

ELAA: Site E1 - South of Pegasus Business Park, East Midlands Airport



Site Area: 3.82 Ha

Site Description: The site is located south of the A453, just to the north west of the Moto Services off Ashby Road, Castle Donington. It is located immediately to the south east of the existing Pegasus Business Park employment area. The site is Greenfield land currently used for agriculture.

Availability: There are no known issues relating to the availability of the site, and there is no known developer interest. The site is considered potentially available.

Achievability: There are no known achievability or viability issues, the site is considered potentially achievable.

Planning Policy: The site is allocated as S3 Countryside in the Local Plan.

Accessibility and Sustainability: The site is adjacent to Junction 23A of the M1 and also has good access to the A50, A453 and wider highway network. There is a 24hr Skylink bus service which would serve the site, and local cycling and walking network via the Airport Trail. East Midlands Parkway is approx 3.5 miles away.

Highways: There are no apparent fundamental reasons for this site to be excluded from consideration at this stage.

Ecology: There is potential for Great Crested Newts to occupy the site. There are no designated local wildlife sites, although the pond and hedges represent potential BAP habitats within the site boundary.

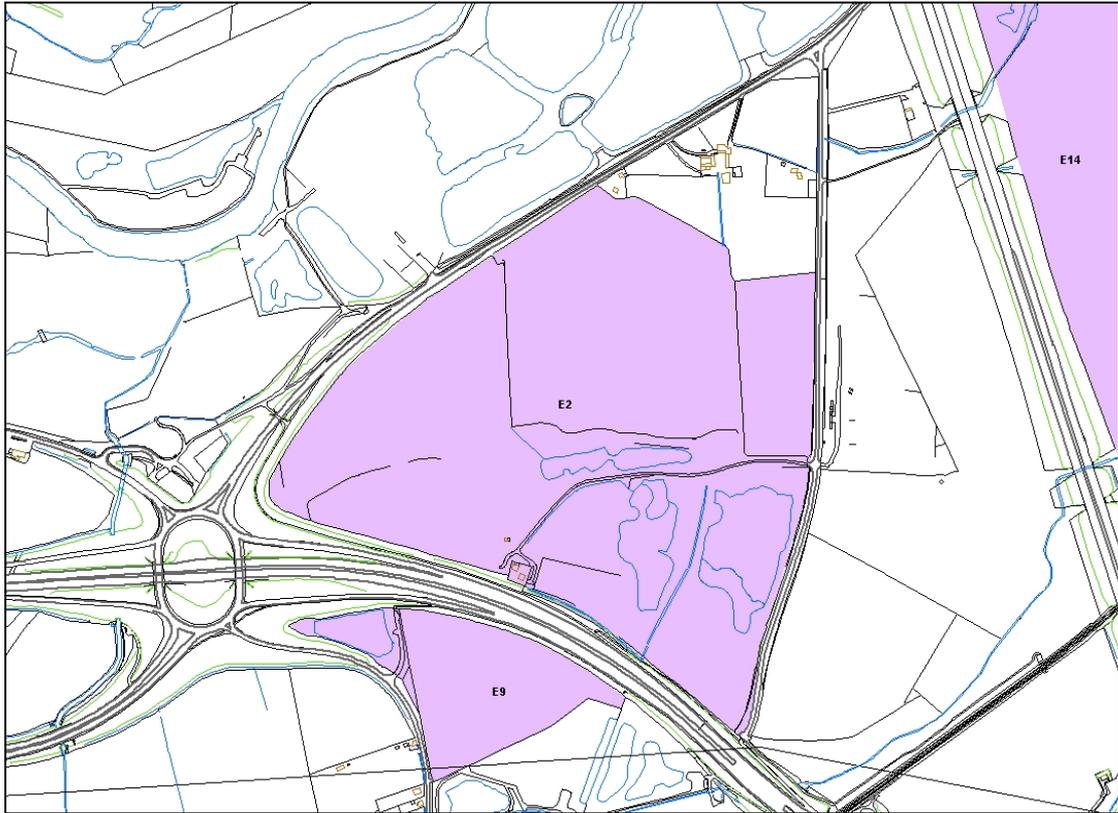
Survey of ponds in the area would be required. Pond should be retained and if Great Crested Newts found to be present, mitigation measures would be required. Hedges should be retained at the site with a 5m buffer area.

Summary: The site has close geographic relationship to existing employment uses, including East Midlands Airport, and the highways network. Concerns exist about the principle of extending development south of the A453 (notwithstanding the adjacent motorway service station development south of the A453), although it is considered that the shape and location of the site is such that proposals sensitive to this issue could be overcome. It is further noted that the roundabout serving Pegasus Business Park is well-located in respect of site E1.

It is considered unlikely that the initial preferred route of HS2 (published January 2013) would act as a constraint to the site.

Although some constraints have been identified, it is considered that site should not be excluded at this stage. Ecological or highway constraints could potentially be overcome through mitigation measures or compensation.

ELAA: Site E2 – Land at Sawley Crossroads, Castle Donington



Site Area: 51.54 Ha

Site Description: The site is located east of the junction of the A50 & B6540 Tamworth Road at Castle Donington. The M1 runs north to south to the east of the site. The site is Greenfield land currently used for agriculture.

Availability: There are no known issues relating to the availability of the site, and there is no known developer interest. The site is considered potentially available.

Achievability: The site is in Flood Zones 2 & 3. The site is considered potentially achievable.

Planning Policy: The site is allocated as S3 Countryside in the Local Plan.

Accessibility and Sustainability: The site has good road access to the A50 and the wider road network, including Junction 24 & 24A of the M1. The Skylink bus service pass along Tamworth Road providing a 24/7 service.

Highways: Tamworth Road is currently subject to national speed limit and therefore unlikely to be appropriate to gain access. This site is therefore unlikely to be acceptable to the Highway Authority.

Ecology: There are known badger setts within the site and there is potential for Great Crested Newts, otter, water vole and birds to occupy parts of the site. The gravel pits (Hemington) represent a candidate local wildlife site, and there are 4 Parish level wildlife sites within the site boundary. The wetland, grassland, water and scrub represent potential BAP habitats within the site boundary. The southern part of the site is considered not to be acceptable for development due to its biodiversity

value. The northern part of the site is considered to be acceptable subject to surveys and mitigation.

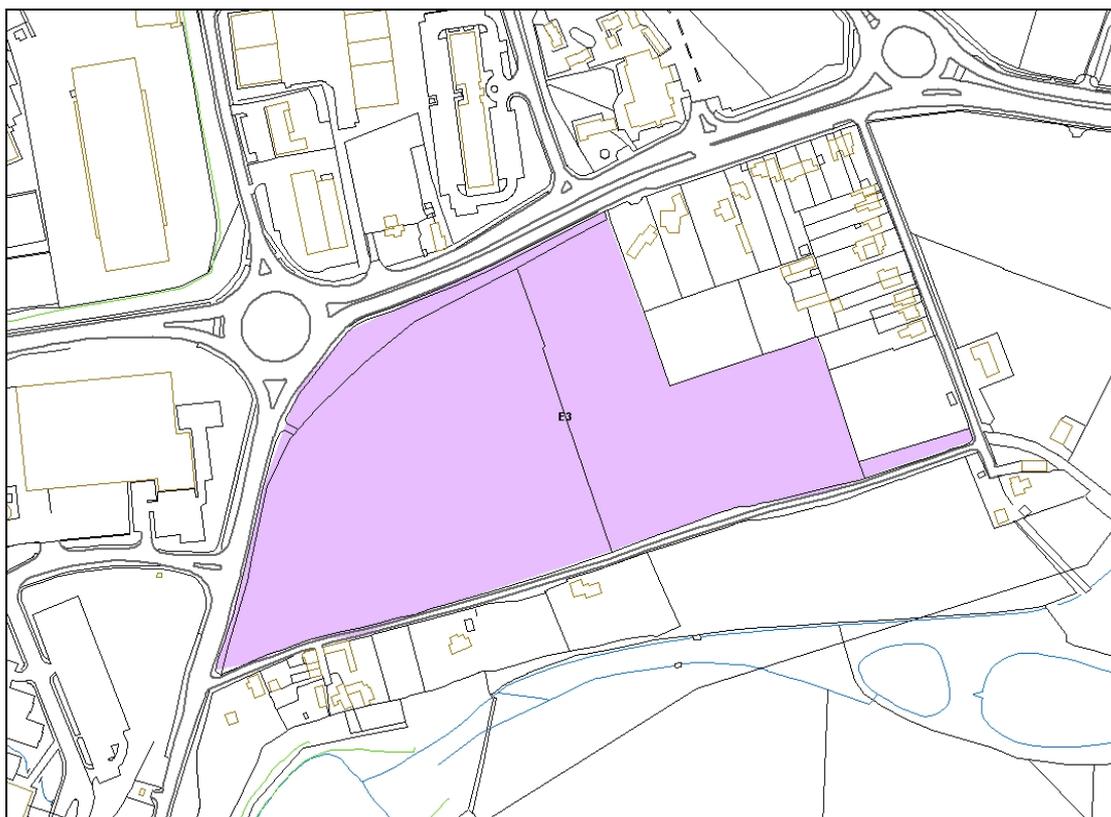
Summary: The site's excellent highways links provide it with a geographic advantage, and its dislocation from existing settlements suggests its proposed strategic distribution use could be subject to limited "bad neighbour" effects.

The main concerns surround issues of scale (both in terms of significant development in the countryside, and also in terms of whether the site is large enough to properly accommodate a strategic distribution use) and flood risk. While the promoters of the site have commissioned evidence to demonstrate the constraint of flood risk can be mitigated against, this has yet to be considered fully by the Environment Agency in the context of any planning application. There is also a Listed Building (Hemington House – Grade II) in the vicinity of the site, the setting of which would need to be taken into account in the event that a planning application is submitted.

It is considered unlikely that the initial preferred route of HS2 (published January 2013) would act as a constraint to the site.

Although some potentially significant constraints in respect of both highways and ecology have been identified, it is considered that site should not be excluded at this stage. Ecological or highway constraints could potentially be overcome through mitigation measures or compensation.

ELAA: Site E3 – Land at Beveridge Lane, Bardon, Coalville



Site Area: 5.4 Ha

Site Description: The site is located south of Beveridge Lane, to the east of West Lane. The site is Greenfield land currently used for agriculture.

Availability: There are no known issues relating to the availability of the site, and there is no known developer interest. The site is considered potentially available.

Achievability: There are no known issues relating to the achievability of the site. The site is considered potentially achievable.

Planning Policy: The site is allocated as S3 Countryside in the Local Plan.

Accessibility and Sustainability: The site has good road access, particularly to the A511, A42 & M1. The A511 also links directly to Coalville. There are safe cycle and pedestrian routes into Coalville. There is a half-hourly bus service to Leicester and Coalville via two services Mon-Sat, plus an hourly Sunday service.

Highways: Beveridge Lane and West Lane are currently subject to national speed limit and therefore unlikely to be acceptable to gain access from. South Lane is not currently suitable for HGVs and therefore this site is unlikely to be appropriate to the Highway Authority.

Ecology: There is potential for badgers to occupy the site. There are no designated local wildlife sites and no potential BAP habitats were identified within the site boundary. A badger survey may be required should an application be submitted. The site is considered to be acceptable for employment development subject to mitigation, namely the retention of hedges and a 5m minimum buffer zone.

Summary: The site has a close geographic relationship to existing employment uses at Bardon and the highways network. Aside from its being located within Countryside, there are no known constraints affecting the site.

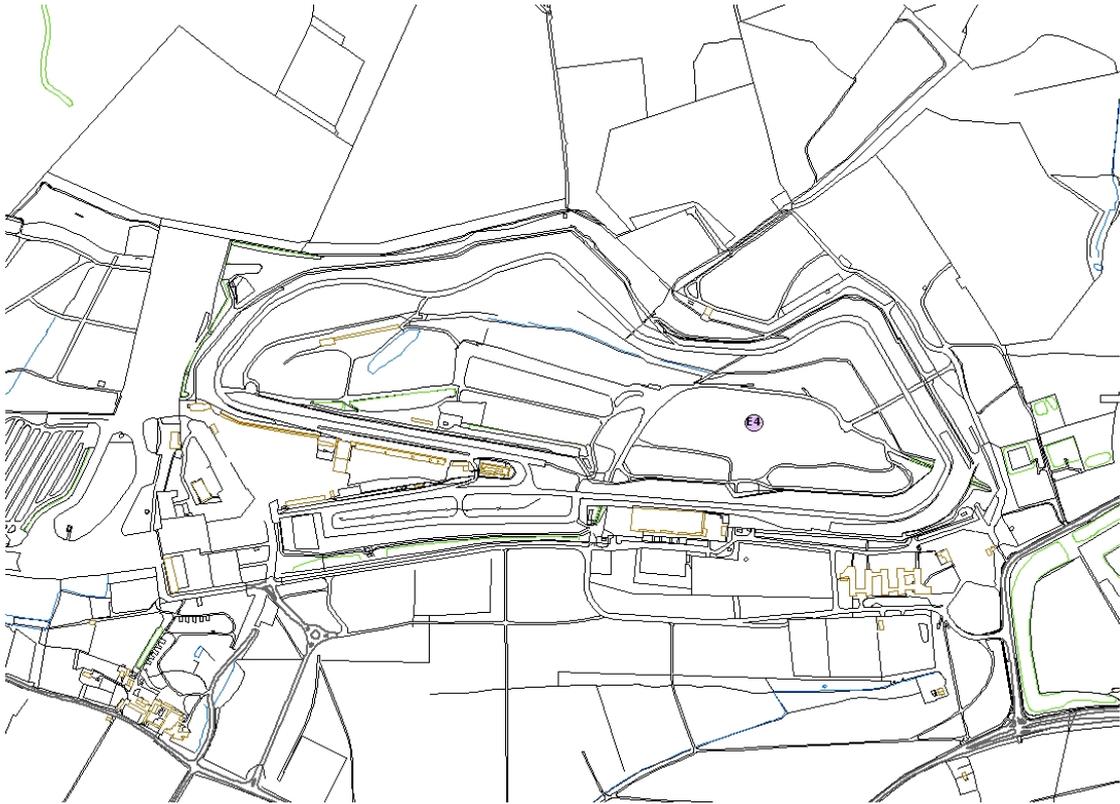
The land ownership situation is not immediately clear, as several different plans have been submitted to the Council. However, it is evident that the landowners are, whether collectively or individually, willing to promote the site for development.

E3 has for several years been promoted for a number of purposes – residential, Gypsy and Travellers, B128 employment – of which it is considered the latter is the most appropriate given the site's relative dislocation from surrounding settlements but also its good relationship with surrounding employment land. The fact that the site has been promoted for this length of time also indicates the promoters' willingness to promote the site through the LDF process.

Although some constraints have been identified, it is considered that site should not be excluded at this stage. Ecological or highway constraints could potentially be overcome through mitigation measures or compensation.

The site has also been promoted for but excluded from the Council's SHLAA (Strategic Housing Land Availability Assessment), see excluded SHLAA site B1.

ELAA: Site E4 – Donington Park Race Circuit, Castle Donington



Site Area: 25 Ha

Site Description: The site is located at the existing Donington Park Race Circuit to the north of the A453 in Castle Donington. The site is previously developed land currently used for employment and commercial uses. It is situated adjacent to East Midlands Airport.

Availability: There are no known issues relating to the availability of the site, and there is no known developer interest. The site is considered potentially available.

Achievability: Intensification of development at the racing circuit could present increased “bad neighbour” issues. There is a TPO area at site. The site is considered potentially achievable.

Planning Policy: The site is allocated as S3 Countryside and L20 Donington Park in the Local Plan.

Accessibility and Sustainability: The site has good road access, particularly to the A50, A42 & M1. The Skylink bus services operate 7 days a week, generally every 30mins to an hour during peak times. The site is approximately 2 miles from Castle Donington and benefits from cycle lanes and pedestrian walkways from the site to the Castle Donington.

Highways: There are no apparent fundamental highway reasons why this site should be excluded from consideration at this stage.

Ecology: There are no apparent fundamental ecological reasons why this site should be excluded from consideration at this stage.

Summary: No specific mapping information has been provided about the proposals for this site as the submission was to the 2011 Core Strategy Consultation and in respect of the principle of B128 land being located at Castle Donington Race Circuit. However, a short Planning Statement has been submitted to the Council in the site's support.

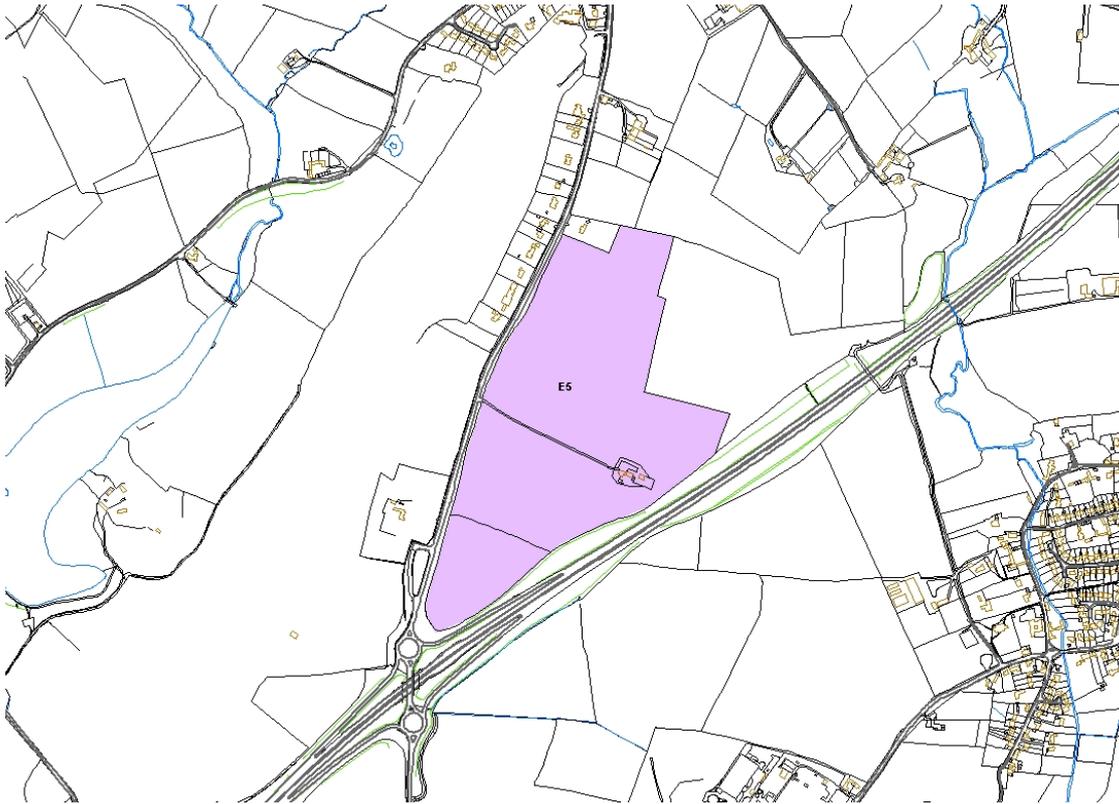
The site has a good geographic relationship to existing employment uses in the Castle Donington area, including East Midlands Airport, and the highways network. There are no specific constraints that apply to E4.

Existing Local Plan policy L20, which refers to acceptable forms of development within the race circuit limit, limits employment development to that which must have a clear relationship with the operations of the race track; the submitted (but now withdrawn) Core Strategy sets out a similar policy background.

It is considered that the site should not be excluded from the ELAA at this time, although are policy issues which would need to be considered and addressed in terms of the relationship between any development and the use as a motor racing circuit.

It is considered unlikely that the initial preferred route of HS2 (published January 2013) would act as a constraint to the site.

ELAA: Site E5 – Land south of Packington Nook, Measham Road, Ashby de la Zouch



Site Area: 25 Ha

Site Description: The site is located north of the A42 and east of Measham Road, situated south of Ashby de la Zouch. The site is Greenfield land currently used for agriculture. There is a golf course to the west and some residential properties to the north and west of the site.

Availability: There are no known issues relating to the availability of the site. The site is considered potentially available.

Achievability: There are no known issues relating to the achievability of the site. The site is considered potentially achievable.

Planning Policy: The site is allocated as S3 Countryside in the Local Plan.

Accessibility and Sustainability: The site has good road access, particularly to the A42 which provides direct connections to the M1 and to the West Midlands. Bus services run along Tamworth Road providing connections to both Ashby and Measham (and further afield).

The site is approximately 1.2 miles from Ashby de la Zouch town centre.

Highways: Measham Road is currently subject to national speed limit and therefore unlikely to be appropriate to gain access from. This site is therefore unlikely to be acceptable to the Highway Authority.

Ecology: There is potential for badgers to occupy the site. There are no designated local wildlife sites within the site boundary, and no potential BAP habitats were identified. The site has limited biodiversity value, and would be acceptable subject

to mitigation measures, namely 5m buffer zones along existing hedgerows. Enhancement via SUDS or woodland planting may be appropriate measures. The site is in the catchment area of the River Mease SAC.

Summary: This site is located south of land that has been consistently promoted for housing development in previous decades. It has a good relationship with the highway network, although its relationship to existing settlements (Ashby specifically) is poor.

It is considered that development on this site in isolation from connecting development to Ashby would be inappropriate, but this should not be considered as a statement either in support of development to the north of the site or a fundamental objection to development on E5 itself. Nor is it a reason to exclude the site from the ELAA at this stage.

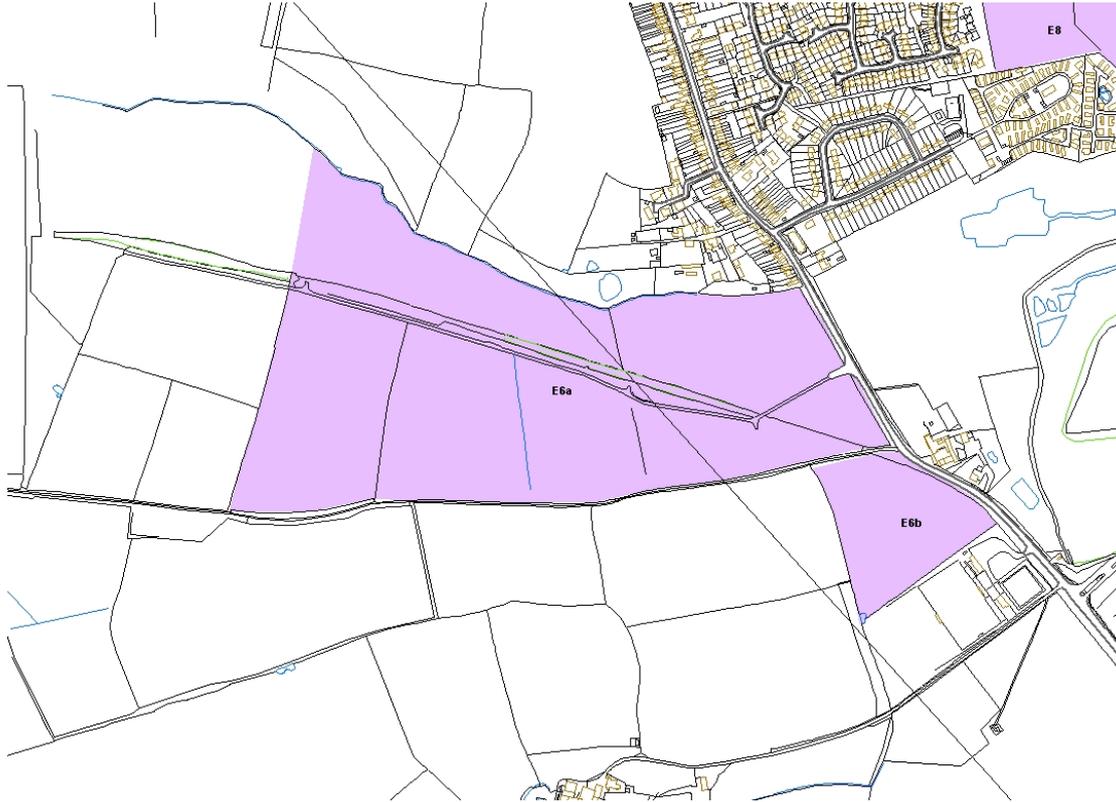
The site is within Countryside and in the vicinity of an area designated as sensitive countryside under E26. Although policy H9 has not been saved, it remains the case that the dwellings sat within the policy area are of a particular character that would need to be protected should any development take place on the site.

The landscape within the site is relatively flat and open, such that views into and out of the site are quite sensitive.

It is considered unlikely that the initial preferred route of HS2 (published January 2013) could act as a constraint to the site.

The site has also been promoted for and included in the Council's SHLAA (Strategic Housing Land Availability Assessment), see SHLAA site A18.

ELAA: Site E6a & E6b – Land North and South of Pretoria Road, Whitehill Road, Ellistown



Site Area: E6a = 25.34 Ha
E6b = 3.10 Ha

Site Description: The sites are located north and south Pretoria Road, west of the junction with Whitehill Road, Ellistown. The site is Greenfield land currently used for agriculture. There is a further agricultural land surrounding the sites and some residential properties to the north of site E6a.

Availability: There are no known issues relating to the availability of the site. The site is considered potentially available.

Achievability: There are no known issues relating to the achievability of the site. The site is considered potentially achievable.

Planning Policy: The site is allocated as S3 Countryside in the Local Plan.

Accessibility and Sustainability: The site has good access to the lorry network, with the B585 Victoria Road providing a link to the A511 and hence the M1 and A42, although the site is somewhat distant from both of these. Bus services are available on Whitehill Road.

Highways: (A) Previous speed surveys on Whitehill Road have recorded 85%ile speeds in excess of the 40mph limit meaning the site is unlikely to be acceptable to the Highway Authority

(B) Previous speed surveys on Whitehill Road have recorded 85%ile speeds in excess of the 40mph limit whilst the visibility from the site is poor and therefore the site is unacceptable to the Highway Authority.

Ecology: There is potential for badgers to occupy the site, especially the disused railway within the site boundary. There are likely to be Great Crested Newts (GCN) with the vicinity of the site. There are no designated wildlife sites, although the scrub woodland along the railway represents a possible BAP habitat within the site boundary. If grassland is high quality, development may not be considered to be acceptable from an ecological perspective. A Phase 1 Habitat Survey, GCN Survey and Badger Survey are required.

Summary: This site is split into two distinct sections, with the larger, northern site (E6a) being located adjacent to Ellistown village and the smaller, southern site (E6b) being located adjacent to some existing employment uses.

The sites are relatively flat and well-screened by trees from Whitehill Road, but there are long views into the sites from both Ibstock and Ellistown.

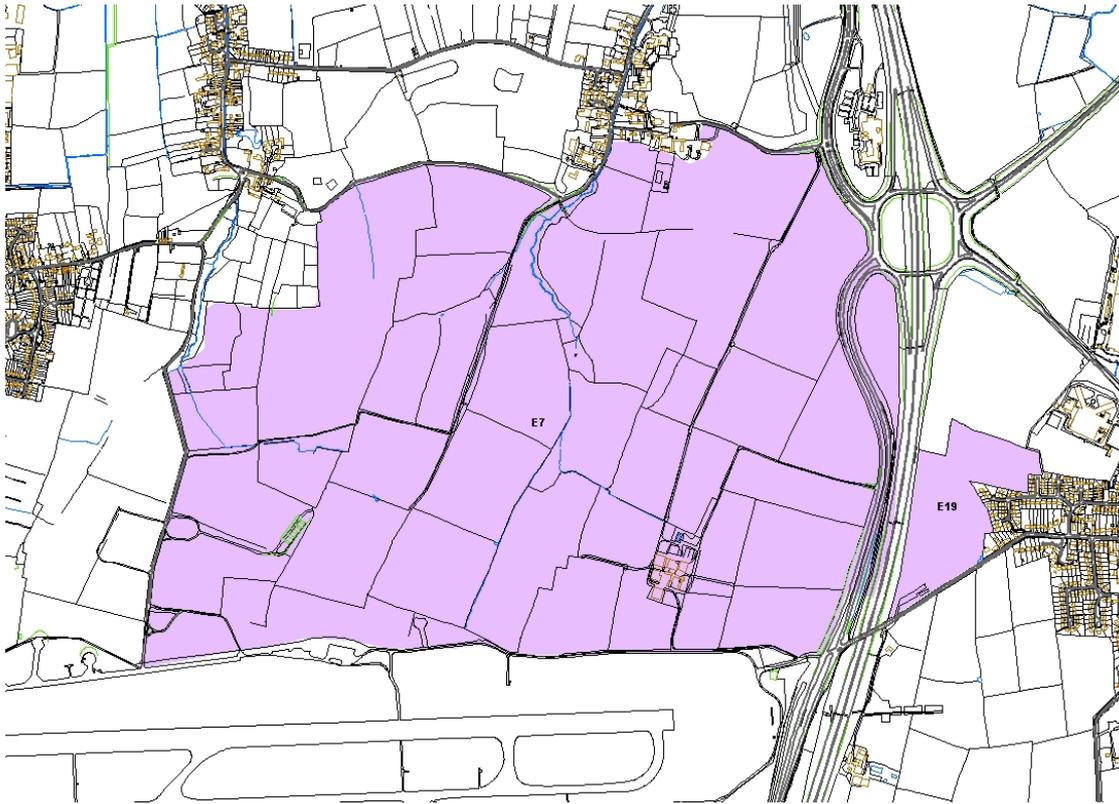
Highways access could be a constraint; Whitehill Road is open and fast at the point of access for the sites, and access to the wider strategic highway network is relatively poor (in particular the M1). The impact of goods vehicles on the village of Ellistown may also be a constraint, although such vehicles could access to the south and use the B585 Victoria Road to get access to the M1 via the A511.

Given the sites' relative distance from any of the larger settlements and the M1/A42 in the district, access is poor from a strategic point of view but good on a local level. Two bus routes serve Whitehill Road, both of which also serve Coalville.

The scale of E6a is such that development there could act to reduce the separation between Ellistown and neighbouring Ibstock; any development proposals would need to strongly respond to this issue. In addition, proximity to residential properties to the north would need to be considered. Site 6b could offer the potential for the creation of small scale local employment opportunities.

It would not be appropriate to exclude either of these parcels at this stage.

ELAA: Site E7 – East Midlands Strategic Rail Freight Interchange



Site Area: 266.39 Ha

Site Description: The site is located north of East Midlands Airport, to the west of the M1 at Lockington-cum-Hemington. The site is Greenfield land currently used for agriculture. There is a further agricultural, and some residential properties located to the north and west of the site, including the villages of Lockington and Hemington.

Availability: There are no known issues relating to the availability of the site. The site is considered potentially available.

Achievability: There are no known issues relating to the achievability of the site. The site is considered potentially achievable.

Planning Policy: The site is allocated as S3 Countryside in the Local Plan.

Accessibility and Sustainability: The site has good road access, particularly to the M1, A50, A42 and A453. The local roads immediately serving the site would require improvement works to be suitable for large scale employment use. The site does not currently benefit from a regular bus service.

Highways: Further investigation would be required to determine whether the site would be acceptable from a highways perspective.

Ecology: Badgers are known to occupy the site. There is potential for Great Crested Newts, bats, birds and water vole to occupy parts of the site. The site includes a candidate local wildlife site and two Parish level wildlife sites. The woodlands, grasslands, pond, watercourse and hedges represent a possible BAP habitat within

the site boundary. The site is considered to be acceptable, subject to significant mitigation. An Environmental Impact Assessment is required, and a Phase 1 Habitat Survey. Flood alleviation measures would be required for the site to become developable.

Summary: This is the largest site promoted for employment development in the district. Its submission for consideration is in the context of the evidential need for a strategic distribution use in the East Midlands. It is therefore considered unlikely that any development on the site would contribute to purely local needs.

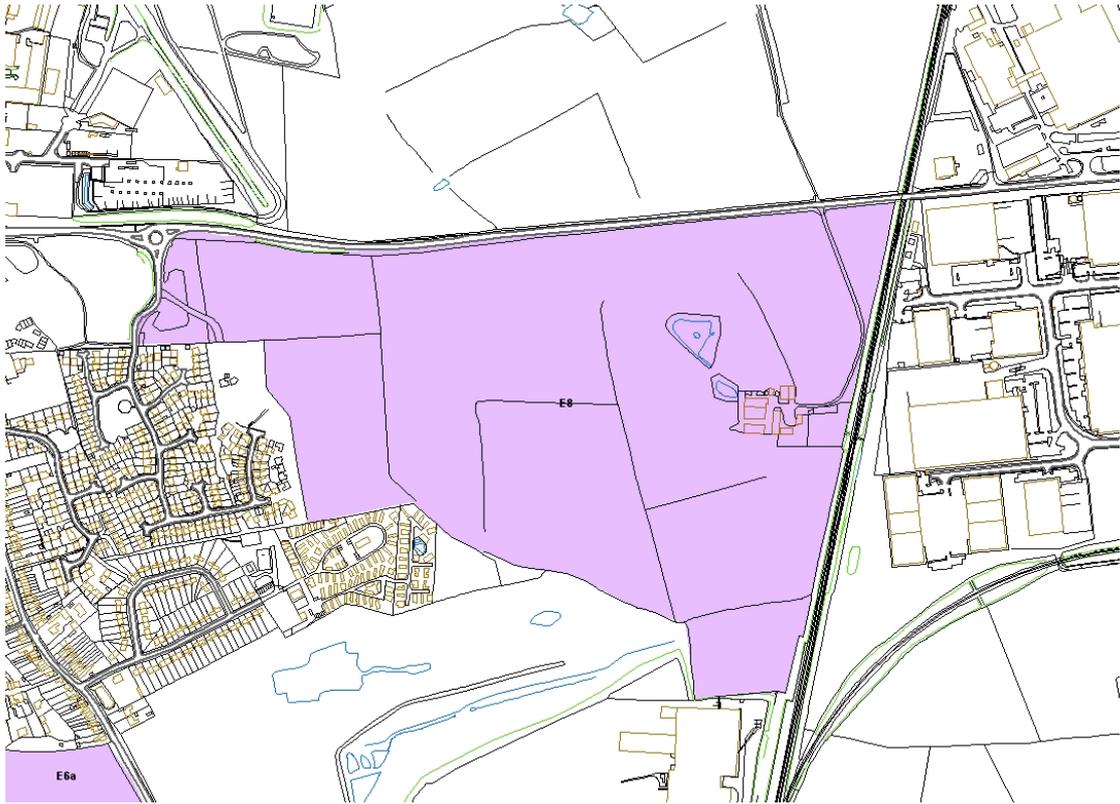
As such, the constraints applying to the site are significant, relative to its scale. Its visual impact from neighbouring highways and settlements (notably Castle Donington, Lockington and Hemington) would be significant given the relatively flat topography.

In terms of highways, the site's proximity to both A Roads and the M1 provides high levels of workforce access on county and regional levels, but minimal access at the local level. Any development would need to address any concerns of the strategic highway authority regarding access to the strategic highway network.

While the surrounding and adjacent uses are those of settlements and countryside/highways respectively, East Midlands Airport and its associated and related employment uses are also in the vicinity. While this scheme would more than double the land-take of the airport and its associated employment land, a close relationship between an SRFI and a freight airport is important to enable the SRFI to operate as intended.

It is considered likely that the initial preferred route of HS2 (published January 2013) could act as a constraint to the site, although it remains unclear if both HS2 and the SRFI could both be accommodated given the topography of the land – the initial preferred route emerges from a tunnel beneath East Midlands Airport before raising above grade to sit on a viaduct over the M1.

ELAA: Site E8 – Little Battleflat Farm, Beveridge Lane, Ellistown



Site Area: 39.50 Ha (0.9 Ha within Hinckley & Bosworth)

Site Description: The site is located south of Beveridge Lane, Ellistown, to the west of the freight rail line. The site is predominantly Greenfield land currently used for agriculture. There is a further agricultural to the north, residential properties located to the west and an existing employment area to the east of the site.

Availability: There are no known issues relating to the availability of the site. The site is considered potentially available (site is currently the subject of a planning application for employment development).

Achievability: There are no known issues relating to the achievability of the site. The site is considered potentially achievable.

Planning Policy: The site is allocated as S3 Countryside in the Local Plan.

Accessibility and Sustainability: The site has good road access, particularly to the M1 via the A511. Beveridge Lane does not currently benefit from a bus service. The site is close to Ellistown and Coalville, with potential for walking and cycling to the site.

Highways: Beveridge Lane is currently subject to national speed limit and therefore unlikely to be appropriate to gain access from. This site is therefore unlikely to be acceptable to the Highway Authority.

Ecology: Great Crested Newts are known to occupy surrounding areas. There is potential for Great Crested Newts and bats to occupy parts of the site. The species rich hedgerows represent a Parish level wildlife sites. The hedges and ponds

represent possible BAP habitat within the site boundary. The site is acceptable subject to mitigation, namely the retention of hedges. Wildlife surveys would be required before development. There are opportunities for enhancement at the site.

Summary: The site is set in open countryside, bordered to the north by open fields, to the south by Ellistown Pipeworks and to the east and west the Bardon industrial estates and the village of Ellistown respectively. The open fields to the north are within the submitted (but now withdrawn) Core Strategy's strategic growth location for housing in the Coalville Urban area.

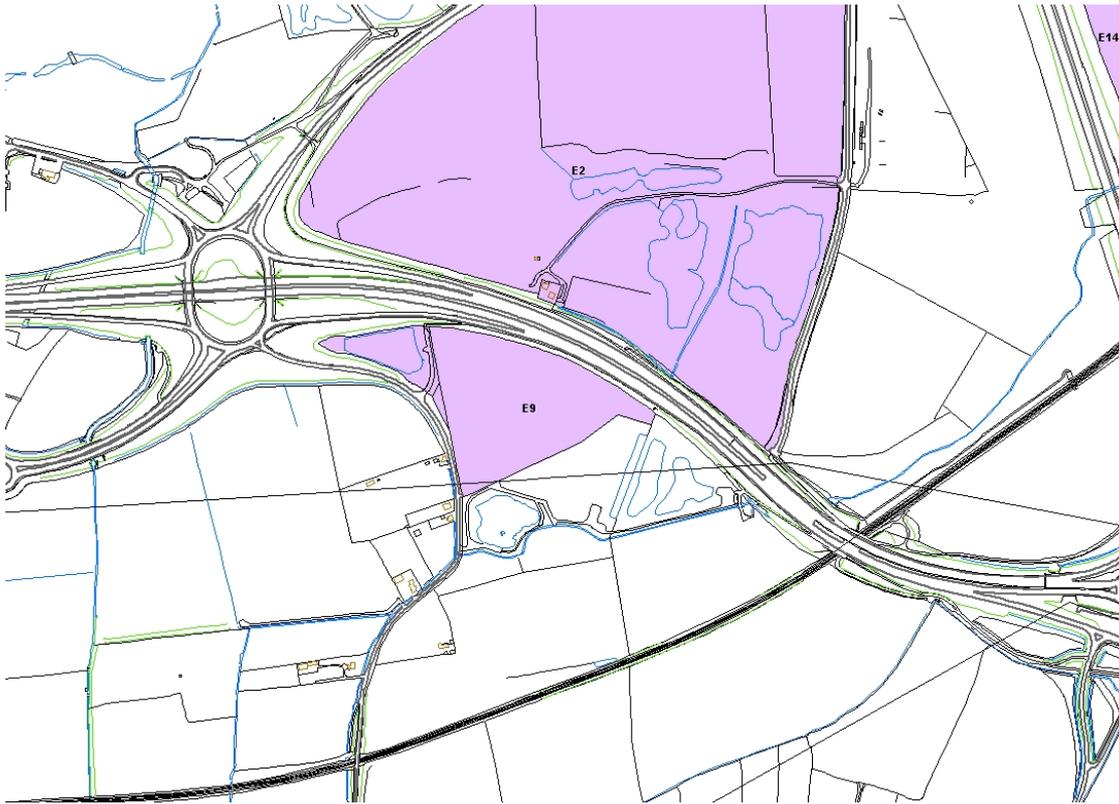
In recent years, Ellistown has seen several housing estates extend the village in an easterly direction; the village as a result now physically abuts site E8. The potential impact upon residential amenity would need to be addressed, although at this stage is not considered to be sufficient reason to exclude the site from further consideration.

Public transport access is poor along Beveridge Lane, although both Bardon and the village of Ellistown itself have relatively good public transport links. In addition, during 2013 work begun on the Coalville Cycle Network, a programme that results in new cyclepaths and road crossings out of the town, connecting it with (among other areas) the Bardon industrial estates. It is not unreasonable to consider that these new sustainable transport routes could, potentially, be extended to include this site.

Road access for both workforce and goods vehicles is relatively good, with particularly good links to junction 22 of the M1; links to junction 13 of the A42 are not as good as the A511 westbound is a single carriageway road. In addition, the geographic closeness to Coalville is such that there are good prospects of attracting a local workforce.

No major environmental constraints are known to exist on the site. Flood Zone 3 runs east-west some 600m to the north of the site and together with the development of the Bardon Grange housing development area there is potential for some cumulative impact.

ELAA: Site E9 – Land at Rycroft Road, Hemington



Site Area: 7.50 Ha

Site Description: The site is located south east of Junction 1 of the A50 and north east of Rycroft Road, Hemington. The site is predominantly Greenfield land currently used for agriculture although a former open gravel quarry back-filled by pulverised fly ash is located within the site. There is a further agricultural land to the south of the site, and a fishery adjacent to the south eastern boundary whilst the A50 runs along the northern boundary.

Availability: There are no known issues relating to the availability of the site. The site is considered potentially available.

Achievability: The site is in Flood Zone 3. The in-filled quarry may be unsuitable for development. The site is considered to be potentially achievable.

Planning Policy: The site is allocated as S3 Countryside in the Local Plan.

Accessibility and Sustainability: The site has good access to the surrounding highway network, particularly to the M1, A50 and A42. The site is poorly located in terms of pedestrian and cycle access, although the site is close to the route of regular Skylink bus service which provides services to Nottingham, Castle Donington and East Midlands Airport.

Highways: The majority of Rycroft Road which bounds the site is currently subject to national speed limit and any significant increase in usage of the current access would not be welcome. The site is not considered sustainable with limited opportunities for non car travel and therefore is unlikely to be acceptable to the Highway Authority.

Ecology: There is potential for Great Crested Newts (GCN) and breeding birds to occupy the site. The lagoon on the site is a candidate local wildlife site and the wetland represents a possible BAP habitat within the site boundary. The site is considered to be acceptable subject to mitigation, namely the retention of wetland. GCN surveys would be required before development. There are opportunities for enhancement at the site.

Summary: E9 sits in a flat, triangular parcel of land bordered by the A50 and Rycroft Road and sits within open countryside and is poorly related to the existing settlement pattern. It has good connections with the strategic highways network (via the A50 to the M1), although this is balanced against the poor access for walking or cycling transport. The public transport provision, however, is good with two 24/7 services running between Nottingham, Derby and Castle Donington providing a good level of workforce on a regional basis. Castle Donington is, however, the only settlement nearby likely to provide meaningful levels of employees.

The site's location in Flood Zone 3 presents a significant barrier to development taking place.

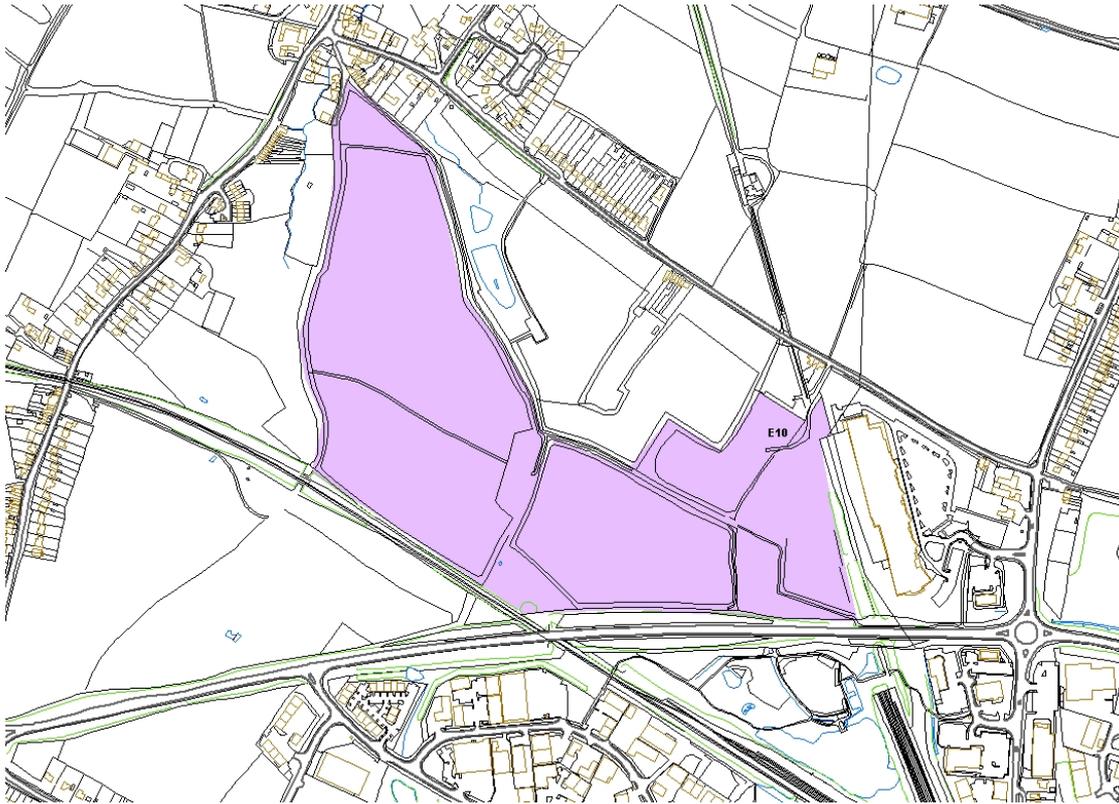
Since, as noted, the topography is relatively flat and open, development taking place on the site would be visible from the surroundings. Any development proposals would need to strongly respond to this issue.

Moreover, the area to the south of the A50, in which E9 is located, is relatively undeveloped. While the existence of nearby industrial/employment uses are tangible – either visually (power station) or via the impact on the road network – E9 is itself a Greenfield site, development of which would be disconnected from another settlement or complementary use.

It is considered unlikely that the initial preferred route of HS2 (published January 2013) would act as a constraint to the site.

The site has also been promoted for but excluded from the Council's SHLAA (Strategic Housing Land Availability Assessment), see excluded SHLAA site Hm2.

ELAA: Site E10 – Stephenson College, Thornborough Road, Coalville



Site Area: 23.00 Ha

Site Description: The site is located north of the A511 in Coalville, situated to the west of the existing Stephenson's College site. The site is Greenfield land between Coalville and Swannington. There are residential properties to the north west of the site, with some cultivated open land adjacent to the north and west of the site.

Availability: There are no known issues relating to the availability of the site. The site is considered potentially available.

Achievability: There are no known issues relating to the achievability of the site. The site is considered to be potentially achievable.

Planning Policy: The site is identified as Green wedge (Policy E20) in the adopted Local Plan. As part of the submitted (but now withdrawn) Core Strategy this part of the Green Wedge was to be re-designated as countryside.

Accessibility and Sustainability: The site has good access to the surrounding highway network, particularly to the M1 and A42. The site has good cycle and pedestrian routes to surrounding towns and villages whilst some bus services operated daily from Coalville to surrounding towns and villages pass by close to the site.

Highways: Providing access is not taken from Stephenson Way, there are no apparent fundamental reasons for this site to be excluded from consideration at this stage.

Ecology: There is potential for Great Crested Newts (GCN) and breeding birds to occupy the site. The lagoon on the site is a candidate local wildlife site and the wetland represents a possible BAP habitat within the site boundary. The site is considered to be acceptable subject to mitigation, namely the retention of wetland. GCN surveys would be required before development. There are opportunities for enhancement at the site.

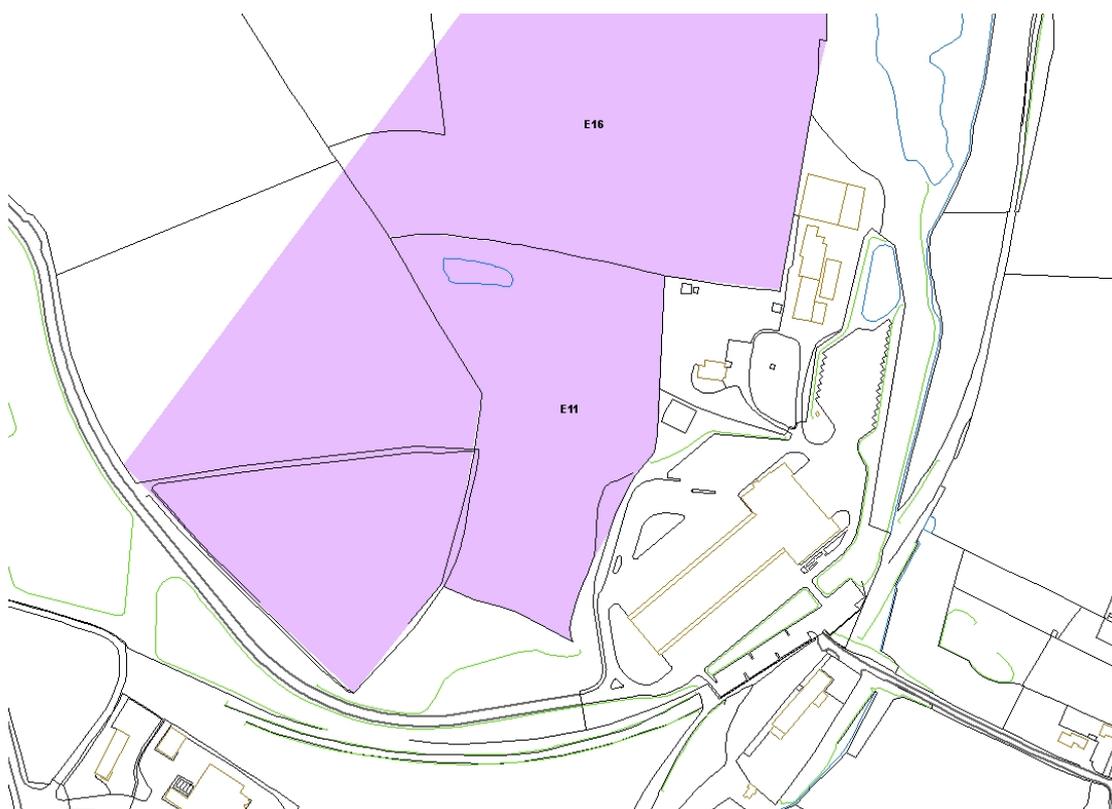
Summary: The site promoters are clear that traditional employment uses – B128 – are not being considered for this site. However, it is a large site, far in excess of the existing Stephenson College site, and as such has borders with several different land uses (the college itself, employment land, the village of Swannington and open countryside).

Access to workforce and the strategic highway network is less of an immediate issue for E10 given the site promoters' intentions for it; clearly some workforce will be required, but the primary issue for education premises is ensuring the maximum number of pupils / students can access the site as readily as possible.

The site is prominent in the landscape of Coalville and Swannington such that it is unlikely that development could be entirely sympathetically accommodated within the landscape. In addition, the current policy designation as Green wedge would not support any development on this site. Therefore, it would be necessary for a change to be made to this policy designation. However, this in itself is not considered to be sufficient to exclude the site at this stage.

The site has also been promoted for and included in the Council's SHLAA (Strategic Housing Land Availability Assessment), see SHLAA site C10.

ELAA: Site E11 – TNT Premises, Lount



Site Area: 3.65 Ha

Site Description: The site is located east of the A42 in Lount, accessed from Melbourne Road, adjacent to the existing TNT premises. The site has been promoted in association with the surrounding larger site (E16). The site is Greenfield land currently used for agriculture. The existing employment use is adjacent to the south eastern boundary.

Availability: There are no known issues relating to the availability of the site. The site is considered potentially available.

Achievability: There are no known issues relating to the achievability of the site. The site is considered to be potentially achievable.

Planning Policy: The site is allocated as S3 Countryside in the Local Plan.

Accessibility and Sustainability: The site has good access to the surrounding highway network, particularly to the A42 which provides access to the M1 and A50. The site does not benefit from any cycling and pedestrian routes into surrounding settlements, although there are part so the national cycle network which serve nearby Worthington, linking to Melbourne, Breedon and Derby.

The number 155 bus serves Newbold (to Coalville and Castle Donington/East Midlands Airport) and runs hourly Mon-Sat.

Highways: There are no apparent fundamental reasons for this site to be excluded from consideration at this stage.

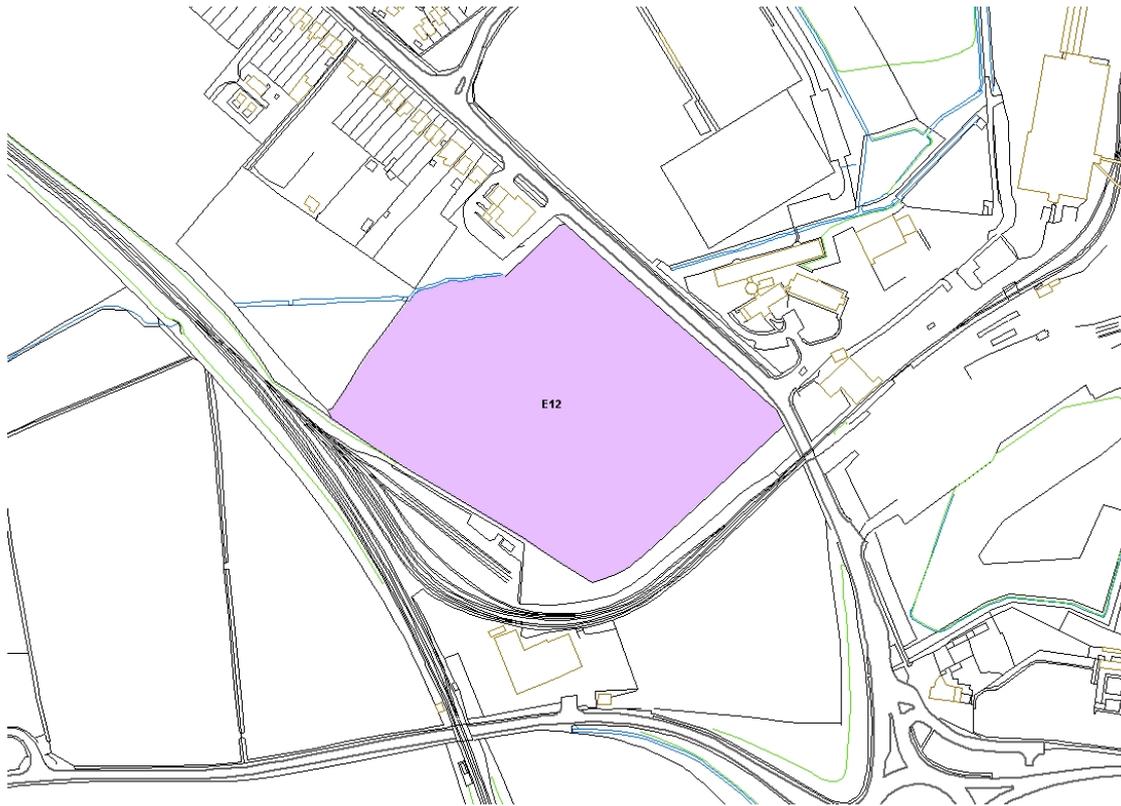
Ecology: There is potential for Great Crested Newts (GCN) and badgers to occupy the site. There are no candidate local wildlife sites although the pond, hedges and grassland represent possible BAP habitats within the site boundary. Further surveys would be required to adequately assess the ecological suitability of the sites development. GCN and badger surveys and a Phase 1 Habitat Survey are required before development. Mitigation measures may be required if the grassland is of value, and buffer zones integrated into plans.

Summary: E11 is being promoted on behalf of landowner, and neighbouring employer, TNT for future expansion of TNT's operations. The landholding of TNT almost completely encircles E11.

Generally, the site's dislocation from existing settlements, the highways network and public transport routes would normally count against its appropriateness for employment land development. However, two matters are important to bear in mind. Firstly, TNT's operations are pre-existing such that any development would be an *extension to*, rather than a *new*, use. It would be important for any development proposals on the site to demonstrate the specific need for the existing site's expansion given its rural location. Secondly, the promoters outline that the specific and unusual operations of TNT require tailored buildings such that its expansion could not be accommodated within a typical warehouse or employment land location. It would also be important, therefore, for any development proposals on E11 to demonstrate clearly this situation, and to identify how any negative impacts arising from the expansion or intensification of TNT's operations would not be better suited to an existing employment land location with high quality public transport and strategic highway network links.

The visual impact of E11's development is difficult to quantify given its highly rural nature and also the limited amount of surrounding (residential) development that is in place.

ELAA: Site E12 – Land at Bardon Road, Coalville



Site Area: 4.6 Ha

Site Description: The site is located south west of Bardon Road, Coalville, to the north of the existing freight railway serving Bardon Aggregates, which is located on the opposite side of Bardon Road. The site is Greenfield land currently used for agriculture. There are residential properties and a petrol station adjacent to the north western boundary of the site.

Availability: There are no known issues relating to the availability of the site, and there is no known developer interest. The site is considered potentially available.

Achievability: There are no known issues relating to the achievability of the site. The site is considered potentially achievable.

Planning Policy: The site is allocated as S3 Countryside in the Local Plan.

Accessibility and Sustainability: The site has good road access, particularly to the A511 and hence the A42 & M1. The A511 also links directly to Coalville. There are cycle and pedestrian routes into Coalville, and there are many houses in Bardon within a short walking range of the site. There is a frequent bus service to Leicester and Coalville.

Highways: There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. The majority of Bardon Road which bounds the site is currently subject to a 40mph speed limit and therefore measures to reduce speed would be necessary.

Ecology: There is potential for badgers to occupy the site. Water vole and otter may occupy the watercourse to the northwest. There are no designated local wildlife sites, although the hedge and watercourse represent potential BAP habitats within the site boundary. The site is considered to be acceptable for employment development subject to mitigation, namely a 5m minimum buffer zone adjacent to the watercourse and trees and hedges within the site.

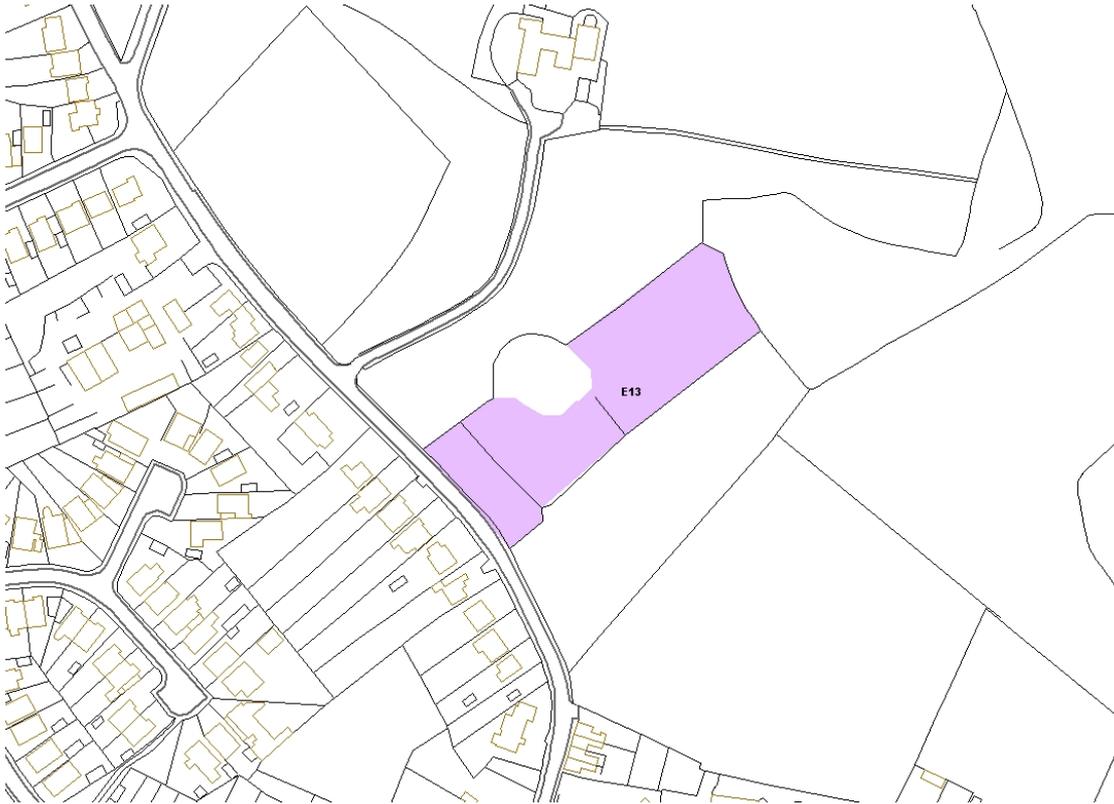
Summary: E12 is an area of land bounded by a petrol station, a service/quarry trainline and Aggregate Industries' quarry at Bardon. Given these surrounding uses, and the well-screened nature of the site itself, it is considered that there are no major visual constraints to the development of E12.

Public transport access for this part of Coalville is good. In addition, during 2013 work begun on the Coalville Cycle Network, a programme that results in new cyclepaths and road crossings out of the town, connecting it with (among other areas) the Bardon industrial estates. It is not unreasonable to consider that these new sustainable transport routes could, potentially, be extended.

There are good road links for both workforce and goods vehicles relatively. In addition, its location adjacent Coalville is such that there are good prospects of attracting a local workforce.

There is a lack of clarity as to what the land is being promoted for as both employment and housing have been suggested. However, the site has not been specifically promoted for inclusion in the Strategic Housing Land Availability Assessment.

ELAA: Site E13 – Land off Gracedieu Road, Whitwick



Site Area: 0.53 Ha

Site Description: The site is located to the east of Gracedieu Road, Whitwick, Coalville. The site is Greenfield land currently part of the open countryside. There are residential properties to the south west of the site, with allotments, countryside and some farmland adjacent to the north, east and south eastern boundaries of the site.

Availability: There are no known issues relating to the availability of the site, and there is no known developer interest. The site is considered potentially available.

Achievability: Planning permission was previously refused for an employment use on the site (November 2011). The site is considered potentially achievable.

Planning Policy: The site is allocated as S3 Countryside in the Local Plan.

Accessibility and Sustainability: The site is not located on the strategic highway network and is some distance from the A511 which links to the M1. There are residential properties nearby to the site and it would be accessible to cyclists and pedestrians. It is approximately 1 mile to the nearest bus stop at Market Place, although there are frequent services to from there to Coalville, Leicester and Loughborough.

Highways: Gracedieu Road is considered to be unsuitable for employment development at present by the County Highway Authority. The road is narrow and heavily parked at certain times of the day.

Ecology: There is potential for badgers to occupy the site. There are no designated local wildlife sites, although the woodland and grassland represent potential BAP habitats within the site boundary. Further survey work is required before a decision is made. There is a SSSI (Grace Dieu and Sharpley Wood) approximately 125 metres from the site. The site is considered to be potentially suitable.

Summary: E13 is a small site situated in attractive countryside on the east of Gracedieu Road in Whitwick. Just over half a hectare in size, it sits outside the main settlement boundary of Whitwick on the side of a highway where no development, aside from agricultural uses, currently exists.

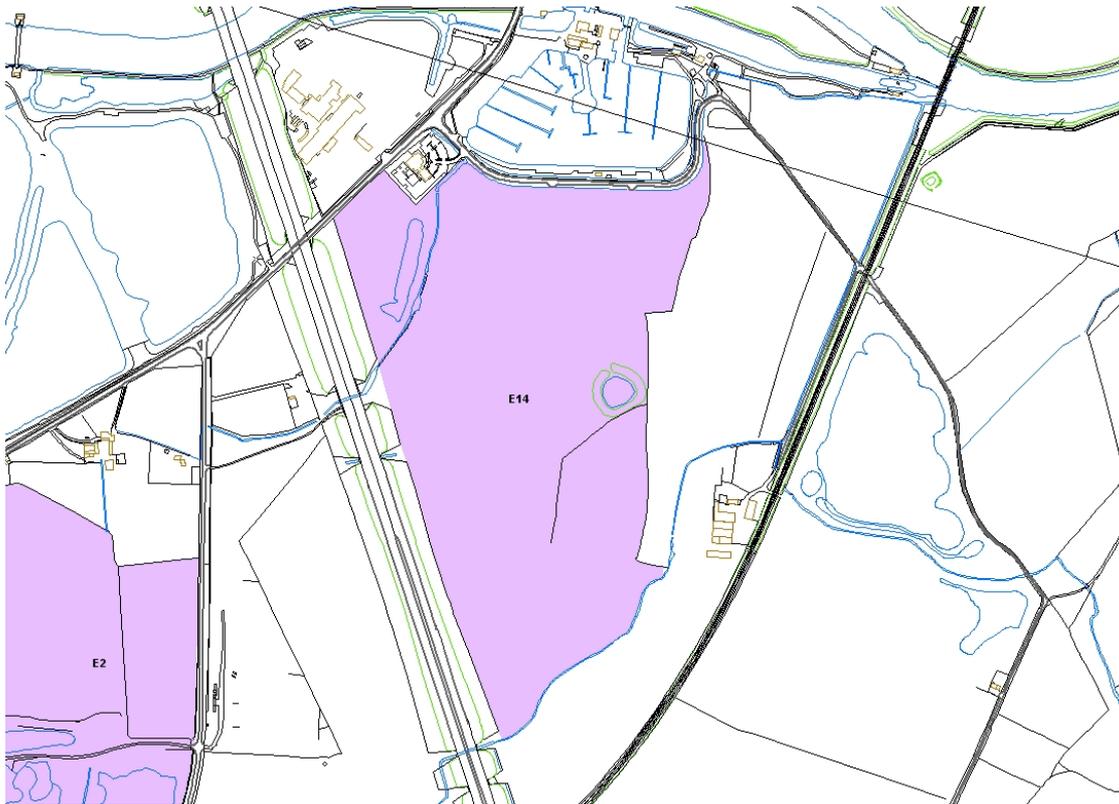
Whitwick has some public transport provision, but the single service does not run down Gracedieu Road. The local highway network is extremely limited in scope.

The Inspector that dismissed the Appeal referred to above noted that the site is set within attractive countryside and fragile landscape. Reference was also made in the Appeal decision notice to the potential impact on the nearby SSSI, although this was not quantified.

Any development proposals, whether that proposed in the original planning application or not, would need to reflect on the reasons why this site is more appropriate for that proposed use than a site better located to the strategic highway network and coterminous with complementary employment uses.

There are significant constraints associated with the suitability of this site which would need to be overcome, although it is not clear that they can be.

ELAA: Site E14 – Land South of Sawley Marina, Tamworth Road, Long Eaton



Site Area: Net Area - 22.00 ha. Gross Area - 38.90 ha.

Site Description: The site is located immediately to the east of the M1, and south of Tamworth Road, adjacent to Sawley Marina. The site is Greenfield land currently part of the open countryside. There is a public house to the north of the site, an unauthorised gypsy traveller site to the west, and further countryside and some farmland to the east and south of the site which includes an area of mineral workings. There is an existing employment use to the north side of Tamworth Road.

Availability: There are no known issues relating to the availability of the site, and there is no known developer interest. The site is considered potentially available.

Achievability: The site is considered potentially achievable.

Planning Policy: The site is allocated as S3 Countryside, and also L12 (Land South of Sawley Marina) in the Local Plan.

Accessibility and Sustainability: the site has good access to the M1, A50 and A453. The site does not benefit from pedestrian and cycle routes to nearby towns and villages. There is a bus stop on Tamworth Road approximately 1 mile from the site, with regular services to Castle Donington, Nottingham, Long Eaton and surrounding settlements. The site is approximately 2 miles from nearby Castle Donington.

Highways: Whilst current speeds on Tamworth Road mean an additional access would not be appropriate, an access from Warren Lane may be acceptable. This would need to be considered in more detail before a decision about suitability can be reached from a highways perspective.

Ecology: There is potential for badgers and Great Crested Newts, birds, otter and water vole to occupy the site and surrounding areas. The ponds and grassland are candidate local wildlife sites. There may be hydrology issues with the Lockington SSSI located to the east. The grassland, ponds, wetlands and watercourse represent potential BAP habitats within the site boundary. Full habitat surveys are required before a decision is made. Further investigation is required before a decision can be made on the ecological acceptability of the site. If development is possible, enhancement and compensation would be required. Habitat features such as hedges and watercourses should be retained with buffer zones.

Summary: E14 is a large site, sitting within an existing Local Plan Policy designation for leisure uses.

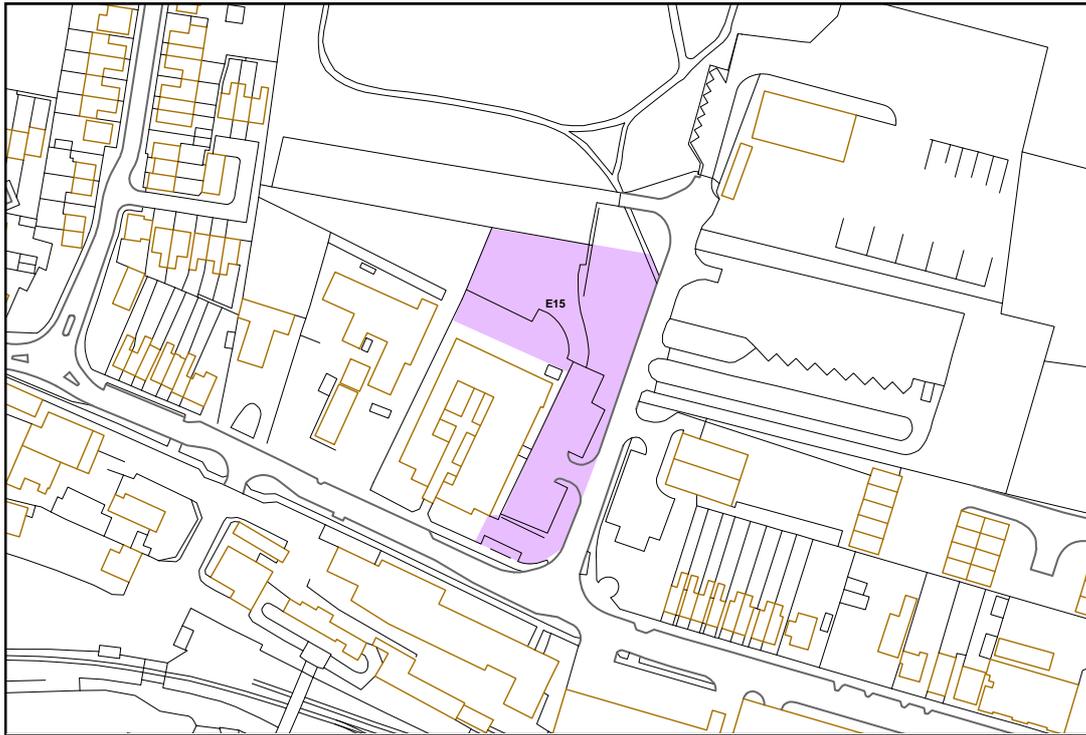
The site itself is not particularly visible due to existing screening. In addition, there are other uses in the locality, including mineral operations and the power station, which result in the site having the impression of some degree of urbanisation despite its rural location.

The site's location in terms of accessing workforce is reasonable with public transport passing the site frontage.

Flood Zone 3, within which the entire site sits, is a major constraint to development and it would need to be demonstrated to the satisfaction of the Environment Agency that development could be satisfactorily accommodated without prejudicing flooding issues.

It is considered unlikely that the initial preferred route of HS2 (published January 2013) would act as a constraint to the site.

ELAA Site E15 – Land rear of Enterprise House, Coalville



Site Area: 0.36 Ha

Site Description: The site is located in an established commercial area off Linden Way and to the rear of Enterprise House. The site has planning permission (ref: 13/00561/FUL) for the development of four new industrial units varying in size from 1,076 sq.ft to 2,153 sq.ft. The planning permission allows for a new access to be constructed off Linden Way.

Availability: There are no known issues relating to the availability of the site, the site being marketed by property consultants. There is no known developer interest. The site is considered potentially available.

Achievability: There are no known achievability or viability issues, the site is considered potentially achievable.

Planning Policy: The site is located within the Limits to Development on the Local Plan Proposals Map (2002).

Accessibility and Sustainability: The site has good road links with Junction 22 of the M1 and Junction 11 of the A42/M42. The site is approximately ¼ mile from Coalville town centre where there is a bus interchange. The site is accessible by car, bus, cycle or by walking.

Highways: In response to the above application the County Highway Authority noted that Linden Way has the status of a private road and apart from the south of the site onto Ashby Road, the site does not have a frontage onto the highway. On this basis the County Highway

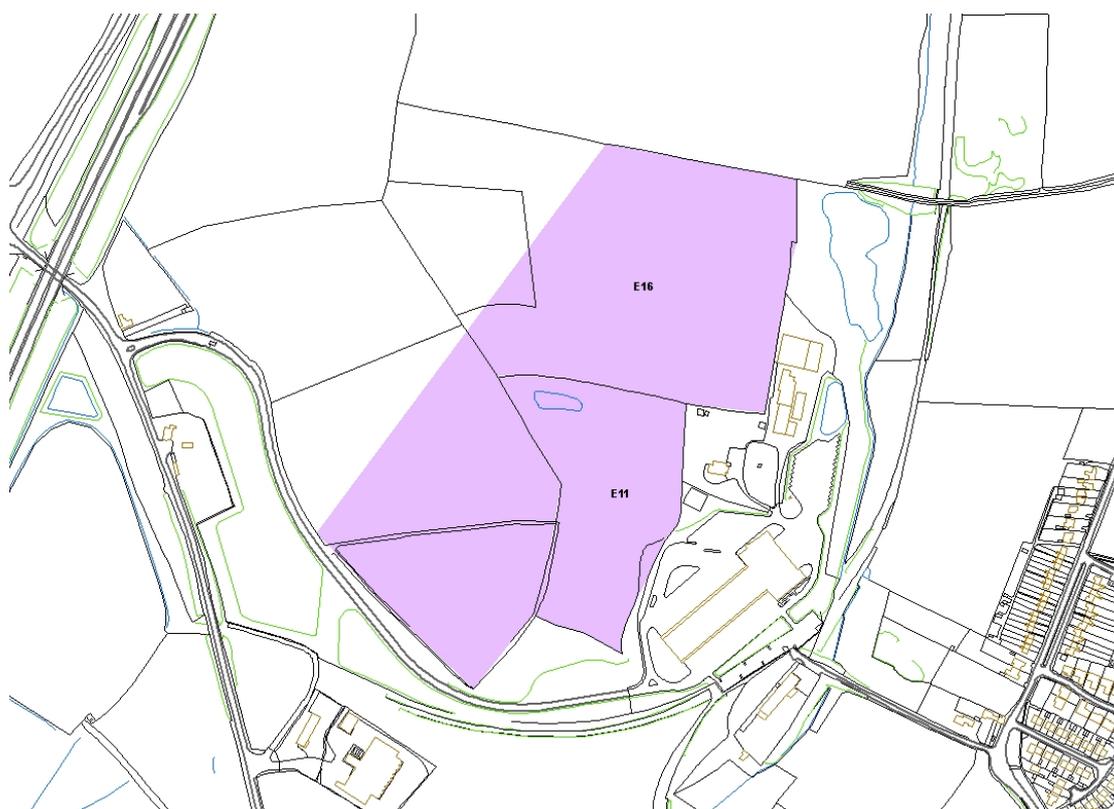
Authority did not raise any objections to the proposed development subject to the inclusion of relevant planning conditions and notes to applicants.

Ecology:

Summary: The site has close geographic relationship to existing employment uses, including Enterprise House, and the highways network. The site has planning permission for the development of industrial units; the site is included as these units are yet to be developed.

The site (including Enterprise House itself) has also been promoted for and included in the Council's SHLAA (Strategic Housing Land Availability Assessment), see SHLAA site C11.

ELAA: Site E16 – TNT Premises, Lount



Site Area: 13.3 Ha (Part of wider site - 32.30 Ha)

Site Description: The site is located east of the A42 in Lount, accessed from Melbourne Road, adjacent to the existing TNT premises. The site is Greenfield land currently used for agriculture. The existing employment use is adjacent to the eastern boundary.

Availability: There are no known issues relating to the availability of the site. The site is considered potentially available.

Achievability: There are no known issues relating to the achievability of the site. The site is considered to be potentially achievable.

Planning Policy: The site is allocated as S3 Countryside in the Local Plan.

Accessibility and Sustainability: The site has good access to the surrounding highway network, particularly to the A42 which provides access to the M1 and A50. The site does not benefit from any cycling and pedestrian routes into surrounding settlements, although there are part so the national cycle network which serve nearby Worthington, linking to Melbourne, Breedon and Derby.

The number 155 bus serves Newbold (to Coalville and Castle Donington/East Midlands Airport) and runs hourly Mon-Sat.

Highways: There are no apparent fundamental reasons for this site to be excluded from consideration at this stage.

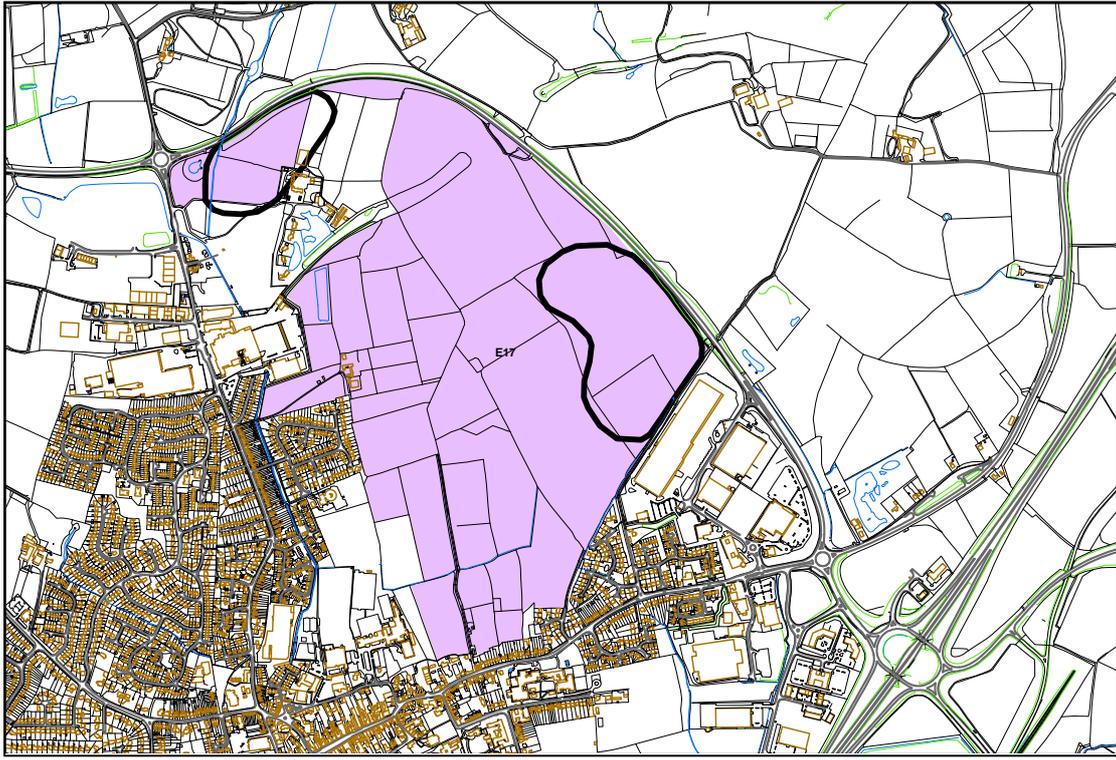
Ecology: There is potential for Great Crested Newts (GCN) and badgers to occupy the site. The woodland within the site boundary is a Parish level wildlife site and also represents a potential BAP habitat. Further surveys would be required to adequately assess the ecological suitability of the sites development. Mitigation would be required, namely a buffer zone of 10m adjacent to woodland. Further surveys are required and additional mitigation may be required.

Summary: Generally, the site's dislocation from existing settlements, the highways network and public transport routes would normally count against its appropriateness for employment land development. However, two matters are important to bear in mind. Firstly, TNT's operations are pre-existing such that any development would be an *extension to*, rather than a *new*, use. It would be important for any development proposals on the site to demonstrate the specific need for the existing site's expansion given its rural location. Secondly, the promoters outline that the specific and unusual operations of TNT require tailored buildings such that its expansion could not be accommodated within a typical warehouse or employment land location. It would also be important, therefore, for any development proposals on E16 to demonstrate clearly this situation, and to identify how any negative impacts arising from the expansion or intensification of TNT's operations would not be better suited to an existing employment land location with high quality public transport and strategic highway network links.

The visual impact of E16's development is difficult to quantify given its highly rural nature and also the limited amount of surrounding (residential) development.

The proposed route of HS2 runs directly though the site. However, at this stage it is considered appropriate to include the site for the purposes of the ELAA.

ELAA: Site E17 – Money Hill Site, North of Ashby



 Broad location for employment uses

Site Area: 118 Ha

Site Description: The site is part of a large area located to the north of Nottingham Road and south of the A511, Ashby de la Zouch that is being promoted for mainly residential use, although there is also scope for some employment (as identified on the above map). The site is Greenfield land currently used for agriculture. There is an existing employment area adjacent to the south eastern boundary (which would potentially offer a suitable location for additional employment), with housing adjacent to the southern and western boundaries. There is further agricultural land to the north and east of the site.

Availability: There are no known issues relating to the availability of the site. The site is considered potentially available.

Achievability: There are no known issues relating to the achievability of the site. The site is considered to be potentially achievable.

Planning Policy: The site is allocated as S3 Countryside in the Local Plan.

Accessibility and Sustainability: The site has good access to the surrounding highway network, given its proximity to the A511. There are good links to the M1 and A42, and also the A453. The site benefits from good cycling and pedestrian routes into Ashby, and Ashby is well served by daily bus services to surrounding towns. The nearest bus stop is on Nottingham Road, which is approximately 100 metres from the southernmost part of the site.

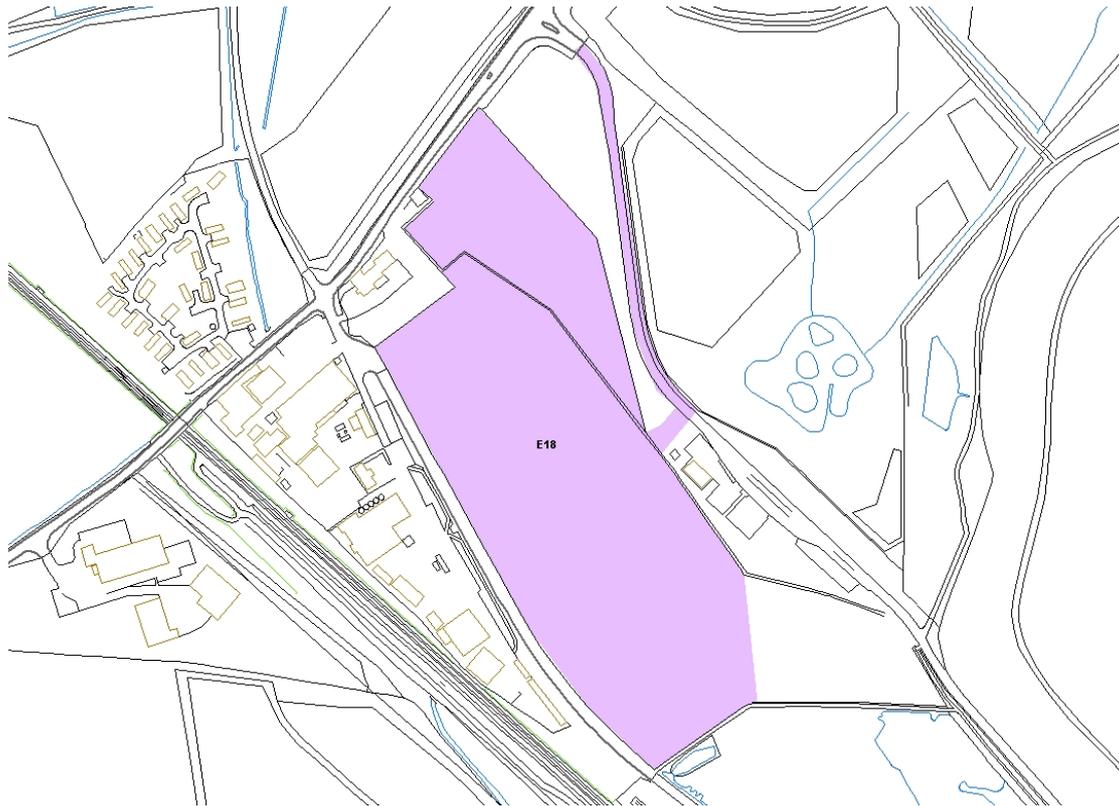
Highways: Access to the site from the A511 may not be acceptable to the Highways Authority, although it is considered that this constraint can be overcome.

Ecology: The following observations relate to the whole of the 118ha site rather than to any area specifically for employment. Great Crested Newts (GCN) and badgers occupy the site. There is potential for otter and water vole to occupy areas along Gilwiskaw Brook and bats may also occupy parts of the site. The angling pond south of Ivanhoe House, land along Gilwiskaw Brook and north western part of the site are candidate local wildlife sites. There are also Parish level wildlife sites within the site boundary. The hedges, ponds, woodland within and watercourse represent potential BAP habitats. The site is considered to be acceptable although protected species surveys would be required to further assess the site. Sensitive areas, such as Ivanhoe House and Gilwiskaw Brook would require protection, and buffer zones should remain adjacent to good hedges, woodlands, ponds and the watercourse. The site is within the River Mease Special Area of Conservation.

Summary: The site is well related to Ashby, the highways network and local public transport routes, and employment uses are already established in some areas surrounding the site. It is a large site and large scale housing development is proposed on most of the site. Employment uses would provide a balanced approach and they would need to be sympathetic to neighbouring uses.

The site has also been promoted for and included in the Council's SHLAA (Strategic Housing Land Availability Assessment), see SHLAA site A5.

ELAA: Site E18 – Swains Park, Occupation Road, Albert Village



Site Area: 6.05 Ha

Site Description: The site is located south of Occupation Road, Albert Village, adjacent to the existing industrial estate. The site has the appearance of Previously Developed land having been used in association with the nearby mineral extraction operation. The site is yet to be mediated. There is a quarry to the south east of the site and open countryside to the north and south of the site. The existing employment use is adjacent to the south western boundary.

Availability: There are no known issues relating to the availability of the site. The site is considered potentially available.

Achievability: There are no known issues relating to the achievability of the site. The site is considered to be potentially achievable.

Planning Policy: The site is allocated as S3 (Countryside) and J3a (Swainspark) in the Local Plan.

Accessibility and Sustainability: Access would be via Occupation Road which would then provide access to the A42 via the A444. There is an existing bus stop at Swains Park Industrial Estate, although does not appear to be any bus services which use the stop at this time.

There are some nearby residential properties within walking distance, and the site is adjacent to National Cycle Network Route 63, an off road route to Measham and other local settlements.

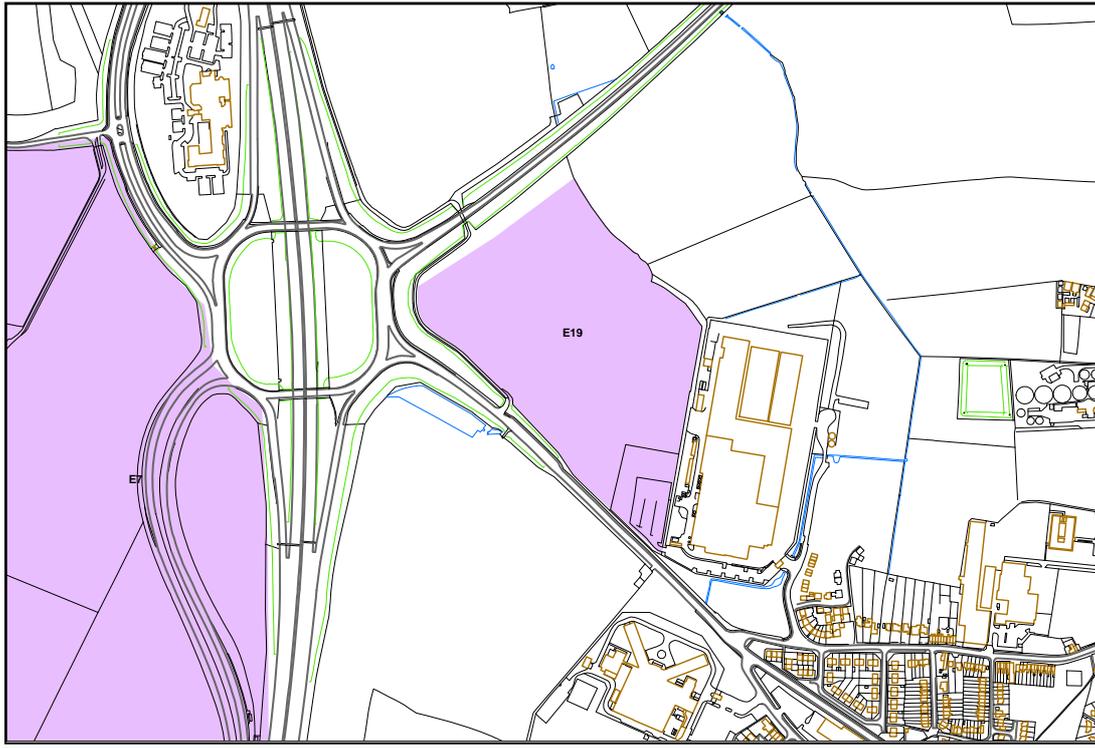
Highways: There are no apparent fundamental reasons for this site to be excluded from consideration at this stage.

Ecology: The site is within the National Forest. Great Crested Newts (GCN) are known to occupy the site, and badgers may also be present. Swainspark is a candidate local wildlife site and the grassland represents a potential BAP habitat within the site boundary. The site is considered not to be acceptable from an ecological perspective due to the potential impact on GCN, species rich grassland, and value as a post-industrial wildlife site.

Summary: There is an existing employment use established adjacent to the site whilst the site itself has the appearance of previously developed land. Part of the site is allocated for employment use in the adopted Local Plan. A study undertaken on behalf of the Council in 2010 concluded that *“The site has poor access and any demand is likely to be localised”* and suggested that releasing the site to other uses be considered. From the submission it appears as though any use would be in relation to the adjoining land, although this would need to be clarified. Clarification is also required in respect of the status of the land as it is not clear whether there is any requirement to restore the site as part of the previous mineral operation.

The ecological impact of development represents a significant constraint although it is considered that the site should not be excluded from consideration at this stage.

ELAA: Site E19 – North of Derby Road, Kegworth



Site Area: 10.7 Ha (gross), 8 Ha (net)

Site Description: The site is located immediately to the east of the M1 in Kegworth, north of Derby Road, Kegworth. The site is Greenfield land currently used for agriculture. There is an existing employment area adjacent to the eastern boundary.

Availability: There are no known issues relating to the availability of the site. The site is considered potentially available.

Achievability: There are no known issues relating to the achievability of the site. The site is considered to be potentially achievable.

Planning Policy: The site is allocated as S3 Countryside in the Local Plan.

Accessibility and Sustainability: The site has good access to the surrounding highway network, particularly to the M1, A6, A50, A453 and A42. The site does not benefit from existing cycle routes, although it is in walking range of a large number of residential properties in Kegworth. There are no bus services which directly serve the site, although there are a number which go through the centre of Kegworth and provide links to Loughborough, Nottingham, Derby, East Midlands Airport and Castle Donington.

Highways: The section of Derby Road adjacent to the site is subject to national speed limit whilst the site's proximity to Junction 24 of the M1 makes it difficult to achieve an appropriate access. The site is therefore considered unlikely to be acceptable to the Highway Authority.

Ecology: There is potential for badgers to occupy the site. There are no local wildlife sites although the grassland represents a potential BAP habitat within the site.

boundary. The site is considered to be acceptable subject to the retention and management of the species rich grassland, and protection of hedges would be required.

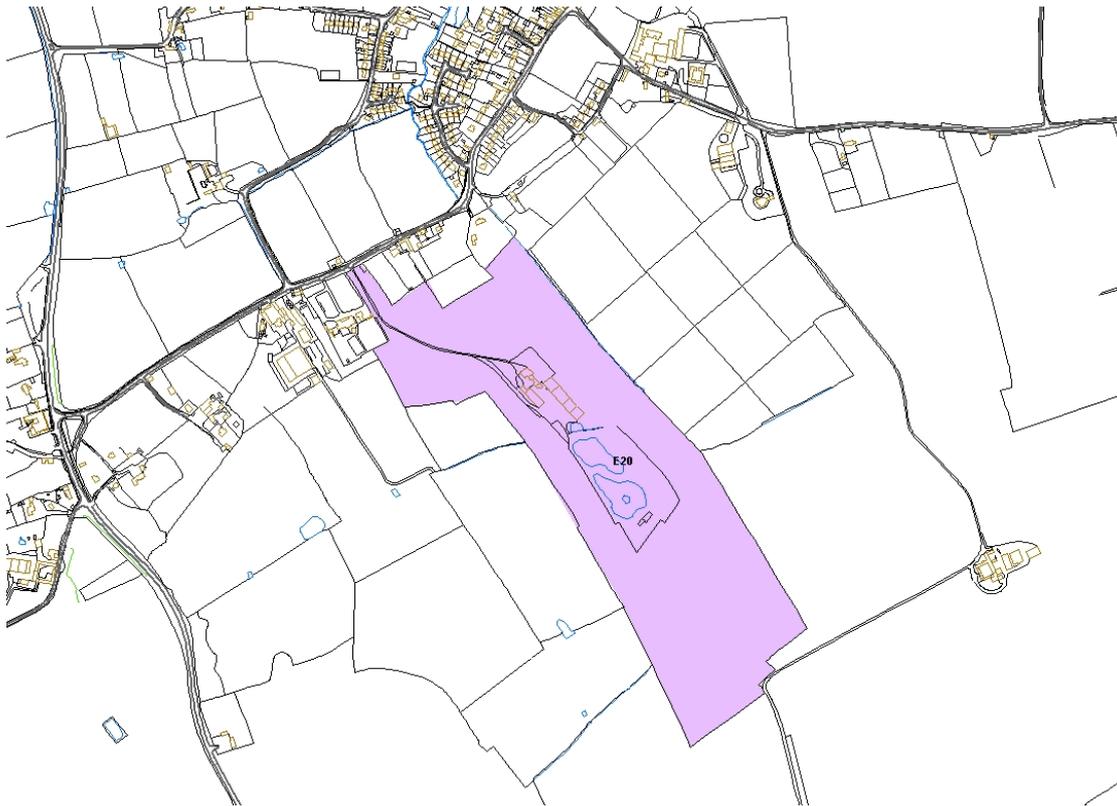
Summary: This site is well suited to employment uses, being adjacent to an existing major employment site in Kegworth (Cotts), adjacent to the A6, and close to the NatWest Computer Centre. The site enjoys excellent access to the strategic road network, with the M1 (J24) nearby to the north as well as the A453 providing access to Nottingham.

The site has no physical or environmental constraints to development, and is outside of the area of higher flood risk to the north.

The landowner is keen and willing to bring the site forward for commercial development, with an emphasis on B1 office (including research and development) uses. This could include provision of a new hotel and/or business conference facility.

The concerns of the highway authority would need to be addressed, but at this stage are not sufficient to justify excluding the site.

ELAA: Site 20 – Redhill Farm, 97 Top Street, Appleby Magna



Site Area: 2.8 Ha

Site Description: The site is located south of Top Street, Appleby Magna, to the east of the A444. The site is Greenfield land currently used for agriculture. There is a Grade I Listed Building (Sir John Moore Foundation) adjacent to the western boundary and there are residential properties to the north. The site is surrounded by further open agricultural land to the south, east and west.

Availability: There are no known issues relating to the availability of the site. The site is considered potentially available.

Achievability: There are no known issues relating to the achievability of the site. The site is considered to be potentially achievable.

Planning Policy: The site is allocated as S3 Countryside in the Local Plan.

Accessibility and Sustainability: Although access would most likely be formed onto Top Street, which is a local level highway, the site is close to the A444 and A42, with access to the wider highway network. The site does not benefit from existing cycle and pedestrian routes, although it is within a 10 minute walking range of the residential properties in Appleby Magna. There is a bus stop in Appleby Magna, opposite the Black Horse pub, which is approximately half a mile from the site entrance. Services are available daily, operating approximately every two hours, serving Ashby de la Zouch, Measham, Twycross and Nuneaton.

Highways: The site's proximity to the school means Top Street experiences heavy on street parking at certain times of the day. Previous speed surveys on Top Street have shown 85th percentile speeds above the 30mph limit. As a result of these factors, and the

fact Appleby Magna is an unsustainable location, it is unlikely the site would be acceptable to the Highway Authority.

Ecology: There is potential for badgers and Great Crested Newts (GCN) to occupy parts of the site. There are no local wildlife sites although the wetland adjacent to the existing farm represents a potential BAP habitat within the site boundary. The site is considered to be acceptable for development, subject to the retention of the wetlands and buffer zones along hedges. Further mitigation may be required depending on the outcome of GCN surveys. The site is within the River Mease Special Area of Conservation.

Summary: A large scale employment use would represent a significant development within this rural location, which at present is mainly agricultural land, adjacent to the existing village area. The immediate road network surrounding the site would need improvements to support such a development in this location. The proximity to the Grade 1 Listed Building would mean that there is a potential impact upon the setting of the listed building which would need to be addressed as well. Notwithstanding these concerns it would not be appropriate to exclude the site at this stage.

A smaller part of this site *has also been promoted for but excluded from the Council's SHLAA (Strategic Housing Land Availability Assessment), see excluded SHLAA site Ap4.*