

ASHBY-DE-LA ZOUCH – SITE ASSESSMENT

SETTLEMENT SUMMARY

Settlement Hierarchy

- Ashby de la Zouch (Ashby) is a Key Service Centre in the adopted Local Plan.
- It is proposed to remain as a Key Service Centre in the new Local Plan.

Key services and facilities

- Ashby has five primary schools (Ashby de la Zouch C of E Primary School, Ashby Hastings Primary School, Ashby Hilltop Primary School, Ashby Willesley Primary School and Woodcote Primary School). There is capacity in all primary schools in Ashby due to the new 210 place Ashby Hastings which opened in August 2021.
- There are two secondary schools in Ashby. Ivanhoe School is an 11-16 school. The school is over capacity but there are several schemes underway to increase pupil capacity using S106 funds. The school has recently secured planning permission to build a new sports hall with four additional classrooms. Ashby School is an 11-19 school. The school is over capacity but has a scheme underway to increase pupil capacity using S106 funds.
- Ashby has several of the main grocery retailers and a designated town centre with multiple shops and services.
- There are several primary employment areas (Ashby Business Park, Ivanhoe Business Park and Nottingham Road Industrial Estate) in Ashby.
- Ashby is served by several frequent bus services (9, 19/19B and 29/29A) connecting to Coalville, East Midlands Airport, Burton upon Trent, Swadlincote and Leicester.

Other services and facilities

- Ashby also has a GP surgery, pharmacies, a library, several community venues, public houses, places of worship and formal/informal recreation opportunities, including Hood Park Leisure Centre, various sport clubs and gyms, a skate park and allotments.

Settlement Features

- **Flood Zones 2/3a/3b** – areas at greater risk of flooding, associated with the Gilwiskaw Brook, run through the centre of the town, from north to south. Sites A5, A7, A14 and A29 are impacted.
- **River Mease Special Area of Conservation (SAC)** – The settlement and surrounding area are in the catchment of the River Mease SAC, where it is necessary to ensure that development does not negatively impact the river's water quality. To date, the impact of development in the River Mease catchment has been mitigated by developers, mainly via two Developer Contribution Schemes. At present there is no capacity for further development in these schemes. It is proposed that in the future, treated foul water flows will be pumped out of the River Mease catchment. This is anticipated to occur in 2027. This means that development in the SAC is unlikely to be able to commence until 2027, unless an alternative means of mitigation (deemed acceptable by the Environment Agency and Natural England) is proposed by the site promoter.
- **Ashby Conservation Area** – the Conservation Area extends across the historic core of the town centre and includes the Grade I listed Ashby Castle. The southern boundary of site A5 adjoins the Conservation Area.

- **Ashby Castle Scheduled Ancient Monument (SAM)** – the ruins of Ashby Castle are located in the Conservation Area and are also Grade I listed.
- **National Forest** – the settlement and surrounding area is in the National Forest.
- **Local Green Spaces** – the [Ashby Neighbourhood Plan](#) (at Policy NE1 / Figure 7) designates several Local Green Spaces across the town.
- **Minerals Consultation Area for Sand and Gravel** – land to the south of the settlement (including sites A7 & A18) is located in this MCA.
- **Minerals Consultation Area for at or near Surface Coal** – various parcels of land surrounding the settlement (including A5, A7 A18 & A30) are located in this MCA.
- **Coal Risk Development Areas** – The majority of Ashby and the surrounding area has a low risk of unrecorded coal mining related hazards.
- **Leicestershire and South Derbyshire Coalfield Landscape Character Area** – the settlement and surrounding area is located in this LCA.

STAGE 1 - SITE IDENTIFICATION

The 2021 SHELAA identifies 12 sites for housing in Ashby:

Site Reference	Site Address
A3	Holywell Spring Farm
A5 (EMP17)	Money Hill
A7	Packington Nook (Land south of Ashby)
A14	Sports Ground, Lower Packington Road
A16	Land off Prestop Drive/Ingle Drive
A18 (EMP05)	Land at Junction 12 of the A42
A25	North of Moira Road, Shellbrook
A26	South of Moira Road
A27	South of Burton Road
A28	The Paddocks, Willesley Road
A29	Land rear of Ulleswater Crescent
A30	Land at 178 Burton Road

Part of **A5** has been developed (70 dwellings constructed by Miller Homes). Part of the site is identified as a housing commitment for 605 dwellings under Policy H1b of the adopted Local Plan (Bloor Homes and Taylor Wimpey have reserved matters approval for this phase which is now under construction). The remainder of the site is allocated for development under Policy H3a. Part of H3a includes the Crest Nicolson development at the former Arla Dairies site (158 dwellings). At least four housebuilders have an interest in the remainder of the site (c.1,200 dwellings) but no planning application has been submitted to date.

In August 2022, the promoters of **A7** & **A18** confirmed they were working together and with the owners of **A14** (Ashby Ivanhoe Football Club) on a comprehensive development (Land south of Ashby). Members resolved to approve an application (22/01811/FULM) to extend the existing football club into **A7** at the 20 July 2023 Planning Committee.

As shown in **Appendix 2**, a new site (**A31**) on land adjacent to 194 Burton Road was submitted on behalf of a housebuilder as part of the Regulation 18 Local Plan consultation (January to March 2022).

STAGE 2 – SITE SIEVE

Five sites were sieved out at this stage, leaving seven sites for further assessment.

Site Reference	Site Address	Reason for being sieved out
A3	Holywell Spring Farm	Under construction
A14	Sports Ground, Lower Packington Road	Being assessed as part A7
A16	Land off Prestop Drive/Ingle Drive	Under construction
A18 (EMP05)	Land at Junction 12 of the A42	Being assessed as part of A7
A29	Land rear of Ulleswater Crescent	FZ3b

STAGE 3 - SUSTAINABILITY APPRAISAL

SA Ref	SA Objective	SA Summary
SA1	Improve the health and wellbeing of the District's population	-
SA2	Reduce inequalities and ensure fair and equal access and opportunities for all residents	<p>A27 and A30 score minor positive</p> <p>A7, A25 and A26 score minor negative</p> <p>A5 and A28 score significant negative</p>
SA3	Help create the conditions for communities to thrive	<p>A7, A26, A27 and A30 score minor positive</p> <p>A5, A25 and A28 score minor negative</p>
SA4	Provide good quality homes that meet local needs in terms of number, type and tenure in locations where it can deliver the greatest benefits and sustainable access to jobs	++
SA5	Support economic growth throughout the District	<p>A5 and A7 score uncertain</p> <p>A25, A26, A27, A28 and A30 score neutral</p>
SA6	Enhance the vitality and viability of existing town centres and village centres	<p>A5, A7, A25, A26, A27 and A30 score significant positive</p> <p>A28 scores minor negative</p>
SA7	Provision of a diverse range of employment opportunities that match the skills and needs of local residents	<p>A5 and A7 score uncertain</p> <p>A25, A26, A27, A28 and A30 score minor negative</p>
SA8	Reduce the need to travel and increase numbers of people walking cycling or using the bus for their day-to-day needs	<p>A7, A25, A26, A27 and A30 score significant positive</p> <p>A5 scores minor negative</p> <p>A28 scores significant negative</p>
SA9	Reduce air, light and noise pollution to avoid damage to natural systems and protect human health	<p>A5 and A7 score minor negative</p> <p>A7, A25, A26, A27, A28 and A30 score neutral</p>

SA11	Ensure the District is resilient to climate change	A5 and A7 score minor negative A25, A26, A27, A28 and A30 score neutral
SA12	Protect and enhance the District's biodiversity and protect areas identified for their nature conservation and geological importance.	--
SA13	Conserve and enhance the quality of the District's landscape and townscape character	A5 scores minor positive A7, A25, A26, A27, A28 and A30 score significant negative
SA14	Ensure land is used efficiently and effectively	A30 scores minor negative A5, A7, A25, A26, A27 and A28 score significant negative
SA15	Conserve and enhance the character, diversity and local distinctiveness of the District's built and historic heritage	A5, A7, A25 and A26 score minor negative A27, A28 and A30 score neutral
SA16	Protect water resources and ensure they are used efficiently	0
SA17	Ensure the efficient use of natural resources, including reducing waste generation	A5, A7 & A30 score uncertain A25, A26, A27 and A28 score neutral

STAGE 4 – DETAILED SITE ASSESSMENT SUMMARY

A5 – Money Hill (128ha / about 2,050 dwellings)

Services & Facilities – The scale of A5 means that accessibility across the site varies considerably. Part of the site has planning permission for 605 dwellings and a 60 unit extra care centre, a new primary school, a new nursery school, a new community hall and new neighbourhood retail use, which, when constructed, will enhance its sustainability. Policy H3a of the adopted Local Plan sets a requirement for an additional primary school as part of the remainder of the development. Frequent bus services (9, 19, 29/29A) are accessible on Smisby Road and Wood Street.

Summary of SA

SA Objectives																
Health and Wellbeing	Inequalities	Community	Housing	Economy	Town/Village centres	Employment	Sustainable travel	Air, Light & Noise	Flooding	Biodiversity & Geodiversity	Landscape	Land-use efficiency	Historic Environment	Water & Soil	Waste	
SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17	
-	--	-	++	?	++	?	-	-	?	--	+	--	-	0	?	

A5 scores negatively against most of the objectives relating to accessibility (SA1, SA2, SA3, SA8), but this doesn't account for the scale of the site (some parts of the site have good access to facilities and services) or the fact that new facilities and services will be provided on site. Elsewhere, the main differences between the site and others in Ashby are:

- its uncertain scores under SA5 and SA7 (as some onsite employment is proposed);
- its minor negative score for SA9 (reflecting its location adjacent to the A511);
- its uncertain score against SA11 (there is some flood risk on site although this is in an area currently being developed where appropriate mitigation has been provided);
- the minor positive score against SA13 (as an allocated site, it is in the limits to development); and
- its minor negative score against SA15 as it adjoins the Conservation Area (albeit this part of the site already has planning permission).

Key Planning Considerations – A5 is allocated in the adopted Local Plan for a total of c. 2,050 dwellings (Policy H3a), meaning the previous Local Plan Inspector considered it a suitable site to meet the district's housing need. The main planning considerations are the River Mease (as with all sites in Ashby), whether the site is still needed to meet the District's housing requirement and if it is still deliverable/developable. If so, the current policy requirements in Policy H3a will need to be reviewed.

Deliverability/Developability – The site is being promoted by a consortium of developers with parts of the site completed or under construction. A planning application has not yet been submitted for the remainder of the site (c. 1,200 dwellings), for which a River Mease mitigation solution needs to be identified. In September 2022, one of the housebuilders involved confirmed an application is being worked up for the remainder of the site which is likely to incorporate the option for an onsite River Mease mitigation scheme (should it be required).

A7 – Packington Nook (Land south of Ashby) (91.8ha / about 1,377 dwellings)

Services & Facilities – Like Money Hill (A5), the scale of A7 means that accessibility across the site varies considerably (although A7 is further from the town centre than A5). The site is of such a scale that it would need to provide onsite facilities and services to mitigate its impact on existing infrastructure. The site promoters are currently proposing an extension to Ashby Willesley Primary School, employment land in the southern part of the site, a local centre and areas of formal and informal public open space (including the approved extension of the existing football club). The nearest bus stops are on Upper Packington Road and provide access to the hourly 19 bus.

Summary of SA

SA Objectives																
Health and Wellbeing	Inequalities	Community	Housing	Economy	Town/Village centres	Employment	Sustainable travel	Air, Light & Noise	Flooding	Biodiversity & Geodiversity	Landscape	Land-use efficiency	Historic Environment	Water & Soil	Waste	
SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17	
-	-	+	++	?	++	?	++	-	-	--	--	--	-	0	?	

The scores against the accessibility objectives (SA1, SA2, SA3, SA8) don't account for the scale of the site or the fact that new facilities and services would be provided on site. Elsewhere, the main differences between the site and others in Ashby are:

- its uncertain scores under SA5 and SA7 (as some onsite employment is proposed);
- its minor negative score for SA9 (reflecting its location adjacent to the A42);
- its uncertain score against SA11 (there is an area of flood risk crossing the site); and
- its minor negative score against SA15 reflecting the site's location adjacent to a Grade II listed building (Rotherwood).

Key Planning Considerations

- The site is made up of SHELAA sites A7, A14 and A18 and is being promoted for in the region of 1,200-1,500 dwellings. An application for residential development (08/01588/OUTM) was dismissed at appeal in 2010, where it was concluded that on balance, the benefits of the scheme were not sufficient to outweigh the harmful effects resulting from landscape, noise and road safety impacts and the shortcomings in the sustainability of the site location.
- An application for sports pitches, parking area and an improved access on land adjacent to the existing football club (22/01811/FULM) was approved at the 20 July 2023 Planning Committee but a legal Section 106 agreement is required before planning permission can be granted.
- The site is in a wider parcel of land (02ASH-C) deemed to have a medium landscape and medium visual sensitivity (Landscape Sensitivity Study). Within the site there are areas of higher visual susceptibility associated with rising ground and open views to the south and the east.
- The National Forest Way (long distance footpath) crosses the site in a north-south direction and Packington Nook Lane, which crosses the site in a north-west/south-east direction, is a bridleway.
- A Candidate Local Wildlife Site follows the route of Packington Nook Lane. Several onsite trees are also Candidate LWSs and an avenue of trees in the north-west of the site is subject to a Tree Preservation Order.
- Whilst much of the site is intensively farmed and of low wildlife value, there are potential Biodiversity Action Plan habitats on site (species-rich grassland, ponds, wetland, hedgerows and watercourses).
- The site is adjacent to Rotherwood, a Grade II Listed Building which has a woodland copse setting. The woodland copse is in the boundary of A7 and forms part of a designed landscape associated with Rotherwood. Our Conservation Officer has concluded that development within the designed landscape would harm the setting and significance of the listed building and development on the field to the north of Rotherwood would harm the setting and significance of the listed building and views from its principal elevation as well as harm the setting and significance of the tree avenue (which is post-medieval, associated with Willesley Park and may qualify as a non-designated heritage asset).
- There are areas of flood risk in the eastern part of the site.
- Development of the site could potentially result in the loss of Grade 2 agricultural land.
- Leicestershire County Council (the local highways authority) has suggested that National Highways is likely to have significant interest in the site because of its impact on the strategic road network and that detailed transport modelling will provide further information on the scale of the impact.
- The proposed scale of development would represent an increase of between 18% (1,200 homes) and 22% (1,500 homes). However, in combination with the committed dwellings (i.e. those not yet built) at Money Hill, it would result in an increase of around 50%.

Deliverability/Developability – The site is being promoted on behalf of a consortium comprising a land promotion company, housebuilder and owner of the sports ground. Its availability was last confirmed earlier this year (2023). The site promoters have undertaken a range of technical work and produced a Masterplan which has accounted for onsite constraints (retaining Packington Nook Lane, the National Forest Way, enhancing the avenue of trees, not developing to the north of Rotherwood, not developing in areas at risk of flooding, retention of hedgerows etc.). The local highways authority would require further information to ascertain if safe and appropriate forms of access could be achieved, but highways officers think that Measham Road would initially appear to be the most appropriate location for two points of access.

A25 – North of Moira Road, Shellbrook (1.85ha / about 46 dwellings)

Services & Facilities – In line with the parameters in the accompanying methodology, the site is within a good walking distance of informal recreation, formal recreation and public transport. It is within reasonable walking distance of a convenience shop, primary education, secondary education, GP surgery, pharmacy and employment opportunities. Access to the town centre is not within a reasonable walking distance. All facilities and services in Ashby can be accessed by bus and the closest bus stops are on Moira Road, c.200m from the site (and served by the half hourly 29/29A service).

Summary of SA

SA Objectives															
Health and Wellbeing	Inequalities	Community	Housing	Economy	Town/Village centres	Employment	Sustainable travel	Air, Light & Noise	Flooding	Biodiversity & Geodiversity	Landscape	Land-use efficiency	Historic Environment	Water & Soil	Waste
SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
-	-	-	++	0	++	-	++	0	0	--	--	--	-	0	0

A25 scores negatively against most of the objectives relating to accessibility (SA1, SA2, SA3 which reflects its largely ‘reasonable’ access to local facilities and services. Elsewhere, the site has comparable scores to the majority of sites in Ashby. It does have a minor negative score against SA15 as it is adjacent to a Grade II listed building (The Glen).

Key Planning Considerations

- The site does not adjoin the public highway.
- It is located in a wider parcel of land (02ASH-D) deemed to have medium-low landscape sensitivity and medium-low visual sensitivity.
- The site’s northern boundary adjoins Prestop Park Wood (National Forest woodland) and a Notified Local Wildlife Site (Prestop Park Wetland).
- There is the potential for badgers and bat foraging on site and the hedgerows on site are potential Biodiversity Action Plan Habitats.
- The site adjoins an area of public open space (surface water drainage) which is part of the recently constructed Bellway development and which provides a buffer between the built edge and the countryside.
- Development of the site would reduce the gap between Ashby and Shellbrook.

- The site sits to the rear of The Glen, which is a Grade II Listed Building. The Council's Conservation Officer concludes that development of A25 may harm the setting and significance of The Glen and the harm would be apparent from Moira Road.

Deliverability/Developability –The site is being promoted on behalf of the landowner and its availability was last made known in 2022. The promoters have stated that there is significant developer interest in the site, but no further evidence has been provided. The site does not adjoin the public highway and does not have an obvious access point. The local highways authority has confirmed they have no objection to access from Goose Pen Lane to the north, but as this would require crossing a surface water drainage area in third party ownership, it is unlikely to be achievable. Whilst not included in the red line, land between The Glen and Whitehouse Farm is understood to be in the same land ownership as A25 and could provide a point of access. However, an access point in this location would impact on The Glen (Grade II listed) and would further reduce the gap with Shellbrook.

A26 – South of Moira Road (26.3ha / about 493 dwellings)

Services & Facilities – The scale of A26 means that accessibility across the site varies considerably. The site has been submitted in three parcels (A, B and C). As the parcel closest to the existing settlement (and in line with the parameters in the accompanying methodology) parcel A is within good walking distance of primary education, informal and formal recreation opportunities and public transport. It is within a reasonable walking distance of secondary education, a GP surgery, pharmacy and employment opportunities. Access to the town centre is not within a reasonable walking distance. All facilities and services in Ashby can be accessed by bus and the closest bus stops are on Bishop Hall Road, c.100m from parcel A (and served by the half hourly 29/29A service). Accessibility on parcels B and C is poorer than parcel A given they are further away from the edge of Ashby.

Summary of SA

SA Objectives																
Health and Wellbeing	Inequalities	Community	Housing	Economy	Town/Village centres	Employment	Sustainable travel	Air, Light & Noise	Flooding	Biodiversity & Geodiversity	Landscape	Land-use efficiency	Historic Environment	Water & Soil	Waste	
SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17	
-	-	+	++	0	++	-	++	0	0	--	--	--	-	0	0	

The scores against the accessibility objectives (SA1, SA2, SA3, SA8) don't account for the scale of the site. Elsewhere, the site has comparable scores to the majority of sites in Ashby. It does have a minor negative score against SA15 as it is opposite a Grade II listed building (The Glen).

Key Planning Considerations

- Parcel A adjoins the limits to development, but part of the eastern boundary is separated from the limits by a small paddock.
- Overhead power lines cross the site (Parcels A and B) and existing farm buildings are located on Parcel B.
- Parcel B and C are crossed by the Ivanhoe Way, a long distance footpath which provides a connection between Ashby and National Forest woodland to the west.

- The site is in a wider parcel of land (02ASH-D) deemed to have medium-low landscape sensitivity and medium-low visual sensitivity for housing (Landscape Sensitivity Study).
- There is a Candidate Local Wildlife Site (woodland south of Shellbrook) to the south of Parcels B and C and the southern boundaries of these parcels have been identified as an important wildlife corridor.
- There is the potential for badgers, bat roosts in buildings as well as bat foraging, potential water vole and Great Crested Newts due to a pond in very close proximity to the site and there are potential Biodiversity Action Plan Habitats on site.
- The Glen (Grade II listed building) is located on the opposite site of Moira Road. Development of A26 may harm the setting and significance of The Glen.
- Development of the whole site would increase housing in the settlement by around 7%, would result in the coalescence of Ashby and Shellbrook and would reduce the gap between Ashby and Moira (Norris Hill).

Deliverability/Developability – The site is being promoted on behalf of the landowner. Its availability was last made known in 2022. The promoters have stated that there is significant developer interest in the site, but no further evidence has been provided. The local highways authority has stated they would require a staggered right turn to be delivered on to Moira Road.

A27 – South of Burton Road, Ashby (3.19ha / about 60 dwellings)

Services & Facilities – In line with the parameters in the accompanying methodology, the site is within good walking distance of a convenience shop, GP surgery, pharmacy, informal recreation and formal recreation. It is within reasonable walking distance of primary education, secondary education and employment opportunities. Access to the town centre is not within a reasonable walking distance. All facilities and services in Ashby can be accessed by bus and the closest bus stops are on Bishop Hall Road, c.200m from the site (and served by the half hourly 29/29A service).

Summary of SA

SA Objectives																
Health and Wellbeing	Inequalities	Community	Housing	Economy	Town/Village centres	Employment	Sustainable travel	Air, Light & Noise	Flooding	Biodiversity & Geodiversity	Landscape	Land-use efficiency	Historic Environment	Water & Soil	Waste	
SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17	
-	+	+	++	0	++	-	++	0	0	--	--	--	0	0	0	

The scores against the accessibility objectives (SA1, SA2, SA3, SA8) are generally positive, reflecting the site’s good access to a range of facilities and services. Elsewhere, the site has comparable scores to the majority of sites in Ashby.

Key Planning Considerations

- The site adjoins the recently constructed Ashtree Gardens site (Bellway). As part of that development, it was earmarked for a National Forest planting scheme (and is identified as such in the Landscape Sensitivity Study), but this planting has now been provided in an alternative location.
- A public right of way passes through the site, running in parallel with the south-western boundary. The site occupies high ground at the northern end, but the levels drop

significantly to the south. The site is well contained by tree planting which prevents views of the site from the south or west.

- Development of the site could potentially result in the loss of Grade 2 agricultural land.
- The site has the potential for badgers and the hedgerows on site are potential Biodiversity Action Plan habitats, but otherwise the arable nature of the site provides a poor habitat for wildlife.

Deliverability/Developability – The site is being promoted by a strategic land promotion company and its availability was last confirmed in 2022. An indicative concept plan has been prepared for around 43-50 dwellings. The proposals retain the existing public right of way and retain the northern part of the site (on higher ground) as public open space. Access is proposed from Rushey Close, to which the local highways authority has no objection in principle.

A28 – The Paddocks, Willesley Road (2.72ha / about 51 dwellings)

Services & Facilities – In line with the parameters in the accompanying methodology, the site is within a reasonable walking distance of employment opportunities and informal and formal recreation. It is not within a reasonable walking distance of any other facilities and services, including bus stops which are over 1,200m from the site. Willesley Road does not have a footway in the vicinity of the site and is unlit / subject to the national speed limit.

Summary of SA

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Health and Wellbeing	Inequalities	Community	Housing	Economy	Town/Village centres	Employment	Sustainable travel	Air, Light & Noise	Flooding	Biodiversity & Geodiversity	Landscape	Land-use efficiency	Historic Environment	Water & Soil	Waste	
SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17	
-	--	-	++	0	-	-	--	0	0	--	--	--	0	0	0	

A28 scores negatively against the objectives relating to accessibility (SA1, SA2, SA3, SA8). It is the only site in Ashby to score a significant negative under SA8 which reflects its distance from the nearest bus stop. Elsewhere, the site has comparable scores to the majority of sites in Ashby although it does score a minor negative against SA6 which reflects its location outside of (rather than adjoining) the limits to development.

Key Planning Considerations

- The site is outside the limits to development but has been included in the assessment as it adjoins built development and is around 60m from the limits.
- Whilst the site is in a wider parcel of land (02ASH-C) deemed to have medium landscape and medium visual sensitivity, it is in an area around the golf course that is deemed to have higher landscape sensitivity (Landscape Sensitivity Study).
- Within the site boundary there is a pond, an area of woodland and hedgerows which have the potential to be Biodiversity Action Plan habitats. The whole site is subject to a Tree Preservation Order. There is the potential for badgers and newts on site.

Deliverability/Developability – The site is promoted on behalf of a client who has an option on the site and was submitted to the Council in 2018. Whilst vehicular access to the site appears achievable, the local highways authority has concluded that there doesn't appear to be sufficient land in the highway boundary to provide a footpath connection to the existing footway at Willesley Close. The site is not considered to be in a suitable location for housing, primarily because it is not easily accessible for pedestrians and it is covered by a Tree Preservation Order designation.

A30 – Land at 178 Burton Road (0.45ha / about 11 dwellings)

Services & Facilities – In line with the parameters in the accompanying methodology, the site is within a good walking distance of primary education, a convenience shop, GP surgery, pharmacy, informal/formal recreation and public transport. It is within a reasonable walking distance of secondary education and employment opportunities. It is not within a reasonable distance of the town centre. All facilities and services in Ashby can be accessed by bus and the closest bus stops are on Burton Road, c.300/390m from the site (and served by the half hourly 29/29A service and the half hourly 9 service).

Summary of SA

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Health and Wellbeing	Inequalities	Community	Housing	Economy	Town/Village centres	Employment	Sustainable travel	Air, Light & Noise	Flooding	Biodiversity & Geodiversity	Landscape	Land-use efficiency	Historic Environment	Water & Soil	Waste	
SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17	
-	+	+	++	0	++	-	++	0	0	--	--	-	0	0	?	

The scores against the accessibility objectives (SA1, SA2, SA3, SA8) are generally positive, reflecting the site's good access to a range of facilities and services. Elsewhere, the site has comparable scores to the majority of sites in Ashby. It scores better than all other housing sites under SA14 because it would result in the loss of less than 1ha of greenfield land.

Key Planning Considerations

- The site is surrounded by housing development on almost all four sides; it adjoins the recently constructed Davidsons development to the east.
- Whilst the site has a potential capacity of 11 dwellings, the site promoters suggest it can achieve between 5 and 9 homes. As such, there is the possibility that the site would not deliver any affordable housing.
- The site does not appear to adjoin the public highway and as such, the main consideration is whether the site can be accessed (see below).
- The hedgerows are potential Biodiversity Action Plan habitats.

Deliverability/Developability – The site is being promoted on behalf of the landowner and was submitted to the Council in 2020. There is no evidence of developer interest. The call for sites submission was accompanied by a site access drawing showing which proposes access from 178 Burton Road, associated with planning permission ref 18/00261/FUL (which includes the formation of a new vehicular access). However, the local highways authority has concluded that this is a

private drive and there is no available land to achieve the required width and footway provision to serve an additional 11 dwellings. As a result of these conclusions, there are questions over the deliverability/developability of the site.

STAGE 5 – OVERALL CONCLUSIONS

All sites in Ashby are in the catchment of the River Mease Special Area of Conservation, where it is necessary to ensure that development does not negatively impact the river's water quality. To date, the impact of development in the River Mease catchment has been mitigated by developers, mainly via two Developer Contribution Schemes. At present there is no capacity for further development in these schemes. It is proposed that in the future treated foul water flows will be pumped out of the River Mease catchment. This is anticipated to occur in 2027. This means that development in the SAC is unlikely to be able to commence until 2027, unless an alternative means of mitigation is proposed by the site promoter.

Of the seven sites assessed:

- **A5** – there are no known reasons why the remainder of Money Hill should not continue to be allocated in the Local Plan, particularly given the access road which has recently been constructed from the A511 which would serve the remainder of the site. It is understood that two of the housebuilders are currently working on an outline application and that this could be submitted by the end of 2023.
- **A7** – there are multiple onsite and offsite constraints affecting which areas of the site could be developed / would require appropriate mitigation. Onsite, this includes areas of flood risk, TPOs, Local Wildlife Sites and the National Forest Way. Offsite constraints include the adjacent A42 and the Grade II listed Rotherwood. The promoters have prepared a masterplan which takes account of these onsite and offsite constraints. Given the remainder of Money Hill (A5) yet to be developed, and the decision to direct more development towards Castle Donington (as part of the Leicestershire International Gateway) we've decided that development of this site is not necessary to meet the District's housing need.
- **A25** – it is not clear how this site would be accessed nor whether a safe and suitable access is achievable. In addition, development of the site would reduce the gap between Ashby and Shellbrook and has the potential to adversely affect the setting of a Grade II listed building (The Glen).
- **A26** – A key issue is the scale of this site and the fact it would a) extend Ashby significantly beyond its existing western boundary; b) result in the coalescence of Ashby and Shellbrook and c) reduce the gap between Ashby and Norris Hill. We have considered whether the development of parcel A on its own would be suitable. However, parcel A is cross by power lines in the centre of the site and it is not clear how such a small site could be developed with these constraints. Parcel A also directly adjoins farm buildings on parcel B, meaning amenity impact (noise/odour) is another constraint. Development would further reduce the gap between Ashby and Shellbrook to a distance of 80m.
- **A27** – The site is an extension to the existing Ashtree Gardens development (Bellway). Whilst the site occupies high ground to the north, it is well screened from longer distance

views by existing dense planting. There are limited onsite constraints and the site is available with a reasonable prospect it could be developed early on in the plan period.

- **A28** – This site is remote from the existing settlement and is the furthest from facilities, services and public transport routes. It is unlikely that a footpath could be provided within highways land to connect the site with the nearest footway, meaning the site cannot be made safe for pedestrians. The site could not be developed without impacting upon the group Tree Preservation Order covering the site.
- **A30** – Whilst this site is well located in terms of access to facilities and services, it is not considered suitable based on the conclusions of the local highways authority (cannot achieve a safe and suitable access). There is also the possibility that the site would not deliver affordable housing if allocated based on the agent's call for sites submission.

Recommendations

Based upon the above conclusions, it is recommended that:

- The **Money Hill (A5)** allocation carries over to the new Local Plan and that the remainder of the site is allocated for around 1,200 homes.
- We allocate **South of Burton Road (A27)** for around 50 dwellings. This figure is based upon site constraint work undertaken by the site promoter, rather than the higher figure of 60 dwellings included in the SHELAA.