</p>	<p>COMPARABLE MARKET EVIDENCE</p> <ul style="list-style-type: none"> For roadside retail we would expect values to be in the region of £900,000-1,000,000 gross per net developable acre. For leisure uses, we would expect values to be in the region of £450,000-500,000 gross per net developable acre. 	<p>VISIBLE ON-SITE CHARACTERISTICS</p> <ul style="list-style-type: none"> An electricity sub-station is located on site alongside derelict buildings. Trees and vegetation line the south-east of the site and block visibility of the site from the road. Current access is established to the north-west of the site. The site is accessed from the former Liverpool Road (no longer a through road to A540 at this point) but the site is in close proximity to A540 via a signalled junction.
<p>PLANNING POLICY CONTEXT</p> <p>The site is within the Green Belt – likely to impact upon the potential/ options for re-development</p>	<p>COMMERCIAL VIABILITY</p> <ul style="list-style-type: none"> Restaurants and cafés - prominence of site and location would potentially attract a food orientated public house, as retail is unlikely to be possible due to planning restrictions. The site lies in an attractive location; however, exposure to the main road will be central to attracting an end user. Remediation and contamination is unlikely to be a major issue. Impact of access on the traffic lights with the A540 and B5186 may be an issue to the site's redevelopment. 	<p>DESK-BASED CHARACTERISTICS</p> <ul style="list-style-type: none"> None to note.
<p>DELIVERY FACTORS AND NEXT STEPS</p> <ul style="list-style-type: none"> Based on a commercial use the timeframe for the delivery of this site is anticipated as 3-5 years. The site lies within an attractive location and is likely to come forward as the market improves. In order to prevent pressure from retail and residential uses, the Council should proactively seek to engage with the landowner and/or potential end users in order to establish demand and promote development. The issues surrounding redevelopment of the site should be investigated, although redevelopment for leisure uses is likely to reduce the amount of floorspace. The local highways department should be consulted to look at the issue of establishing an access to the property suitable for the proposed end use. There is a large portion of land which fronts the A540 and B5186 which is likely outside the ownership of the former dairy distribution centre. Potentially this land will be within the ownership of a public body (highways, CWAC Council). Land ownerships should be identified and (if possible) the public sector could use their land ownership to promote engagement and the development of the site. 		

Former Gasworks, Wallercote Road, Northwich (63500117)



GROSS SITE AREA	1.12 Hectares (2.7 Acres)
NET DEVELOPABLE AREA	1.12 Hectares (2.7 Acres)
LANDOWNERSHIP	Private

Former Gasworks, Wallercote Road, Northwich (63500117)

SITE DESCRIPTION

The site is located on the western outskirts of the built up area of Northwich, within a business/ industrial area. The site is located within easy reach of the wider road network.

The site is currently vacant and cleared of all structures, it is overgrown with vegetation.

To the north and south of the site there are open fields, to the west a golf driving range and to the east a chemical works.

PLANNING POLICY CONTEXT

The site is included in the Cheshire West and Chester SHLAA (site ABY0004). It is indicated as providing the potential for 32 dwellings with supply timeframe of 6 – 10 years. The Assessment deemed the site to be suitable, available but not achievable for housing development. Constraints to delivery were identified as outside of residential area and contamination.

COMPARABLE MARKET EVIDENCE

- Land values for industrial use will be around £150,000-175,000 gross per net developable acre, subject to planning and abnormalities.

VISIBLE ON-SITE CHARACTERISTICS

- The western and northern edges of the site have a number of mature and semi-mature trees.
- Topography of the site does not pose a problem – generally level and flat.
- Access to the site is unconstrained.
- The adjacent chemical works has a negative environmental impact with smell and visual impact.

COMMERCIAL VIABILITY

- B2 - General Industrial (employment) - Adjacent uses suggest this site is only suitable for industrial purposes.
- Demand for employment development is likely to be low as the site is not ideally located.
- Alternative uses are not suitable due to adjacent uses.
- Highly likely contamination exists on site and remediation requirements will have a significant effect on viability.
- Site unlikely to come forward without a pre-let. On this basis it should be considered a design and build opportunity by a freehold occupier.

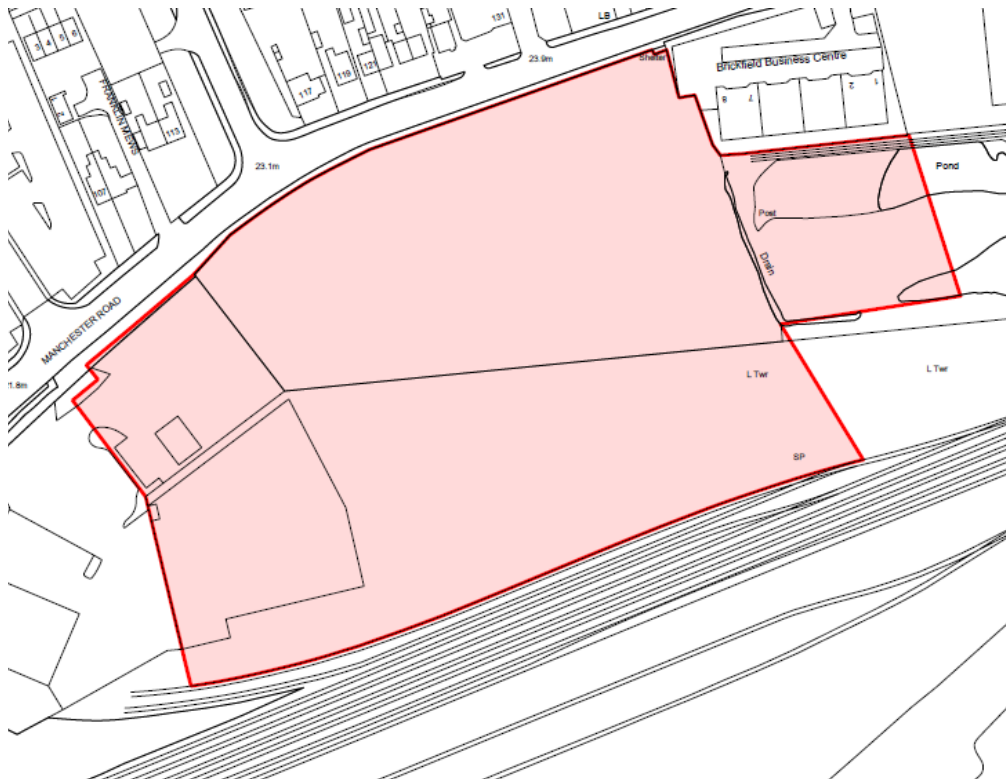
DESK-BASED CHARACTERISTICS

- Site is within a COMAH zone due to adjacent uses - this is likely to limit the type of development which can take place on the site
- Site is a former gasworks and therefore potential for contamination exists

DELIVERY FACTORS AND NEXT STEPS

- Based on B2 – General industrial uses as basis for redevelopment timeframe for delivery of 16-20 years is considered reasonable.
- Site investigations should be undertaken to ascertain the level of contamination and provide a basis for identifying potential remediation costs.
- The Council should actively promote the site through the Economic Development team and market it to inward investors as a design and build opportunity.
- The Council should liaise with adjacent land owners and occupiers, of land and premises on the opposite side of Burrows Hill, in order to ascertain their appetite for expansion and whether this site could potentially accommodate any future growth plans, rather than lose them as an employer from the area.
- Review planning policy for the area. Potentially it could be considered as a longer term development opportunity for local occupiers/employers in order to safeguard the area for employment.
- If suitable sites can be found elsewhere within the Borough, then the employment sites in this area could potentially be brought forward for alternative uses, such as residential. There is a market for these uses as Morris are developing to the north along Winnington Lane and PCB are offering self build plots to the south off Beach Road.

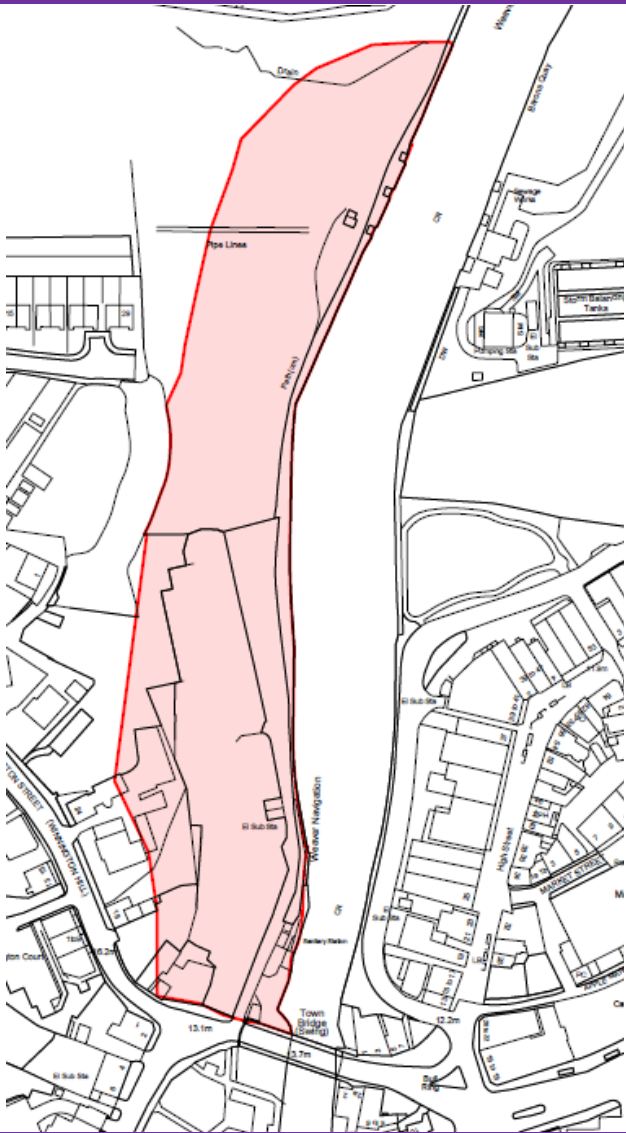
Dane County, Manchester Road, Northwich (63500118)



GROSS SITE AREA	3.17 Hectares (7.8 Acres)
NET DEVELOPABLE AREA	2 Hectares (4.9 Acres)
LANDOWNERSHIP	Private

<p>SITE DESCRIPTION</p> <p>The site is located on the southern side of the A559 Manchester Road, to the east of Northwich town centre. This is the main route from the town centre to the M6 motorway junction.</p> <p>Located on a key route way the site is within a mixed-use area. To the east and west there are B2/ B8 uses, the railway forms the southern boundary of the site and the Northwich Retail Park is located to the north along with a mix of other small commercial units and a few residential properties.</p>	<p>COMPARABLE MARKET EVIDENCE</p> <ul style="list-style-type: none"> Industrial land values for development are in the region of £175,000 gross per net developable acre. Trade counter uses would potentially command a premium on this to £200,000 gross per net developable acre. 	<p>VISIBLE ON-SITE CHARACTERISTICS</p> <ul style="list-style-type: none"> Impact of any redevelopment of the site on the capacity and congestion levels of A559 would need to be considered and potentially be an issue. Pipelines visible on the site are believed to be high pressure gas pipes and as such could be an incompatible use to redevelopment.
<p>The site is currently vacant land and heavily overgrown with vegetation.</p> <p>PLANNING POLICY CONTEXT There are no specific allocations/ designations for the site.</p> <p>OTHER FACTORS The developable area of the site is lower than the given gross site area as a section of the site appears to be occupied by the Vauxhall Garage, this coupled with pipes to the rear likely to severely negatively affect net developable area.</p> <p>Site previously had planning permission for B8 trade park, now lapsed and renewal application refused in 2010.</p>	<p>COMMERCIAL VIABILITY</p> <ul style="list-style-type: none"> Sui Generis – commercial. Denton Drive Industrial Estate on the opposite side of Manchester Road appears well occupied and popular. In this location, prominence to the main road would appeal to trade counter uses. Issues surrounding pipes to rear of site likely to seriously affect development, due to liability and risk of leakage. 	<p>DESK-BASED CHARACTERISTICS</p> <ul style="list-style-type: none"> Possible contamination issues as previous use of the site is unknown.
<p>DELIVERY FACTORS AND NEXT STEPS</p> <ul style="list-style-type: none"> Based on the end redevelopment use of Sui Generis – commercial a delivery timeframe of 6-10 years is anticipated based on site constraints and overall market. The site should be split, with the areas currently occupied by the Vauxhall Garage adjacent removed from the site area. Work should be undertaken to identify the exact route of pipes on site, what these pipes carry and what risk they pose to future development and occupiers. Depending on the outcome of this work, the Council should work in conjunction with the landowner and the body responsible for the pipes to de-risk this issue and make the site more attractive to the market. How these pipes may affect contamination on the site should also be investigated. Phase 1 study should be undertaken to ascertain whether historic uses may have left a legacy of contamination on the remainder of the site. Review the potential impact of access and development on local highways, this may have changed since the original B8 permission back in 2002. The site has previously had planning permission for employment related uses, which shows a willingness and desire to invest in order to bring the site forward. The key issue surrounds the pipes to the rear. Identifying the risk they pose and who has responsibility for any liability will be key to helping bring the site forward. 		

Land behind Lock Street, Northwich (63500233)



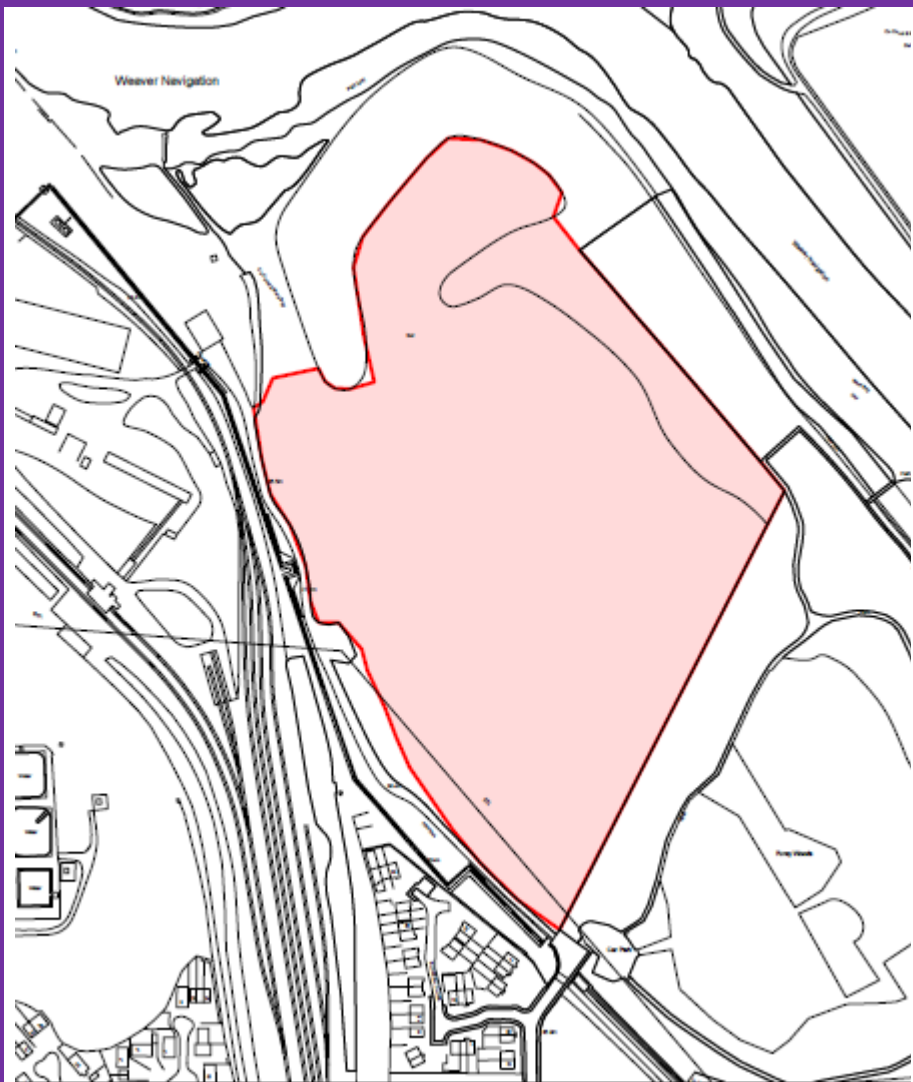
GROSS SITE AREA	1.8 Hectares (4.45 Acres)
NET DEVELOPABLE AREA	0.75 Hectares (1.85 Acres)
LANDOWNERSHIP	Unknown

<p>SITE DESCRIPTION</p> <p>The site holds a prominent waterside position on the western edge of Northwich town centre. The site is accessed from the A533 near the Town Bridge.</p> <p>Surrounding uses include residential to the west, the River Weaver forming the eastern boundary of the site and town centre beyond the river to the east. To the north is Furey Woods and to the south the Town Bridge and town centre uses.</p> <p>Most of the site is heavily overgrown with vegetation. The southern area of the site includes facilities for boaters (British Waterways). The site is used for walking and fishing with a number of fishing platforms along the eastern boundary of the site.</p> <p>PLANNING POLICY CONTEXT</p> <p>Site has multiple designations in the Vale Royal Local Plan including a Road Proposal (T18), Conservation Area, Flood Risk Area and General Strategy Allocation (Northwich Vision). The site is included in the CW&C SHLAA and considered suitable and available but not achievable given there is no clear market demand for apartments in the area therefore alternative uses are more likely on the site. Constraints identified include the need for an Exception Test due to the Flood Risk across parts of the site.</p> <p>OTHER FACTORS</p> <p>Much of the site, especially the northern area, is undevelopable due to topography issues and the crossing of a pipeline.</p>	<p>COMPARABLE MARKET EVIDENCE</p> <ul style="list-style-type: none"> Residential land values in this location would be in the region of £600,000-700,000 gross per net developable acre, subject to planning and abnormals. 	<p>VISIBLE ON-SITE CHARACTERISTICS</p> <ul style="list-style-type: none"> The area around the Town Bridge can be heavily congested and access to the site is highly constrained due to turning close to the Town Bridge on the A533. Electricity sub-station on the site with associated cables. Site is long with a narrow frontage to the A553 road, it has a substantial frontage along the River Weaver. The site slopes very steeply from the western side down towards the River Weaver on the eastern side. There are a couple of old buildings on the site, towards the southern end of the site boundary which are not in the Council's ownership. Pipeline crosses the northern end of the site.
	<p>COMMERCIAL VIABILITY</p> <ul style="list-style-type: none"> Residential - Residential most likely to be brought forward, providing access arrangements can be improved considerably. Possibility for some form of commercial use or car parking to lower floors to mitigate flooding. Affordable housing - Abnormal conditions may affect viability and require lower level of affordable housing. 	<p>DESK-BASED CHARACTERISTICS</p> <ul style="list-style-type: none"> Protected species (Lime pits). Part of site within Flood Risk Zone 3. Mine shafts on site (uncertain as to exact location). Deep level voids.
<p>DELIVERY FACTORS AND NEXT STEPS</p> <ul style="list-style-type: none"> Based on the proposed residential redevelopment use a timeframe of 11-15 years for delivery of the site is proposed. The site should be split into two. Only the area on the footprint of the old Manweb buildings is suitable for development. Land to the north of this should be considered undevelopable, although a plan for management should be drawn up and implemented to help manage its appearance and frontage to the Weaver Navigation, particularly if the wider area is to be developed and invested in. Key issues on the site focus around flooding, contamination and access. It is likely that a mixed use residential scheme would generate enough value to set against flood risk and contamination. Access is the key issue for the market. The Council should review the potential for creating a one way gyratory system, which would potentially reduce traffic congestion. Detailed Site Investigations and possibly a site specific FRA should be undertaken to quantify key costs surrounding these issues. A study should be undertaken to review whether the access to the main road adjacent to Town Bridge can be widened and improved. A Heritage Review should be undertaken to establish whether the existing buildings fronting the main road are of sufficient quality to be kept (the gable wall fronting the weaver suggests they were built in 1986). A Site Specific Development Options study should be undertaken in conjunction with any highways and heritage studies. This would help to identify the most appropriate 		

and viable future use for the site. By identifying any key risks it would also provide important information to the market and provide an opportunity for disposal and/or a JV to bring the site forward.

- Based on this work, the Council should look to bring the site to the market, or undertake soft market testing to identify general levels of interest and appetite for bringing the development forward. This would also help to identify key issues to be resolved which are important to developers and help quantify/reduce financial risk to the development.

Land north of Furey Wood, Beswicks Road, Winnington, Northwich (63500303)



GROSS SITE AREA	7.55 Hectares (18.6 Acres)
NET DEVELOPABLE AREA	7.55 Hectares (18.6 Acres)
LANDOWNERSHIP	Unknown

SITE DESCRIPTION

The site is located on the northern fridge of the town of Northwich, adjacent to the Weaver Navigation and close to the Winnington area of industry out of the urban area.

The site is currently an area of vacant land that is overgrown with vegetation, including semi-mature trees, and partly re-naturalised. The site is a former tip, used by the various surrounding industrial uses to dispose of unknown waste types.

Surrounding uses include residential to the southwest, railway line and pipelines to the west, Furey Wood to south and Weaver Navigation to the north and east.

PLANNING POLICY CONTEXT

No specific allocations/ designations.

OTHER FACTORS

The former use as a tip for surrounding industrial uses poses significant contamination issues given that the type of waste on the site is uncertain, therefore the level of remediation required is unknown and will be a critical factor in determining any future development of the site.

COMPARABLE MARKET EVIDENCE

- The site is considered only suitable for public open space (POS) and therefore has no intrinsic value.

COMMERCIAL VIABILITY

- Outdoor amenity and open space - Conditions on site, along with access would make development unviable and unattractive to the market.
- Use for POS would require a level of remediation and therefore has cost implications for the landowner.

VISIBLE ON-SITE CHARACTERISTICS

- Site has easy access, through residential streets to A533.
- The site slopes downwards from the southern boundary to the northern boundary. There is also a gentle change in gradient down from the eastern to western boundary.
- Site appears to be cleared of all structures.
- Access to the site may be an issue as it is via residential streets from the main road.

DESK-BASED CHARACTERISTICS

- Contamination is likely to be a key issue given the former use of the site as a tip for surrounding industrial uses.
- Potential asbestos under the surface may result in the site being unsuitable for POS use or any other future redevelopment.
- Knotweed identified on site.

DELIVERY FACTORS AND NEXT STEPS

- Based on site as provision of outdoor amenity and open space a timeframe for delivery of 6-10 years is deemed appropriate.
- The first stage is to undertake detailed Site Investigations, thus identifying key issues surrounding contamination and the presence of invasive plant species on the site.
- Identify steps to remediate the site, or at least reduce liability and potential for future claims against the spread of knotweed off the site.
- Investigate avenues of funding in order to bring the site into use for POS, including lottery grants, section 106 payments from adjacent development.
- Consider future funding for preparation of a landscaping strategy for the site, providing quality POS alongside the Weaver Navigation linked through to other developments, bearing in mind the site's ability to eventually add value to nearby development.

Former Greedy Pig, New Road, Winsford (63500028)



GROSS SITE AREA	0.6 Hectares (3.2 Acres)
NET DEVELOPABLE AREA	0.6 Hectares (3.2 Acres)
LANDOWNERSHIP	Cheshire West & Chester Council (majority of the site). A small area of the site, towards the southwest corner is outside of Council ownership.

Former Greedy Pig, New Road, Winsford (63500028)

SITE DESCRIPTION

The site is located within the town of Winsford on the eastern edge of the town centre. The site is situated at the northern edge of the gyratory. It has a waterfront location (Weaver Navigation) with the site's eastern edge bounding the river.

Currently the site made up of vacant land and is covered in overgrown vegetation and an area of hard standing to the south of the site.

Surrounding uses include commercial units to north. Other brownfield sites to west (63500304) and east(across river 63500150). Former pub and nightclub buildings adjoining the site to the south.

PLANNING POLICY CONTEXT

The site is identified in the CW&C SHLAA (WFN0001) with a timeframe for delivery of 6-10 years, with a potential yield of 31 dwellings. The site is deemed suitable and available subject to a Exception Test for flood risk.

The site is also considered in the Winsford Waterfront Development Brief for a hotel and restaurant development.

OTHER FACTORS

Slightly irregular shaped site but should not constrain development. The site boundary should be extended to include the buildings adjoining the site to the south – these provide a frontage to the main road and would ensure comprehensive redevelopment. The site is adjoining the River Weaver and any redevelopment would need to take account of this frontage.

COMPARABLE MARKET EVIDENCE

- For B1 uses, land values are in the region of £175,000 gross per net developable acre.
- Residential values are closer to £500,000 gross per net developable acre.

COMMERCIAL VIABILITY

- B1 Business - Flood risk makes residential too difficult to develop. Access for retail is likely to be a problem for Highways. Surrounding uses include range of industrial premises which appear to be operating well. Potential as part of much wider development area to open up options for alternative uses.
- Abnormal costs associated with development are likely to significantly impact on value, particularly flood defence works (for residential) and locating, filling and capping brine extraction shafts.
- Potential for contamination on site, to additionally impact on commercial viability.

VISIBLE ON-SITE CHARACTERISTICS

- Site has a sloping topography, falling from higher ground at the north to the A54 at the south.
- The site has good access to shops, services and public transport.
- Site has a sluice outlet on the eastern boundary of site.
- Mature trees located on the eastern boundary on the site - view of river is obscured by trees.
- Site access is very close to the A54.
- Impact of additional traffic generation from any redevelopment on the site would need to be considered with regard to A54.

DESK-BASED CHARACTERISTICS

- The entire site is within Flood Risk Zone 3a.
- 60m boreholes on site.

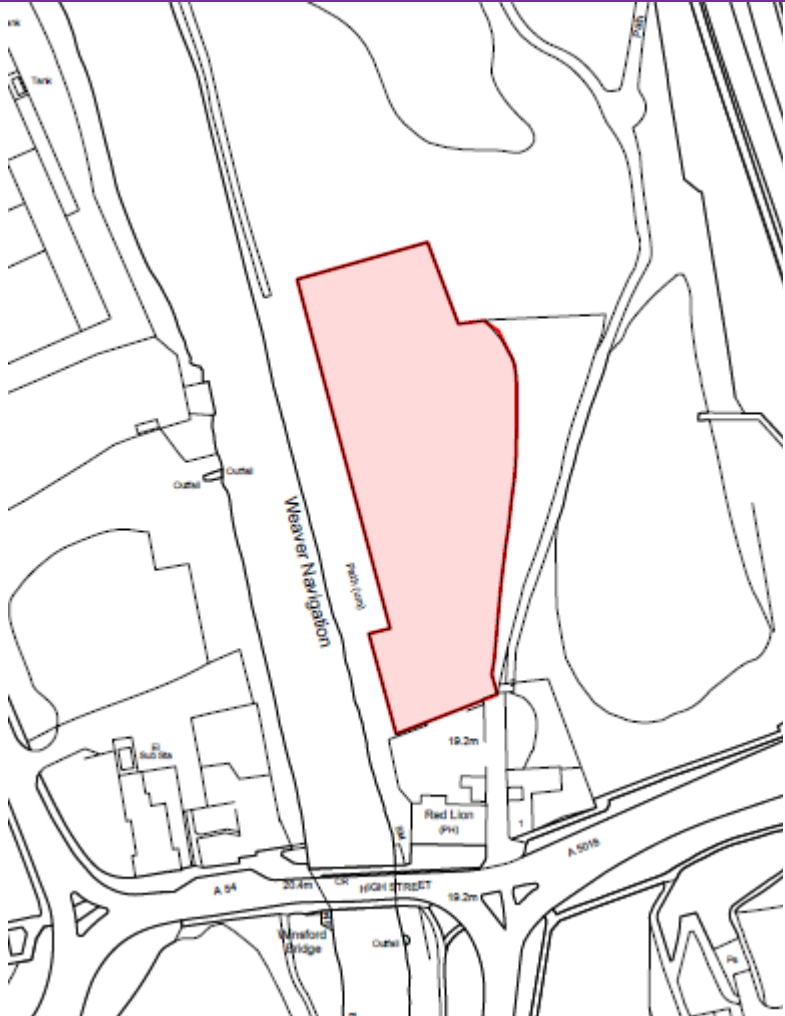
DELIVERY FACTORS AND NEXT STEPS

- Based on B1 – Business (commercial) uses as basis for redevelopment timeframe for delivery of 6-10 years is considered reasonable.
- The site is adjacent to two other sites proposed in this Brownfield study – consideration should be given to redevelopment that considers these sites together and the area surrounding these sites to provide comprehensive redevelopment of the area. This is in line with the Winsford Waterfront Development Brief.
- Initial feasibility has already been undertaken on the site, for residential uses. These reports provide a range of recommendations with regards to ongoing investigations in order to determine the key abnormal issues with the site. Our first recommendation would be to undertake these studies, this way development risk is identified and costs can be calculated.
- In our view, the development of the site on its own as a residential site is not feasible, particularly by way of private treaty sale to a developer. The site should be packaged as

part of a larger development site, to help cross fund development. The Council should be very clear on the site boundaries and enter into discussions with adjoining land owners with a view to assembling the site and also identifying where assistance may be required to help firms relocate within the Borough. The cost of moving to alternative premises, with potentially higher occupational costs should be kept in mind as a potential barrier to buy in from adjoining land owners.

- The Council should seek to establish the exact ownership rights on the site and to enable a framework for delivery to be established.
- Managing expectations of value will be key in delivering the site. In order to bring it forward for residential use, it is likely that the Council will have to take a view on the value of their ownership, set against the shedding of a liability, regeneration of a derelict area and delivery of much needed housing units.
- Rather than a straight forward sale, the Council may want to consider entering into negotiations with a delivery partner, either a private house builder or developer RSL.

Land to rear of Red Lion Pub, High Street, Winsford (63500150)



GROSS SITE AREA	0.559 Hectares (1.3 Acres)
NET DEVELOPABLE AREA	0.559 Hectares (1.3 Acres)
LANDOWNERSHIP	Private

Land to rear of Red Lion Pub, High Street, Winsford (63500150)

SITE DESCRIPTION

The site is located on the outskirts of the town centre, on the eastern side of the River Weaver. To the north and east are public open spaces and the River Weaver is located to the west. The Red Lion public house is located adjacent to the site on the southern boundary. The site is currently vacant and overgrown.

Site access is narrow and on to the A54 at the north-eastern corner of the traffic gyratory.

PLANNING POLICY CONTEXT

The site is included in the CW&C SHLAA with a timeframe of 16 years plus for delivery of 18 dwellings. The site is deemed suitable and available with the requirement of an Exception Test due to flood risk. Access and contamination are also noted as issues affecting delivery.

COMPARABLE MARKET EVIDENCE

- Recommended use is for open space and therefore has no intrinsic property value.
- Previous use as a council depot would suggest industrial land values of c. £150,000 gross per net developable acre.

VISIBLE ON-SITE CHARACTERISTICS

- Site is generally flat and is cleared of all structures.
- Site has significant access constraints and the impact on traffic generation of any redevelopment would be considerable given the access onto the gyratory.
- A public right of way runs along the outside of the western edge of the site to allow access to the Weaver Valley Park.
- Site is located within walking distance of the town centre and this has good access to public transport and key services such as schools, shops and community centres.

COMMERCIAL VIABILITY

- Outdoor amenity and open space - Very poor access would prevent development, location adjacent to the Weaver Navigation lends itself to soft end uses.
- A contamination study has been carried out previously and identified high levels of contamination; this along with the knotweed viewed on site will significantly impact on the viability of the site.
- Access is likely to prevent development further impacting on value.
- Overall the site should be viewed as a liability at present, thus preventing any interest from the market.

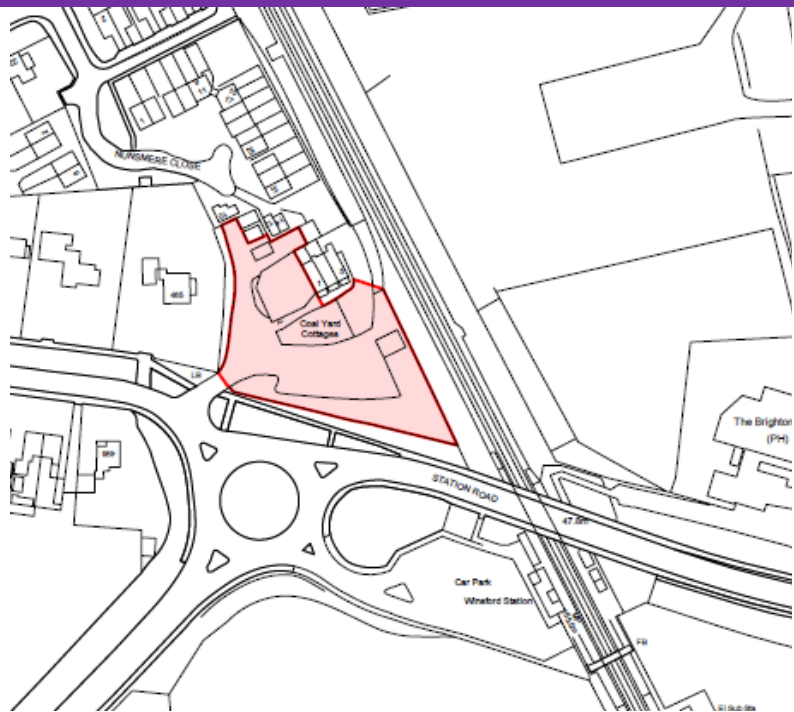
DESK-BASED CHARACTERISTICS

- Site is within Flood Risk Zone 3.
- Potential contamination of the site.
- Site is owned by unknown private owner.

DELIVERY FACTORS AND NEXT STEPS

- Open space is deemed the most appropriate use with time scales for delivery of between 6 and 10 years. The limiting factors are land ownership and contamination.
- The first stage is to undertake detailed Site Investigations, thus identifying key issues surrounding contamination and the presence of invasive plant species on the site.
- Identify steps to remediate the site, or at least reduce liability and potential for future claims against the spread of knotweed off the site.
- Investigate avenues of funding in order to bring the site into use for POS, including lottery grants, section 106 payments from adjacent development.
- Consider future funding for preparation of a landscaping strategy for the site, providing quality POS alongside the Weaver Navigation to link with the neighbouring Weaver Parkway and through to other developments, bearing in mind the site's ability to eventually add value to nearby development.

Former Coal Yard, Station Road, Winsford (63500156)



GROSS SITE AREA	0.3 Hectares (0.7 Acres)
NET DEVELOPABLE AREA	0.2 Hectares (0.5 Acres)
LAND OWNERSHIP	Private

Former Coal Yard, Station Road, Winsford (63500156)

SITE DESCRIPTION

Site located on the eastern edge of the settlement of Winsford close to the railway station and A54. The railway line forms the eastern boundary of the site.

The site is adjacent to residential properties to the north and west and separated from B-uses to the east by the railway line.

The site is currently used informally as a car park/ storage area for HGV lorries.

PLANNING POLICY CONTEXT

No specific allocations or designations.

OTHER FACTORS

Uncertainty over shared access and front gardens of houses just adjacent to site boundary will affect area for development. Current boundary is slightly irregular in shape; further alteration to take account of use of space by residential properties just outside the site area would result in a more difficult shaped site to develop.

COMPARABLE MARKET EVIDENCE

- Residential land values likely to be in the region of £600,000 gross per net developable area.
- Site only suitable for development of 3/4 town houses. Based on a unit value of c. £40,000, this would provide a value of £150,000-160,000 subj. to planning.

COMMERCIAL VIABILITY

- Residential - As site is in such close proximity to existing residential properties along with constrained access, small scale development residential considered most appropriate.
- Affordable homes – site likely to be under the threshold.
- Any significant contamination issues associated with the adjacent railway line could harm viability due to the fact that future development is likely to be small scale.

VISIBLE ON-SITE CHARACTERISTICS

- The site slopes slightly from north to south with a steep change in gradient at the southern boundary between the site and the road above (Station Road).
- A couple of small disused buildings are located on the northern part of the site.
- Hedge and semi-mature trees along the southern boundary of the site, provide privacy from Station Road.
- Possible contamination given the former use as a coal yard and proximity to the railway line.
- Proximity to the railway line would result in noise impacts.

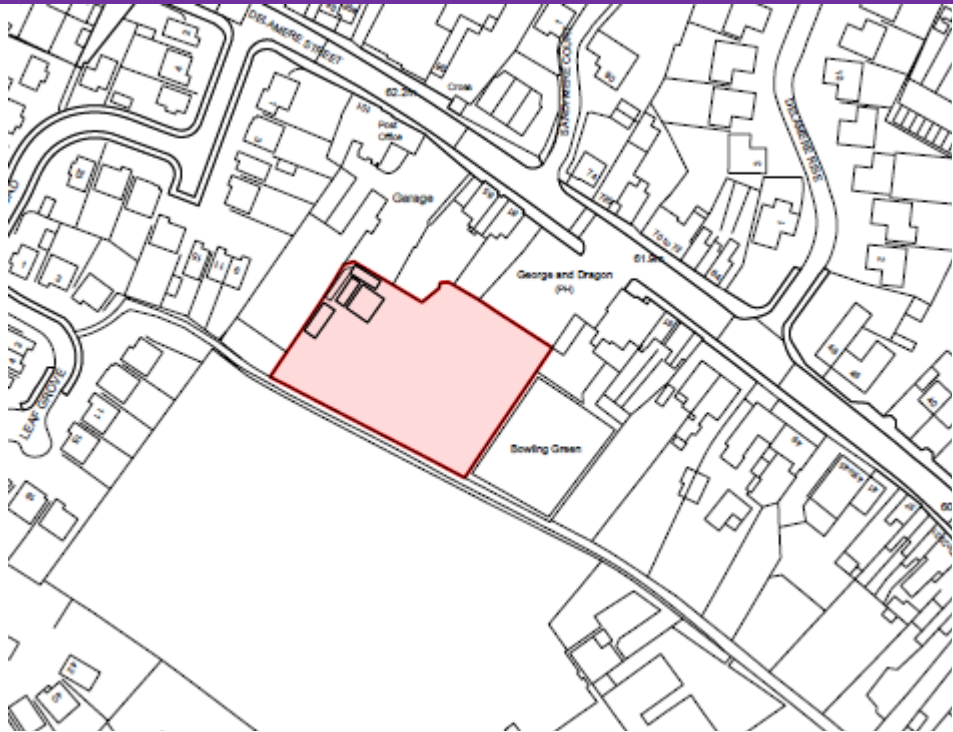
DESK-BASED CHARACTERISTICS

- None identified.

DELIVERY FACTORS AND NEXT STEPS

- Site is deemed most suitable for residential development within a delivery time frame of 6-10 years.
- The site is small and privately owned, there is unlikely to be a significant amount of work required by the Council to bring the site forward to the market. Delivery will be dependent on the landowner, in particular their aspirations and current use for the land.
- Consultation with occupiers of the adjacent residential units will be important, in order to identify and address any issues they may have with development of the site.
- Part of the site is used for storage as this use comes to an end it is likely that the market will bring the site forward.
- To help the site come forward the Council's planning department should be receptive to proposals for residential, subject to the policies contained with the Local Development Plan.
- If the Council wished to be more pro-active, interaction with the landowner to gauge their appetite for redevelopment would potentially help the site come forward. This would also require advising the landowner on the key issues surrounding planning and the potential requirements for site investigations to support any application.

Delamere Nurseries, Delamere Street, Winsford (63500158)



GROSS SITE AREA	0.275 Hectares (0.67 Acres)
NET DEVELOPABLE AREA	0.275 Hectares (0.67 Acres)
LANDOWNERSHIP	Private

Delamere Nurseries, Delamere Street, Winsford (63500158)

SITE DESCRIPTION

Site is located off Delamere Street in Winsford. It is within a residential area and small service centre with a mix of shops. The site is within the suburbs of the town and located on a key road route.

The site is adjacent to residential uses to the west and north, along with small scale retail to the north (designated a Local Shopping Centre). The George and Dragon Pub is located adjacent to the east and playing fields of St Joseph's Primary School to the south.

The site is currently vacant and overgrown with vegetation.

PLANNING POLICY CONTEXT

There are currently no specific allocations/ designations.

OTHER FACTORS

The site has no direct access to Delamere Street. Rights of access are assumed given past use as nursery however details of ownerships and rights are unknown.

COMPARABLE MARKET EVIDENCE

- Retail yields will vary depending on occupier from 6% for a national occupier with a good covenant to 10 – 12% for a local occupier with little covenant strength.
- Residential values will be heavily dependent on the density of development; however, we would suggest values of c. £600,000 gross per net developable acre.

COMMERCIAL VIABILITY

- Residential/ mixed-use - Potential for small scale retail, although careful positioning to road frontage is required.
- Access is the major issue across car park fronting Delamere Street, without strong access rights development is unlikely to come forward.
- Affordable homes - Dependent on scale of development, should support close to LA policy level unless access is ransomed.

VISIBLE ON-SITE CHARACTERISTICS

- A few small derelict buildings remain on the site.
- Access is via the car park of the George and Dragon public house - arrangements/ rights of way unknown.
- Area surrounding the pub is a busy service centre in residential area - potential to impact upon network if development was to take place.

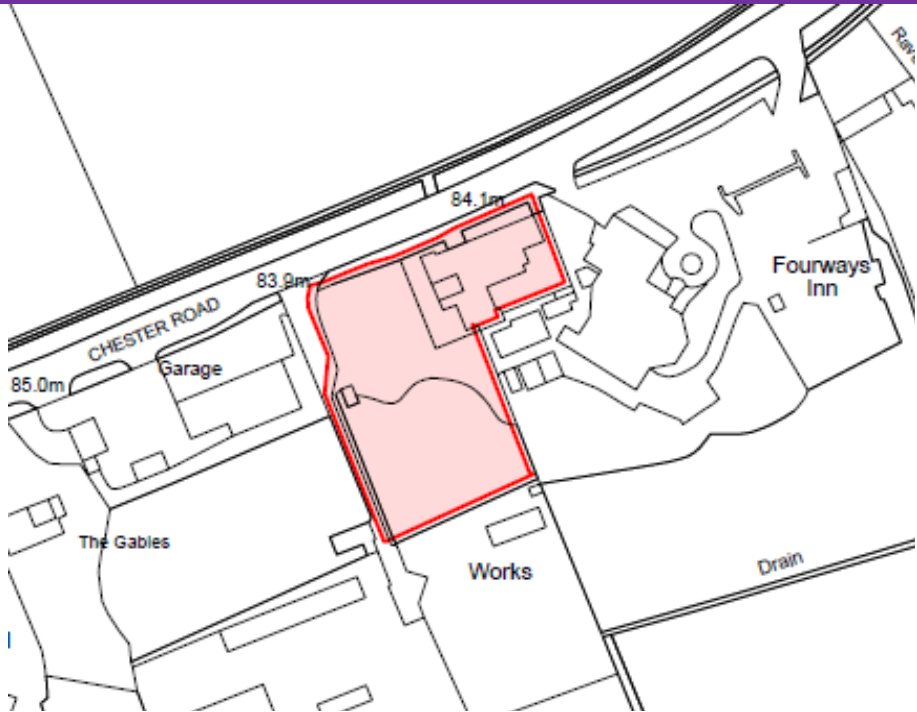
DESK-BASED CHARACTERISTICS

- Issue of rights of access to the site are unknown.

DELIVERY FACTORS AND NEXT STEPS

- Residential/ small scale mixed-use to be brought forward in the 6-10 year timeframe.
- Identify land ownerships with regards to access and rights of land owner for 63500158 over this land and whether this would be suitable for development of the proposed uses.
- Engage with landowners to ascertain whether the sites could be packaged and disposed of together.
- Review planning policy and affect on proposed development, should this site be actively promoted as part of a wider plan for the district centre.
- As a former nursery site there is unlikely to be any contamination issues, however, there may be ground condition and bio-diversity issues. Clear guidance should be provided with regards to how these issues should be investigated and addressed for development.
- Aside from access, the market and land owner appetite for development are the biggest hurdles to the site coming forward. Engaging with the landowner to ascertain appetite for development and disposal should be considered.
- This site would potentially appeal to an RSL developer (such as Plus Dane). The Council, through its housing team, should gauge interest from this sector and could partner with an RSL to help bring the site forward.

Oakmere Court House, Oakmere (63500181)



GROSS SITE AREA	0.37 Hectares (0.9 Acres)
NET DEVELOPABLE AREA	0.25 Hectares (0.6 Acres)
LANDOWNERSHIP	Private – Wainhomes

Oakmere Court House, Oakmere (63500181)

SITE DESCRIPTION

The site fronts the A556 Chester Road between Chester and Northwich in the small settlement of Oakmere, a semi-rural location.

Adjacent uses include a car showroom and garage to west and public house to east. Minor commercial works and open fields to south. Open fields across the road to the north.

The site is currently vacant and includes a vacant and derelict former courthouse and an area of vacant and overgrown land to the rear.

PLANNING POLICY CONTEXT

No specific allocations/designations.

COMPARABLE MARKET EVIDENCE

- If a cleared site, we would estimate land values to be in the region of £800,000-900,000 gross per net developable acre.

VISIBLE ON-SITE CHARACTERISTICS

- The site slopes significantly from higher ground at the frontage of the site (north - on A556) down to the south of the site.
- Site has a few large mature trees along the boundary of the site. Clearing of trees in the centre of the site area has taken place.
- Direct access on to the busy A556 may result in the need for junction improvements to allow safe access/egress from the site.
- The site is located on the A556 well outside of settlement limits therefore issues of sustainability due to proximity to services etc may be a factor in redevelopment end use.

COMMERCIAL VIABILITY

- Residential - Most suitable use for location in terms of the market.
- Potential for including within larger development area to include residential sites adjacent.
- Condition of derelict building at present is likely to impact on viability, particularly as would be converted to apartments, which is unlikely to be popular to end users in this location.
- Affordable housing - Uncertain, viability of refurbishing the derelict building may impact on provision, also may lie underneath the threshold.

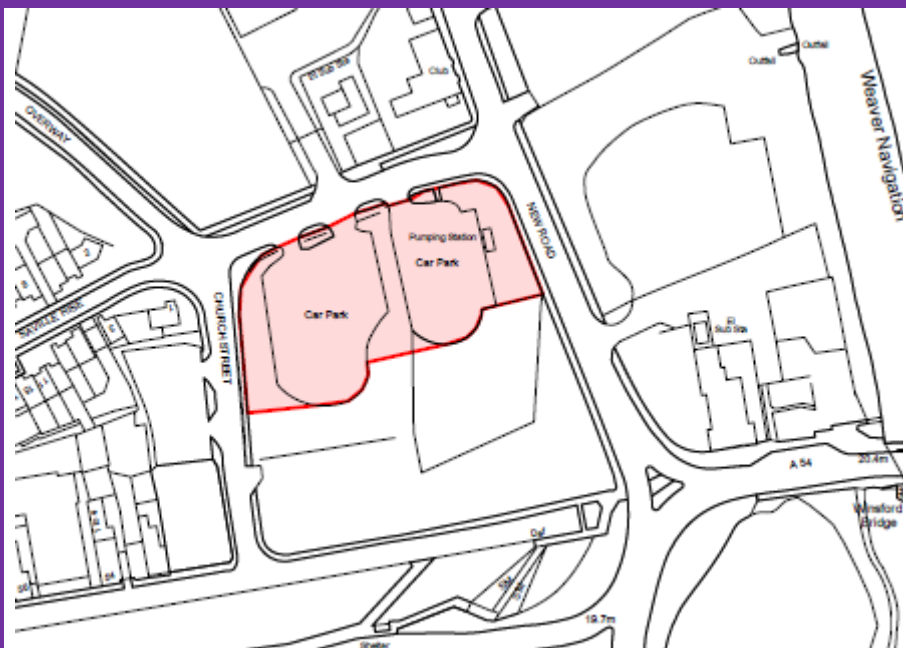
DESK-BASED CHARACTERISTICS

- No other issues noted.

DELIVERY FACTORS AND NEXT STEPS

- Site is considered suitable for residential development within a 2-5 year timeframe.
 - The adjacent site (currently Fourways Inn) has been granted planning permission for residential development and is owned by the same house builder.
 - Investigate with current landowner proposals to include within a larger development site to include adjacent Fourways Inn and land to the rear.
- The site is owned by a residential house builder therefore it is likely that it will come forward in due course. At present, the Council should engage with the landowner to ensure a comprehensive development.

Former Car Parks, Church Street, Winsford (63500304)



GROSS SITE AREA

0.356 Hectares (0.8 Acres)

NET DEVELOPABLE AREA

0.356 Hectares (0.8 Acres)

LANDOWNERSHIP

Cheshire West and Chester Council

Former Car Parks, Church Street, Winsford (63500304)

SITE DESCRIPTION

Site is located within the town of Winsford on the eastern edge of the town centre. The site is situated close to the A54 gyratory.
The site currently consists of two car parks, one formal and one informal which are currently used by the nearby Mid-Cheshire College building on a temporary basis.
Surrounding uses include commercial units to north. Other brownfield sites to the east (63500028) and across river (63500150). The site does not have a frontage on to the A54.

PLANNING POLICY CONTEXT

Site is identified in the CW&C SHLAA (WFN0002) with a timeframe of 1 to 5 years, providing 28 dwellings. The site is considered suitable, available and achievable for housing development with the issue of flood risk the main constraint.

OTHER FACTORS

Should potentially be included as part of a wider site, towards High Street, in order to create a more viable development site.

COMPARABLE MARKET EVIDENCE

- Residential land values are similar to site 63500028, in the region of £500,000 gross per net developable acre for open market housing.

VISIBLE ON-SITE CHARACTERISTICS

- Site is generally level however there is a change in gradient half way across the site, with the eastern part of the site at a lower level.
- Site is cleared of all structures with an area of hard standing.
- Site has good access to shops, services and public transport due to its location on the eastern edge of the town centre.

COMMERCIAL VIABILITY

- Residential - Conditions on site with boreholes and potential graves would make development very expensive.
- Residential is the only use likely to be viable on the site.
- Issue over Brine Reservoir likely to make ground conditions a major issue and severely impact on viability of development.
- Affordable homes - Likely to require lower provision due to viability issues, unless brought forward by an RSL similar to site adjacent.
- HV cable along Church St, will require an easement, this should not affect access but will affect NDA.

DESK-BASED CHARACTERISTICS

- Although there is no visible evidence, a former cemetery with potential archaeological importance/ constraints is believed to be located on the site.
- The lower car park has two underground water storage tanks which require access at all times.
- The western part of the site is believed to be the location of a former church. .
- Boreholes, brine reservoir and HV cable are constraints to development of the site.

DELIVERY FACTORS AND NEXT STEPS

- Based on residential use as basis for redevelopment timeframe for delivery of 6-10 years is considered reasonable – extended timescale due to ground conditions and potential for graves on the site.
- The site is adjacent to two other sites proposed in this Brownfield Study – consideration given to redevelopment that considers these sites together and the area surrounding these sites to provide comprehensive redevelopment of the area as part of the wider Winsford Waterfront Regeneration Strategy.
- The site should be considered in conjunction with a larger identified development area, to help with cross funding.
- Landowners should be engaged with to ascertain appetite for development of the site.
- A detailed risk report has been provided on the site in conjunction with the HCA. This sets a number of recommendations for future studies which should be implemented.
- In our view, the most pressing requirement for the site is to undertake a detailed Site Investigation to assess the impact of made ground (in-filled brine cistern), potential for dissolution voids (from former salt mining) and the potential location of graves within the site. This would help to put potential costs against such abnormal conditions and help to provide the owner and the market with a view on the extent of works required to facilitate development.

- The Council should investigate the appetite from a developer RSL to bring the site forward in partnership with the Council as landowners of the site. This would help to kick start development across the wider area and this cluster of sites.

Appendix D – Market Section: Glossary of Terms

D.1 Market Section: Glossary of Terms

A1 consent – Planning Permission for an A1 retail use as according to the Use Class Order

Area Development Framework – A masterplan looking to guide development within set areas, usually used as a planning policy tool to identify key requirements.

bp – Basis points, used to identify movement in investment yields. One basis point = 1/100 of a %.

Brownfield land – Previously-developed land that is or was occupied by a permanent structure (non-agricultural), including the curtilage of the developed land and any associated fixed surface infrastructure.

Capital Growth – Increase in the capital value of property

Halifax House Price Index - The index is derived from the mortgage data of the country's largest mortgage lender, which provides a representative sample of the entire UK market.

Housing Land Monitor Report – Prepared by Cheshire West and Chester Council, a snap shot of housing completions and supply used to inform the preparation of planning policy.

Institution of Chartered Surveyors Residential Lettings Survey – Quarterly survey of RICS registered letting agents, looking at rental growth and market confidence.

IPD – Investment Property Database, key research tool providing information on commercial property returns across the UK

Land Registry's House Price Index – The index is calculated using the Land Registry's database of completed housing sales across England and Wales.

LSH UKIT Report – Lambert Smith Hampton UK Investment Transaction quarterly report.

National Planning Policy Framework – Sets out the Government's planning policies for England and how these are expected to be applied.

Nationwide House Price Index – The index is prepared using the Nationwide's house purchase mortgage lending at the post survey approvals stage. Used as a key indicator of housing market strength/weakness.

Net Initial Yields – Property return calculated on the annual passing rent (current rent payable to the landlord)

Prime – Prime locations are the most attractive and highest value locations within a given property market.

Psf – per square foot.

Quoting Rent – Rent at which properties are marketed, often does not take into account any incentives or rent free periods provided to potential occupiers.

Rental Growth – Increase in the rental income of a property

Rightmove House Price Index – The index is based upon the marketed prices of properties registered on the Rightmove database. Used primarily as an indicator of sentiment, due to the lack of accuracy and potential difference in achieved sales prices.

Secondary - Secondary locations are generally considered to have lower value and quality properties, reflective in achievable rental levels.

Self-Contained – When used in conjunction with offices, refers to buildings that have their own 'front door', in contrast to a shared reception and facilities.

SHLAA – Strategic Housing Land Availability Assessment, prepared by the local authority. The SHLAA is an evidence base document that identifies and assesses sites with the potential for housing in the Borough. It will inform housing policies and allocations in the Council's Local Development Framework.

sq.ft – Square foot/feet, a standard measure of property area.

Strategic Regeneration Framework – Overarching framework which looks to guide regeneration at a strategic level, rather than focusing on specific sites and issues to delivery.

Yield – The yield is the investment return on a property, typically displaying a ratio of the rental income to capital value. The lower the yield the higher the value of the property and vice versa.

Zone A - 'Zoning' is a valuation method for enabling shops of different sizes and layouts to be compared with one another. Zone A represents the 'highest value zone' and is used to compare the relevant buoyancy of retail markets.