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|  **Data Capture and Referencing Guide:** **Storage Land, Lorry Parks, and Scrap Yards**  |
| **Background** |          Units should consider whether they have the two main corner stones in place- up-to-date rental information and accurate surveys- to enable accurate analysis and valuation.          Many surveys are out-of-date and therefore Units are encouraged to consider whether there is a need to carry out a systematic programme of full inspections to bring survey records up-to-date where appropriate, prioritising this task as they see fit.  |
| **General** |          These guidelines are for properties comprising land only, and also those with only a minor element of ancillary buildings. Any building element must be *relatively insignificant*. by that it is meant not significant in the context of the [**hereditament**](http://voaintranet.voa.gpn.gov.uk/manuals-and-guides/rating-manual-section-6-valuation-practice/rating-manual_section-6_part-3/sect547/b_rat_man_s6_part3_547). As a guideline, buildings should comprise less than 25% of the rateable value.          Properties with buildings that are not *relatively insignificant* should be data captured and valued using a different bulk class, but the [**Scat code**](http://voaintranet.voa.gpn.gov.uk/manuals-and-guides/rating-manual-section-6-valuation-practice/rating-manual_section-6_part-3/sect547/b_rat_man_s6_part3_547) should not be changed. |
| **Bulk Class** | L |
| **Survey Method** |          The land element should **always** be the primary survey unit (SU1)         The survey method to be input on RSA is **OTH.**          The actual area calculation is the gross area of the site less the site area of any buildings and any unusable land, (e.g. landscaping, embankments etc.), as per VSA Standards. Containers and temporary buildings are **not** considered to be 'buildings' in this context and so the area of land under the containers/cabins should not be excluded.          No deductions for access, notional access or circulation within a site should be made. The former practice of reducing the gross area by up to 30% to allow for access should be discontinued.   |
| **Sublocations** |          Consider whether it is appropriate to use one of the national land sub-locations noted below- none of these are usually appropriate for plots of land under 5000m2.          Once this has been considered, ensure an appropriate sub-location for Land Bulk Class is used by viewing local office guidelines.   |
| National Sub-locations |
| TRUK | Lorry Parks above **5000** m2 in key strategic locations |
| LFLY | Airports- Large Land Plots over **5000**m2 for car parking or storage, where there may be a premium in the land value influenced by its proximity and convenience for major airports |
| LDOK | Dockside- Large Land Areas over **5000**m2 on or adjacent to the dockside at ports- may include storage land of imported/exported vehicles |
| LCAR | Vehicle Storage- Large Land Plots over **5000**m2 for the storage of vehicles (e.g. those imported/exported for onward distribution), not located on or adjacent to the dockside at ports. |
| LBIG | Key-Located Large Storage Land Plots- large storage land plots above approximately **10000**m2 in key strategic locations, usually with good accessibility to motorways and/or in close proximity to places of national significance e.g. rail freight terminals |