

EMP05 – Land at Junction 12 of the A42, Ashby de la Zouch

SUSTAINABILITY APPRAISAL

EMP05 has the same boundaries as housing site A18. The intervening land between the north eastern boundary of A18/EMP05 and the southern fringes of Ashby is being promoted as a housing site (A7). In August 2022, the promoters of A7 and A18 (/EMP05) confirmed they were working together and with the owners of A14 (Ashby Ivanhoe Football Club) on a comprehensive housing-led development (Land south of Ashby) incorporating an element of employment.

The SA scores for SA1, SA2 and SA4 are a legacy from when EMP05 was also being promoted for housing (A18).

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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 r& Soil	Waste
-	-	?	0	+	-	++	-	0	0	-	-	-	0	0	?

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5).

It scores significant negative for supporting town and village centres (SA6) and for landscape impacts (SA13) because it is not close to a defined settlement boundary and for reducing the need to travel (SA8) because it is not on a bus route or well connected by other sustainable modes. It is a greenfield site and its development would not contribute to the efficient use of land (SA14). The site is within both the National Forest and the River Mease catchment which results in a significant negative score for biodiversity impacts (SA12).

Are there ways to help mitigate negative impacts?

SA6	--	No because this is measured by proximity to residential uses and town centres/services although introducing more sustainable transport options would bring community benefits.
SA8	--	Partially, if the site could be served by bus services and other sustainable modes.
SA12	--	Possibly, depending on the outcome of ecological surveys and mitigation for outflows into the River Mease catchment.
SA13	--	Possibly, though measures such as natural screening and site design.
SA14	-	No.

LOCATION

The site is outside the Limits to Development in the adopted Local Plan and the Made Ashby de la Zouch Neighbourhood Plan. The nearest settlement is Ashby de la Zouch, a key service centre.

KEY PLANNING CONSIDERATIONS

The site comprises two parcels of agricultural land. The main, larger parcel (25ha) is a wedge-shaped site located immediately north east of junction 12 of the A42, bounded to the north west by Measham Road, to the south east by A42 and to the north east by further arable fields. The site itself is fairly flat with limited field boundaries and there are open views across it from Measham Road. Valley Farm House is located centrally in the site.

The second parcel (4.5ha) is a triangular field situated to the south of A42 immediately to the west of the junction.

The main parcel has the same boundaries as housing site A18. In August 2022, the promoters of A18/EMP05 and A7, which covers the intervening land up to the southern fringes of Ashby, confirmed they were working together and with the owners of A14 (Ashby Ivanhoe Football Club) on a comprehensive housing-led development (Land south of Ashby). This would incorporate some 9.4Ha of employment land within EMP05.

In the Landscape Sensitivity Study the main parcel falls within parcel 02ASH-C which is assessed as having a medium-high overall landscape and visual sensitivity to new employment development.

The Landscape Assessment does not assess the smaller land parcel to the south of the A42.

Whilst the Packington Nook area to the north of the main parcel is very sensitive in terms of ecology, the land under consideration here is largely arable and less significant in ecology terms. There is a candidate LWS to the west of the main parcel on the opposite side of Measham Road.

Given the size of the main site and its fairly flat topography, development would be visual prominent, in particular in views from Measham Road. The site's countryside character would be lost and the attractive, rural nature of the approach into Ashby from the south would be diminished.

Both parcels are detached from the main built-up area of Ashby although there are large, detached dwellings to the north-west of the site forming ribbon development on the other side of Measham Road and the proposals for the wider site (site A7) would see this area connected to the main part of Ashby to the north. Rotherwood, a Grade II listed building, is 300m to the north along B5006 and Church of St Thomas, another Grade II listed building is 600m to the west.

LCC Highways has commented that a safe and appropriate forms of access from any adjoining highway has not, as yet, been demonstrated. Measham Road would initially appear to be the most appropriate location for two points of access. National Highways will have significant interest in the site in respect of impact on the SRN and transport modelling would inform this.

The site lies within the catchment of the River Mease Special Area of Conservation (SAC). It is necessary to ensure that development does not negatively impact the water quality of the River Mease. To date this has been done by developers including mitigation measures through two Developer Contribution Schemes. There is currently no capacity for further development in these schemes. Therefore, it is proposed that in the future treated foul water flows will be pumped out of the River Mease catchment. This is proposed to take place 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.

The main parcel is recorded as Grade 2 agricultural land (apart from a small part of the site in the north west corner) so development would result in some loss of the best and most versatile land.

The smaller parcel is entirely within the safeguarding area for HS2 (now cancelled). There is no obvious means of vehicle access onto the small parcel. A public footpath crosses it.

Both parcels are within the Minerals Consultation Area for the potential presence of surface or near surface coal resources and, for a major part of the main parcel, sand and gravel resources.

The Ashby de la Zouch Neighbourhood Plan (2011-31) aims to focus development within the Limits to Development (Policy S2) therefore development of this site would be contrary to Neighbourhood Plan policies.

EMPLOYMENT SITE ATTRIBUTES

If it were developed as a stand-alone employment site, which is not what is currently being promoted, its position on J12 A42 would make it potentially suitable for strategic distribution uses. If the site were developed as part of a wider housing-led scheme, it is more likely to provide general needs employment.

Both alternatives are considered below.

General employment

Traffic and/or HGVs could be directed southwards from the proposed development along Measham Road to its junction with the A42. This would limit the traffic routing through Ashby. It would need to be determined whether the local road network and junctions have capacity.

There are currently no bus services that travel along Measham Road and the exiting footway is narrow. The site is not well related to Ashby itself and is beyond reasonable walking distance to services and facilities although this could improve if a wider scheme came forward and included a local centre.

There is a farmhouse within the site, a house to the immediate north of the site and residential properties facing the site on the west side of Measham Road. There could be an adverse impact on the residential amenity of these properties in terms of general disturbance, noise, vibration and external lighting. Employment development is considered compatible with adjoining agricultural uses.

Strategic B8

The site falls within the A/M42 transport corridor which is an 'Area of Opportunity' in the Strategic Distribution Study (Area 5).

The site has good access to the strategic highway network via A42 J12 which is immediately to the south of the site. The A/M42 connects to both M1 and M6 thereby giving access to local, regional and even national markets. The site does not have rail access.

Ashby de la Zouch could supply local workforce. The site's good highway connections means that employees may also travel from further afield including Coalville, Swadlincote, Burton upon Trent and Tamworth. However the site is not served by public transport so sustainable

options are limited to walking (there is a narrow footway along Measham Road) and, possibly, cycling although there are no dedicated cycle connections.

The site is generally flat and is of a sufficient size to accommodate strategic scale units.

The site is not well related to the main built-up area of Ashby although this could change if the intervening land (sites A7 and A14) were allocated for housing. Development would fundamentally alter the rural approach to the town from the south.

The Strategic Distribution Study proposes a sequence for site selection as follows - 1) extension to an existing site (subject to transport capacity); 2) satellite to an existing rail-served site; 3) PDL; 4) greenfield. Development of this site would be viewed as a greenfield site.

AVAILABILITY; ACHIEVABILITY

A wider site, incorporating the main EMP05 parcel, is being promoted for a housing-led development incorporating an element of employment. Assuming this type of development, the site is considered to be **AVAILABLE**. As a stand-alone employment site, the site is considered to be **UNAVAILABLE**.

Subject to future treated foul water flows being pumped out of the River Mease catchment from 2027, development is considered to be **ACHIEVABLE**. The small land parcel has no identified means of vehicle access and development here is considered to be **UNACHIEVABLE**.

CONCLUSION

If the wider site were needed for housing, it would make sense to include an element of employment as part of an overall mix of uses. This would have sustainability benefits by giving the opportunity for some residents to live close to their workplace. Siting the employment element close to J12 A42 would give it good access to the strategic road network and limit the prospect of HGV movements through Ashby itself. In this scenario, general employment uses are expected to predominate.

EMP05 is not being promoted as a stand-alone employment site. This means it is not demonstrably available and its allocation is not appropriate at this time.

EMP06a – Land north of Pretoria Road, Ellistown

SUSTAINABILITY APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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 r& Soil	Waste
0	0	-	0	+	++	++	+	0	0	-	?	-	-	0	?

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). It gains a significant positive score for supporting local centres (SA6) because it adjoins Ellistown Limits to Development and scores better than most sites (but not all) for reducing the need to travel because of its proximity to some services in Ellistown and good level of bus service (SA8).

The SA gives the site a significant negative score for SA12 (biodiversity and nature conservation) owing to its location in the National Forest and for SA14 (efficient land use) because it is a greenfield site. Development could impact on nearby heritage assets (SA15).

Are there ways to help mitigate negative impacts?

SA3	-	No because this factor is determined by the site's proximity to existing residential and town centre development although introducing more sustainable transport options would bring community benefits
SA12	--	Possibly, depending on the outcomes of ecological surveys. Additional National Forest planting would also be required.
SA14	--	No.
SA15	-	Possibly, depending on the outcomes of heritage assessment.

LOCATION

The site adjoins the Coalville Urban Area settlement boundary (Ellistown) in the adopted Local Plan.

KEY PLANNING CONSIDERATIONS

Although this site has a frontage onto the highway, it is of a significant depth, extending far further to the west than the development to the north. Development of this site would have a significant visual impact on the approach into Ellistown from the south and encroach considerably into the countryside, at odds with the current character and appearance of the site and surroundings. Development here would act to reduce the actual and perceived separation between Ellistown and neighbouring Ibstock and would be visible in short range views from the PROW running along the western edge of the site. The site is part of a wider parcel identified in the Landscape Sensitivity Study (LSS) as having medium-low visual and

landscape sensitivity to new employment development (parcel 15ELL-A). The LSS identifies that the area along the Pretoria Road PROW is of stronger character and has a relatively stronger sense of place.

There is a solar farm on the southern part of the site which reduces the available area to some 14.7Ha.

The grounds of Pickering Grange Farmhouse (Grade II) are some 400m to the south. The Conservation Officer considers that development would harm the setting of Pickering Grange to a limited extent.

The Highways Authority has no fundamental concerns, subject to a more detailed assessment at application stage.

The site falls within a Minerals Safeguarding area for brick clay.

EMPLOYMENT SITE ATTRIBUTES

General employment

The site has quite good access to the strategic road network provided HGVs bound for A511 and M1 are routed south along Ellistown Terrace Road and Victoria Road (B585) to avoid Ellistown itself. There is a pavement along the east side of Ellistown Terrace Road. Bus stops are within walking distance for services between Leicester and Coalville (26 service, hourly), and between Castle Donington and Leicester (125 service; infrequent) so access to the site by public transport could be feasible for some. The small convenience store in Ellistown is also within walking distance.

There is housing to the north of the site and developing the site for employment uses could impact on the amenity of these residents.

AVAILABILITY; ACHIEVABILITY

The site was submitted as part of the 2013 ELAA but the landowners have not re-submitted during the three most recent calls for sites. We are not aware of the site being currently marketed, or of any developer interest. The availability of the site is **UNCERTAIN**.

There are no known reasons that would make this site unviable. The site is considered **ACHIEVABLE**.

CONCLUSION

Excluding the solar farm results in an irregular-shaped parcel of land. Development of the whole site would be an incursion into the countryside considerably at odds with the prevailing pattern of development and would reduce the separation between Ellistown and Ibstock. This part of Ellistown Terrace Road has a countryside feel and provides an attractive entrance to Ellistown even though there are large-scale developments further to the east (Ibstock Brick and wider Bardon area). In addition, it is uncertain whether this site is currently available for development.

In these circumstances, the site is not a candidate for allocation at this time.

EMP06b – Land south of Pretoria Road, Ellistown

SUSTAINABILITY APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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 r & Soil	Waste
0	0	-	0	+	0	++	+	0	0	-	-	-	-	0	?

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). It also scores better than most sites (but not all) for reducing the need to travel because of its proximity to some services in Ellistown and good level of bus service (SA8).

The SA gives the site a significant negative score for SA12 (biodiversity and nature conservation) owing to its location in the National Forest and for SA14 (efficient land use) because it is a greenfield site. Development could impact on nearby heritage assets (SA15). The SA scores greenfield sites outside settlement boundaries 'significant negative' for landscape and townscape impacts.

Are there ways to help mitigate negative impacts?

SA3	-	No because this factor is determined by the site's proximity to existing residential and town centre development although introducing more sustainable transport options would bring community benefits .
SA12	--	Possibly, depending on the outcome of ecological surveys.
SA13	--	Possibly, though measures such as natural screening and site design.
SA14	--	No.
SA15	-	Possibly, depending on the outcome of heritage assessment.

LOCATION

The site is detached from Ellistown itself. It does not adjoin the Coalville Urban Area settlement boundary in the adopted Local Plan.

KEY PLANNING CONSIDERATIONS

The site has a frontage onto the highway but it is of a depth that extends further to the west than typical of the development to the north. There are sports pitches to the south which provide a semi-formal character however there is countryside to the west and south-west. Development of this site would have a significant visual impact on the approach into the settlement from the south and encroach into the countryside, at odds with the current character and appearance of the site and surroundings. It would also be removed from the built-up part

of Ellistown to the north unless the site were developed in conjunction with the site to the north (site EMP06a) and, even then, the two areas would be visually separated by the solar farm on the intervening land.

There is a childrens' home (Homeleigh House and School) facing the site on the east side of Ellistown Terrace Road.

Development would be visible in short range views from the PROW which crosses the site and from the RUPP along the northern boundary.

The site is part of a wider parcel identified in the Landscape Sensitivity Study as having medium-low visual and landscape sensitivity to new employment development (parcel 15ELL-A). The LSS identifies that the area along the Pretoria Road PROW is of stronger character and has a relatively stronger sense of place.

The grounds of Pickering Grange Farmhouse (Grade II) are some 300m to the south. The Conservation Officer considers that development would harm the setting of Pickering Grange to a limited extent.

The site is also within a Minerals Safeguarding area for brick clay.

The Highway Authority has no fundamental concerns, subject to a more detailed assessment at application stage.

EMPLOYMENT SITE ATTRIBUTES

General employment

The site has quite good access to the strategic road network provided that HGVs bound for A511 and M1 are routed south along Ellistown Terrace Road and Victoria Road (B585) to avoid Ellistown itself. There is a pavement along the east side of Ellistown Terrace Road. Bus stops are within walking distance for services between Leicester and Coalville (26 service, hourly), and between Castle Donington and Leicester (125 service; infrequent) so access to the site by public transport could be feasible for some. The small convenience store in Ellistown is also within walking distance.

AVAILABILITY; ACHIEVABILITY

The site was submitted as part of the 2013 ELAA but has not been re-submitted during the three most recent calls for sites. We are not aware of the site being currently marketed, or of any developer interest. The availability of the site is **UNCERTAIN**.

There are no known reasons that would make this site unviable. The site is considered **ACHIEVABLE**.

CONCLUSION

This part of Ellistown Terrace Road has a countryside feel and provides an attractive entrance to Ellistown even though there are large-scale developments further to the east (Ibstock Brick and wider Bardon area). Development on this site would be at odds with the prevailing pattern of development and would be prominent in views from the PROW which crosses the site. There is also uncertainty about the availability of the site.

Taking the above into account, the site is not considered a candidate for allocation at this time.

EMP11 – TNT Premises (now FedEx) and adjoining land, Lount

SUSTAINABILITY APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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 r& Soil	Waste
0	0	?	0	+	--	++	-	0	0	--	--	--	-	0	?

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). It scores significant negative for supporting town and village centres (SA6) because it is not close to a defined settlement and for land use (SA14) because a substantial part of the site is greenfield. Landscape (SA13) and biodiversity (SA12) negative scores stem from the site's countryside location and its position within an SSSI impact zone.

Are there ways to help mitigate negative impacts?

SA6	--	No because this is measured by proximity to residential uses and town centres/services although introducing more sustainable transport options would bring community benefits.
SA8	-	Partially, if bus services (frequency and destinations) and access to bus stops could be improved.
SA12	--	Possibly, depending on the outcome of ecological surveys.
SA13	--	Possibly, though measures such as natural screening and site design.
SA14	--	Yes if re/development was limited to the brownfield parts of the site.
SA15	-	Possibly, depending on the outcome of heritage surveys.

LOCATION

The site is located outside the Limits to development in the adopted Local Plan.

KEY PLANNING CONSIDERATIONS

The site is in a relatively remote countryside location, away from any settlement. To the north, south and west the site abuts fields with Newbold separated by fields to the east. The part of the site which accommodates the TNT site (now FedEx) is a fairly well contained compared with the larger site which comprises fields. Development of these fields would erode the rural character of the area.

The site has landscaped boundaries with densely planted areas abutting the site in parts to the east, south and west which generally limits views into the site. There is a PROW which

cuts across part of the site and runs along the northern boundary. Development would be prominent in short range views from this route.

LCC Highways consider that the existing access could be satisfactory although both its suitability and overall traffic generation would both require more detailed assessment. Whilst the safeguarded route of HS2 (now cancelled) does not affect the actual site, it crosses the existing access road.

There are candidate Local Wildlife Sites adjoining the site to the east (Newbold pond and scrub) and to the south (Newbold woodland). The ecological impact of development on the arable part of the site is likely to be acceptable but the ecological quality of the remainder of the site is unknown and would require surveys. Buffer zones to woodlands will be needed and Great Crested Newt survey/mitigation.

The site falls within an Impact Risk Zone for Lount Meadows SSSI. Natural England note that development of the site could damage the connections between wooded habitat areas. In terms of the SSSI, Natural England advise that construction impacts are possible and habitat enhancement to benefit the SSSI would be necessary.

There are coal mining remains which are a designated Scheduled Ancient Monument to the south of the site.

EMPLOYMENT SITE ATTRIBUTES

General employment

The closest connection with the strategic road network would be via B587 Nottingham Road, to A42 J13 and A511 (2+ miles). Development of the site could result in increased HGV movements though the village of Lount (although the properties here are generally quite well set back from the road) and through Newbold and villages to the east.

There is a bus stop at the junction of Melbourne Road and Nottingham Road (B587) served by 129 service between Ashby de la Zouch and Loughborough which is relatively infrequent (5 buses/day/each way). The lack of footways along Melbourne Road could also dissuade people from using the bus to reach the site. The nearest convenience store is in Thringstone, beyond a reasonable walking distance away. Overall, sustainable transport options are very limited and without significant improvement it is likely that most employees would have to use their cars to get to/from work.

AVAILABILITY; ACHIEVABILITY

The site was last promoted for development by the landowner though the 2018 Call for Sites. Its current availability is **UNCERTAIN**.

Assuming that HS2 safeguarding is rescinded, the site is considered to be **ACHIEVABLE**.

CONCLUSION

The TNT part of the site is visually well contained and it is identified as an existing employment area in the adopted Local Plan (Policy Ec3). Reuse or redevelopment of this area for employment uses would be acceptable in principle.

The remaining, larger part of the site is greenfield. Although established landscape features to help screen the site, there are some limited public vantage points and development here would harm the rural character of the area. In addition, sustainable transport options are limited and the site is some distance from principal highway routes.

Taking the above into account, this site is not considered a candidate for allocation at this time.

EMP14 – Land south of Sawley Marina

SUSTAINABILITY APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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 r& Soil	Waste
0	0	0	0	+	-	++	++	-	-	-	-	-	0	0	?

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). Its frequent bus services are a better standard of service than for most candidate employment sites (SA8). Development will potentially add to noise, air or light pollution (SA9). As this is a greenfield site outside the settlement boundary and at risk from flooding it scores significant negative for SA6, SA11, SA13 and SA14. Its location within a SSSI Impact Zone triggers a significant negative score for biodiversity (SA12).

Are there ways to help mitigate negative impacts?

SA6	--	No because this factor is measured on the site's physical distance to a nearby settlement although the passing bus services connect this site to nearby centres (SA8).
SA9	--	Yes to an extent as noise, light and air pollution issues arising from the operation of the site could be assessed and controlled at planning application stage, including through conditions.
SA11	--	Possibly, depending on the outcome of sequential and exceptions tests.
SA12	--	Possibly, depending on the outcome of ecological surveys.
SA13	--	Possibly, through measures such as natural screening and site design.
SA14	--	No

LOCATION

The site is outside the Limits to Development in the adopted Local Plan and is not immediately adjacent to a settlement. The nearest settlement is Sawley in Erewash Borough, Derbyshire.

The site is within the broad Leicestershire International Gateway location which is a component of the Leicester and Leicestershire authorities' Strategic Growth Plan.

KEY PLANNING CONSIDERATIONS

The site is largely set behind the marina with only a limited road frontage and is not particularly prominent in views from the north. To the north west on the opposite side of B6540 there is an industrial site and to the west the site is contained by the M1 which is elevated at this point and visually intrudes into the area. As such, the site could potentially be developed without significant overall harm to the character of the locality. Development would be visible in short

range views from Tamworth Road and from the PROW which runs along the northern edge and part of the eastern edge of the site.

The site had planning permission for a solar farm (15/00745/VCUM) which has since expired.

Outline permission has been granted on land immediately to the west of M1 for in the order of 65,700sqm of warehousing (Land at Netherfield Lane Sawley, 20/00316OUT).

LCC Highways has indicated that the site has the potential to achieve a satisfactory vehicular access and traffic generation would not be harmful to highway capacity or safety. The planning permission for 65,700sqm of warehousing at land south of Netherfield Lane (20/00316OUT) has not altered this assessment.

The site falls within the functional floodplain (flood zone 3b). The NPPF requires a sequential approach to be applied when plan-making to steer new development to areas with the lowest risk of flooding from any source. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. The SFRA (2015) confirms that the site is not sequentially acceptable.

LCC Ecology advise that the northern part is wet, species-rich floodplain grassland, a national priority habitat, with rare plants and likely to be good for invertebrates and birds as well. Ecology is judged to be a showstopper on the north part of the site. Updated surveys would be required for the southern part of the site; previously this southern area was found not to be species-rich.

Natural England also identify that the site provides good connectivity along the Trent and around the Marina and this would need to be retained. Lockington Marshes SSSI is nearby and further investigation would be needed to determine whether water from the site would reach the SSSI. The site is also within the surface water catchment of Attenborough Gravel Pits SSSI further downstream and, despite the distance, Natural England would still recommend strict construction measures and use of SuDS to prevent any pollution, sediment, nutrients, oil spills etc reaching the SSSI.

EMPLOYMENT SITE ATTRIBUTES

General employment

The site is approximately a mile from A50 (J1) via Tamworth Road (B6540) and from there it has direct connection to J24 M1.

There are bus stops on Tamworth Road outside the site which are served by the Skylink Nottingham to Loughborough service (via EMA, Coalville) every 20 mins and the My15 service which runs between EMA and Ilkeston, hourly. This means that access to the site by public transport is feasible. The site is quite well located relative to sources of workforce in Nottingham, Derby and Castle Donington.

In terms of facilities which the workforce could use, there is the pub/restaurant within walking distance off Warren Lane.

Strategic B8

The site is close to J1A50/M1 corridor which is an 'Area of Opportunity' in the Strategic Distribution Study (Area 3). As outlined above the site has good links to the strategic road network thereby giving access to local, regional and even national markets as well as global markets via EMA. The site does not have rail access but could make use of the rail facilities at EMG.

The site is generally flat and is of a sufficient size to accommodate strategic-scale units.

As outlined above, the site is accessible by public transport and quite well located relative to sources of workforce in Derby, Nottingham, Kegworth and Castle Donington.

Employment development on this site is considered to be compatible with the nearby agricultural and commercial vehicle sales uses. The marina to the north and the adjacent pub/restaurant are more sensitive uses which could be more adversely impacted by employment development on the site e.g. by disturbance, overbearing development. There is also planning permission for 8 houseboats at the marina and securing the amenity of these residents would need to be carefully considered, particularly if the site operates 24hours/day.

The Strategic Distribution Study proposes a sequence for site selection as follows - 1) extension to an existing site (subject to transport capacity); 2) satellite to an existing rail-served site; 3) PDL; 4) greenfield. This site would qualify as a greenfield site.

AVAILABILITY; ACHIEVABILITY

The site's owner is actively promoting it for development and it is considered to be **AVAILABLE**.

In respect of achievability, the site's location in the flood zone is a major constraint. Unless and until the site is found to be sequentially acceptable, the achievability of this site is **UNCERTAIN**.

CONCLUSION

The site is located in an area where there is existing and permitted large scale warehousing. The major constraints are the site's location in the flood plain and the ecological importance of the northern part of the site. These issues are sufficiently significant that the site is not a candidate for allocation at this time.

EMP18 – Swains Park, Albert Village

SUSTAINABILITY APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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 r& Soil	Waste
0	0	-	0	+	+	++	-	-	0	?	?	+	0	0	?

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5).

The SA found no significant negative effects. The site has been assessed as a brownfield site (SA14) and it scores positively for SA6 because of its proximity to Albert Village settlement boundary.

Whilst the site has scored uncertain for biodiversity (SA12) and landscape (SA13), there is more information on these factors in the planning commentary below.

Are there ways to help mitigate negative impacts?

SA3	-	No because this is measured by proximity to residential uses and town centres/services although introducing more sustainable transport options would bring community benefits.
SA8	-	Partially, if bus services (frequency and destinations) and access to bus stops were improved.
SA9	-	Yes, to an extent as noise, light and air pollution issues arising from the operation of the site could be assessed and controlled at planning application stage, including through conditions.

LOCATION

The site is outside the Limits to Development in the adopted Local Plan. Excluding the solar farm, the site is some 4.1Ha.

KEY PLANNING CONSIDERATIONS

The site is well landscaped from the highway and could potentially be developed without undue harmful impact on the wider environment although development would be visible in short range views from the PROW which runs the southern edge of the site. Much of the site has previously been used in association with the nearby mineral extraction operation and is yet to be remediated. Development here would appear as an expansion of the adjacent industrial area (within South Derbyshire DC).

The site is part of a wider parcel of land to the west of Albert Village (07ABT-A) in the Landscape Sensitivity Assessment found to have medium to high visual and landscape sensitivity for employment development. However the site is in a part of the parcel described as having weaker character and landscape sensitivity where the landscape is unimproved and is partly in use as a solar farm. The Landscape Study reports that the site could have a role in improving landscape quality with additional feature planting.

The site falls within the River Mease SAC Impact Risk Zone. Natural England advise that surface water would need to be treated via SuDS before entering a tributary of the Mease although in this area mains sewage usually drains to WwTW outside the Mease catchment and if this is the case, no further consideration of foul drainage impacts on the River Mease would be necessary. Also, usually, development which will not create additional overnight stays (i.e. commercial development) within the catchment will not need to mitigate for nutrients.

The site is a designated Local Wildlife Site (LWS) and LCC Ecology advise that it is within a biodiversity hot spot. Previously the site was identified as being part of a species-rich open mosaic habitat and updated surveys would be needed. Unless these demonstrate that the site had lost its value, ecology is a significant constraint. Biodiversity Net Gain requirements are likely to be high and there is a Great Crested Newt population nearby and newt surveys would be required. The LWS is on basis of wetland/grassland and open mosaic habitats, classic post-industrial habitat which is a national Biodiversity Action Plan priority habitat that is given a high distinctiveness in the BNG metric.

The site has an existing access which appears to provide a safe access to the site. Traffic generation onto the local highway network would need to be further assessed.

Whilst the site is recorded as Grade 3 agricultural land, its overall quality is likely to have been diminished by its previous use.

EMPLOYMENT SITE ATTRIBUTES

General employment

The site is approximately 0.5 mile from the junction with A444 which links to Burton on Trent to the north and A/M42 J11 to the south. Development of the site is likely to increase the number of HGV movements along Park Road which itself is a minor road fronted by a number of residential properties.

The 19 bus service between Ashby and Burton (hourly) passes the site; the bus stops are within a reasonable walking distance and there is a footway on one side of Park Road. It is feasible that the site could be accessed by public transport. There are no local services (shops, takeaway etc) within walking distance.

The site is quite well located relative to potential workforce in Swadlincote and Burton on Trent.

AVAILABILITY; ACHIEVABILITY

The site is being promoted for development by the landowner and is considered to be **AVAILABLE**.

Subject to future treated foul water flows being pumped out of the River Mease catchment from 2027, there are no known viability issues with the site. However the site was allocated in the 2002 Local Plan and was not developed so, at this stage, its achievability is **UNCERTAIN**.

CONCLUSION

The site is important for ecology and, coupled with concern about its deliverability, means the site is not a candidate for allocation at this time. Development may also impact on the River Mease catchment.

EMP20 – Land off Top Street (Redhill Farm), Appleby Magna

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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 r & Soil	Waste
0	0	?	0	+	-	++	-	0	?	-	-	-	-	0	0

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5).

The site scores a significant negative for town/village centres (SA6) and sustainable travel (SA8) as the site is some distance from the settlement boundary of Appleby Magna and there is poor public transport provision. In terms of biodiversity (SA12) the site scores significant negative as the site is within the River Mease Catchment. As this is a greenfield site outside the settlement boundary it scores significant negative for SA13 and SA14. The site is located in close proximity to a Grade I Listed building and as such the site scores significant negative for historic environment (SA15).

Are there ways to help mitigate negative impacts?

SA6	--	No because this is measured by proximity to residential uses and town centres/services although introducing more sustainable transport options would bring community benefits.
SA8	--	Partially, if the site could be served by bus services and other sustainable modes.
SA12	--	Possibly, depending on the outcome of ecological surveys.
SA13	--	Possibly, though measures such as natural screening and site design.
SA14	--	Potentially, if re/development was limited to the brownfield parts of the site.
SA15	--	No.

LOCATION

The site is outside the Limits to Development of Appleby Magna, a sustainable village in the adopted Local Plan.

KEY PLANNING CONSIDERATIONS

The site is located to the south of Top Street and includes a farm and associated farm buildings, some of which are in use as business units, and surrounding fields. The site is relatively flat. The site is to the rear of a parcel of land that borders Top Street and extends significantly into the open countryside. Development in this part of the village is generally limited to residential development comprising single depth buildings set close to the

highway. Although the adjacent school buildings extend beyond the building line, this is a departure from the established pattern of development.

Part of the site is included in the Landscape Sensitivity Study and forms the southern part of parcel 08APP-B. The boundary of 08APP-B only extends southwest as far as the current agricultural/industrial buildings on the site. The Study notes that it is a rural landscape that is valued for the presence of listed buildings, smaller landscape scale, natural connectivity and recreational enjoyment. These factors mean that the overall landscape sensitivity is considered to be high to change arising from new employment development. There are views of scenic quality across the rural landscape of the parcel, towards listed buildings and Appleby Magna Conservation Area. These aspects combined with the contained nature of this flat landscape mean that the overall visual sensitivity is considered to be high to change arising from new employment development.

In terms of ecology the County Ecologist advises that there is the potential for badgers to be on site as well as potential bat foraging along the north-eastern hedge. There is the possibility that Great Crested Newts could be found in the ponds to the south-west. The hedges may be potential Biodiversity Action Plan habitats. There are mature hedgerows to the north and part of the eastern boundary that would need to be maintained and supplemented as part of any development to maintain the character and to assimilate development into a currently undeveloped and landscaped site. There is potential for enhancement and overall, in ecology terms, the site is considered acceptable with mitigation.

In terms of heritage the site adjoins the Sir John Moore school, a Grade I listed building. Grade I listed buildings are those of exceptional national, architectural or historical importance. The site forms part of the setting of the listed building and is currently undeveloped open countryside. The Council's Conservation Officer advises that development would harm the setting of the Grade I listed building. The degree of harm would depend upon proximity to the listed building but that acute harm would arise from development to the north-west of existing farm buildings.

There is an existing access onto the site. The Highway Authority note that this section of road is subject to both national and 30mph speed limits at the site frontage with the highway. It would need to be determined whether an intensification of vehicle use would be acceptable as well as the impact this would have on Top Street and the junction of New Road and the A444.

The site lies within the catchment of the River Mease Special Area of Conservation (SAC). It is necessary to ensure that development does not negatively impact the water quality of the River Mease. 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.

The 1 in 30 year flood extent runs along the north east boundary of the site. This forms part of the functional floodplain as detailed in Planning Practice Guidance (Flood Risk and Coastal Change).

A public footpath runs along much of the northern boundary and along the eastern boundary of the site. A further public footpath runs along part of the western boundary. Given the flat nature of the site there would be views across the site from the public footpaths.

The site is grade 2 agricultural land and development would result in the loss of an element of the best and most versatile agricultural land.

EMPLOYMENT SITE ATTRIBUTES

General employment

In terms of traffic generation, it may be possible that traffic could be directed onto the A444 and not through Appleby Magna itself. The impact of increased volumes of traffic using the junction of New Road and A444 would need to be assessed.

The site is within a reasonable walking distance of a bus stop. However, the bus service travels between Measham and Fenny Drayton and is infrequent (3 buses per day). As such there would be limited opportunities for workers to use the bus to travel to and from work. There is a public footpath along Top Street.

There is no local convenience store within Appleby Magna and the closest store is in Measham. Therefore, employees would need to use their private car to access services and facilities.

There are a small number of properties that front onto Top Street to the north of the site. The properties do not adjoin the site boundary and there are intervening trees that could potentially screen development, however, given the fairly flat landscape there would be some impact on residential amenity.

AVAILABILITY; ACHIEVABILITY

The site is promoted by the landowner, albeit not since 2017. The availability of the site is **UNCERTAIN**.

The site's location within the River Mease catchment will impact the achievability of development. A further potential barrier is the scale of the proposed development and the impact this would have on the adjoining Grade I listed building. The achievability of the site is **UNCERTAIN**.

CONCLUSION

The potential scale of development proposed on the site would be disproportionate to its setting and to the locality. Development would extend the built form beyond the established pattern of development and would therefore have a significant impact on the townscape. Although the Landscape Study only includes part of the site it did identify that both the landscape and visual sensitivity are high to change arising from employment development.

The site adjoins the Sir John Moore school, a Grade I listed building. The site forms part of the setting of the listed building and development would adversely impact the setting of the listed building. There are also concerns about the sustainability of the site as there are limited local services and a very limited bus service. The site is not a candidate for allocation at this time.

EMP23 – Land south of Interlink Way South, Coalville

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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
0	0	-	0	+	++	++	-	0	0	-	+	-	0	0	0

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). It gains a significant positive score for supporting local centres (SA6) because it is within the Limits to Development of the Coalville Urban Area.

The site has poor access to local services and facilities and is more than 800m from public transport provision and therefore scores a significant negative for community (SA3) and sustainable travel (SA8). The site scores a significant negative for biodiversity (SA12) as it is within the National Forest. The site more than 1ha in size and is greenfield and therefore scores a significant negative for land use (SA14).

Are there ways to help mitigate negative impacts?

SA3	-	No as this factor is determined by the site's proximity to exiting residential and town centre development.
SA8	--	Partially, if the site could be served by bus services and other sustainable modes.
SA12	--	Possibly, depending on the outcome of ecological surveys.
SA14	--	No.

LOCATION

The site is within the Coalville Urban Area settlement boundary and also within a Primary Employment Area in the adopted Local Plan.

The site is within the Limits to Development of the Made Ellistown and Battleflat Neighbourhood Plan.

KEY PLANNING CONSIDERATIONS

The site forms part of a larger site which partly falls within Hinckley and Bosworth Borough Council. The site borders the existing industrial site to the north, east and west and is bordered to the south by the railway line which acts as a natural stop to further encroachment to the south. The site could be developed and would be read as part of the existing industrial estate with little visual impact beyond the site.

In terms of ecology there is a Local Wildlife Site (LWS) to the south of this site. The County Ecologist advises that any development proposals should seek to retain a 5m buffer of

natural vegetation to the LWS to the south. The development of the site would be considered acceptable in ecology terms with mitigation.

The Local Highway Authority consider that a satisfactory access point could be achieved for the site and traffic generation is also likely to be acceptable, subject to details.

The site is reported to be Grade 3 agricultural land however, given the site's condition and location, this is not considered to be a barrier to development.

The Ellistown and Battleflat Neighbourhood Plan aims to focus new development within the existing built-up area. The development of this site would accord with Policy S1 of the neighbourhood plan.

EMPLOYMENT SITE ATTRIBUTES

General employment

This site is within an established industrial area with good access to M1 Junction 22 (approximately 2.3miles) via Beveridge Lane (B585) and A511, both of which are dual carriageways.

The site is within a reasonable walking distance of bus stops on Beveridge Lane served by the 29/29A service between Coalville and Leicester which runs approximately half hourly making it feasible that employees could reach the site by public transport. The closest day to day shops and services are in Ibstock and Ellistown which are beyond walking distance although the Charnwood Arms (pub) and Premier Gym are within walking distance.

The site could draw on workforce from Coalville and also from places further afield such as Leicester and Loughborough in view of its proximity to M1.

Strategic B8

The site is not of a sufficient size for strategic warehousing but could be if the adjacent land in Hinckley and Bosworth was included.

AVAILABILITY; ACHIEVABILITY

The site is understood to be owned by Leicestershire County Council and is retained land for their own future needs. Its availability is currently **UNAVAILABLE**.

There are no known viability barriers. The site is considered to be **ACHIEVABLE**.

CONCLUSION

The main barrier to the development of this site is its availability. The site is part of a wider area which straddles the boundary between NWLDC and Hinkley and Bosworth BC. It would not be effective to allocate the part in NWL without a reciprocal allocation in H&BBC's Local Plan.

The part of the site within NWLDC falls within the Limits to Development and is located within a designated employment area. As such employment development would be acceptable in principle and it is therefore not necessary to specifically allocate this site.

EMP24 - Land at Midland Road, Ellistown

SUSTAINABILITY APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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 r& Soil	Waste
0	0	+	0	+	++	++	++	0	0	--	?	--	-	0	?

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). The site's proximity to Ellistown means that the people working there could help support shops and facilities nearby (SA6). The site also scores very positively for reducing the need to travel (SA8) linked to its proximity to key services and its location on a bus route. The site scores a minor negative for heritage (SA15) as Hugglescote Conservation Area is some 300m to the north.

The site is located in the National Forest and is adjacent to a Local Wildlife Site which generates a significant negative score for SA12 (biodiversity and nature conservation). As a large greenfield site is also registers a significant negative score for SA14 (efficient land use).

Are there ways to help mitigate negative impacts?

SA12	--	Possibly, depending on the outcome of ecological surveys.
SA14	--	No.
SA15	-	Possibly, depending on the outcome of heritage assessment.

LOCATION

The site is adjacent to the Coalville Urban Area Limits to Development in the adopted Local Plan.

KEY PLANNING CONSIDERATIONS

The site lies to the east of Midland Road. To the north the site borders the Roberts Coach site, to the east is the South Leicester industrial estate and to the south allotments and a recreation field. The site is generally not well related to the built-up area of Ellistown and development here would have a significant visual impact, interrupting the views westwards over fields towards the Sense Valley. The site is part of a wider parcel of land (15ELL-A) assessed in the Landscape Sensitivity Study as having medium-low landscape and visual sensitivity to employment development. Development here would also reduce the actual and perceived separation between the discrete settlements of Ellistown and Hugglescote as currently experienced from Midland Road.

LCC Highways advise that it could be possible to deliver a safe and appropriate access from Midland Road. If land to the west was to be allocated [SHELAA ref E7], the junction should take the form of a roundabout. Access via Beveridge Lane/Moore Lane would be preferable

with routeing to/from the A511 and this would effectively bypass the pinch point of the double mini-roundabout in the centre of Ellistown. This access option is expected to require agreement from a 3rd party landowner. In the alternative, LCC Highways state that it could be possible to mitigate impact at the double mini roundabout junction if the access were via Midland Road although the nature of the improvements needed has not yet been confirmed.

The site is situated within the National Forest. The land is recorded as being of grade 3 agricultural quality.

The Ellistown and Battleflat Neighbourhood Plan (2019) aims to focus new development within the existing built-up area. The development of this site would conflict with Policy S1 of the plan.

Further employment development here would be compatible with the existing industrial areas to the north and east. The allotments and recreation area to the south are more sensitive uses which would need to be fully considered in the layout and design of any development.

Candidate Local Wildlife Site (Ellistown Tip and Railway Triangle) adjoins the site to the NE (Mesotrophic grassland). The site is also within a waste consultation zone.

EMPLOYMENT SITE ATTRIBUTES

General employment

Access to the strategic highway network would be via Beveridge Lane and A511 and from there on to Junction 22 M1 (approximately 3.6 miles). This could mean additional HGV traffic being routed through the centre of Ellistown unless access through the South Leicester Industrial Estate is achieved.

Both the convenience store in Ellistown and the bus stop is on Midland Road are within reasonable walking distance along a dedicated footway. Buses run every 30 minutes between Ibstock and Coalville/Ravenstone (15 service), hourly between Leicester and Coalville (26 service) and there is also an infrequent service between Castle Donington and Leicester (125 service). There is a good prospect that some employees could travel to the site using public transport.

The site is quite well located for potential workforce in the wider Coalville area and from further afield via J22 M1.

AVAILABILITY; ACHIEVABILITY

The site is being promoted for development by a land promoter with the agreement of the landowner and is considered to be **AVAILABLE**.

Subject to a satisfactory access to the site and capacity for the additional traffic movements being demonstrated to the satisfaction of the highway authority, development is considered to be **ACHIEVABLE**.

CONCLUSION

This greenfield site serves as a valuable visual and physical gap between Ellistown and Hugglescote and helps to maintain the two settlement's separate identities.

The site borders commercial development to the north and to the east and development here could be viewed as a logical extension to these existing industrial areas. There is decent access from the site to the strategic highway network and it is also served by a reasonable bus service in terms of number and frequency of services.

The potential routing of additional HGV traffic through Ellistown could have an adverse effect on the amenity of those living in houses fronting Midland Road. Without an improvement to the mini-roundabout junctions with Ibstock Road and Beveridge Lane, development could be constrained although an alternative route through the South Leicester Industrial estate may be feasible.

Overall, the site offers the opportunity for additional general needs employment land in the wider Coalville area. Provided the identified concerns can be addressed, the site is considered suitable for allocation at this time.

EMP28 – Langley Priory Estate, near Diseworth – Site 1

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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
0	0	0	0	+	-	++	-	0	0	-	-	-	0	0	0

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5).

The significant negative scores for SA6 and SA8 reflect the site's distance from a town or local centre and that the site is not served by public transport.

As this is a greenfield site outside the settlement boundary and within a SSSI Impact Zone it scores significant negatives for SA12 and SA14. The SA scores sites outside settlement boundaries 'significant negative' for landscape and townscape impacts (SA13).

Are there ways to help mitigate negative impacts?

SA6	--	No because this is measured by proximity to residential uses and town centres/services although introducing more sustainable transport options would bring community benefits.
SA8	--	Partially, if the site could be served by bus services and other sustainable modes.
SA12	--	Possibly, depending on the outcome of ecological surveys.
SA13	--	Possibly, though measures such as natural screening and site design.
SA14	--	No.

LOCATION

The site is outside the Limits to Development in the adopted Local Plan and some distance from the nearest sustainable settlement. The closest sustainable village to the site is Diseworth.

KEY PLANNING CONSIDERATIONS

The site is located on the Langley Priory Estate with the A42 to the south of the site. There is a solar farm to the west and agricultural land to the north and east. The site comprises an agricultural field and 'Walnut Yard' - a former farm now used for a variety of commercial purposes including a commercial storage facility. The site is served by an existing access.

The topography and private driveway mean that the site is not visible from the road.

The southern part of the site had permission granted in October 2018 (application number 18/01191/FUL) for the site to be used for container storage linked to the adjoining business, this has been implemented. The central part of the site had planning permission granted in

February 2021 (application number 20/01692/FULM) for the storage of caravans and further container storage. The eastern part of the site (to the south of the existing office development) had planning permission granted for the development of an office building (application number 17/01852/FUL) however this was not implemented, and the permission expired in November 2021. Given the storage use that has been implemented on the site and the significant central part of the site that has planning permission for storage use there are only two small areas remaining on site: the area subject to planning approval 17/01822/FUL and a small area to the north of the site.

In terms of highways the Local Highway Authority provided comments to application 20/01692/FULM. They noted that the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. There were no highways objections to the proposed development, subject to conditions.

The site is well landscaped, there is a small pond in the southeast corner of the site. There is a further pond to the northwest of the site which is a candidate Local Wildlife Site (cLWS) known as pond east of Gelscoe Plantation. Although this pond is outside of the site boundary there is the potential that Great Crested Newts (GCN) are present on site. If GCNs are on the site this will affect the developable area and buffer zones would be required.

The site is 800m south of Langley Priory which is a Grade II* Listed property.

The site is within a SSSI Impact Risk Zone due to its proximity to both Pasture and Asplin Woods SSSI and Breedon Cloud Wood and Quarry SSSI. Natural England would need to be consulted where any proposed warehousing or industrial development resulted in a net additional floorspace of 1000m² or more and/or for development proposals that require their own water supply.

EMPLOYMENT SITE ATTRIBUTES

General employment

The A42 runs east to west to the south of the site, traffic would need to travel a short distance on local roads to get to Junction 14 of the A42. This junction only provides a westbound entry onto the A42 and an eastbound exit off the A42. At junction 14 of the A42 there is also road access onto the A453 which goes northwards to EMA where there are links with the wider road network.

The site is some distance from the nearest settlement and employees would not be able to access services and facilities without using their private car. There are no public transport services available.

There are a small number of residential properties to the east of the site on the opposite side of the road. However, the site has a long driveway and there are mature tree and hedgerow planting which result in the site not being visible from the road. Whilst there would be limited visual impact on nearby dwellings there may however be some impact on the residential amenity of the nearby dwellings if there was an increase in vehicle movements in and out of the site.

AVAILABILITY; ACHIEVABILITY

The site is being promoted for development by a planning agent with the agreement of the landowner and is considered to be **AVAILABLE**.

The part of the site with planning permission is considered **ACHIEVEABLE**. The remaining parts of the site are an area to the north of the site and an area to the east. The eastern part of the site has previously been granted planning permission for office use. The achievability of the two remaining parts of the site is considered **UNCERTAIN**.

CONCLUSION

The site has planning permission for storage uses and if implemented this would reduce the site area considerably, so much so that there would be little merit in allocating the site for employment use. The site is not a candidate for allocation at this time.

EMP29 – Langley Priory Estate, near Diseworth - Site 2

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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
0	0	0	0	+	-	++	-	0	0	-	-	-	-	0	0

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). The site scores a minor negative for SA15 (heritage) given its close proximity to a Grade II Listed building.

The significant negative scores for SA6 and SA8 reflect the site's distance from a town or local centre and that the site is not served by public transport provision.

As this is a greenfield site outside the settlement boundary and within a SSSI Impact Zone it scores significant negatives for SA12 and SA14. The SA scores sites outside settlement boundaries 'significant negative' for landscape and townscape impacts (SA13).

Are there ways to help mitigate negative impacts?

SA6	--	No because this is measured by proximity to residential uses and town centres/services although introducing more sustainable transport options would bring community benefits
SA8	--	Partially, if the site could be served by bus services and other sustainable modes.
SA12	--	Possibly, depending on the outcome of ecological surveys.
SA13	--	Possibly, though measures such as natural screening and site design.
SA14	--	No.
SA15	-	Possibly, depending on the outcome of heritage assessment.

LOCATION

The site is outside the Limits to Development in the adopted Local Plan and some distance from the nearest sustainable settlement. The closest sustainable village to the site is Diseworth.

KEY PLANNING CONSIDERATIONS

The site is located in a rural location on the Langley Priory Estate, north of the A42. The site comprises an agricultural field with a solar farm located to the south-west, agricultural land to the north, east and west and the Walnut Yard, a cluster of commercial businesses to the south east.

The site is bound to all sides by mature trees and hedgerows. The area is characterised by agricultural fields with planted boundaries and although the site is adjacent to the solar farm

to the south-west and the commercial operation to the southeast, development of the site would result in an intrusion into the countryside.

The site is 500m south of Langley Priory which is Grade II* Listed building. The council's Conservation Officer advises that the principal elevation of the listed building is orientated east, offering views across a fishpond toward a wooded park. The listed building is situated in a valley; development would be situated on a plateau above that valley. As such development would not have an impact upon the immediate setting of the listed building or views from its principal elevation. However, there may be harm to the wider setting. Opportunities to minimise harm would depend upon the height of the development and the opportunities for appropriate screening.

In terms of ecology the site is mostly arable land. There is a pond within 500m of the site and as such a Great Crested Newt survey would be required. The presence of GCNs would affect the developable area. Buffer zones of planting would be required to the southwest. Hedges should be retained with 5m buffer zones of natural vegetation. Further surveys would be required to determine whether development would be acceptable in ecology terms.

The site is within a SSSI Impact Risk Zone due to its proximity to both Pasture and Asplin Woods SSSI and Breedon Cloud Wood and Quarry SSSI. Natural England would need to be consulted where any proposed warehousing or industrial development resulted in a net additional floorspace of 1000m² or more and/or for development proposals that require their own water supply.

The site does not have a current access onto the main road network. The site has a long private driveway, that is accessed from the main road network. It is possible that an additional access could be provided from the private driveway to the site.

EMPLOYMENT SITE ATTRIBUTES

General employment

Traffic would need to travel a short distance on local roads to get to Junction 14 of the A42. This junction only provides a westbound entry onto the A42 and an eastbound exit off the A42. At junction 14 of the A42 there is also road access onto the A453 which goes northwards to EMA where there are links with the wider road network.

The site is some distance from the nearest settlement and employees would not be able to access services and facilities without using their private car. There are no public transport services available.

There are a small number of residential properties to the east of the site on the opposite side of the road. However, the site has a long driveway and there are mature tree and hedgerow planting which result in the site not being visible from the road. Whilst there would be limited visual impact on nearby dwellings there may however be some impact on the residential amenity of the nearby dwellings if there was an increase in vehicle movements in and out of the site.

AVAILABILITY; ACHIEVABILITY

The site is being promoted (albeit not since 2017) for development by a planning agent with the agreement of the landowner and is considered to be **AVAILABLE**.

There are ecology concerns which may impact upon the developable area and therefore impact on viability. Until these matters are resolved the achievability of the site is **UNCERTAIN**.

CONCLUSION

The site is in open countryside and is poorly related to existing settlements. The site has relatively poor transport links - particularly by sustainable modes of transport. The site is generally not a sustainable location for new employment development.

Employment development in this area would introduce built development in a rural area characterised by agricultural fields, which also contribute to providing a rural setting for the nearby Langley Priory. The site is not a candidate for allocation at this time.

EMP30 – Langley Priory Estate, near Diseworth – Site 3

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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
0	0	0	0	+	-	++	-	0	0	-	-	-	-	0	0

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). The site scores a minor negative for SA15 (heritage) given its close proximity to a Grade II Listed building.

The significant negative scores for SA6 and SA8 reflect the site's distance from a town or local centre and that the site is not served by public transport provision.

As this is a greenfield site outside the settlement boundary and within a SSSI Impact Zone it scores significant negatives for SA12 and SA14. The SA scores sites outside settlement boundaries 'significant negative' for landscape and townscape impacts (SA13).

Are there ways to help mitigate negative impacts?

SA6	--	No because this is measured by proximity to residential uses and town centres/services although introducing more sustainable transport options would bring community benefits.
SA8	--	Partially, if the site could be served by bus services and other sustainable modes.
SA12	--	Possibly, depending on the outcome of ecological surveys.
SA13	--	Possibly, though measures such as natural screening and site design.
SA14	--	No.
SA15	-	Possibly, depending on the outcome of heritage assessment.

LOCATION

The site is outside the Limits to Development in the adopted Local Plan and some distance from the nearest sustainable settlement. The closest sustainable village to the site is Diseworth.

KEY PLANNING CONSIDERATIONS

The site is located on the Langley Priory Estate, north of the A42. The site comprises an agricultural field with agricultural land to the north, east and west, the Walnut Yard, a cluster of commercial businesses is to the south.

The site is bound on all sides by mature trees and hedgerows. The area is characterised by agricultural fields with planted boundaries and although the site is adjacent to the Walnut Yard development of the site would result in an intrusion into the countryside.

The site is 500m south of Langley Priory which is a Grade II* Listed building. The council's Conservation Officer advises that the principal elevation of the listed building is orientated east, offering views across a fishpond toward a wooded park. The listed building is situated in a valley; development would be situated on a plateau above that valley. As such development would not have an impact upon the immediate setting of the listed building or views from its principal elevation. However, there may be harm to the wider setting. Opportunities to minimise harm would depend upon the height of the development and the opportunities for appropriate screening.

In terms of ecology the site is mostly arable land. There is a pond within 500m of the site and as such a Great Crested Newt survey would be required. The presence of GCNs would affect the developable area. Hedges should be retained with 5m buffer zones of natural vegetation. The site is considered acceptable in ecology terms, with mitigation.

The site is within a SSSI Impact Risk Zone due to its proximity to both Pasture and Asplin Woods SSSI and Breedon Cloud Wood and Quarry SSSI. Natural England would need to be consulted where any proposed warehousing or industrial development resulted in a net additional floorspace of 1000m² or more and/or for development proposals that require their own water supply.

The site does not have a current access onto the main road network. The site has a long private driveway, that is accessed from the main road network. It is possible that an additional access could be provided from the private driveway to the site.

EMPLOYMENT SITE ATTRIBUTES

General employment

Traffic from the site would need to travel a short distance on local roads to get to Junction 14 of the A42. This junction only provides a westbound entry onto the A42 and an eastbound exit off the A42. At junction 14 of the A42 there is also road access onto the A453 which goes northwards to EMA where there are links with the wider road network.

The site is some distance from the nearest settlement and employees would not be able to access services and facilities without using their private car. There are no public transport services available.

There are a small number of residential properties to the east of the site on the opposite side of the road. However, as the site has a long driveway and the mature tree and hedge planting the site is not visible although there would be some impact on residential amenity of the nearby dwellings if there was an increase in vehicle movements in and out of the site.

AVAILABILITY; ACHIEVABILITY

The site is being promoted (albeit not since 2017) for development by a planning agent with the agreement of the landowner and is considered to be **AVAILABLE**.

There are ecology concerns which may impact upon the developable area and therefore impact on viability. Until these matters are resolved the achievability of the site is **UNCERTAIN**.

CONCLUSION

Site is in open countryside and is poorly related to existing settlements. The site has relatively poor transport links - particularly by sustainable modes of transport. The site is generally not a sustainable location for new employment development.

Employment development in this area would introduce built development in a rural area characterised by agricultural fields, which also contribute to providing a rural setting for the nearby Langley Priory. The site is not a candidate for allocation at this time.

EMP31 – Langley Priory, near Breedon on the Hill – Site 5

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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
0	0	0	0	+	-	++	-	0	0	-	-	-	-	0	0

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5).

The site scores a minor negative for SA15 (heritage) given its close proximity to a Grade II Listed building.

The significant negative scores for SA6 and SA8 reflect the site's distance from a town or local centre and that the site is not served by public transport provision.

As this is a greenfield site outside the settlement boundary and within a SSSI Impact Zone it scores significant negatives for SA12 and SA13. The site is less than 1Ha and as such scores a minor negative for land use (SA14).

Are there ways to help mitigate negative impacts?

SA6	--	No because this is measured by proximity to residential uses and town centres/services although introducing more sustainable transport options would bring community benefits.
SA8	--	Partially, if the site could be served by bus services and other sustainable modes.
SA12	--	Possibly, depending on the outcome of ecological surveys.
SA13	--	Possibly, though measures such as natural screening and site design.
SA14	-	No.
SA15	-	Possibly, depending on the outcome of heritage assessment.

LOCATION

The site is outside the Limits to Development in the adopted Local Plan and some distance from the nearest sustainable settlement. The closest sustainable village to the site is Breedon on the Hill.

KEY PLANNING CONSIDERATIONS

The site is located on the Langley Priory Estate, to the south of the A42. The A453 is to the west of the site and to the south is Gelscoe Lane. The site is an agricultural field, surrounded on all sides by mature trees and hedgerows.

The proposed route of HS2 (now cancelled) runs east to west to the south of the site.

The site had permission granted in October 2017 for paintballing (D2) use. A further application (21/01043/FUL) was granted permission in September 2021 for the site to be utilised as a canine day care centre including associated buildings and structures (including a shipping container). This permission has been implemented. However, shortly after the planning permission was granted HS2 responded with an objection to the proposed development. The objection from HS2 identified that the latest published route/designs for HS2 would remove the access to the site, as shown on HS2 Map: H2EL-01 drawing number 2DE02-ACI-CV-DPP-L001-000007 revision P06. The northern leg of the HS2 route has now been cancelled.

In terms of highways the Local Highway Authority were satisfied with the access and highway safety aspects of the most recent planning application for a canine day care centre. It should be noted that these comments were made in advance of the objection letter from HS2.

The ecology comments received to the most recent planning application noted that although there were Great Crested Newt (GCN) ponds in the vicinity of the site these are separated from the site by a road and that it would be unlikely that GCNs would be impacted and as such a GCN survey was not required. The verge adjoining Gelscoe Lane (outside the site boundary) is a candidate Local Wildlife Site (Tonge, Gelscoe Lane Verge) and any works onsite should not impact upon this. Hedgerows along the site boundaries should be retained.

Breedon Lodge Farmhouse which is a Grade II Listed building is 600m to the southwest of the site. The council's Conservation Officer has advised that development of the site would cause no harm to the setting of the listed building, considering its distance from the site, the topography, intervening landscape features and the intervening trunk road junction. The employment site is narrow, and this would limit the height of the development. The site is to the south of Langley Priory (Grade II* listed) and separated by the A42 therefore it is likely the intervening highway and separation distances would be sufficient to ensure that there was no harm from development on the setting of Langley Priory.

In terms of landscape, the site is assessed as part of a larger site in the Landscape Sensitivity Study. The Landscape Sensitivity Study assessed four potential large mixed-use sites in the northern part of the district. This site falls within site D which is an area of land between Worthington and Belton, lying to the south of the A42. The Study notes that tranquillity is eroded in the northern edge of the site due to the A42 and that there is more of a sense of enclosure in the northern part of the site due to smaller field scales and the presence of the A42. The overall landscape sensitivity of site D is considered to be medium-high to change arising from mixed use development. The overall visual sensitivity of site D is considered to be medium to change arising from mixed use development. The Study notes that the proposed route of HS2 would further reduce the tranquillity and be clearly visible within the northern portion of the site. The Landscape Study identifies that this site could provide an opportunity for additional buffer planting along the A42 and slip road.

The site is within a SSSI Impact Zone due to its proximity to both Pasture and Asplin Woods SSSI and Breedon Cloud Wood and Quarry SSSI. Natural England would need to be consulted where any proposed warehousing or industrial development resulted in a net additional floorspace of 1000m² or more and/or for development proposals that require their own water supply.

The 1 in 30 year flood extent runs north to south through the site. This forms part of the functional floodplain as detailed in Planning Practice Guidance (Flood Risk and Coastal Change).

EMPLOYMENT SITE ATTRIBUTES

General employment

The site adjoins the road network and is adjacent to Junction 14 of the A42. This junction only provides a westbound entry onto the A42 and an eastbound exit off the A42. At junction 14 of the A42 there is also road access onto the A453 which goes northwards to EMA where there are links with the wider road network.

The site is some distance from the nearest settlement and employees would not be able to access services and facilities without using their private car. There are no public transport services available.

Aside from Breedon Lodge Farmhouse, there are no residential properties in the vicinity of the site.

AVAILABILITY; ACHIEVABILITY

The site is being promoted (albeit not since 2017) for development by a planning agent with the agreement of the landowner and is considered to be **AVAILABLE**.

Assuming that HS2 safeguarding is rescinded, the site is considered to be **ACHIEVABLE**.

CONCLUSION

The site is in open countryside and is poorly related to existing settlements. The site has relatively poor transport links - particularly by sustainable transport modes. The site is generally not a sustainable location for new employment development.

Employment development in this area would introduce built development in a rural area characterised by agricultural fields which also contribute to providing a rural setting for the nearby listed buildings.

Taking the above into account the site is not a candidate for allocation at this time.

EMP32 – Langley Priory, near Breedon on the Hill – Site 6

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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
0	0	0	0	+	-	++	-	0	0	-	-	-	-	0	0

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5).

The site scores a minor negative for SA15 (heritage) given its close proximity to a Grade II Listed building.

The significant negative scores for SA6 and SA8 reflect the site's distance from a town or local centre and that the site is not served by public transport provision. The significant negative score for biodiversity (SA12) is because the site is within a SSSI Impact Zone. As this is a greenfield site outside the settlement boundary, it scores a significant negative for both SA13 (landscape) and SA14 (land use efficiency).

Are there ways to help mitigate negative impacts?

SA6	--	No because this is measured by proximity to residential uses and town centres/services although introducing more sustainable transport options would bring community benefits.
SA8	--	Partially, if the site could be served by bus services and other sustainable modes.
SA12	--	Possibly, depending on the outcome of ecological surveys.
SA13	--	Possibly, though measures such as natural screening and site design.
SA14	--	No.
SA15	-	Possibly, depending on the outcome of heritage assessment.

LOCATION

The site is outside the Limits to Development in the adopted Local Plan and some distance from the nearest sustainable settlement. The closest sustainable village to the site is Breedon on the Hill.

KEY PLANNING CONSIDERATIONS

The site is located on the Langley Priory Estate, to the north of the site is the A42, to the east and west are agricultural fields, and to the south is Gelscoe Lane. The site itself is an agricultural field and is bound on all sides by mature trees and hedgerows.

The proposed route of HS2 (now cancelled) runs east to west to the south of Gelscoe Lane. In response to a 2021 planning application on adjoining site EMP31 there was an objection from HS2. The objection notes that the latest published route designs for HS2 would remove

the access to site EMP31 as well as this site and site EMP33. The relevant route is shown on HS2 Map: H2EL-01 drawing number 2DE02-ACI-CV-DPP-L001-000007 revision P06.

Breedon Lodge Farmhouse, a Grade II Listed building is 700m to the southwest of the site. The council's Conservation Officer has advised that development of the site would cause no harm to the setting of the listed building, considering its distance from the site, the topography, intervening landscape features and the intervening trunk road junction. The employment site is narrow, and this would limit the height of the development. The site is to the south of Langley Priory (Grade II* listed) and separated by the A42 therefore it is likely the intervening highway and separation distances would be sufficient to ensure that there was no harm from development on the setting of Langley Priory.

In terms of ecology the site is arable land and of poor quality for wildlife. There is the potential for Great Crested Newts to be present nearby and an assessment will be required. Hedgerows should be retained with 5m buffers alongside. In terms of ecology development of the site would be acceptable with mitigation.

In terms of landscape the site is assessed as part of a larger site in the Landscape Sensitivity Study. The Landscape Study assessed four potential large mixed use sites in the northern part of the district. This site falls within site D which is an area of land between Worthington and Belton, lying to the south of the A42. The Study notes that tranquillity is eroded in the northern edge of the site due to the A42 and that there is more of a sense of enclosure in the northern part of the site due to smaller field scales and the presence of the A42. The overall landscape sensitivity of site D is considered to be medium-high to change arising from mixed use development. The overall visual sensitivity of site D is considered to be medium to change arising from mixed use development. The Study notes that the proposed route of HS2 would further reduce the tranquillity and be clearly visible within the northern portion of the site. The Landscape Study identifies that this site could provide an opportunity for additional buffer planting along the A42 and slip road.

The site is within a SSSI Impact Zone due to its proximity to both Pasture and Asplin Woods SSSI and Breedon Cloud Wood and Quarry SSSI. Natural England would need to be consulted where any proposed warehousing or industrial development resulted in a net additional floorspace of 1000m² or more and/or for development proposals that require their own water supply.

EMPLOYMENT SITE ATTRIBUTES

General employment

The site adjoins the road network and is adjacent to Junction 14 of the A42. This junction only provides a westbound entry onto the A42 and an eastbound exit off the A42. At junction 14 of the A42 there is also road access onto the A453 which goes northwards to EMA where there are links with the wider road network. The site is close to a roundabout, and it would need to be demonstrated that a safe and adequate access to serve any development could be achieved.

The site is some distance from the nearest settlement and employees would not be able to access services and facilities without using their private car. There are no public transport services available.

There are no residential properties in the vicinity of the site.

AVAILABILITY; ACHIEVABILITY

The site is being promoted (albeit not since 2017) for development by a planning agent with the agreement of the landowner and is considered to be **AVAILABLE**.

Assuming that HS2 safeguarding is rescinded, the site is considered to be **ACHIEVABLE**.

CONCLUSION

Site is in open countryside and is poorly related to existing settlements. The site has relatively poor transport links - particularly by sustainable modes and it generally not a sustainable location for new employment development.

Employment development in this area would introduce built development in a rural area characterised by agricultural fields, which also contribute to providing a rural setting for the nearby listed buildings.

Taking the above into account the site is not a candidate for allocation at this time.

EMP33 – Langley Priory, near Breedon on the Hill – Site 7

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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
0	0	0	0	+	-	++	-	0	0	-	-	-	-	0	0

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5).

The site scores a minor negative for SA15 (heritage) given its close proximity to a Grade II Listed building.

The significant negative scores for SA6 and SA8 reflect the site's distance from a town or local centre and that the site is not served by public transport provision. As this is a greenfield site outside the settlement boundary and within a SSSI Impact Zone it scores significant negatives for SA12, SA13 and SA14.

Are there ways to help mitigate negative impacts?

SA6	--	No because this is measured by proximity to residential uses and town centres/services although introducing more sustainable transport options would bring community benefits.
SA8	--	Partially, if the site could be served by bus services and other sustainable modes.
SA12	--	Possibly, depending on the outcome of ecological surveys.
SA13	--	Possibly, though measures such as natural screening and site design.
SA14	--	No.
SA15	-	Possibly, depending on the outcome of heritage assessment.

LOCATION

The site is outside the Limits to Development in the adopted Local Plan and some distance from the nearest sustainable settlement. The closest sustainable village to the site is Breedon on the Hill.

KEY PLANNING CONSIDERATIONS

The site is located on the Langley Priory Estate, bounded to the north by the A42, east and west by fields, and south by Gelscoe Lane. The site comprises an agricultural field bound by mature trees and hedgerows. It is surrounded on all sides by agricultural use.

The proposed route of HS2 (now cancelled) runs east to west to the south of Gelscoe Lane. In response to a 2021 planning application on nearby site EMP31 there was an objection from HS2. The objection notes that the latest published route designs for HS2 would remove

the access to the site (EMP31) this would also be the case for site EMP32 and this site. The relevant route is shown on HS2 Map: H2EL-01 drawing number 2DE02-ACI-CV-DPP-L001-000007 revision P06.

Breedon Lodge Farmhouse which is Grade II Listed is 850m to the southwest of the site. The council's Conservation Officer has advised that development of the site would cause no harm to the setting of the listed building, considering its distance from the site, the topography, intervening landscape features and the intervening trunk road junction. The employment site is narrow, and this would limit the height of the development. The site is to the south of Langley Priory (Grade II* listed) and separated by the A42 therefore it is likely the intervening highway and separation distances would be sufficient to ensure that there was no harm from development on the setting of Langley Priory.

In terms of landscape the site is assessed as part of a larger site in the Landscape Sensitivity Study. The Landscape Study assessed four potential large mixed use sites in the northern part of the district. This site falls within site D which is an area of land between Worthington and Belton, lying to the south of the A42. The Study notes that tranquillity is eroded in the northern edge of the site due to the A42 and that there is more of a sense of enclosure in the northern part of the site due to smaller field scales and the presence of the A42. The overall landscape sensitivity of site D is considered to be medium-high to change arising from mixed use development. The overall visual sensitivity of site D is considered to be medium to change arising from mixed use development. The Study notes that the proposed route of HS2 would further reduce the tranquillity and be clearly visible within the northern portion of the site. The Landscape Study identifies that this site could provide an opportunity for additional buffer planting along the A42 and slip road.

The site is within a SSSI Impact Zone due to its proximity to both Pasture and Asplin Woods SSSI and Breedon Cloud Wood and Quarry SSSI. Natural England would need to be consulted where any proposed warehousing or industrial development resulted in a net additional floorspace of 1000m² or more and/or for development proposals that require their own water supply.

In terms of ecology the site is arable land and therefore of poor for wildlife. Hedgerows should be retained with 5m buffer zones alongside. In ecology terms the site is considered acceptable with mitigation.

In regard to highways the Local Highway Authority note that the site does not appear to have any connection to the highway. A safe and suitable access would need to be identified.

EMPLOYMENT SITE ATTRIBUTES

General employment

The site adjoins the road network and is close to Junction 14 of the A42. This junction only provides a westbound entry onto the A42 and an eastbound exit off the A42. At junction 14 of the A42 there is also road access onto the A453 which goes northwards to EMA where there are links with the wider road network.

The site is some distance from the nearest settlement and employees would not be able to access services and facilities without using their private car. There are no public transport services available.

There is a farm and associated farmhouse to the southeast of the site. Although the farm is located down a track away from the site and there are mature hedgerows between the farm

and the site it is likely that, given the flat topography, development of the site would have a visual impact on the farmhouse.

AVAILABILITY; ACHIEVABILITY

The site is being promoted (albeit not since 2017) for development by a planning agent with the agreement of the landowner and is considered to be **AVAILABLE**.

Assuming that HS2 safeguarding is rescinded, the site is considered to be **ACHIEVABLE**.

CONCLUSION

Site is in open countryside and is poorly related to existing settlements. The site has relatively poor transport links - particularly by sustainable modes and it generally not a sustainable location for new employment development.

Employment development in this area would introduce built development in a rural area characterised by agricultural fields, which also contribute to providing a rural setting for the nearby listed buildings.

Taking the above into account the site is not a candidate for allocation at this time.

EMP38 – Former Ashby Aquatics, Nottingham Road, Ashby de la Zouch

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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
0	0	?	0	+	-	++	+	0	0	-	?	+	0	0	?

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). The site scores a minor positive for sustainable travel (SA8) as the site is within close proximity to public transport links and local services.

The site was previously used as a plant nursery and aquatics centre and is part previously developed land and as such scores a minor positive for SA14. The landscape sensitivity is unknown and therefore an uncertain score is recorded for landscape (SA13). The site scores an uncertain for SA3 as it is not known whether the employment site would contribute to community cohesion.

As the site is part greenfield outside the Limits to Development it scores a minor negative against SA6 (town and local centres). Given the sites previous use there are a number of ponds on site, the site is also a candidate Local Wildlife Site and it's also within the River Mease Catchment therefore it scores significant negative against SA12 (biodiversity).

Are there ways to help mitigate negative impacts?

SA6	-	No because this is measured by proximity to residential uses and town centres/services although introducing more sustainable transport options would bring community benefits.
SA12	--	Possibly, depending on the outcome of ecological surveys.

LOCATION

The site is outside the Limits to Development in the adopted Local Plan and the Made Ashby de la Zouch Neighbourhood Plan. The nearest settlement is Ashby de la Zouch, a key service centre.

KEY PLANNING CONSIDERATIONS

The site is a former aquatics and nursery accessed off Nottingham Road located to the east of Ashby de la Zouch. There are several ponds of varying sizes within the site and also areas of dense mature tree planting. A planning application was submitted in 2018 for the erection of workshop and office building, washing facility and formation of vehicle parking and hardstanding for use as haulage and transport depot (18/00679/FULM). The application has not been determined.

In terms of highways, the Highways Authority did not have any objections (subject to conditions) to planning application 18/00679/FULM which proposed the formation of a new access onto Nottingham Road.

The site is assessed in the Landscape Sensitivity Study as part of a larger swathe of land to the north east of Ashby (Parcel 02ASH-A). The Study notes that the landscape quality is lower around the flatter fields close to the B587 (Nottingham Road). The overall landscape sensitivity is considered to be medium-high to change arising from new employment development. Overall visual sensitivity is considered to be high to change arising from new employment development.

In terms of ecology the site is a Local Wildlife Site. In response to the undetermined planning application (18/00679/FULM) the County Ecologist has serious concerns about the development of the site and as such issues a holding objection until further information is submitted. The County Ecologist notes that development would effectively destroy most of a Local Wildlife Site and adversely affect a colony of Great Crested newts. The proposed works carry a risk of contamination of the River Mease SAC with invasive non-native plants, which would require intensive mitigation and precautionary working. Natural England have objected to the current planning application (18/00679/FULM) due to the risk posed by nine invasive species that are on site. Although the applicants are proposing to remove and dewater the wetland features and bury the invasive plant material it is unclear whether invasive species could re-colonise the site from fragments or be mobilised into the River Mease. There are also outstanding issues in regard to the drainage proposals.

The site lies within the catchment of the River Mease Special Area of Conservation. It is necessary to ensure that development does not negatively impact the water quality of the River Mease. 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.

Due to the extent of the ponds on site around half of the site falls within the 1 in 30 year flood extent. This forms part of the functional floodplain as detailed in Planning Practice Guidance (Flood Risk and Coastal Change).

EMPLOYMENT SITE ATTRIBUTES

General employment

The site has good access onto the major road network, although capacity at the nearby A511 roundabout would need to be assessed.

The site is within a reasonable walking distance of a bus stop that is served by the half hourly 29/29A service which travels between Coalville and Swadlincote and the hourly number 9 service that travels between EMA and Burton. The site is also within walking distance of a convenience store. Whilst there are footpaths along Nottingham Road the walk to the bus stop and convenience store would involve crossing the busy A511 roundabout.

There are a small number of residential properties to the southeast of the site. However, if the current dense tree planting is retained it may be possible that development could be well screened, and any visual impact reduced.

AVAILABILITY; ACHIEVABILITY

The owner has indicated their intention to develop the site. There is a current undetermined planning application (18/00679/FULM) for use of the site as a haulage and transport depot. The site is **AVAILABLE**.

The site's location within the River Mease catchment will impact the achievability of development. A further potential barrier are the significant ecology issues that need resolving ahead of development taking place. The achievability of the site is **UNCERTAIN**.

CONCLUSION

Although there are a small number of dwellings to the southeast of the site, it is not well related to any built development. Whilst there are nearby commercial uses on the other side of both the A511 and Nottingham Road the roads contain the existing development. The Landscape Study identifies that this area has high sensitivity to visual change.

Of more significance are the extensive ecology issues raised in relation to this site, particularly regarding the ponds and invasive plant species on the site as well as the presence of Great Crested Newts, which may impact upon suitability and achievability.

The site is subject to a currently undermined planning application, and it is uncertain whether the ecological issues can be overcome. The site is not a candidate for allocation at this time.

EMP39 – Dawsons Yard, Swebstone Road, Heather

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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
0	0	?	0	+	-	++	-	0	0	-	?	++	-	0	?

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). The site is previously developed land therefore it scores a significant positive for land use (SA14).

The site is outside the Limits to Development but within 400m of the settlement boundary therefore it scores a minor negative against SA6. The site also scores a minor negative in regard to heritage (SA15) as it is located adjacent to Heather Hall, a Grade II Listed Building.

Heather is not served by public transport and the site is some distance from services therefore it scores significantly negative for sustainable travel (SA8). The site also scores a significant negative for biodiversity (SA12) as it is within a SSSI Impact Risk Zone and within 100m of a Local Wildlife Site.

An uncertain effect has been recorded for SA13 as landscape sensitivity is unknown. An uncertain score is also recorded for SA17 as the site is within a Minerals Safeguarding zone.

Are there ways to help mitigate negative impacts?

SA6	-	No because this is measured by proximity to residential uses and town centres/services although introducing more sustainable transport options would bring community benefits.
SA8	--	Partially, if the site could be served by bus services and other sustainable modes.
SA12	--	Possibly, depending on the outcome of ecological surveys.
SA15	-	Possibly, depending on the outcome of heritage assessment.

LOCATION

The site is outside the Limits to Development of Heather in the adopted Local Plan.

KEY PLANNING CONSIDERATIONS

The site is located off Swebstone Road to the west of Heather, separated from the main settlement by the intervening sports ground and village hall. The site is currently used for a variety of purposes, including residential and a mixture of low-grade employment uses.

The site is assessed in the Landscape Sensitivity Study as part of a larger swathe of land (Parcel 16HEA-B) to the southwest of Heather. The Study identifies that the overall landscape

sensitivity is considered to medium-high to change arising from new employment development. The Study notes that development in proximity to Heather Hall would be particularly inappropriate as it would have an adverse effect on its landscape setting. In terms of visual sensitivity, it is considered to be high to change arising from new employment development and notes that development should be avoided on elevated land and in proximity to Heather Hall. However, the site is set back from the highway and the site frontage is landscaped, the combination of which reduces the visual impact of the site. The site is considerably built up with structures and supporting hardstanding and its re-development may potentially not have any greater visual impact than the current use.

The site is set back from the highway with its own access and access track that runs parallel to the main road. It appears likely that the current access would be suitable and increased traffic generation is also likely to be acceptable, subject to details.

Heather Hall and associated stables and lodge are to the west of the site and are Grade II Listed. The site is partly adjacent to the parkland that surrounds the Hall which has an impact on its setting. The site is however already built up and redevelopment could potentially have no greater impact.

The site is within the SSSI Impact Risk Zone due to the site's proximity to Newton Burgoland Marshes SSSI. As such Natural England would need to be consulted where any industrial development would result in a net additional gross internal floorspace of 1,000sqm or more.

The site is within the Minerals Consultation Area for the potential presence of sand and gravel and/or brick clay resources.

EMPLOYMENT SITE ATTRIBUTES

General employment

Traffic from the site would need to travel some distance, through villages, to reach the main highway network. The impact of any proposed intensification of use of the local roads and/or junctions would need to be assessed.

Heather is not served by public transport, the nearest bus stop is in Ibstock, a significant distance from the site.

The site is within a reasonable walking distance of a convenience store, there is a public footpath along both Swepstone Road and Main Street.

There are residential properties on the opposite side of Swepstone Road. However, the site is currently fairly well screened by mature hedgerows and trees along the road frontage.

AVAILABILITY; ACHIEVABILITY

The site has been promoted (albeit not since 2017) for development by a planning agent with the agreement of the landowner. The site is **AVAILABLE**.

There are a high number of current occupancies/tenancies and to date there has not been any planning application for redevelopment of the site. However, the site is ultimately considered to be **ACHIEVABLE**.

CONCLUSION

The principle of employment development on the site has already been established through the existing uses. The owner is seeking to redevelop the site, and any development

proposals that provide for comprehensive redevelopment and that would allow an opportunity to regularise the existing uses may be acceptable, provided that it does not increase the intensity of the use/site area given the site's fairly unsustainable location. Town centre uses are unlikely to be acceptable on the site.

Given that there is already employment use/s on the site does not need to be allocated for employment use.

EMP41 – Rear of Charnwood Arms, Bardon

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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
0	0	-	0	+	++	++	-	0	0	-	+	-	-	0	0

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). It gains a significant positive score for supporting local centres (SA6) as the site is within the Limits to Development of Coalville.

The site is within 800 metres of a bus stop but is outside of a reasonable distance to services and facilities and so scores a minor negative for community (SA3) and sustainable travel (SA8).

The site scores a minor negative for heritage (SA15) as the southeast corner of the site is just over 200 metres from a Grade II Listed building.

The site scores a major negative for SA12 as it is within the National Forest. The site scores major negative for SA14 it's more than 1ha in size and is greenfield land.

Are there ways to help mitigate negative impacts?

SA3	-	No as this factor is determined by the site's proximity to exiting residential and town centre development.
SA8	-	Yes, if bus services (frequency and destinations) and access to bus stops were improved.
SA12	--	Possibly, additional National Forest planting would be required.
SA14	--	No.
SA15	-	Possibly, depending on the outcome of heritage assessment.

LOCATION

The site is within the Limits to Development of the Coalville Urban Area in the adopted Local Plan. The site is also within the Limits to Development of the Made Ellistown and Battleflat Neighbourhood Plan.

KEY PLANNING CONSIDERATIONS

This is a flat, vacant site within the Bardon Road industrial area. The site adjoins a lorry park and the rear premises of the pub to the south and offices to the north and west. The A511 runs along the eastern boundary. Further employment development here would be compatible with these uses.

The Ellistown and Battleflat Neighbourhood Plan aims to focus new development within the existing built-up area. The development of this site would accord with Policy S1 of the neighbourhood plan.

The site had permission for light industrial and storage units (application 17/00048/OUTM which has now expired). In response to a subsequent, similar application (20/00914/OUTM that was withdrawn) LCC Highways advised that the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe.

In response to the same application, the County Ecology Team advised that an ecology survey was not necessary as the site had relatively recently been cleared. A phase 1 survey may be necessary in the future if the site has regenerated further.

EMPLOYMENT SITE ATTRIBUTES

General employment

This site is within an established industrial area with good access to M1 Junction 22 (approximately 1.6miles) via Beveridge Lane (B585) and A511, both of which are dual carriageways.

The site is within reasonable walking distance of bus stops on Beveridge Lane served by the 29/29A service between Coalville and Leicester which runs approximately hourly making it feasible that employees could reach the site by public transport. The closest day to day shops and services are in Ibstock and Ellistown which are beyond walking distance. There are closer services at the Flying Horse roundabout but these are still beyond walking distance from the site. The Charnwood Arms (pub) is within walking distance.

The site could draw on workforce from Coalville and also from places further afield such as Leicester and Loughborough in view of its proximity to M1.

AVAILABILITY; ACHIEVABILITY

A planning application was submitted in 2020 by the landowner. The site is **AVAILABLE**.

The most recent application was withdrawn. The achievability of development is currently **UNCERTAIN**.

CONCLUSION

As site falls within the Limits to Development and is part of a wider designated employment area, employment development would be acceptable in principle, and it would not be necessary to specifically allocate this site.

EMP42 – Land to the east of the Charnwood Arms, Bardon

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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
0	0	+	0	+	++	++	++	-	0	?	++	++	0	-	0

In common with the majority of the employment sites, this site scores very positively for the provision of employment opportunities (SA7) and positively for supporting economic growth (SA5). The site is previously developed land within the settlement boundary and therefore scores significant positives for SA13 and SA14. It gains a significant positive score for supporting local centres (SA6) because it is within the Limits to Development of the Principal Town (Coalville). Its good access to a frequent bus service is better than for most sites (SA8).

Development will potentially add to noise, air and/or light pollution (SA9). The site scores a minor negative for SA16 as the site is brownfield land there may be contamination on the site that requires investigation/mitigation.

Are there ways to help mitigate negative impacts?

SA9	-	Yes, to an extent as noise, light and air pollution issues arising from the operation of the site could be assessed and controlled at planning application stage, including through conditions.
SA16	-	Yes, depending on the outcome of land contamination investigations.

LOCATION

The site is within the Coalville Urban Area Limits to Development and adjoins the Bardon Primary Employment Area of the adopted Local Plan. The site is also within the Limits to Development of the Made Ellistown and Battleflat Neighbourhood Plan.

KEY PLANNING CONSIDERATIONS

The site is a brownfield site located at the junction of the A511 and B585 in Bardon. The site was formally a nightclub, but the building has been demolished and the whole site is currently in use as a truck park for overnight stays and long-term parking of HGVs. The truck park was granted planning permission in June 2020 and has a temporary permission for 36 months.

The County Ecology Team noted, in response to the application for the truck park, the buffering to the existing hedgerow is adequate and that although there are badger records in the area that the main road would act as a barrier and as such an ecology survey was not required.

The Highway Authority had no objections to the application for the site to be used as a truck park subject to conditions.

Policy S1 of the Ellistown and Battleflat Neighbourhood Plan states that development proposals on sites within the Limits to Development will be supported where they comply with the policies of the Neighbourhood Plan. The Neighbourhood Plan supports the retention of existing commercial premises or land (class B) which provides employment or future potential employment opportunities (Policy E1). Policy E2 of the Neighbourhood Plan supports new employment opportunities that are within the Limits to Development, subject to a number of criteria being satisfied.

Bardon Park Chapel, Grade II Listed Building, is 150m to the East of the site. However, given that there was previously a nightclub building on the site and that there is an area of dense tree planting to the west of the chapel that prevents views across to the site, development of the site is unlikely to impact the setting of the Chapel. A heritage statement was not required to determine application 20/00264/FUL.

EMPLOYMENT SITE ATTRIBUTES

General employment

The site is within an established industrial area and adjoins the A511. The site has good access onto the main highway network with M1 junction 22 approximately 1.6 miles from the site via Beveridge Lane (B585) and A511, both of which are dual carriageways.

The site is within reasonable walking distance of bus stops on Beveridge Lane served by the 29/29A service between Coalville and Leicester which rare half hourly services making it feasible that employees could reach the site by public transport. The closest day to day shops and services are in Ibstock and Ellistown which are beyond walking distance. There are closer services at the Flying Horse roundabout, but these are still beyond walking distance from the site. The Charnwood Arms (pub) is adjacent to the site.

The site could draw on workforce from Coalville and also from places further afield such as Leicester and Loughborough in view of its proximity to M1.

There are residential properties to the south of the site on the opposite side of Beveridge Lane. It is likely that occupants are already affected to some degree by noise arising from existing industrial development.

AVAILABILITY; ACHIEVABILITY

The site has permission for the storage of HGVs for a temporary 36-month period. The site's availability for employment use is therefore **UNCERTAIN**.

There are no known physical or economic constraints, therefore the site is considered **ACHIEVABLE**.

CONCLUSION

The site is a brownfield site within the Limits to Development of the Local Plan and made Ellistown and Battleflat Neighbourhood Plan. The site is located within a well performing employment area, its good transport links and a seemingly lack of major constraints should suggest that there is a strong likelihood that development will occur. However, the site has a temporary permission as a truck park and therefore the availability of the site for employment use is uncertain.

Given the site is within the Limits to Development of the Local Plan and Neighbourhood Plan and the site adjoins an area allocated for employment use it is considered that this site should be included within the adjoining employment area. This site will be added into the existing employment area designation via a boundary amendment.

EMP46 – Land at Dents Road, Ashby de la Zouch

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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
0	0	?	0	+	++	++	+	?	0	-	++	++	0	0	?

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). It gains a significant positive score for supporting local centres (SA6) because it is within the Limits to Development of Ashby and scores better than most sites (but not all) for reducing the need to travel (SA8).

The site is brownfield land located within the Limits to Development and therefore scores major positive for landscape (SA13) and land use efficiency (SA14). The sites scores significant negative for biodiversity (SA12) as it is within the River Mease Catchment and within the National Forest. Part of the site is within the Mineral consultation zone and therefore scores uncertain for SA17.

Are there ways to help mitigate negative impacts?

SA12	--	Possibly, depending on the outcome of ecological surveys.
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LOCATION

The site is within the Ashby de la Zouch settlement boundary and is also within a Primary Employment Area (Policy Ec3) in the adopted Local Plan. The site is within the Limits to Development and within the Employment Area of the Made Ashby de la Zouch Neighbourhood Plan.

KEY PLANNING CONSIDERATIONS

This flat, brownfield site is located in the Ashby Business Park. There are employment uses to the north, south and east of the site and to the west the site backs onto a substantial landscape belt with a playing field beyond. Employment development on this site would be compatible with the surrounding uses.

Views from the PROW which runs along the southern and eastern edges of the site would be seen in the context of the surrounding built up, commercial area.

The site had permission for 6,800sqm warehouse building including ancillary offices (15/00518/FULM) which has now expired. With respect to highways, LCC raised no objection to the application. Subject to the incorporation of a 5m landscape buffer, the County Ecologist raised no objection.

The site lies within the catchment of the River Mease Special Area of Conservation (SAC). It is necessary to ensure that development does not negatively impact the water quality of the River Mease. 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.

The Ashby de la Zouch Neighbourhood Plan (2011-31) aims to focus development within the Limits to Development (Policy S2), gives in principle support for development on brownfield sites (Policy S5) and aims to retain industrial areas for employment uses (Policy E1). Development of this site is considered to accord with these policies.

The site is within the Minerals Consultation Area for the potential presence of near or at surface coal resources.

EMPLOYMENT SITE ATTRIBUTES

General employment

The site has good access to the major road network (A42 (J13) and A511) which in turn connects to M1 and M6. There are traffic lights at the junction of Dents Road and Nottingham Road and it would need to be determined whether additional vehicle/HGV movements would impact this junction and/or the roundabout at Nottingham Road and the A511.

A supermarket (Aldi) is within a reasonable walking distance via a dedicated footway.

The bus stops on Nottingham Road are within a reasonable walking distance. The services are 9 EMA-Burton upon Trent (every 30 mins); 29/29A Coalville – Swadlincote/Burton upon Trent (hourly); 129 – Ashby-Loughborough (infrequent). On this basis, there is a reasonable prospect that some employees could get to work by public transport.

AVAILABILITY; ACHIEVABILITY

The owner has previously shown an intension to develop the site, however, there has been nothing more recent than the 2015 application. The availability of the site is **UNCERTAIN**.

Subject to future treated foul water flows being pumped out of the River Mease catchment from 2027 the development of the site is considered to be **ACHIEVABLE**.

CONCLUSION

The site falls within the Limits to Development and is part of a wider designated employment area. As such employment development would be acceptable in principle, as such it is not necessary to specifically allocate this site.

EMP50 – Plots 4b + 4d Willow Farm, Business Park, Castle Donington

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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
0	0	+	0	+	++	++	++	+	--	-	+	-	0	0	?

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). The site scores significantly positive for SA6 (town and local centres) and minor positive for SA3 (community) as the site is located within the Limits to Development and as such could enhance the viability and vitality of the town centre. The site has good access to public transport and services and facilities so scores a significant positive against SA8 (sustainable travel).

The site is a greenfield site within the Limits to Development therefore scores a minor negative for SA14 (land use efficiency).

The site scores a minor negative for biodiversity (SA12) as it is within 100 metres of a candidate Local Wildlife Site (cLWS). The site scores a significant negative against SA11 (flooding) as it is within Flood Zone 3.

The site is within the Minerals Safeguarding Area therefore an uncertain effect has been recorded for SA17.

Are there ways to help mitigate negative impacts?

SA11	--	Yes, the Environment Agency has previously been prepared to support development elsewhere on Willow Farm in similar circumstances (it is understood that flood alleviation work has already been undertaken in the wider Willow Farm area).
SA12	-	Possibly, depending on the outcome of ecological surveys. Development has already taken place in closer proximity to the cLWS.
SA14	-	No.

LOCATION

Both plots are within the Limits to Development of Castle Donington and within an Existing Employment Area (Policy Ec3) in the adopted Local Plan.

KEY PLANNING CONSIDERATIONS

The site comprises two parcels of land that fall either side of Long Acre, within the Willow Farm Business Park, to the north of Castle Donington. The plots are surrounded on all sides by commercial and office uses.

The sites are adjacent to each other with highways to the south and west. Development of the sites would, subject to detail, be visually acceptable, being set within the overall business park and being adjacent to existing buildings. The sites could be served by an adequate accesses and traffic generation is unlikely to be an issue.

The site accommodates some landscaping along the boundaries which forms part of the overall landscaping within the industrial site. The site is within 100 metres of a candidate Local Wildlife Site (Castle Donington Flood Grassland and Marsh).

Both sites are within Flood Zone 3b (the functional floodplain) which would normally rule out any employment development on the site. However, the Environment Agency has previously been prepared to support development elsewhere on Willow Farm in similar circumstances (it is understood that flood alleviation work has already been undertaken in the wider Willow Farm area).

The site is Grade 2 Agricultural Land.

The site is within the Minerals Consultation Area for the potential presence of sand and gravel resources.

EMPLOYMENT SITE ATTRIBUTES

General employment

The Willow Farm Business Park has good, established access onto the strategic road network.

The sites are within a reasonable walking distance of a bus stop that is served by the Skylink Derby service (Derby to Leicester, every 20 minutes) and the Skylink Nottingham service (Nottingham to Loughborough, every 20 mins) and also the My15 hourly service from Ilkeston to EMA.

There is a public footpath along Station Road and the sites are within a reasonable walking distance of a convenience store.

The sites are on an already established industrial estate and there are no nearby residential properties therefore there would be no impact on residential amenity.

AVAILABILITY; ACHIEVABILITY

The sites are being actively marketed. The sites are **AVAILABLE**.

Subject to the Environment Agency not having any objections relating to flooding, there are no known physical or economic constraints, therefore the site is considered **ACHIEVABLE**.

CONCLUSION

The site is already allocated for employment use in the Local Plan and is also currently being marketed. As such there is no need to specifically allocate this site.

EMP57 - Leicester Road/Corkscrew Lane, New Packington

SUSTAINABILITY APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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 r& Soil	Waste
0	0	-	0	+	0	++	-	0	0	-	-	-	0	0	?

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). As this is a greenfield site which is not close a settlement boundary and not served by public transport, significant negative effects are found for reducing the need to travel (SA8), landscape impacts (SA13) and efficient land use (SA14). Its location within both the River Mease catchment and the National Forest and its proximity to a Local Wildlife Site results in a significant negative effect for biodiversity (SA12).

Are there ways to help mitigate negative impacts?

SA3	-	No because this factor is determined by the site's proximity to existing residential and town centre development although introducing more sustainable transport options would bring community benefits
SA8	--	Yes, to an extent, if the site could be served by bus services and other sustainable modes.
SA12	--	Possibly, depending on the outcome of ecological surveys and measures to address flows into the River Mease catchment.
SA13	--	Possibly, through measures such as natural screening and site design.
SA14	--	No, this is a greenfield site.

LOCATION

The site is outside the Limits to Development in the adopted Local Plan.

KEY PLANNING CONSIDERATIONS

The site comprises a single large agricultural field which is partly to the rear of a stretch of linear residential development fronting Leicester Road with sizeable rear gardens.

The site is within land parcel 02ASH-B in the Landscape Sensitivity Study. The parcel is found to have medium-low landscape and visual sensitivity to employment development although the broad area in which the site sits is identified as having a higher relative visual sensitivity as a result of the rising ground and the proximity of New Packington.

Development would be out of scale with the adjacent housing and would encroach into the countryside, out of character with the existing form of development. There are no natural boundaries within the site to create a logical, smaller parcel of land for development.

Access onto Leicester Road would route HGVs etc through residential areas and via a height restricted bridge (14'8") under the railway line. The alternative route via Corkscrew Lane has an apparent pinch point crossing the railway line. LCC Highways Authority has stated there are no apparent fundamental reasons for this site to be excluded from consideration at this stage and identify that there is potential to mitigate impact at the railway bridge e.g. shuttle working or a new bridge.

The site lies within the catchment of the River Mease Special Area of Conservation (SAC). It is necessary to ensure that development does not negatively impact the water quality of the River Mease. To date this has been done by developers including mitigation measures through two Developer Contribution Schemes. There is currently no capacity for further development in these schemes. Therefore, it is proposed that in the future treated foul water flows will be pumped out of the River Mease catchment. This is proposed to take place 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. In connection with this site, Natural England advise that usually development which will not create additional overnight stays (i.e. commercial development) within the catchment will not need to mitigate for nutrients.

Ecology will be a constraint on development as there is a very large, nationally important Great Crested Newt (GCN) colony immediately adjacent to the site This is in a District-level licensing Red Zone and on-site surveys and on-site mitigation would be needed. The G-Park development to the north has translocated GCNs into a constrained area around the new ponds just north of railway line, close to this site and there are more GCNs just off-site to the north west. GCN mitigation including the retention of marginal habitats may reduce the overall developable area of the site. There is also potential for badgers to be on the site. The hedges and trees are potential BAP habitats.

The site is recorded as being of Grade 3 agricultural land quality.

Any development layout would need to take account of the pylons which traverse the site N-S.

The Ashby de la Zouch Neighbourhood Plan (2011-31) aims to focus development within the Limits to Development (Policy S2), and the development of this site would be in conflict with this policy.

EMPLOYMENT SITE ATTRIBUTES

General employment

The site is not on a bus route. There is a bus stop on Leicester Road, served by the 19/19A service (Ashby-Burton upon Trent, hourly) but it is beyond walking distance away. The potential to access the site by public transport is very limited.

Corkscrew Lane connects the site to A511 and A/M42 (J13) however its suitability for additional HGV movements would need further assessment, noting in particular the limited width of the bridge over the railway. The alternative route along Leicester Road is circuitous, passes through residential areas and is constrained by a low bridge.

In respect of the neighbouring ex-Lounge depot site to the north, a financial contribution to A511 improvements (Coalville Transport Strategy) was secured as part of the permission which could include pedestrian and cycling and public transport improvements but not necessarily specific to the section of A511 closest to this site.

The nearby towns of Ashby de la Zouch and Coalville could supply local workforce. The site's relative proximity to A42 means that employees may also travel from further afield.

Employees are unlikely to walk to local services, such as the food outlets in and around at Ashby Business Park, due to both distance and the lack of formal footways on Corkscrew Lane and the A511.

There are residential properties immediately to the west of the site and facing it on the south side of Leicester Road. The site surrounds a further property on Corkscrew Lane on three sides. Developing the site for employment uses could impact on the amenity of these residents.

Strategic B8

The site falls within the A/M42 transport corridor which is an 'Area of Opportunity' in the Strategic Distribution Study (Area 5).

As outlined above, the site could have good access to the strategic highway network via A511 if the constraints on Corkscrew Lane can be addressed. With respect to access to markets, A511 connects to M1 and A/M42 connects to both M1 and M6 thereby giving access to local, regional and even national markets. The site does not have rail access.

The site is gently sloping and some 'cut and fill' will be required to make the level development platforms needed for strategic scale units, changing the natural topography of the site.

As outlined above, Ashby de la Zouch and Coalville could supply local workforce and employees may also travel from further afield.

In terms of nearby uses, the land to the north (north of the railway line) has planning permission for strategic warehousing and to the E/SE and NW are agricultural fields. Strategic warehousing would be compatible with these uses but would have an adverse effect on the nearby residential properties to the S/SW and E by virtue of noise and disturbance from the operation of the site and the visual domination of large-scale units here.

The Strategic Distribution Study proposes a sequence for site selection as follows - 1) extension to an existing site (subject to transport capacity); 2) satellite to an existing rail-served site; 3) PDL; 4) greenfield. The site is physically separated from the land to the north by the railway line so it would not be an operational extension to the ex-Lounge site. In these circumstances, the site is considered to fall within the 4th category in the sequence, greenfield site.

AVAILABILITY; ACHIEVABILITY

The site was included in the 2017 SHELAA but there has been no further contact from the landowner since then. The availability of the site is currently **UNCERTAIN**.

Subject to there being satisfactory highways access to the site and acceptable ecological mitigation, there are no known barriers that would render the site unviable. The site is considered **ACHIEVABLE**.

CONCLUSION

Development of this site would represent a significant incursion into the countryside in a location which is poorly related to the built-up area of Ashby. Employment development here is also like to have adverse effects on the amenity and setting of the adjacent properties on

Leicester Road and Corkscrew Lane. Ecology is a constraint to development and significant mitigation is likely to be needed, including measures which could significantly reduce the developable area of the site. Trips to/from the site are likely to be predominantly car-borne as the site is not currently served by public transport.

The site is not considered a candidate for allocation at this time.

EMP58 - Barralochen Farm, East Lane, Bardon

SUSTAINABILITY APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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 r& Soil	Waste
0	0	+	0	+	-	++	+	-	0	?	+	-	-	0	0

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5).

The site does not adjoin the Coalville settlement boundary and is beyond a reasonable walking distance to local services (SA6) but, more positively, it is served by public transport (SA8).

Ecological impacts are uncertain pending an on-site survey (SA12) whilst the setting of a nearby listed building could be affected by development in this location (SA15). As this is a large greenfield site, its development would not contribute to an objective of using land efficiently and effectively (SA14). Operations on the site could have some polluting effects (SA9).

Are there ways to help mitigate negative impacts?

SA6	-	No because this factor is determined by the site's proximity to existing residential and town centre development although introducing more sustainable transport options would bring community benefits
SA9	-	Yes, to an extent, as noise, light and air pollution issues arising from the operation of the site could be assessed and controlled at planning application stage, including through conditions.
SA14	--	No. This is a greenfield site.
SA15	-	Potentially, depending on the outcomes of heritage assessment.

LOCATION

The site is not adjacent to the settlement boundary for Bardon in the adopted Local Plan although its north west corner is only separated from it by the width of Beveridge Lane. It is part of a larger site which extends into Hinkley & Bosworth BC although it could be developed on its own.

KEY PLANNING CONSIDERATIONS

This is a fairly flat site and comprises agricultural fields. The site forms the greater part of parcel 15ELL-C in the Landscape Sensitivity Study. Its character is strongly impacted by the nearby roads and industrial uses and the parcel is found to have low landscape and visual sensitivity to new employment development.

The A511/Beveridge Lane roundabout currently marks the limit of the built-up area of Bardon. Development of the site would effectively link Bardon and the ribbon of residential development fronting A511 to the east.

Development would be prominent in views from the PROW which crosses the southern tip of the site and runs close to the southern boundary.

LCC Highways has stated that access from A511 or B585 (Beveridge Lane) would be unacceptable; South Lane and East Lane are also unsuited to the additional traffic generation. The absence of acceptable access arrangements is a barrier to the development of the site.

The ecological value in terms of both potential species present and important habitat may also be a constraint to development. There would need to be a Phase 1 habitat survey undertaken and a GCN survey of the off-site ponds to determine whether mitigation is feasible and, if so, what measures will be required.

Bardon Park Chapel (Grade II) erected c.1694 lies to the north of the A511. The Conservation Officer advises that the relationship between the chapel and the surrounding countryside is long established and development would harm the setting of the chapel. The significance of harm would need to be assessed and addressed as part of any planning application, taking account of how the setting is impacted by the dualled A511 which lies between the site and the chapel.

The site is reported to be Grade 3 agricultural land.

The Ellistown and Battleflat Neighbourhood Plan aims to focus new development within the existing built-up area and the development of this site would be in conflict with Policy S1 of the neighbourhood plan.

EMPLOYMENT SITE ATTRIBUTES

General employment

The site borders Beveridge Lane and A511 which potentially gives it good access to the strategic highway network however a suitable access that is acceptable to LCC Highways has not been identified.

The bus stops on Beveridge Lane are within a reasonable walking distance along a footway. The 29/29A service between Coalville and Leicester runs approximately hourly making it feasible that employees could reach the site by public transport. The closest day to day shops and services are in Coalville and at Markfield Service Station which are both beyond walking distance although the Charnwood Arms (pub) is within walking distance.

The site could draw on workforce from Coalville and also from places further afield such as Leicester and Loughborough in view of its proximity to M1.

Employment development here is also like to have adverse effects on the amenity and outlook of the nearby properties on East Lane.

AVAILABILITY; ACHIEVABILITY

The site was promoted for development in the 2018 SHELAA. There has been no update from the landowner since, so its availability is **UNCERTAIN**.

Subject to access arrangements being identified to the satisfaction of the highway authority, the site is considered to be **ACHIEVABLE**.

CONCLUSION

The main barriers to development is the lack of a satisfactory access and the issue of the site's availability. Development would effectively link the Bardon industrial area with the ribbon of residential properties fronting A511 to the east. There are also likely to be adverse impacts on the amenity of the properties on East Lane and on the setting of the listed chapel although the significance of this harm would require further assessment.

Taking these matters into account, the site is not considered to be a candidate for allocation at this time.

EMP60 – Burton Road, Oakthorpe

SUSTAINABILITY APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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 r& Soil	Waste
0	0	+	0	+	-	++	-	-	0	-	-	-	0	?	?

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5).

Employment development here could benefit the local community (SA3) although, in practical terms, it is neither particularly close to residential areas or to Measham centre, as reflected in the negative score for SA6.

The site is on a bus route and there are bus stops adjacent to the site. Nonetheless, the SA gives it a significant negative score for reducing the need to travel (SA8), stating that development here could increase car use as the site is located away from existing services.

As this is a large greenfield site, its development would not contribute to an objective of using land efficiently and effectively (SA14) and could have adverse impacts on the landscape (SA13). Operations on the site could have some polluting effects (SA9). The site's location in the National Forest and the River Mease catchment generates a significant negative impact for biodiversity.

Are there ways to help mitigate negative impacts?

SA6	-	No because this factor is determined by the site's proximity to existing residential and town centre development although introducing more sustainable transport options would bring community benefits
SA8	--	Yes, to an extent, if sustainable transport options can be improved.
SA9	-	Yes to an extent as noise, light and air pollution issues arising from the operation of the site could be assessed and controlled at planning application stage, including through conditions.
SA12	--	Possibly, depending on mitigation being identified for the outflows into the River Mease catchment.
SA13	--	Possibly, though measures such as natural screening and site design.
SA14	--	No

LOCATION

This 4.48Ha site is outside the Limits to Development for Oakthorpe and for Measham in the adopted Local Plan.

KEY PLANNING CONSIDERATIONS

This triangular site is in agricultural use. The county council (as landowner) previously put forward this site as a potential relocation site for existing business premises on the Westminster Industrial Estate at Measham which would be lost if HS2 (now cancelled) was implemented.

A ribbon of housing development and an outdoor clothing shop face the site on the north side of Measham Road, but overall the area has a countryside feel. Development here would not be well related to either Oakthorpe or the Westminster Industrial Estate at Measham which is separated from the site by the A42 which itself is elevated on an embankment at this point.

Development would be seen in close range views from the PROW (P78) which connects with the site's western boundary.

The site is part of a wider parcel of land to the south of Oakthorpe and to the west of A42 identified as being of medium landscape and visual sensitivity in the Landscape Sensitivity Study (06MEA-D). The assessment identifies that the eastern corner of the parcel (this site) is relatively visually contained. The study identifies that enhanced buffer planting could be incorporated along the boundary with A42.

LCC Highways Authority report that access on to Burton Road may be possible with further consideration needed to the form of junction and the close proximity of the Winfields Outdoors accesses opposite. A pedestrian crossing of Burton Road and footway improvements will improve on foot accessibility to the site.

The site is potentially important for species (badgers) and BAP habitats and requisite ecology surveys would be required.

The site is within the River Mease catchment. The general advice from Natural England is that development which will not create additional overnight stays within the catchment (i.e. commercial development such as this) will not need to mitigate for nutrients. The remaining concern is surface water pollutants, which include fuels/oils, sediment and phosphorous (as well as other potentially harmful pollutants derived from industrial processes etc). NE report that the development of this site could be acceptable in terms of impacts to the SAC, but the implementation and maintenance of a well-designed SuDS scheme would be required. Any allocation would need to reflect this and highlight the potential for impacts to the SAC. In view of the separation of the site from the river banks, direct impacts to the bankside habitat are unlikely.

The land is recorded as being Grade 3 agricultural land.

EMPLOYMENT SITE ATTRIBUTES

General employment

The site is situated to the south of Burton Road (B class road). The route to J11 M42 would be either westbound on Measham/Burton Road to A444 or eastbound via Measham and Tamworth Road and both routes are approximately 3 miles. The eastbound route would result in additional goods traffic passing through Measham, although this is the route that is used by traffic from the existing industrial area, whilst the westbound route is along Measham Road is rural in character.

There are bus stops adjacent to the site on Burton Road which are served by the hourly 19 service between Burton upon Trent and Ashby de la Zouch. There is some prospect that some employees could use public transport to get to work.

The nearest day to day services, including a convenience store, are in Measham. Whilst there is a footway along the northern side of Measham Road, these facilities are beyond a reasonable walking distance away.

There are residential properties facing the site on Burton Road and also a single storey outdoor clothing and equipment store. Development of the site would impact on the amenity of these properties as result of the activity on site and additional traffic movements. Retention of the hedge along the site boundary to Burton Road would help to screen the development from these properties and mitigate these impacts to an extent. It is considered that employment development would be compatible with the commercial yard at Oak Field Barn and agricultural uses adjoining the site to the east. The site adjoins the M/A42 to the south.

The site is 60m from one landfill site and 100m from another. Further contamination investigation is recommended.

AVAILABILITY; ACHIEVABILITY

The site was put forward pre-2018 by the landowner, Leicestershire County Council, as a replacement for land that would be lost at Westminster Industrial Estate due to HS2. In October 2022 LCC confirmed that site has been declared surplus and is **AVAILABLE** for development.

Subject to the identification of a suitable access that satisfies the Highway Authority and Natural England's concerns about impacts on the River Mease being addressed, development is considered to be **ACHIEVABLE**.

CONCLUSION

This is a well contained site and the A42 forms a strong boundary. As a result. the site does not appear well related to either Measham or Oakthorpe although is relatively close to the Westminster Industrial Estate in terms of distance. There is access to the strategic road network at J11 M42 although the route/distance is not as convenient as for some of the candidate sites. The residential amenity of the properties facing the site is likely to be adversely affected to some degree from noise and traffic movements to/from the site although the retention and enhancement of existing landscaped boundaries would help to mitigate the impacts. The Highway Authority's outstanding concern about an additional access onto Burton Road and River Mease SAC mitigation are important matters to address.

Subject to these matters being resolved, the site is considered suitable for allocation at this stage.

EMP61 – Land at Hoo Ash roundabout, Swannington

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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
0	0	+	0	+	++	++	++	?	0	-	-	-	0	0	?

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). The site scores a significant positive for supporting local centres (SA6) and minor positive for communities (SA3) because it adjoins the Limits to Development of Swannington. The site scores better than most sites for sustainable travel (SA8) due to its good access to public transport.

The site is a greenfield site located outside the Limits to Development and therefore scores a major negative against SA13 (landscape), but as the site area is less than 1ha in size it scores a minor negative for land use (SA14). The site is within a SSSI Impact Zone and as such scores a significant negative for biodiversity (SA12).

An uncertain score has been recorded for SA17 as the site is within the Minerals Safeguarding Zone.

Are there ways to help mitigate negative impacts?

SA12	--	Possibly, depending on the outcome of ecological surveys.
SA13	--	Possibly, though measures such as natural screening and site design.
SA14	-	No.

LOCATION

The site is outside but adjoining the Limits to Development of Swannington in the adopted Local Plan. The site is outside of the Settlement Boundary of the Made Swannington Neighbourhood Plan. Policy H2 of the Neighbourhood Plan identifies that land outside the settlement boundary will be treated as open countryside.

KEY PLANNING CONSIDERATIONS

The site lies to the north of Hoo Ash roundabout at the corner of Hough Hill and Ashby Road. It comprises a single, almost rectangular shaped field and is surrounded to the west and east (across Hough Hill) by fields used for agricultural purposes, to the north by a row of residential properties and to the south, across Ashby Road, by a farm.

The site is proposed for use as retail and a hotel (rather than 'B' class employment use). Therefore, to comply with the NPPF and Local Policy Ec8 a sequential test would need to be undertaken to demonstrate no sequentially preferable sites are available.

The made Swannington Neighbourhood Plan sets out a range of criteria that must be met for new employment opportunities to be supported. This includes that new development should, *“fall within the boundary of planned limits of development unless it relates to small scale leisure or tourism activities, or other forms of commercial/employment-related development appropriate to a countryside location or there are exceptional circumstances”* (Policy E2: Support for New Employment Opportunities). The Neighbourhood Plan identifies a number of 'important views' which identify highly valued views within and around the village toward the surrounding countryside. The site is identified as a location (From Hough Hill at the entrance of Swannington east-northeast across the high ground in the south of the plan area) of an important view. Policy ENV 7 of the Neighbourhood Plan identifies that such views are important to the setting and character of the village and development proposals should, whenever possible, respect and protect them.

There are hedgerows along the site boundaries, but no significant ecological issues are known.

There is a narrow existing access to the site from Hough Hill. A scheme is proposed for Hoo Ash Roundabout as part of the Coalville/A511 Growth Corridor; this may have implications such as land take. Hough Hill is a C Class 30mph road subject to a 7.5t weight restriction. There is an existing footpath along Hough Hill. Vehicular access to the site appears achievable subject to designing access in accordance with standards set out in Local Highways Design Guide. An access off the A511 would not be acceptable.

The site is assessed in the Landscape Sensitivity Study as part of a wider swathe of land, parcel 22SWA-D. Overall the landscape of parcel has relatively low scenic quality and the landscape sensitivity is considered to be medium to change arising from new employment development. However, views are often open and elevated and sometimes long distance and as such the overall visual sensitivity is considered to be medium-high to change arising from new employment development. The Landscape Sensitivity Study notes that any development in this parcel of land should respond to the existing settlement pattern to avoid encroachment into Coalville.

The site is Grade 2 Agricultural Land.

The site is within a SSSI Impact Risk Zone and development would fall under the rural non-residential category of Natural England's guidance. As such development may impact on water quality relating to SSSI features and attributes.

The site is within the Minerals Consultation Area for the potential presence of coal resources.

EMPLOYMENT SITE ATTRIBUTES

General employment

The site adjoins the A511 and has good access onto the main highway network. Traffic could be routed so that it would not need to travel through Swannington.

There is a bus stop within walking distance from the site which is served by an hourly bus service that travels between Leicester and Swadlincote. The site is outside of a reasonable walking distance to a local convenience store.

There are residential dwellings to the north of the site and a farm to the south on the opposite side of the A511, therefore development would impact residential amenity.

AVAILABILITY; ACHIEVABILITY

The site has been promoted (albeit not since 2018) by a planning agent with support of the landowner. The availability of the site is **UNCERTAIN**.

There are no known physical constraints, although the economic viability of a hotel in this location is unknown. The achievability of the site is **UNCERTAIN**.

CONCLUSION

The site forms part of the countryside setting Swannington and Coalville and occupies a prominent, elevated position next to the roundabout. As such consideration would need to be given to the scale and visual impact of any development.

The location of the site, combined with the proposed hotel/retail use, means that a sequential test will be required to demonstrate that there are no sequentially preferable sites available for such uses. It is unclear whether an access could be achieved given the sites proximity to Hoo Ash roundabout. Therefore, the site is not a candidate for allocation at this time.

EMP63 – Land east of Carnival Way, Castle Donington

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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
0	0	+	0	+	++	++	++	+	-	?	?	-	0	0	?

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). The site scores a significant positive for SA6 (town and local centres) and a minor positive for SA3 (community) as the site adjoins the Limits to Development of Castle Donington. The site has good access to public transport and services and facilities so scores a significant positive against SA8 (sustainable travel). The site scores a minor positive in relation to pollution (SA9).

The site scores a significant negative against SA11 (flooding) as it is within Flood Zone 3. The site is a greenfield site outside the Limits to Development and therefore scores a significant negative against SA14 (land use).

The site has unknown scores for SA12 and SA13 as the ecological features on sites and the landscape sensitivity are unknown.

Are there ways to help mitigate negative impacts?

SA11	--	Yes, the site is within an area benefitting from flood defences.
SA14	--	No.

LOCATION

The site is outside but adjoins the Limits to Development of Castle Donington in the adopted Local Plan.

KEY PLANNING CONSIDERATIONS

The sites lies to the east of Castle Donington, off Station Road. The site wraps around the car sales company to the west, while to the north is a storage use and to the south and east is agricultural land. The site has mature landscaping along the boundaries and forming the field boundaries. There is a public footpath that runs adjacent to the eastern boundary of the site.

The site has been subject to a previous outline planning application (17/01136/OUTM) for employment development. The planning application was refused, and subsequent appeal was dismissed. The appeal Inspector noted that the gap between Castle Donington and Hemington "is a narrow and noticeably constrained one". He found that the proposed development would undermine the physical and perceived separation and open and undeveloped character between the two villages (Castle Donington and Hemington) and as

such he found it would harm the character and appearance of the area, contrary to Policy S3 of the Local Plan.

The site is assessed as part of the Landscape Sensitivity Study (parcel 03CAS-B). This parcel includes the site as well as land to the east including Hemington village. The Study notes that this parcel has strong character and in the context of NWL the landscape is considered unique and rare, given the historic interest of the Hemington Conservation Area. The overall landscape sensitivity is considered to be high to change arising from new employment development. In terms of visual sensitivity, the Study concluded that employment development would be particularly inappropriate within this parcel as it would contrast with this small-scale historical landscape. The overall visual sensitivity is considered high to change arising from new employment development.

In terms of ecology there is a small candidate Local Wildlife Site (LWS) in the northwestern part of the site and a further candidate LWS along part of the southern boundary. There is a candidate LWS to the east of the eastern boundary adjacent to the site boundary (Hemington Pasture) and a potential LWS to the east of the site adjoining the site boundary (Hemington Scrubby Grassland). Part of the southwestern part of the site falls within the Great Crested Newt Risk Zone. The County Council Ecologist had no objections (subject to conditions) to application 17/01136/FULM.

In regard to highways and access application 107/01136/OUTM proposed an access via a continuation of Carnival Way the Local Highway Authority had no objections to the proposed access subject to conditions and Section 106 obligations.

The site is within Flood Zone 3a but is within an area benefitting from flood defences As such the Lead Local Flood Authority had no objections to the proposed development (application 17/01136/OUTM) subject to conditions.

The site is within the Mineral safeguarding area for the potential presence of sand and gravel resources.

EMPLOYMENT SITE ATTRIBUTES

General employment

The site has good access onto the major road network. There were no objections from the Highways Authority to application 17/01136/OUTM which proposed an access to the site from Carnival Way.

The site is within walking distance of bus stops on Station Road close to the proposed site access off Carnival Way. The bus stops are served by the Skylink Derby (bus every 20mins) that travels between Leicester and Derby and the Skylink Nottingham (bus every 20mins) that travels between Coalville/Loughborough and Nottingham.

The site is within walking distance of the Co-op store in Castle Donington.

AVAILABILITY; ACHIEVABILITY

The site is promoted by planning agents who have an option on the site. The landowner has indicated intention to develop the site and submitted the previous planning application. The site is **AVAILABLE**.

In view of the appeal decision, it is uncertain whether an acceptable form of development could be achieved. The achievability of the site is **UNCERTAIN**.

CONCLUSION

There has been a fairly recent dismissed appeal on the site for employment development. In landscape terms the Inspector found that development would undermine the physical and perceived separation and open and undeveloped character between Castle Donington and Hemington. For the site to be suitable, a form of development would need to be found which would overcome this fundamental issue and, in view of the Inspector's observations about the nature of the gap, this is considered to be unlikely.

Therefore, the site is not a candidate for allocation at this time.

EMP66 – Site of former Measham Colliery, Measham

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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
0	0	-	0	+	-	++	-	0	0	-	-	-	0	0	?

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5).

The site is some distance from the built-up area of Measham and is therefore unlikely to support the local community and local services (SA3 and SA6). The site has poor links to public transport and therefore scores poorly against SA8.

The site is within the catchment of the River Mease and the National Forest is also a candidate Local Wildlife site and as such scores significant negative for biodiversity (SA12). As the site is part greenfield and outside the settlement boundary it scores a significant negative for SA13 and SA14.

Are there ways to help mitigate negative impacts?

SA3		No as this factor is determined by the site's proximity to exiting residential and town centre development.
SA6	--	No because this is measured by proximity to residential uses and town centres/services although introducing more sustainable transport options would bring community benefits.
SA8	--	Partially, if the site could be served by bus services and other sustainable modes.
SA12	--	Possibly, depending on the outcome of ecological surveys.
SA13	--	Possibly, though measures such as natural screening and site design.
SA14	--	No.

LOCATION

The site outside the Limits to Development in the adopted Local Plan, some distance from Measham which is a Local Service Centre.

KEY PLANNING CONSIDERATIONS

The site is part of the former location of Measham Mine and includes an area of hardstanding. The site has a densely wooded area to the north and is set within a countryside setting comprising of agricultural fields with occasional buildings or groups of buildings with a solar farm to the north-east. The site is in a rural area and not well related to any nearby settlements.

There is mature tree and hedgerow planting along the site's boundaries. The trees along the site's boundary with Sweptstone Road are protected by a Tree Preservation Order (TPO1504).

In terms of ecology the site is a candidate Local Wildlife Site (Measham former mine site). The habitat has value - although no recent survey has been undertaken. Survey of the site would be required, although the site, in ecology terms, is unlikely to be acceptable. Biodiversity Net Gain requirements will be high as the site is a high value open mosaic habitat.

In terms of heritage there is a Grade II listed building (Measham House) to the north of the site. The councils' Conservation Officer states that; considering the previous use of the site and the distance from the listed building, there is no identified harm arising from a heritage perspective of the proposed development, subject to the submission of appropriate details.

Given the existing highway arrangements it appears likely a satisfactory access point could be achieved for the site. Traffic generation is also likely to be acceptable, subject to details.

The site lies within the catchment of the River Mease Special Area of Conservation (SAC). It is necessary to ensure that development does not negatively impact the water quality of the River Mease. To date this has been done by developers including mitigation measures through two Developer Contribution Schemes. There is currently no capacity for further development in these schemes. Therefore, it is proposed that in the future treated foul water flows will be pumped out of the River Mease catchment. This is proposed to take place 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.

Site is within the coal development high risk area and is within the mineral's consultation zone for the potential presence of at or near surface coal resources.

EMPLOYMENT SITE ATTRIBUTES

General employment

There is no direct access from the site onto the major road network, therefore traffic, potentially including HGVs, would need to travel along rural roads.

The site is outside of a reasonable walking distance to a bus stop and local services and facilities. There is no public footpath along Sweptstone Road, and employees would need to use their private car.

There are very few residential properties within the vicinity of the site and therefore potential impact on residential amenity would be limited.

AVAILABILITY; ACHIEVABILITY

The site is vacant and promoted for development by a company under the control of a land promotion agent that specialises in the promotion and development of commercial property. The site is considered to be **AVAILABLE**.

The site's location within the River Mease catchment will impact the achievability of development. A further potential issue that may affect the achievability is the ecological value of the site. The achievability of the site is **UNCERTAIN**.

CONCLUSION

The site is within a countryside setting and is a candidate Local Wildlife Site. The site is in a rural location and not well related to any settlement or the major road network. Notwithstanding the fact that the site is part previously developed land development would have a detrimental impact on the site and its countryside setting. It is therefore considered that the site is not a candidate for allocation at this time.

EMP67 – Main Street/Occupation Road, Albert Village

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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 r& Soil	Waste
+	-	-	++	?	+	?	-	?	0	-	-	+	0	-	-

This is being promoted for a mix of housing and employment use. The SA scores for SA1, SA2 and SA4 relate to its potential residential use.

For mixed use sites, the SA methodology gives the economic objectives (SA5 and SA7) an uncertain score because the amount and nature of the employment element is unconfirmed. Whilst the SA methodology gives the site a significant positive score for supporting town and local centres (SA6), this is primarily because it adjoins the settlement boundary. The site has limited access to services and therefore scores a minor negative for community (SA3).

As the site is part previously developed land it scores a minor positive against SA14 (land use efficiency).

The site may be affected by land contamination and part of the site is within a hazardous materials storage area therefore it scores a minor negative against SA16. The site is large in scale compared to the settlement of Albert Village which could impact negatively on landscape character, as such the site scores a significant negative for landscape (SA13). There is an uncertain impact in terms of pollution (SA9) as the site is adjacent to existing commercial/industrial uses and an increase in the concentration of commercial/industrial uses in the same location could increase pollution levels.

The site scores a minor negative for SA12 as the grassland/scrubland on site is potentially of Biodiversity Action Plan quality.

The site is within the mineral's consultation area for the presence of at or near surface coal resources in addition part of the site is within a hazardous materials storage area. As such the sites scores a minor negative for SA17 (waste).

Are there ways to help mitigate negative impacts?

SA3	-	No as this factor is determined by the site's proximity to exiting residential and town centre development.
SA8	-	Partially, if the site could be served by bus services and other sustainable modes.
SA12	-	Possibly, depending on the outcome of ecological surveys.
SA13	--	Possibly, though measures such as natural screening and site design.
SA16	-	Possibly, depending on the outcome of land contamination surveys.
SA17	-	No, as the site is within a minerals consultation area.

LOCATION

The site adjoins the Limits to Development of Albert Village, a sustainable village in the adopted Local Plan.

KEY PLANNING CONSIDERATIONS

The site lies to the east of Albert Village. It forms part of a larger site which extends into South Derbyshire District. The part of the site within North West Leicestershire (NWL) is used partly for employment purposes (including outdoor storage) and part of the site is undeveloped.

This assessment only relates to the part of the site within NWL which is substantial in size and development of the site would be significant in terms of scale compared to Albert Village. The existing employment use is located on the eastern part of the site which is some distance from the built form of the village.

The site is assessed in the Landscape Sensitivity Study as part of a larger parcel of land (parcel 07ABT-B) to the north east of Mushroom Lane. The site forms the very northern part of the parcel assessed. The Study states that there is lower landscape sensitivity to new employment development in the north of the parcel due to the flat topography and existing influence of a works depot. The overall landscape sensitivity is considered to be medium to change arising from new employment development. In terms of visual sensitivity, the works depot in the north forms a prominent visual detractor in the otherwise fairly tree covered landscape. The overall visual sensitivity is considered to be medium-low to change arising from new employment development. The Landscape Sensitivity Study identifies that there is opportunity to improve the landscape quality and condition of the northern part of the parcel and trees and hedgerows could be utilised for mitigation and mounding may be appropriate to reduce the visual impact of development.

The Ecology Team at Leicestershire County Council note that although the site has not been surveyed it does appear to be of value as scrub/grassland mosaic with developing woodland. A survey would be needed to determine whether the site would meet Local Wildlife Site criteria or could be classed as an open mosaic habitat of high national value. The scrub/grassland is potentially of Biodiversity Action Plan quality. In addition, the site is in a hotspot area where there is a concentration of high-quality habitats and as such Biodiversity Net Gain requirements are likely to be very high.

There is currently a vehicular access into the site off Occupation Lane. The Highways Authority note that the current access location would appear acceptable for intensified use, although this would be subject to details.

Part of the south-eastern section of the site is within a hazardous materials storage area (Hepworth Building Products). Mitigation would need to be provided to address any potential issues.

The site lies within the catchment of the River Mease Special Area of Conservation (SAC). It is necessary to ensure that development does not negatively impact the water quality of the River Mease. 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.

The 1 in 30 year flood extent runs through the northern extent of the site. This forms part of the functional floodplain as detailed in Planning Practice Guidance (Flood Risk and Coastal Change).

The site is in close proximity to a number of Grade II listed buildings located within South Derbyshire district.

The site is within the Minerals Consultation Area for the presence of at or near surface coal resources.

EMPLOYMENT SITE ATTRIBUTES

General employment

The current site access is onto Occupation Lane and this joins with Hepworth Road at Woodville. From there is direct access onto the A511 to the south and a new link road (Kiln Way) will provide access onto the A514 to the north. It would need to be determined whether the road network including road junctions could accommodate additional traffic movements that may be generated as a result of development.

There is a bus stop on Main Street, not far from the junction with Occupation Lane. The site is within walking distance of this bus stop where there is an hourly service from Ashby to Burton.

The nearest convenience store in Church Gresley in South Derbyshire is not within a reasonable walking distance from the site. It is likely that employees would be reliant in their private car to reach services and facilities.

There are residential dwellings to the west that front onto the site from the opposite side of Main Street, therefore there would be a considerable impact on residential amenity.

AVAILABILITY; ACHIEVABILITY

The site is being promoted for development by a land promoter with the agreement of the landowner and is considered to be **AVAILABLE**.

Potentially, the site's location within the River Mease catchment will affect the achievability and timing of development. The ecological value of the site is unknown. The achievability of the site is considered to be **UNCERTAIN**.

CONCLUSION

The site is mainly scrub land with some storage and distribution uses located in the eastern part of the site. The ecological value of the site needs to be determined. The scale of development proposed, and its nature are out of keeping with the established character and size of the settlement therefore, the site is not a candidate for allocation at this time.

EMP72 – Land North and South of Park Lane Castle Donington

SUSTAINABILITY APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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 r& Soil	Waste
-	--	?	++	?	++	?	-	-	?	-	-	-	-	0	?

This is being promoted primarily for housing with the potential for an element of employment. The SA scores for SA1, SA2 and SA4 relate to its potential residential use.

For mixed use sites, the SA methodology gives the economic objectives (SA5 and SA7) an uncertain score because the amount and nature of the employment element is unconfirmed. Whilst the SA methodology gives the site a significant positive score for supporting town and local centres (SA6), this is primarily because it adjoins the settlement boundary. The village centre is more than a reasonable walking distance away.

The site's proximity to the airport and to Donington Park raises concerns regarding noise pollution, particularly for residents (SA9). As this is an extensive greenfield site, its development will not ensure the efficient use of land (SA14), landscape impacts could be considerable (SA13) and the SA highlights that there is the potential for Local Wildlife Sites to be adversely affected (SA9) and for some impacts on nearby heritage assets (SA15). The site is located in a mineral safeguarding area; the sustainability implications of this are uncertain at this stage SA17).

Sustainable transport connections would need to be improved (SA8).

Are there ways to help mitigate negative impacts?

SA8	-	Yes, to an extent, if the site was served by a bus route/s (it isn't currently) and other sustainable modes.
SA9	--	Yes, to an extent, as noise, light and air pollution issues arising from the operation of employment uses on the site could be assessed and controlled at planning application stage, including through conditions. Castle Donington AQMA could be impacted by increased traffic levels. The noise from the airport and Donington Park could have more significance for the residential aspect of the scheme.
SA12	--	Possibly, depending on the outcome of ecological surveys.
SA13	--	Possibly, though measures such as structural landscaping and sensitive site design.
SA14	--	No
SA15	-	Possibly, depending on the outcomes of a heritage assessment.

LOCATION

The site adjoins the Limits to Development for Castle Donington in the adopted Local Plan. It extends to some 81ha (northern land parcel 50.32Ha and the southern parcel 30.61Ha).

The site is within the broad Leicestershire International Gateway location which is a component of the Leicester and Leicestershire authorities' Strategic Growth Plan.

KEY PLANNING CONSIDERATIONS

The site comprises two substantial tracts of land to the north and south of Park Lane. The site falls within land parcel 03CAS-D in the Landscape Sensitivity Assessment which is assessed as being of medium visual and landscape sensitivity to new employment development. The parcel is impacted by the adjacent industrial development and transport infrastructure and the assessment identifies that development may be particularly visible in longer distance views as the land is undulating and development may be visible on the skyline. A PROW passes through the wooded area (which is partially covered by a TPO) at the southern edge of the site. The tree cover will obscure/filter views of the wider site from this footpath.

A more localised assessment of this site (termed 'Site C') is contained in the Landscape Appraisal of Sites A, B, C & D. This finds that the site has medium landscape sensitivity and medium-low visual sensitivity for mixed housing and employment development. The Landscape Appraisal advises that development should be carefully controlled on the undulating ground to the north and suggests the following locations for additional buffer planting; the site edge bordering the River Trent, the south western boundary and as screening for EMDC to the north.

The site was initially promoted for mixed use (housing, employment and related service uses) but more recent promotional material (March 2022) identifies an area of the site more loosely for 'residential/potential employment'. EMDC is to the north and it would make sense to locate employment uses close to this boundary although the undulating nature of this part of the site means the landscape is more sensitive here (Landscape Sensitivity Study).

There are agricultural fields to the south, a plant nursery to the west and EMDC to the north and employment development is considered compatible with these uses. The siting of employment development would need to consider amenity impacts with the proposed housing and with homes under construction to the east of the relief road.

LCC Highways has stated that site is likely to impact on the Castle Donington relief road and further transport modelling will be required to identify impacts, including cumulative impacts with other proposals in the area, and whether they can be mitigated. LCC also identify that there is no obvious way of materially increasing the capacity of M1 Junction 24. The latter is a matter for National Highways and will be informed by the outcomes of strategic transport modelling.

A small portion of the site to the north, closest to the River Trent is at risk from flooding (Flood Zone 3).

The overhead power lines cross the northern part of the site would impact on development siting.

Natural England advise that due to the scale of potential development and the proximity of Donington Park SSSI, recreational impacts may be an issue. Provision of Suitable Alternative Natural Greenspace (SANGs) within the development would help to counteract this and

increased connectivity of habitats to and along the Trent corridor, as well as habitat creation beneficial to the SSSI, should be considered as part of any development.

LCC Ecology advise that a Phase 1 habitat/hedge/badger survey will be needed. Studbrook grassland (candidate LWS) is species-rich grassland and Dalby's Covert (cLWS) is designated as woodland. LCC Ecology advise that the main impact on these LWS is likely to be from recreational pressure. This can be mitigated by buffer zones of a good size (at least 5m) and incorporating natural open space with supplementary habitat creation. Buffer zones of 20m are recommended along the Trent and to Studbrook Hollow. The site's proximity to the airport raises issues of landscaping designed to reduce bird-strike which can lead to reduced biodiversity benefits.

There are several listed buildings to the west of the southern part of the site; these include Home Farmhouse (Grade II), Donington Hall (Grade II*) and buildings associated with it (Grade II) and the Priest House Hotel (Grade II). Depending on its siting and scale, development could harm the setting of these buildings and interrupt relationship between Home Farm and its farmland. The council's Conservation Officer recommends at least 300m separation between the site and Home Farmhouse and that western parts of the site are identified for housing rather than employment development. Development could also impact upon the setting of the Aston on Trent Conservation Area and Aston Hall.

In respect of infrastructure, the Potential Strategic Sites Infrastructure Study did not identify any unmitigable constraints, but significant new infrastructure provision and/or mitigation is likely to be required for seven of the infrastructure and constraint types considered, namely electricity supply, sewerage, primary and secondary education, GP services, noise pollution mitigation and other airport considerations.

The sites includes grade 2, 3 and 4 agricultural land. The northern part of the site falls within a mineral safeguarding area for sand and gravel.

EMPLOYMENT SITE ATTRIBUTES

General employment

As a mixed-use site, this site would be more suitable for general employment than for strategic scale distribution and it has been assessed on this basis.

A connection between the site and EMDC would enable goods traffic to be routed through EMDC rather than via the Relief Road and Short Lane thereby avoiding the new residential areas on Park Lane. In either case, J1 A50 is approximately 2 miles distance.

Castle Donington has facilities for day to day needs however these are beyond walking distance. New facilities such a convenience store could feature in the overall scheme given its scale and residential focus.

The nearest existing bus stops are on Hill Top. Although the services are regular with a range of destinations, (Skylink Nottingham and Skylink Derby every 20 minutes, My15 Ilkeston – EMA, hourly) the stops are more than walking distance from most parts of this large site. Public transport and cycling and walking improvements would be needed as part of any development to enable employees to get to work using sustainable modes. Castle Donington would be a local source of workforce and as would the larger centres of Derby and Nottingham.

The site's proximity to EMA and East Midlands Gateway would also be a benefit for businesses requiring cargo services.

AVAILABILITY; ACHIEVABILITY

The site is being promoted by developers and is considered to be **AVAILABLE**.

The infrastructure study identifies infrastructure requirements for the site. The site is considered to be **ACHIEVABLE**.

CONCLUSION

The site is a substantial size and its development would represent a significant encroachment into the countryside. However the scale of the site also brings scope for substantial mitigation measures for ecology, heritage and landscape matters.

Castle Donington has a variety of established employment sites and there are further sites locally which have planning permission. There is a reasonable prospect that new residents could work locally and including employment uses is not essential to make the proposal sustainable although it could nonetheless be beneficial. Further, the employment land element is likely to be tied to the phasing and delivery of the housing, unlike for a standalone employment site which, as a general rule, can come forward in response to market demand.

Taking the above into account, it is considered that this site is not a candidate for an employment land allocation at this time.

EMP73 – Land north and south of A6, Kegworth

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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 r& Soil	Waste
0	0	+	0	+	++	++	-	0	-	-	?	-	0	0	?

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). Development could help support the services and facilities in Kegworth centre and the wider community judged by the proximity of part of the site to the development limits (SA6 and SA3). Whilst the SA records an uncertain effect for landscape and townscape character (SA13), the site's landscape sensitivity has been assessed and this is recorded in the planning considerations section below.

As this is a greenfield site outside the settlement boundary which is shown to be partially within a flood zone, it scores negatively for SA11 and SA14. Its location within a SSSI Impact Zone triggers a significant negative score for biodiversity (SA12).

Are there ways to help mitigate negative impacts?

SA8	--	Possibly, if sustainable transport options are improved in parallel with the site's development.
SA11	-	Yes, subject to the views of the Environment Agency.
SA12	--	Possibly, depending on the outcome of ecological surveys.
SA14	--	No, this is a greenfield site.

LOCATION

The site comprises 3 land parcels. The northern parcel is removed from any settlement whilst the middle and southern parcels adjoin the Limits to Development for Kegworth in the adopted Local Plan.

The site is within the broad Leicestershire International Gateway location which is a component of the Leicester and Leicestershire authorities' Strategic Growth Plan.

KEY PLANNING CONSIDERATIONS

The northern parcel is 14.8Ha. The middle parcel is some 10.24Ha including land safeguarded for HS2 (now cancelled). The southern parcel is part of a larger site (K11) which is a housing allocation in the adopted Local Plan and has detailed planning approval for 141 dwellings (19/00878/REMM and 19/01757/REMM) however this scheme is impacted by the route of HS2 preventing it being progressed. The consented scheme includes the provision

of playing fields on the western portion of the site and these would need to be provided elsewhere if this site were developed for alternative uses.

The northern parcel is located adjacent to M1 and A453 dual carriageway (Remembrance Way) which is a locational advantage for employment uses. A new link under A453 to connect the northern and the middle sites would be needed as the existing underpass has insufficient headroom. There is an existing minor access onto A6 from the middle site. A signalised junction on A6 has been agreed as part of the residential consent on the site opposite and it is possible that this could also serve the middle and northern sites.

LCC Highways advise that the highways impact of this proposal needs to be assessed in conjunction with other proposals in the area and LCC also identify that there is no obvious way of materially increasing the capacity of M1 junction 24. The latter is a matter for National Highways and will be informed by the outcomes of strategic transport modelling.

The north and middle parcels are generally quite flat. The middle site abuts the Refresco Drinks industrial site to the south and would be viewed in that context although development would still have a significant visual impact on the approach into Kegworth. The northern and middle areas fall within parcel 05KEG-A in the Landscape Sensitivity Study. The study notes the visual impact of transport infrastructure and large-scale developments nearby and further afield and concludes that both areas have low landscape and visual sensitivity to employment development. Regarding the middle site, the study recommends that the introduction of screen mounds and tree planting may be appropriate as mitigation. Development on the northern site would be quite prominent in views from M1 which may limit the size and height of units likely to be acceptable.

The northern parcel is recorded as being within FZ3. The site promoters are undertaking more detailed flood modelling work and are liaising with the Environment Agency to confirm the actual level of flood risk. There is a TPO woodland immediately to the east of the northern site (TPO1358).

The three parcels are recorded as being of Grade 3 agricultural land quality. They fall within a minerals safeguarding area for sand and gravel.

The northern and middle parcels are likely to require a Phase 1 Survey to assess ecological potential as part of any planning application. The site to the south has been deemed acceptable on ecological grounds as part of the planning application.

The land parcels lie within the surface water catchment of Lockington Marshes SSSI. Natural England advise that the site is far enough away that direct impacts to the SSSI are unlikely, however surface water may create issues during construction and operation. An assessment of the potential impacts, and suitable mitigation, i.e. SuDS, would be required.

EMPLOYMENT SITE ATTRIBUTES

General employment

The middle and southern parcels access directly onto A6 and from there link to M1 J24. The northern parcel would have similarly good access to the strategic road network, subject to achieving the connection through the middle site. The sites' position to the west of Kegworth means that HGVs should largely be diverted away from Kegworth itself.

There are no bus stops on Derby Road. The stop nearest to the middle site is on Nottingham Road which is (just) within walking distance (1,100+m) from the site edge along a footway and this stop is served by the hourly Skylink Nottingham service and 865 Normanton on Soar-

Clifton (every 2 hours). The northern site is beyond walking distance to a bus stop (1,600m). The Skylink Derby service (every 20/40 minutes) runs through the centre of Kegworth. It is feasible that some employees could use public transport to get to work although the walking distances would be a deterrent for many.

There is a Spar at the BP petrol station on Derby Road which is a reasonable walking distance from the middle site (800m) and just within walking distance of the northern site (1,100+m) via a dedicated footway and the underpass. The Co-op in Kegworth centre provides a wider range of goods but this is a greater distance than people are likely to walk.

The northern site is adjoined on two sides by road infrastructure with fields/woodland on the remaining two sides. Employment development here is considered compatible with these uses. In the case of the middle site, this adjoins agricultural fields, road infrastructure and industrial uses/car park to the east which again are considered compatible with employment development. Land to the south has planning permission for housing and the amenity of these residents could be impacted by the operations on the middle parcel (noise, lighting, visual dominance) and these issues would need to be addressed through scheme design and mitigation as part of any planning application.

Strategic B8

The site falls within the J1A50/M1 corridor which is an 'Area of Opportunity' in the Strategic Distribution Study (Area 3). As outlined above the sites are adjacent to a major motorway junction with good links to the strategic road network thereby giving access to local, regional and national markets as well as global markets via EMA. Whilst the sites are not rail-served themselves, there are close to the rail facility at EMG to the west of J24 M1.

The northern and middle sites are generally flat. Both sites are likely to be of a sufficient size to accommodate strategic-scale units.

No bus services currently go past the northern or middle sites and unless and until this is addressed the use of public transport is likely to be limited. There are local sources of workforce in Kegworth and Castle Donington as well as Nottingham and Derby to the north and Leicester and Loughborough to the south.

The Strategic Distribution Study proposes a sequence for site selection as follows - 1) extension to an existing site (subject to transport capacity); 2) satellite to an existing rail-served site; 3) PDL; 4) greenfield. The middle site could be viewed as an extension to an existing site (Refresco) however there is no indication that the sites are intended to be physically or functionally linked and the site is more likely to operate as a stand-alone greenfield site .

AVAILABILITY; ACHIEVABILITY

The landowner submitted the 3 land parcels to the SHELAA in 2019. The land is considered to be **AVAILABLE**.

Access to the northern parcel would be through the middle site and requires a new underpass beneath A453 at the developer's expense. Assuming this can indeed be afforded, development is considered to be **ACHIEVABLE**.

Assuming the safeguarding of the HS2 route is rescinded, the whole of the middle parcel would be available for development. This means that development is considered to be **ACHIEVABLE**.

The southern parcel has extant planning permission for housing making the achievability of employment development on the site **UNCERTAIN**.

CONCLUSION

Provided the matter of flood risk can be addressed to the satisfaction of the Environment Agency, the northern site is considered suitable for employment development on the proviso that satisfactory highway arrangements can be funded and delivered.

The middle site is also considered suitable for employment development. Development is contingent on satisfactory highway arrangements and the scheme design taking account of the residential uses permitted on the facing site.

The southern site has planning permission for housing and it is expected that this permission will be fully implemented.

EMP74 – Land south of Gordon Ellis, Trent Lane, Castle Donington

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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
0	0	+	0	+	++	++	++	+	-	-	?	-	-	0	?

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). It gains a significant positive score for supporting local centres (SA6) and for sustainable travel (SA8) as the site is within the Limits to Development and within 800m of public transport provision. As the site is promoted for employment use and is close to residential and town centre uses it scores a minor positive in relation to communities (SA3) and reducing pollution (SA9).

As the site is a greenfield site it scores a minor negative against SA14 (land-use efficiency). The site is within close proximity to a Listed Building and the Castle Donington Conservation Area and therefore scores a minor negative for heritage (SA15).

The site is within Flood Zone 3a and a SSSI Impact Risk Zone therefore it scores a significant negative against SA11 (flooding) and SA12 (biodiversity).

The site scores uncertain for SA13 as the landscape sensitivity is unknown and uncertain for SA17 as it is within the Minerals Consultation Zone.

Are there ways to help mitigate negative impacts?

SA11	--	Possibly, depending on the outcome of sequential and exceptions tests.
SA12	--	Possibly, depending on the outcome of ecological surveys.
SA14	-	No.
SA15	-	Possibly, depending on the outcome of heritage assessment.

LOCATION

The site is within the Limits to Development of Castle Donington in the adopted Local Plan. The northern boundary of the site adjoins a Primary Employment Area (Local Plan Policy Ec3).

KEY PLANNING CONSIDERATIONS

The site is a rectangular parcel of greenfield land located to the south of the Trent Lane industrial area. There is open space and sports pitches to the south and west of the site. There is a parcel of undeveloped land to the north between the site and the existing industrial development.

The site is fairly flat and as such there are open views across from The Spittal towards it and the existing industrial development. There is mature landscaping along the southern and

western boundaries of the site. Given the dense planting that separates the site from the recreation use to the south, it reads more as part of the site to the north than part of the open space to the south.

In terms of ecology a Phase 1 Survey would be needed and mitigation, namely a 5-metre buffer around the edge of the site, is likely to be required.

In regards to highways the site does not currently appear to have an access, which would need to be from the north however, this may involve additional land. The limited size of the site makes it likely that traffic generation could be acceptable; however, evidence would need to be provided that identifies that an adequate access can be provided.

To the southeast of the site is 52 The Spittal which is a Grade II listed building. The site is also within 150 metres (at its closest point) of the Castle Donington Conservation Area. The council's Conservation Officer advises that development of the site would not result in any harm to the setting of the Listed Building or Conservation Area considering that it would not bring industrial development any closer to the conservation area, and the site is well screened by the existing planting to the south of the site.

The site is located within Flood Zone 3a however it is within an area benefitting from flood defences.

The site submission identifies that the site is Grade 3a Agricultural Land.

The site is within a SSSI Impact Risk Zone and development would fall under the rural non-residential category of Natural England's guidance. As such development may impact on water quality relating to SSSI features and attributes.

The site is within the Minerals Consultation Zone for the potential presence of sand and gravel resources.

EMPLOYMENT SITE ATTRIBUTES

General employment

The site has good access onto the major road network. Traffic could be directed west along Trent Lane onto Broad Rushes and onto the A50. However, given the small scale of the site it is unlikely that it would generate significant levels of traffic.

The site is within walking distance of bus stops that are served by the hourly My15 service between EMA and Ilkeston. The site is also within walking distance of the Co-op store in Castle Donington.

There are residential properties to the south of the site beyond the adjoining recreation space. The open space is flat and therefore there are open views across from The Spittal to the site. Whilst there are already open views across to the existing industrial units development on this site would bring the build development closer to The Spittal than it is currently.

AVAILABILITY; ACHIEVABILITY

The site is promoted (albeit not since 2018) by an agent with support of the landowner. The site submission states that a developer is involved. The site is **AVAILABLE**.

It would need to be demonstrated that a satisfactory access to the site could be achieved. Until this is done to the satisfaction of the highway authority, the achievability of the site is **UNCERTAIN**.

CONCLUSION

The site lies within the settlement boundary of Castle Donington and adjoins an existing employment area. The site is relatively small and although slightly detached from the industrial buildings to the north it is better related to the adjacent industrial site than to the open space to the south. The site is something of a transition between the industrial site to the north and the open recreational space to the south. It could be possible to develop a small-scale industrial building without harming the integrity of the open space.

There are a number of issues which will need to be addressed before any development can occur, including assessing ecology concerns, establishing suitable access arrangements (it appears that the only access is through adjoining land to the north), flooding (although it is within an area benefitting from flood defences) and the Council being satisfied that the proposed development would not have an unacceptable impact on the surrounding open space/sports pitch uses.

It is considered that development of the site could be dealt with via a planning application as the site is within the Limits to Development and therefore it is not necessary to allocate the site at this time.

EMP75 (sites a + b) – Pegasus Business Park, Diseworth

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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
0	0	-	0	+	-	++	-	-	0	-	-	-	0	0	?

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). It scores significant negative for supporting town and village centres (SA6) because it is not close to a defined settlement. The site also scores significant negatives for landscape and townscape (SA13) and land use (SA14) because the site is a greenfield site outside the Limits to Development.

The site scores significant negative for pollution as it is located within the East Midlands Airport complex where development may increase noise, air, or light pollution. The site scores a significant negative for biodiversity (SA12) as the site is within an SSSI impact zone.

Are there ways to help mitigate negative impacts?

SA3	-	No as this factor is determined by the site's proximity to exiting residential and town centre development.
SA6	--	No because this is measured by proximity to residential uses and town centres/services although introducing more sustainable transport options would bring community benefits.
SA8	-	Partially, if the site could be served by bus services and other sustainable modes.
SA9	--	Yes to an extent as noise, light and air pollution issues arising from the operation of the site could be assessed and controlled at planning application stage, including through conditions.
SA12	--	Possibly, depending on the outcome of ecological surveys.
SA13	--	Possibly, though measures such as natural screening and site design.
SA14	--	No.

LOCATION

The sites are both outside the Limits to Development but within a Primary Employment Area (Policy Ec3 of the Local Plan). The nearest settlement is Diseworth, a sustainable village.

KEY PLANNING CONSIDERATIONS

The site consists of two parcels – the eastern site which is the larger of the two parcels and is some 7.71Ha located at the end of Herald Way/Douglas Way to the west of the A453. The western parcel is a smaller rectangular piece of undeveloped land (2.23ha) to the north of the A453.

The eastern parcel is partly grassed and contains an area of fairly dense tree planting. There have been earthworks undertaken on part of the site and part of the site appears to be hardstanding that is or has been used for storage. The western parcel has a landscape buffer along the southern boundary which is protected by a TPO (TPO1705).

In regard to ecology there is a pond to the west of the western site and as such this site is within the Great Crested Newt Risk Zone.

In terms of highways, given both parcels existing access arrangements, it appears likely satisfactory access points could be achieved for both sites. Traffic generation is also likely to be acceptable, subject to details.

The site is within a SSSI Impact Risk Zone and development would fall under the rural non-residential category of Natural England's guidance.

A small part of the site (adjoining the M1) falls within the 1 in 30 year flood extent. This forms part of the functional floodplain as detailed in Planning Practice Guidance (Flood Risk and Coastal Change).

EMPLOYMENT SITE ATTRIBUTES

General employment

Both the eastern and western parcels have good access onto the main highway network, namely the A453 and M1.

Both the eastern and western parcels are within walking distance of bus stops that are served by both the Skylink Derby and Skylink Nottingham services. There are numerous services per day to Nottingham, Derby and Leicester. The bus stops are also served by the number 9 bus which provides 3 services per day to Burton on Trent.

Both parcels are outside of a reasonable walking distance to local services and facilities. There are food outlets at Donington MOTO Services at the M1/A453 junction. However, whilst there is a public footpath along the A453 there is no public footway into the services. Therefore, it is likely that employees would use their private car to access services.

The eastern and western parcels are within the wider East Midlands airport complex and are surrounded by airport related uses, business uses and several hotels, there are no residential properties nearby.

AVAILABILITY; ACHIEVABILITY

The site has been marketed and is considered **AVAILABLE**.

The site has been marketed for some time although without development interest to date. There are no known physical constraints to development. The site is considered **ACHIEVABLE**.

CONCLUSION

Both the eastern and western parcels are within the wider East Midlands airport complex and are surrounded by airport and other employment uses. The sites are well related to the existing development, and it is considered that the sites could be developed without undue visual harm beyond the confines of the wider site. As the sites are both within an existing

employment area as identified on the adopted Local Plan Policies there is no need to specifically allocate the sites at this time.

EMP77 – Land south of Repton Road, Measham

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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
0	0	+	0	+	++	++	-	?	?	-	+	-	0	?	0

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). The site is within the Limits to Development of Measham and therefore scores a significant positive for SA6 and a minor positive for landscape and townscape (SA13).

The site scores a minor negative for sustainable transport (SA8) however, the minor negative score does not reflect that the site is within 800 metres of public transport provision.

The site is within the River Mease Catchment and is situated directly adjacent to the River Mease SAC and as such scores significant negative against SA12. The significant negative score for SA14 is because the site is a greenfield site.

Are there ways to help mitigate negative impacts?

SA12	--	Possibly, depending on mitigation for outflows into the River Mease catchment.
SA14	--	No

LOCATION

The site is within the Limits to Development of Measham, a Local Service Centre in the adopted Local Plan. Whilst the site is within the Westminster Industrial Estate it is outside of the Primary Employment Area in the adopted Local Plan.

KEY PLANNING CONSIDERATIONS

The site comprises an area of undeveloped land to the south of Repton Road/west of Huntingdon Way. It is within the Westminster Industrial Estate and is surrounded by employment uses.

Given the existing highway arrangements it would appear likely that a satisfactory access point could be achieved for the site. Traffic generation is also likely to be acceptable, subject to details.

The proposed route of HS2 (now cancelled) runs north-south through the majority of the site. The route would be on a viaduct at this point, and it is possible that this could constrain the development of the site with development likely to be limited to the northern part of the site.

Natural England identifies that this site lies directly adjacent to the River Mease Special Area of Conservation (SAC) and as such development of the site is not preferable and significant

buffering to the river would be required, along with screening, habitat creation/enhancement, SuDS with components to treat surface water before it enters the river. A construction management plan would also be required to prevent adverse impacts from construction, sensitive Lighting design/mitigation, sensitive noise design/mitigation and more.

The River Mease is adjacent to the southern extent of the site. The 1 in 30 year flood extent runs along the route of the River Mease. The 1 in 30 year flood extent forms part of the functional floodplain as detailed in Planning Practice Guidance (Flood Risk and Coastal Change).

EMPLOYMENT SITE ATTRIBUTES

General employment

Traffic from the site could be directed out of the industrial estate onto Tamworth Road which joins junction 11 of the A42. This would avoid traffic going through the centre of Measham.

The site is within walking distance of a bus stop where there is an hourly service between Ashby and Burton. The site is within a reasonable walking distance of a convenience store.

The site is surrounded by industrial uses and therefore there would be no impact on residential amenity.

AVAILABILITY; ACHIEVABILITY

A planning application was submitted in 2016 (but withdrawn before being determined) for storage use on the site. The site has not been promoted for development since the application. The availability of the site is **UNKNOWN**.

The site's location within the River Mease catchment will affect the achievability and timing of development. The River Mease runs adjacent to the southern boundary of the site as such Natural England have identified a range of mitigation measures that would be needed for development to take place. The achievability of the site is **UNCERTAIN**.

CONCLUSION

Although the site is located on an industrial estate it is not within the Primary Employment Area in the adopted Local Plan.

The site is within the River Mease SAC and is adjacent to the River Mease. Natural England have outlined the significant requirements in terms of mitigation and management plans that would be required if the site was to be developed. As such the site is not considered a candidate for allocation at this time.

EMP79 – Land at Gallows Lane, Measham

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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
0	0	-	0	+	-	++	-	0	0	-	-	-	-	?	?

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5).

The site is a greenfield site located outside the settlement boundary of Measham and as such scores a minor negative against SA3 (community) and a significant negative for SA6 (town and local centres). The site scores a significant negative against SA8 due to its poor public transport links.

The site is within the River Mease catchment and includes part of the River Mease SAC and therefore scores a significant negative for SA12.

The site is above 1ha in size and is greenfield site and therefore scores a significant negative for SA14 (land use efficiency) and SA13 (landscape and townscape). The site also scores a minor negative for heritage (SA15) as there is a Grade II Listed building to the north of the site.

The site scores uncertain for SA16 as there is a watercourse on site and it is unclear how development may affect it.

Are there ways to help mitigate negative impacts?

SA3	-	No as this factor is determined by the site's proximity to exiting residential and town centre development.
SA6	--	No because this is measured by proximity to residential uses and town centres/services although introducing more sustainable transport options would bring community benefits.
SA8	--	Partially, if the site could be served by bus services and other sustainable modes.
SA12	--	Possibly, depending on mitigation for outflows into the River Mease catchment.
SA13	--	Possibly, though measures such as natural screening and site design.
SA14	--	No
SA15	-	Possibly, depending on the outcomes of heritage assessment.

LOCATION

The site is outside the Limits to Development of Measham, a Local Service Centre in the adopted Local Plan.

KEY PLANNING CONSIDERATIONS

The site is located to the north of the junction of Atherstone Road and Gallows Lane. The highway forms the boundary to the east and south with a dwelling and garden to the north and an existing industrial site – Fonterra Measham Brickworks - to the west. The site is not well related to a settlement but is adjacent to an existing business centre and brickworks and as such development of the site would be read as part of the existing industrial complex rather than isolated development.

In terms of landscape the site is a relatively flat wedge shape parcel of grassland. The site has landscaping along the boundaries comprising trees and hedgerows which, other than an access point, could be retained. There are groups of trees within the site, especially to the north-east of the site.

In terms of ecology, the site is a potentially significant habitat. As a result, it would be necessary to demonstrate that an up-to-date survey demonstrates a change in habitat value or significant harm can be avoided through appropriate mitigation. There are ponds and a pool to the southeast of the site and as such there are Great Crested Newts present nearby which would require survey/mitigation or district level licensing arrangements. There is a candidate Local Wildlife Site located to the southeast of the site on the opposite side of Gallows Lane.

There is a Grade II listed building (Measham Lodge) to the north of the site, it is separated from the site by a field. The council's Conservation Officer considers that development of the site would result in no harm to the setting of the listed building, given its distance from the site (subject to the submission of appropriate details).

In terms of highways Gallows Lane is a B classified road subject to the National Speed Limit of 60mph along the site frontage. As such an access into the site from Gallows Road would be contrary to the Leicestershire Highway Design Guide Policy IN5 and would not be supported by the Local Highway Authority. Atherstone Road where it adjoins the site is a one-way northbound link road between the main part of Atherstone Road and Gallows Lane. Given the nature of this part of Atherstone Road, an access would need to be left in and left out and routes to and from the site would be restricted and not legible to drivers unfamiliar with the site. It may not be possible to achieve suitable visibility splays, subject to the findings of a speed survey. Safe and suitable access to the site is therefore not likely to be possible.

The site lies within the catchment of the River Mease Special Area of Conservation (SAC). It is necessary to ensure that development does not negatively impact the water quality of the River Mease. To date this has been done by developers including mitigation measures through two Developer Contribution Schemes. There is currently no capacity for further development in these schemes. Therefore, it is proposed that in the future treated foul water flows will be pumped out of the River Mease catchment. This is proposed to take place 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.

There is a Public Right of Way along the western and part of the northern boundary of the site.

The site is near to a former tip site and therefore an assessment of potential contamination would be recommended.

The site is within the mineral's consultation zone for the potential presence of brick clay and in part for sand and gravel and coal resources. There is a corridor running through the site north-west to south-east that is within the coal development high risk area.

EMPLOYMENT SITE ATTRIBUTES

General employment

Given the rural location of the site any traffic accessing the site would need to travel along rural roads.

The site is not well located for access by sustainable modes of travel. The site is outside of a reasonable walking distance to a bus stop.

The site is some distance from Measham itself and outside of a reasonable walking distance of any service and facilities. Employees would be reliant on private car journeys to access the nearest services.

There is one residential dwelling located to the north of the site, therefore any impact on residential amenity would need to be taken into account.

AVAILABILITY; ACHIEVABILITY

The site is being promoted for development by a land promoter with the agreement of the landowner and is considered to be **AVAILABLE**.

Potentially, the site's location within the River Mease catchment will affect the achievability and timing of development. Furthermore, there are highway concerns that a safe means of access cannot be achieved and until this is resolved to the satisfaction of the highways authority, the achievability of the site is **UNCERTAIN**.

CONCLUSION

The site is some distance from the built-up area of Measham. Although the site is immediately adjacent to a brickworks development of the site would alter the appearance of a currently undeveloped rural site. In addition, there are technical concerns from the highways authority in terms of access into the site. As such the site is not a candidate for allocation at this time.

EMP80 – Land at Corkscrew Lane, Ashby de la Zouch

SUSTAINABILITY APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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 r& Soil	Waste
0	0	?	0	+	-	++	-	?	0	-	-	-	0	0	?

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). As this is a greenfield site which is not close a settlement boundary and not served by public transport, significant negative effects are found for supporting town centres (SA6), reducing the need to travel (SA8), landscape impacts (SA13) and efficient land use (SA14). Its location within the River Mease catchment results in a significant negative effect for biodiversity (SA12).

Are there ways to help mitigate negative impacts?

SA6	--	No because this factor is determined by the site's proximity to existing residential and town centre development although introducing more sustainable transport options would bring community benefits
SA8	--	Possibly, if sustainable transport options were upgraded in parallel with development.
SA12	--	Possibly, depending on the outcome of ecological surveys and the pumping out of the outflows from the Sewage Treatment Works at Packington and Measham
SA13	--	Possibly, including through measures such as landscaping and scheme design.
SA14	--	No, this is a greenfield site.

LOCATION

The site is outside a settlement boundary in the adopted Local Plan. Ashby de la Zouch, a Key Service Centre, is the closest settlement.

KEY PLANNING CONSIDERATIONS

The site comprises an arable field which is flat to gently sloping. It is adjacent to the predominantly brownfield ex-Lounge site (G-Park by Gazeley) which has planning permission for up to 70,000sqm of strategic-scale warehousing (19/00652/FULM) and is bordered by A511 to the north and east and the Leicester-burton railway line to the south west and beyond that coppice woodland. It is not particularly well related to Ashby or any other sustainable settlement.

Views of the site from A511 are somewhat obscured by trees and vegetation and there are more prominent views from Corkscrew Lane. The site is identified in the Landscape Sensitivity Study as having medium-low visual and landscape sensitivity to new employment

development (parcel 02-ASH-F). The assessment reports that there is an area of higher landscape sensitivity around the woodland to the north of the site. If the site were developed it would be appropriate to enhance tree cover and boundary vegetation, particularly fronting A511.

In respect of highways, any planning application would need to demonstrate a satisfactory access in terms of geometry and to demonstrate traffic generation would not impact upon nearby junctions of road capacity. The planning permission for the neighbouring site requires amendments to the existing Corkscrew Lane carriageway to incorporate a ghost island right turn lane into the site. No changes to the Corkscrew Lane/A511 junction or to J13 A41 were required. J13 of A42 has previously been improved and is it unknown at present whether further improvements would be a) necessary and b) feasible if this site were developed.

The site is located within the River Mease catchment. The Mease is identified as a Special Area of Conservation due to the importance of the species and habitats it supports. In accordance with the Conservation Objectives for the SAC, for development to be considered acceptable there will be a need for appropriate mitigation to be in place to protect the water quality in the catchment. The site submissions indicate that foul water will be discharged to the mains sewage network outside the River Mease catchment. Natural England report that they would encourage this option wherever possible, to best protect the River Mease SAC in the longer term. NE have reviewed the ecological assessment provide by the site promoters and concur with the conclusion that development here would be deliverable (in NE's terms). NE also note that there may be opportunities to connect areas of woodland in the vicinity of the site and contribute to the Nature Recovery Network.

LCC Ecology observe that the site is mainly arable and, subject to satisfactory hedgerow retention etc, development here would not raise ecology concerns. The main constraint is the presence of the large population of Great Crested Newts on the other side of Corkscrew Lane, on the former Lounge site. As a result, the land is in a GCN 'Red Risk' zone with regard to GCNs. This means that on-site mitigation will be needed; it is not possible to enter the GCN District-level licensing scheme in a red risk zone.

EMPLOYMENT SITE ATTRIBUTES

General employment

The site has good access to A511 and A/M42 (J13) and HGVs would not need to pass through residential areas.

The 29/29A bus route (hourly) serving Ashby and Coalville passes the site but there are no nearby bus stops. A financial contribution to A511 improvements (Coalville Transport Strategy) was secured as part of the permission on the neighbouring G-Park development which could include pedestrian and cycling and public transport improvements, but not necessarily specific to this section of A511.

The nearby towns of Ashby de la Zouch and Coalville could supply local workforce. The site's good highway connections means that employees may also travel from further afield, although realistic public transport options are limited. Employees are unlikely to walk to local services, such as the food outlets in and around at Ashby Business Park, due to both distance and the lack of formal footways on Corkscrew Lane and the A511.

There are no nearby residential properties.

Strategic B8

The site falls within the A/M42 transport corridor which is an 'Area of Opportunity' in the Strategic Distribution Study (Area 5).

As outlined above, the site has good access to the strategic highway network. With respect to access to markets, A511 connects to M1 and A/M42 connects to both M1 and M6 thereby giving access to local, regional and even national markets. The site does not have rail access.

The site is triangular in shape and its overall size and flat to gently sloping topography means it is capable of accommodating strategic scale units.

The nearby towns of Ashby de la Zouch and Coalville could supply local workforce. The site's good highway connections means that employees may also travel from further afield although realistic public transport options are limited.

In terms of nearby uses, the neighbouring site to the west has permission for warehousing and elsewhere the land is in agricultural use. Employment development on this site is considered to be compatible with these adjoining uses.

The Strategic Distribution Study proposes a sequence for site selection as follows - 1) extension to an existing site (subject to transport capacity); 2) satellite to an existing rail-served site; 3) PDL; 4) greenfield. Development of this site could be viewed as an extension to an existing site although, for this to be an advantage rather than a neutral factor, there would need to be evidence of, for example, infrastructure improvements shared with the adjoining site.

AVAILABILITY; ACHIEVABILITY

The landowner is promoting the site for development and there is an option on the land. On this basis, the site is considered to be **AVAILABLE**.

Subject to foul water being discharged outside the River Mease catchment, there are no other known viability issues. Development of the site is considered to be **ACHIEVABLE**.

CONCLUSION

Development of the site would represent a significant incursion into the countryside. The neighbouring site to the west has planning permission for strategic distribution however a substantial portion of that site is previously developed land and it had a long-standing extant permission. Whilst the site is well connected to the strategic highway network it is poorly related to Ashby de la Zouch and connections by sustainable forms of transport are very limited.

Overall the site is not considered a candidate for allocation at this time.

EMP81 – Land south of South Lane, Bardon

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
Health & 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
0	0	+	0	+	++	++	+	-	0	?	-	-	0	0	0

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). It gains a minor negative score for reducing the need to travel (SA8) as, although the site is within 800m of a bus route, it is further than a reasonable walking distance to local shops and services. The site adjoins the Limits to Development of Coalville and as such scores a significant positive for town and local Centres (SA6).

The site scores a minor positive for communities (SA3) as the site is close to residential uses and is adjoining the Limits to Development of the principal settlement (Coaville). There is the potential that development of multiple sites in this area could increase levels of air, light and noise pollution which could adversely affect new and existing communities (SA9).

The site scores a major negative for SA13 as it is a greenfield site outside the settlement boundary and as such its development would alter the current townscape and/or landscape.

There is an uncertain effect recorded for SA12 as the site is within 100m of a Local Wildlife site and within 400m of a Regionally Important Geological Site (RIGS). There is also the potential for badgers and Great Crested Newts on site so surveys would be needed to determine the biodiversity and geological value of the site.

Are there ways to help mitigate negative impacts?

SA9	-	Yes, to an extent as noise, light and air pollution issues arising from the operation of the site could be assessed and controlled at planning application stage, including through conditions.
SA13	--	Possibly, though measures such as natural screening and site design.
SA14	-	No.

LOCATION

The site is outside but adjoining the Limits to Development of the adopted Local Plan and in the Made Ellistown and Battleflat Neighbourhood Plan. The Coalville Urban Area boundary runs along South Lane, immediately to the north of the site.

The site falls part within NWL and part within HBBC. This assessment only considers the part of the site within NWLDC.

KEY PLANNING CONSIDERATIONS

The site is to the south of South Lane with an industrial site to the north, a dwelling and outbuildings to the east, countryside to the south and landscaping with buildings beyond to the west.

There are mature trees and hedgerows running along the boundary of the site. The County Ecologist notes that the retention of hedges with 5m buffer zones of natural vegetation would be supported. To the south of the site (within HBBC) is a candidate LWS which includes two ponds as such there is the potential for Great Crested Newts to be present on site.

The site is assessed in the Landscape Sensitivity Study, as part of parcel 15ELL-C. The parcel includes land extending north to Beveridge Lane and east to the A511. While this landscape is considered to be moderate in condition it is strongly affected by adjacent industrial and transport development. Overall landscape sensitivity is considered to be low to change arising from new employment development. The only scenic views of any quality are limited to views out to the rural landscape to the southern edge of the parcel. Otherwise, views are impacted by industrial, transport and energy related development. Overall visual sensitivity is considered to be low to change arising from new employment development.

Public Rights Of Way (PROW) run to the east and west of the site. The footpath to the east is outside of the site boundary and the footpath at the west is within the site boundary. The site slopes downwards from South Lane and views across the site from both of the PROW would be impacted by development.

In terms of highways the site does not currently have a vehicular access to serve development. The Highway Authority (LHA) have commented that the closest adopted highways are the unclassified East Lane and the unclassified South Lane. East Lane is accessed via a left in / left out priority junction with the westbound carriageway of the B585 Beveridge Lane dual carriageway, in close proximity with its roundabout junction with Shaw Lane. South Lane is accessed via a priority junction with the B585 West Lane, in close proximity to its roundabout junction with Interlink Way East. The LHA does not consider that either junction (nor East Lane or South Lane themselves) would be ideal for significant intensification of use and accordingly, it is unlikely that safe and suitable access to the site can be achieved.

The Ellistown and Battleflat Neighbourhood Plan (2018-31) aims to focus development within the Limits to Development (Policy S1) therefore development of this site would be contrary to the Policies of the Neighbourhood Plan.

The site is within a SSSI Impact Zone and as such Natural England would need to be consulted on development generating air pollution and/or water discharge of more than 20m³/day to ground or to surface water.

EMPLOYMENT SITE ATTRIBUTES

General employment

Both East Lane and South Lane are both unclassified rural roads and as such access onto the major road network is very constrained.

The site is within walking distance of bus stops on Beveridge Lane. These are served by the 29/29A service that travels from Coalville to Leicester every 30 minutes.

The site is outside of a reasonable walking distance to the nearest convenience store at the motorway services at J22 of the M1. There is a closer convenience store located just before

the Flying Horse roundabout on the A511, however this is also outside of a reasonable walking distance from the site.

There are residential properties to the north along East Lane and also to the east and west of the site along South Lane. Although industrial development has taken place to the northwest and the site slopes downwards from South Lane development of the site would further impact on residential amenity of local residents.

AVAILABILITY; ACHIEVABILITY

The site is being promoted by a planning agent on behalf of the landowner. The site is **AVAILABLE**.

The main constraint to development is access to the site and a solution is needed before development can be considered acceptable. Until this is done to the satisfaction of the highway authority, the achievability of the site is **UNCERTAIN**.

CONCLUSION

Although the site is reasonably well related to the industrial development to the north and northeast, the site reads as part of the countryside rather than a natural extension of the built form.

A key constraint that would need to be overcome is the technical concerns of the Local Highway Authority. Both East Lane and South Lane are not suitable for intensified use and as such it is unlikely that a safe and suitable access is possible. The site is not considered suitable for allocation at this time.

EMP82 - Land east of A444 and west of A42 Stretton le Field

SUSTAINABILITY APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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 r& Soil	Waste
0	0	?	0	+	-	++	-	0	0	-	-	-	0	0	0

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). As this is a greenfield site which is not close a settlement boundary and not served by public transport, significant negative effects are found for supporting town centres (SA6), reducing the need to travel (SA8), landscape impacts (SA13) and efficient land use (SA14). Its location within the River Mease catchment results in a significant negative effect for biodiversity (SA12).

Are there ways to help mitigate negative impacts?

SA6	--	No because this factor is measured on the site's physical distance to a nearby settlement although upgraded sustainable transport (SA8) would improve the site's connectivity to nearby centres.
SA8	--	Possibly, if the site was served by regular bus services and other sustainable transport improvements in associations with development.
SA12	--	Possibly, depending on the outcome of ecological surveys and the pumping out of the outflows from the Sewage Treatment Works at Packington and Measham
SA13	--	Possibly, including through measures such as landscaping and scheme design.
SA14	--	No, this is a greenfield site.

LOCATION

The site is outside the Limits to Development in the adopted Local Plan.

KEY PLANNING CONSIDERATIONS

This is a substantial wedge-shaped site comprising open arable fields with hedgerow boundaries. The site is bounded to the west by A444 and to the east by A42 and there are clear views across the site from both these roads. Development here would amount to a significant intrusion into the countryside recognising nonetheless that its existing character is impacted by highway infrastructure, especially to the south and east where the junction dominates visually, and by the substantial Mercia Park development to the west where some 350,000sqm of warehousing is nearing completion.

This site falls with land parcel 08APP-C in the Landscape Sensitivity Study along with land to the east of A42 (EMP83 & 84). The parcel has medium-low landscape sensitivity to employment development, although the presence of Mercia Park and the road infrastructure reduces this relative sensitivity at the southern end of the parcel, and medium visual sensitivity.

The site promoters have submitted an indicative scheme showing access into the site via a new roundabout on A444. LCC Highways note that Burton Road is an A classified road with a speed limit of 50mph along the development frontage. Access from A444 Burton Road would be contrary to Leicestershire Highway Design Guide Policy IN5, 'Our Access to the Road Network Policy' and the highway authority would not, therefore, support access from this frontage. The impact of additional traffic on the capacity of junction 11 of the A42 would need to be assessed and addressed.

The promoters have submitted an initial ecological survey which incorporates a Phase 1 Habitat Survey. LCC Ecology has observed that, subject to the appropriate retention of hedges, development of this arable site would not raise an ecology concern.

The site lies within the River Mease Catchment. Natural England observe that the site lies close to the River Mease, and there appears to be a tributary of the river running through it. This gives rise to concern regarding water quality, from both the construction and operational phases of the development. A construction management plan for surface water during construction would be required, as well as suitably designed SuDS to treat water during operation. Provided surface water from the site is dealt with appropriately (similar to the drainage strategy for Mercia Park), NE considers that impacts on the River Mease SAC could be minimal. NE advise that the design of any development here should aim to build in Biodiversity Net Gain in at the earliest stages to achieve >10% gain in habitat, linear and river units.

Nearby listed properties are the Church of St Michael at Stretton en le Field (Grade II*) some 620m to the north and Park Farmhouse (Grade II) approximately 340m to the west and there is the potential that development will impact on the settings of these assets. An initial heritage assessment submitted by the site promoters concludes that the impacts on the church will be negligible and that those on Park Farmhouse can be sufficiently mitigated. The Council's Conservation Officer comments that the site adjoins the (undesigned) designed landscape associated with Stretton Hall and it may harm the setting of that landscape.

Land to the north is included in an area TPO (TPO1506) and this includes the trees and woodland cover which adjoin the northern boundary to the site.

The site is recorded as being of Grade 2 agricultural land quality.

EMPLOYMENT SITE ATTRIBUTES

General employment

The site is located at M/A42 Junction 11 giving excellent access to the strategic road network and from there onwards to M1 and M6.

The site is not currently served by public transport and employees are likely to travel to work by car, unless significant sustainable transport improvements are delivered as part of the development and/or shared with the Mercia Park development. The no. 20 bus service connects Tamworth and Mercia Park (6 times per day each way) and the 19A links Burton with Mercia Park (5 times per day eachway). The site submissions suggest that bus services could be extended to serve this site as well.

Workforce could come from nearby Measham and Appleby Magna and also locations further afield such as Tamworth, Burton, Swadlincote, Ashby de la Zouch and Coalville.

Neither Appleby Magna or Measham are within walking distance of the site. The drive-thru and petrol station shop at the roadside services at J11 are closer but there is no pedestrian

footway along A444. The initial Transport Assessment provided by the promoters suggests that this is something to be addressed. The s106 agreement for Mercia Park secures a shop/community facility as part of that development which could be used by future employees on this site provided a safe, direct crossing of A444 (or an underpass) was provided.

Employment development is considered to be compatible with the agricultural use to the north and Mercia Park to the west. Hill Top Cottage is immediately to the south of the site and employment development could affect the residential amenity of this property and would need to be mitigated for.

Strategic B8

The site is located in the M/A42 corridor which is an 'Area of Opportunity' in the Strategic Distribution Study (Area 5). As outlined above the site has excellent links to the strategic road network thereby giving access to local, regional and national markets. The site does not have rail access.

The site is of a sufficient size to accommodate strategic-scale units but rises gently from north to south so it is likely that some cut and fill would be required to create level development platforms.

As outlined above, the site is quite well located relative to sources of workforce but without significant sustainable transport improvements, car trips would predominate.

There could be an adverse impact on the residential amenity of Hill Top Cottage by virtue of the development's proximity, scale and the potential for it to operate on a 24hour basis. Noise, vibration, external lighting and visual impacts will all need to be considered as part of any planning application. Employment development is considered compatible with the adjoining agricultural uses and industrial uses at Mercia Park to the west.

The site promoters report that the utilities upgrades for Mercia Park would be sufficient to serve development on this site.

The Strategic Distribution Study proposes a sequence for site selection as follows - 1) extension to an existing site (subject to transport capacity); 2) satellite to an existing rail-served site; 3) PDL; 4) greenfield. This site would qualify as a greenfield site.

AVAILABILITY; ACHIEVABILITY

The site is being promoted for development by a developer of commercial premises and is considered to be **AVAILABLE**.

Access to the site has not been demonstrated to the satisfaction of the highway authority. On the assumption that this can be addressed, development is considered to be **ACHIEVABLE**.

CONCLUSION

The site comprises open arable fields which are attractive in their own right and are also of higher agricultural land quality. The road infrastructure to the east and south and the substantial Mercia Park development to the west does have an urbanising effect and this effect

is more pronounced towards the southern end of the site. The A42, A444 and the hedgerows along the northern boundary of the site provide a degree of containment to the site.

This site's position on J11A42 makes it an attractive location for businesses requiring good access to the strategic road network. Substantial public transport and walking/cycling improvements would be required to reduce employees' reliance on cars for both commuting and access to local services and suitable access arrangements need to be resolved.

If additional employment land is required in this location, this site is considered to be suitable for allocation.

EMP83 – Land adj (NE) of J11 A42 Tamworth Road

SUSTAINABILITY APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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 r& Soil	Waste
0	0	?	0	+	-	++	-	0	0	-	-	-	0	0	0

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). As this is a greenfield site which is not close a settlement boundary and not served by public transport, significant negative effects are found for town/village centres (SA6), sustainable travel (SA8), landscape impacts (SA13) and land use efficiency (SA14). Its location within the River Mease catchment results in a significant negative effect for biodiversity (SA12).

The site scores uncertain for community SA3 as it is uncertain whether the site would contribute to community cohesion considering the infrequent public transport routes and distance from services.

The SA report gives the site an uncertain score recorded for SA11 due to ‘flood risk constraints and green infrastructure commentary combined’ however the site does not fall within a flood risk area.

Are there ways to help mitigate negative impacts?

SA6	--	No as this factor depends on the site’s proximity to a town/local centre although the introduction of bus services could help connect this site to nearby centres (SA8).
SA8	--	Possibly, if the site was served by regular bus services and other sustainable modes.
SA12	--	Possibly, depending on the outcome of ecological surveys and the pumping out of the outflows from the Sewage Treatment Works at Packington and Measham
SA13	--	Possibly, including through measures such as landscaping and scheme design.
SA14	--	No, this is a greenfield site.

LOCATION

The site is outside the Limits to Development in the adopted Local Plan. The nearest settlement is Appleby Magna, a Sustainable Village.

KEY PLANNING CONSIDERATIONS

The site comprises an agricultural field situated to the northeast of Junction 11 of the A42 between the southbound slip road and Tamworth Road. In terms of topography, the site is fairly flat. Nearby uses include a hotel facing the site on the opposite side of Tamworth Road and a drive-thru restaurant and petrol filling station further to the south. The site has a rural

character but there are also urbanising influences in the form of the highway infrastructure and the nearby roadside facilities.

The site is quite well screened from the M42 south-bound slip road, but development would be more prominent in views from Tamworth Road. The site is considered in Part 3 of the Landscape Sensitivity Study (parcel 08APP-C, which also includes sites EMP82 and EMP84). The Study concludes that the overall landscape sensitivity is medium-low to change arising from new employment development. Visual sensitivity is considered to be medium to change arising from new employment development as the site is bounded by M42 off slip and Tamworth Road and is contained by hedgerows except for the north-eastern edge which is marked by a farm track. There is little landscaping within the site.

In terms of ecology the County Ecology Team advise that a Phase 1 habitat survey will be needed to determine the presence of important habitats including, potentially improved grassland. Mitigation should include the retention of hedgerows with 5 metre buffer zones or natural vegetation. A survey and potential mitigation for Great Crested Newts may be required or participation in the District Licensing process.

The site does not have a current vehicular access. An Access Strategy has been produced for the site and the Highway Authority considers that the proposed roundabout option creating a four-arm roundabout at Tamworth Road and Rectory Lane would be preferable. However, they identify that this will require a co-ordinated approach with other potential sites and further information regarding speeds etc to ensure that a satisfactory access could be achieved.

The site lies within the catchment of the River Mease Special Area of Conservation (SAC). It is necessary to ensure that development does not negatively impact the water quality of the River Mease. To date this has been done by developers including mitigation measures through two Developer Contribution Schemes. There is currently no capacity for further development in these schemes. Therefore, it is proposed that in the future treated foul water flows will be pumped out of the River Mease catchment. This is proposed to take place 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.

The land is of Grade 2 agricultural land quality.

EMPLOYMENT SITE ATTRIBUTES

The site is being promoted for employment use or commercial and roadside uses such as a petrol filling station and drive thru food outlets.

General employment

The site is located close to the strategic road network at Junction 11 of M42 and the impact of additional traffic on the operation of the junction would need to be further assessed.

The site is not currently served by public transport. The nearest bus stop is on Tamworth Road close to the junction with Measham Road but this is beyond a reasonable walking distance. This bus stop is served by the number 7 service that travels from Measham to Atherstone with only 3 buses per day. Access to the site is likely to be predominately by car.

The site is also beyond a reasonable walking distance to a local convenience store (Co-op in Measham). The site is closer to the fast-food restaurant and petrol filling station at the nearby road services via the public footpath along Tamworth Road and crossings on the M42 roundabout but this route is not an attractive one for pedestrian use.

AVAILABILITY; ACHIEVABILITY

The site is being promoted for development by a land promoter who owns the site. The site is considered to be **AVAILABLE**.

The site's location within the River Mease catchment will impact the achievability of development. Subject to the identification of a scheme of mitigation for the River Mease catchment, development on this site is considered to be **ACHIEVABLE**.

CONCLUSION

The site is within the open countryside some distance from the nearest settlement. The site is well located in terms of its proximity to the Strategic Road Network but is poorly served by sustainable transport options. Whilst the site's location on the junction would be attractive to strategic B8 operators, the scale of the site would be too small unless it were to come forward in conjunction with adjacent land. The site could accommodate some general needs employment (approximately 6,400sqm). However sustainable transport connections are poor, and development is unlikely to be of a scale to fund any infrastructure upgrades which would be necessary. In terms of developing roadside facilities, there are existing facilities to the southeast of J11 and no requirement for additional facilities in this location has been demonstrated.

Taking the above into account, it is considered that the site is not a candidate for allocation at this time.

EMP84 – Land east of A42 J11, north of Tamworth Road, Measham

SUSTAINABILITY APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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 r& Soil	Waste
0	0	?	0	+	-	++	-	0	-	-	-	-	0	0	0

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). As this is a greenfield site which is not close a settlement boundary and not served by public transport, significant negative effects are found for reducing the need to travel (SA8), landscape impacts (SA13) and efficient land use (SA14). Whilst many candidate sites have a major negative score for supporting town and local centres, the eastern edge of this site is within 400m of the edge of Measham and thereby records a minor negative for this factor. A small proportion of the site is within FZ2 and 3 (SA11). Its location within the River Mease catchment results in a significant negative effect for biodiversity (SA12).

Are there ways to help mitigate negative impacts?

SA6	-	No because this factor is measured on the site's physical distance to a nearby settlement although upgraded sustainable transport (SA8) would improve the site's connectivity to nearby centres.
SA8	--	Possibly, if the site could be served by regular, frequent bus services.
SA11	-	Yes. Only a very small part of the site is within FZ2 and 3.
SA12	--	Possibly, depending on the outcome of ecological surveys and the pumping out of the outflows from the Sewage Treatment Works at Packington and Measham
SA13	--	Possibly, including through measures such as landscaping and scheme design.
SA14	--	No, this is a greenfield site.

LOCATION

The site is outside the Limits to Development in the adopted Local Plan. The closest settlement to the site is Measham.

KEY PLANNING CONSIDERATIONS

This is a substantial site comprising a series of large agricultural fields with some of the hedgerow field boundaries retained. The site is bounded by the A42 to the north west, Tamworth Road to the south and further fields to the east. The site is divorced from any settlement and, whilst there are nearby urbanising features such as the hotel, road services, M/A42 itself and Mercia Park further to the west beyond J11, the site is predominantly rural in character and development here would represent a significant encroachment into the countryside.

The south western portion of the site is prominent in views from the southbound carriageway of A/M42 as the land inclines upwards from A/M42 towards Tamworth Road. Development on the southern and eastern fields would be subject to shorter-range views from Tamworth Road. There would also be a substantial impact on the short-range views from the PROW which crosses the centre of the site N-S and runs along the north-eastern site boundary if it were developed.

The site is considered in Part 3 of the Landscape Sensitivity Study (parcel 08APP-C, which also includes sites EMP82 and EMP83). The Study concludes that the overall landscape sensitivity to change resulting from employment development is medium-low and visual sensitivity is medium. The Study recommends that the views from the site to the villages of Measham, Oakthorpe and Appleby Magna are considered as part of any development proposals. It recommends additional buffer planting where the site borders onto roads and identifies that the northern edge of the site is of higher landscape sensitivity.

Within the site is Manor House Farm and there are a limited number of residential properties close to the site boundary fronting onto Tamworth Road.

There are two Grade II Listed buildings within the vicinity of the site, the nearest one being 310m from the site at its closest point.

In terms of highways, the Highway Authority identifies that the site shares a common boundary with the adopted highway of Tamworth Road. A safe and suitable access from Tamworth Road would appear to be possible subject to recorded design speeds being no greater than the 60mph speed limit.

There is potential for the development to impact upon ecological interests and further information would be required at the application stage.

The River Mease SSSI runs along the very northern tip of the site and the site is within the SSSI Impact Risk Zone. Natural England advise that development of the site is not preferable. Significant buffering to the river would be required, along with screening, habitat creation/enhancement, SuDS with components to treat surface water before it enters the river, construction management plan to prevent adverse impacts from construction, sensitive lighting design/mitigation, sensitive noise design/mitigation and more. Development could be possible if a substantial proportion of this and the adjacent site (EMP85; now withdrawn) were dedicated to ecological enhancement to help restore the condition of the SAC but this would require extensive discussion with Natural England and others. There may be opportunities to create constructed wetlands on this site, to remove sediment and phosphorous from the water of the river.

A very small proportion of the site close to the river falls within Flood Zones 2 and 3

The safeguarded route of HS2 (now cancelled) crosses the eastern corner of the site.

The site is of Grade 2 Agricultural land quality.

EMPLOYMENT SITE ATTRIBUTES

General employment

Provided site access can be achieved, the site would have excellent connections with the strategic road network via Tamworth Road to junction 11 of the A42 and from there to local,

regional and national markets via M1 and M6. The impact of additional traffic on the capacity of junction 11 of the A42 would need to be assessed and addressed.

Local workforce could come from nearby Measham and Appleby Magna and also locations further afield such as Tamworth, Swadlincote, Ashby de la Zouch and Coalville.

Whilst the bus stop on Tamworth Road is within walking distance, there is no footpath on the section of Tamworth Road between the Rectory Lane and the Measham Road junctions. There are only 3 buses a day from this stop that run between Measham and Atherstone meaning that access by car is likely to predominate unless sustainable transport options are significantly improved.

The site is not within walking distance of a convenience store. There is a fast-food outlet and petrol filling station (with shop) at the services and whilst there is a footpath, it is an unattractive route to use because of the need to cross the busy approaches to the roundabout at J11.

There is one property which is surrounded by the site and a small number of residential properties facing the site on the south side of Tamworth Road. Noise, vibration external lighting and visual impacts on these properties will all need to be considered as part of any planning application. Employment development is considered compatible with the adjoining agricultural uses.

Strategic B8

The site is located in the M/A42 corridor which is an 'Area of Opportunity' in the Strategic Distribution Study (Area 5). As outlined above the site has excellent links to the strategic road network thereby giving access to local, regional and national markets. The site does not have rail access.

The site falls away towards the north (A42). Some site levelling will be required to create the flat development platforms needed for strategic-scale units.

As outlined above, the site is quite well located relative to sources of workforce but without significant sustainable transport improvements, car trips would predominate.

Again, as outlined above, the amenity of nearby properties may be impacted by development and in particular if the site operates on a 24-hour basis.

The Strategic Distribution Study proposes a sequence for site selection as follows - 1) extension to an existing site (subject to transport capacity); 2) satellite to an existing rail-served site; 3) PDL; 4) greenfield. This site would qualify as a greenfield site.

AVAILABILITY; ACHIEVABILITY

The site is being promoted for development by commercial property developers. The site is considered to be **AVAILABLE**.

Natural England has raised concerns about the impact of development here on the River Mease SSSI. Subject to these being addressed, the site is considered to be **ACHIEVABLE**.

CONCLUSION

This site's position on J11A42 makes it an attractive location for businesses requiring good access to the strategic road network. Substantial public transport and walking/cycling

improvements would be required to reduce employees' reliance on cars for both commuting and access to local services.

The site comprises open arable fields which are attractive in their own right and are also of higher agricultural land quality. Although the south western part of the site has some relationship to the commercial development and highway infrastructure at J11A42, overall it is a very open site without a logical boundary to its north-eastern edge. Development would be prominent in views from A42 southbound and would fundamentally alter the rural approaches to Appleby Magna and Measham from the west.

Natural England advise that a substantial portion of the site (and adjacent land) would need to be devoted to ecological enhancement and ecological measures would need to be subject to further discussion.

Based on the above, the site is not considered a candidate for allocation at this time.



EMP86 – Land at Nottingham Road, Ashby

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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
0	0	?	0	+	-	++	-	?	0	--	--	--	0	0	?

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5).

The site is outside the Limits to Development but within 400m of some services and public transport provision and as such scores minor negatives for town/village centres (SA6) and for sustainable travel (SA8).

The site is a greenfield site located outside of the Limits to Development and within the River Mease Catchment, therefore it scores significantly negative against SA12, SA13 and SA14.

The sites has uncertain effects recorded for SA3 as it is uncertain whether the site would contribute to community cohesion. SA9 as it is uncertain whether the site would contribute to pollution in the area and SA17 as the site is within a coal safeguarding zone.

Are there ways to help mitigate negative impacts?

SA6	-	No because this is measured by proximity to residential uses and town centres/services although introducing more sustainable transport options would bring community benefits.
SA8	-	Partially, if bus services (frequency and destinations) and access to bus stops could be improved.
SA12	--	Possibly, depending on the outcome of ecological surveys.
SA13	--	Possibly, though measures such as natural screening and site design.
SA14	--	No.

LOCATION

The site is outside the Limits to Development in the adopted Local Plan and Made Ashby de la Zouch Neighbourhood Plan. The nearest settlement is Ashby de la Zouch, a Key Service Centre.

KEY PLANNING CONSIDERATIONS

The site borders the A42 to the east and Nottingham Road to the west. There is a dwelling to the north of the site and the Flagstaff Park roadside services to the south. The northern part of the site is dominated by mature planting and the southern part is grassland.

The Made Ashby de la Zouch Neighbourhood Plan (2011-31) aims to focus development within the Limits to Development (Policy S2). As the site is outside the Limits to Development, development of the site would be contrary to the Policies of the Neighbourhood Plan.

The site is bound by mature trees and hedgerows and there is a plantation woodland in the northern part of the site. The County Ecology Team advise that all woodland, even recently planted, is necessary to meet their tree-planting target to address climate change. In addition, if development was to take place on the site that the hedgerows and trees should be retained as they would maintain the character and assimilate development into a currently undeveloped and landscaped site.

The site is assessed as part of the Landscape Sensitivity Study (parcel 02ASH-B). The parcel of which this site forms part is a wide swathe of land to the southeast of Ashby. The overall landscape sensitivity and visual sensitivity are both considered to be medium-low to change arising from new employment development. The Landscape Study notes that the sense of place and tranquillity is weakened in parts of the parcel by the presence of the A42.

No information has been submitted to demonstrate the site could be served by a suitable access. Advice sought from the Local Highway Authority (LHA) identifies that the site shares a common boundary with the adopted highway of the B classified Nottingham Road, which is subject to a 60mph speed limit in the vicinity of the site. Access from Nottingham Road would be contrary to Leicestershire Highway Design Guide Policy IN5, 'Our Access to the Road Network Policy'. The LHA would not therefore support an access from Nottingham Road and as such consider that a safe and suitable access to the site would not be possible.

The site lies within the catchment of the River Mease Special Area of Conservation (SAC). It is necessary to ensure that development does not negatively impact the water quality of the River Mease. To date this has been done by developers including mitigation measures through two Developer Contribution Schemes. There is currently no capacity for further development in these schemes. Therefore, it is proposed that in the future treated foul water flows will be pumped out of the River Mease catchment. This is proposed to take place 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.

The site is within the mineral's consultation area for the potential presence of coal resources.

EMPLOYMENT SITE ATTRIBUTES

General employment

The site has good access to the strategic road network. Traffic/HGVs could be directed onto the main road network without needing to travel through Ashby town centre. It would need to be determined whether an increase in traffic would result in any capacity issues on the A511/B587 (Nottingham Road) roundabout.

There is a footpath along Nottingham Road and there is a bus stop within a reasonable walking distance of the site. The bus stop is served by services to East Midlands Airport, Burton and Swadlincote every 30 minutes and an hourly service to Coalville, Swadlincote and Burton. There is an additional, although infrequent, service to Loughborough.

There is a convenience store within walking distance of the site. As well as further food outlets at the neighbouring Flagstaff Park Services, however, to access these on foot would require using the footpath along the A511 and crossing the A42 roundabout. There may be an opportunity to provide a pedestrian link from the site to Flagstaff Park as part of any development.

There are a small number of residential properties along the opposite side of Nottingham Road that face the site which are set back from the road. There is a residential dwelling immediately adjoining the site to the north. Therefore, development would result in some impact on residential amenity.

AVAILABILITY; ACHIEVABILITY

The site is being promoted for development by the landowner (NWLDC) and is considered to be **AVAILABLE**.

Potentially, the site's location within the River Mease catchment will affect the achievability and timing of development. A safe and suitable access would need to be sought. The presence of the plantation woodland on site could impact its achievability. The achievability of the site is **UNCERTAIN**.

CONCLUSION

If the plantation woodland was retained, it would significantly reduce the overall development capacity of the site.

An access into the site has not been identified and the Highway Authority would not support an access off Nottingham Road. Therefore, it is unclear whether a safe and suitable access to the site could be achieved.

The site is not considered suitable for allocation at this time.

EMP87 Areas 1, 2 and 3 – East of Ashby de la Zouch

SA APPRAISAL

	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
	Health & wellbeing	Inequalities	Communities	Good quality homes	Economic growth	Town and local centres	Employment opportunities	Reduce travel	Reduce pollution	Climate change	Biodiversity	Landscape & townscape	Land use	Heritage	Water resources	Natural resources
Area 1	0	0	?	0	+	-	++	--	?	0	--	--	--	-	0	?
Area 2	0	0	?	0	+	--	++	--	?	0	--	--	--	-	0	?
Area 3	0	0	?	0	+	--	++	--	?	0	--	--	--	-	0	?

In common with the majority of the employment sites, the 3 parcels score very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). As these parcels are greenfield, not close a settlement boundary and not served by public transport, significant negative effects are found for reducing the need to travel (SA8), landscape impacts (SA13) and efficient land use (SA14). Area 1 is marginally closer to Ashby settlement boundary meaning it scores a minor negative for supporting town and local centres compared with a significant negative effect for Areas 2 and 3 (SA6). The SA signals that there is a minor negative impact on nearby heritage features (SA15). The parcels are within, or substantially within the River Mease catchment which results in a significant negative effect for biodiversity (SA12).

Are there ways to help mitigate negative impacts?

SA6	-	--	No because this factor is measured on the site's physical distance to a nearby settlement although upgraded sustainable transport (SA8) would improve the site's connectivity to nearby centres.
SA8	--		Possibly, if the site could be served by regular, frequent bus services, walking and cycling routes.
SA12	--		Possibly, depending on the outcome of ecological surveys and the pumping out of the outflows from the Sewage Treatment Works at Packington and Measham
SA13	--		Possibly, to an extent, including through measures such as landscaping and scheme design.
SA14	--		No, this is a greenfield site.
SA15	-		Yes, subject to heritage impacts and their significance being identified and the scheme design taking account of the findings.

LOCATION

The site is outside the Limits to Development in terms of the adopted Local Plan and made Ashby de la Zouch Neighbourhood Plan. The nearest settlement is Ashby de la Zouch although the site is separated from Ashby by the A42.

KEY PLANNING CONSIDERATIONS

The site is extensive and comprises three parcels of land.

- Area 1 is to the east of the A42 from junction 13 and extends to the north.
- Area 2 is to the south of Ashby Road.

- Area 3 is a small parcel of land to the south-east of Ashby Road.

Areas 1 and Area 2 are both of a significant size. Development of either or both of these areas would represent a significant incursion into the countryside.

The A42 acts as a definite boundary which separates the 3 areas from the main built-up area of Ashby. Whilst permission has been granted on the ex-Lounge site to the south A511 and to the east of A42, a key distinction is that this is a predominantly brownfield site unlike the areas under consideration here.

The Landscape Sensitivity Study assesses areas 1 and 2 (parcel 02ASH-E) (area 3 is not included in study site boundary). There is network of wooded areas, including an area of National Forest at the north of the site, which are identified as more vulnerable to change. The land is generally gently rolling, getting steeper to the north making this area more vulnerable to change as a result of a development. The study notes that “the hedgerows, rolling topography, and areas of woodland form more susceptible elements of the landscape and define the rural character”. Overall the parcel is assessed as having medium landscape and visual sensitivity to change arising from new employment development.

Existing highway infrastructure does impact on the character and tranquillity of Area 1 as it is bounded by A42 and A512 Ashby Road. The northern edge of Area 2 also fronts onto A512.

There would short range views of development from the PROWs which cross Areas 1 and 2 and these would also impact on the development layout that could be achieved on the site.

The safeguarded route of HS2 (now cancelled) bisects Area 1. The western portion of Area 3 also falls with the HS2 safeguarding area.

All 3 areas share a common boundary with the A5121 Ashby Road, which is subject to the National Speed Limit (60mph). Access from A512 Ashby Road would be contrary to Leicestershire Highway Design Guide. The Highways Authority would not, therefore, support access from this frontage. Safe and suitable access to the site (all areas) would not therefore be possible. The limited length of the site frontage for Area 3 and the presence of an adjacent access could further limit the opportunities for access to this site. The capacity of A42 J13 to accommodate additional traffic is currently unproven.

Areas 2 and 3 and the majority of Area 1 are located within the River Mease catchment. To ensure that development does not negatively impact the water quality of the River Mease, treated foul water flows will need to be pumped out of the River Mease catchment. This is proposed to take place in 2027. Until pumping out can occur, developers have mitigated the impact of development via two Developer Contribution Schemes. However, there is currently no capacity for further development in these schemes. 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.

The site lies across the surface water catchments of two SSSIs, the River Mease, and Lount Meadows. Assessment of impacts to these sites would be required, along with mitigation such as SuDS. The site lies between various areas of woodland and development here may present opportunities to connect these areas of woodland and contribute to the Nature Recovery Network.

Area 3 is part of a much larger and very important LWS, which includes the land now set aside as compensation for loss of land at the G-Park development. It is a complementary woodland/scrub /grassland habitat to the rest of the site, which is 'Open Mosaic Habitat' and therefore of high biodiversity value in association with other habitats within this complex.

Biodiversity Net Gain requirements likely to be high. Loss would be likely to impact the GCN population, which is a high significance.

In respect of heritage, Hall Farmhouse (Grade II) is immediately adjacent to Area 1 and development is likely to impact on its setting and the relationship between the farmhouse and its farmland. Coleorton Hall Conservation Area is to the east, on the north side of A512. The Conservation Area contains a number of listed buildings and features notably Coleorton Hall itself (Grade II*) and Church of St Mary (II*). Further heritage impact assessment would be required to test the degree of impact and whether this can be successfully mitigated.

The Ashby de la Zouch Neighbourhood Plan (2011-31) aims to focus development within the Limits to Development (Policy S2) therefore development of this site would be contrary to the Policies of the Neighbourhood Plan.

EMPLOYMENT SITE ATTRIBUTES

General employment

If a safe and suitable access is possible, the site would have good links to the strategic highway network. The A511 connects to the M1 and A/M42 connects to both M1 and M6 thereby giving access to local, regional and even national markets. The impact of development on the capacity of the local traffic junctions and J13 A42 would need to be assessed.

The nearby towns of Ashby de la Zouch and Coalville could supply local workforce. The site's good highway connections means that employees may also travel from further afield although realistic public transport options are very limited. The 29/29A bus route (hourly) serving Ashby and Coalville passes the site on A512 but there are no nearby bus stops.

Employees are unlikely to walk to local services, such as the food outlets in and around at Ashby Business Park, which are beyond a reasonable walking distance and there are also no formal footways on the A512 at this point.

Strategic B8

The site falls within the A/M42 transport corridor which is an 'Area of Opportunity' in the Strategic Distribution Study (Area 5).

As outlined above, the site has good access to the strategic highway network. With respect to access to markets, A511 connects to M1 and A/M42 connects to both M1 and M6 thereby giving access to local, regional and even national markets. The site does not have rail access.

The nearby towns of Ashby de la Zouch and Coalville could supply local workforce. The site's good highway connections means that employees may also travel from further afield although realistic public transport options very are limited.

The site is gently rolling, with steeper sections to the north which may mean that the land needs to be significantly reprofiled to make level development platforms.

In terms of nearby uses, there could be an adverse impact on the residential amenity of the farmhouse located within Area 2 and Hall Farmhouse to the east of Area 1. Noise, vibration external lighting and visual impacts will all need to be considered as part of any planning application. Employment development is considered compatible with adjoining agricultural uses.

The Strategic Distribution Study proposes a sequence for site selection as follows - 1) extension to an existing site (subject to transport capacity); 2) satellite to an existing rail-served site; 3) PDL; 4) greenfield. The site would be categorised as a new greenfield site (4).

AVAILABILITY; ACHIEVABILITY

The site is being promoted by a commercial developer who has an agreement with the landowner. It is considered to be **AVAILABLE**.

Subject to the implications for the River Mease catchment being addressed and safe, suitable highway arrangements, development on Areas 1 and 2 is considered to be **ACHIEVABLE**.

CONCLUSION

The areas are rural in character and development would represent a significant incursion into the countryside. A42 provides a strong boundary edge to Ashby to the west and the three land parcels are not well related to the built-up area. Whilst the areas have good proximity to the strategic highway network, connections by sustainable forms of transport are currently poor and would need to be significantly upgraded.

Further matters include a) whether, and when, mitigation for the River Mease catchment can be achieved; b) whether access to the site can be achieved; and c) the impact of additional traffic on the capacity of the local traffic junctions and J13 A42 and whether mitigation is possible.

Taking all these matters into account, the sites are not considered to be candidates for allocation at this time.

EMP88 – Park Farm Buildings, Park Farm, Stretton en le Field

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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
0	0	?	0	+	-	++	-	0	0	-	-	-	-	0	0

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). It scores significant negative for supporting town and village centres (SA6) and for sustainable travel (SA8) because it is some distance from a defined settlement or public transport provision.

The site is within close proximity of a Grade II Listed Building and therefore scores a minor negative for heritage (SA15).

The site scores significant negatives for SA13 and SA14 because the site is greenfield and located outside the Limits to Development. The site scores a significant negative for SA12 (biodiversity) as it is located within the River Mease Catchment.

Are there ways to help mitigate negative impacts?

SA6	--	No because this is measured by proximity to residential uses and town centres/services although introducing more sustainable transport options would bring community benefits.
SA8	--	Partially, if bus services (frequency and destinations) and access to bus stops could be improved.
SA12	--	Possibly, if appropriate mitigation can be utilised or until pumping out of the catchment is possible.
SA13	--	Possibly, though measures such as natural screening and site design.
SA14	--	No.
SA15	-	Possibly, depending on the outcome of heritage assessment.

LOCATION

The site is located outside the Limits to Development in the adopted Local Plan. The nearest sustainable settlement is Appleby Magna.

KEY PLANNING CONSIDERATIONS

The site comprises farm buildings, which are part of a wider farm complex, and part of an undeveloped agricultural field immediately to the south. The site is proposed for office development.

The site is fairly flat, and the low-level hedgerows close to the site entrance provide views to the site from the A444. The site, at its closest point, is just over 500 metres north of the Mercia Park development.

In terms of ecology there is a local wildlife site to the south of the site. The site itself is not designated and is not on Biodiversity Action Plan quality. In ecology terms the site is considered acceptable for development.

Park Farmhouse is a Grade II Listed Building. Development of this site would impact upon the setting of the Farmhouse and as such would need to be assessed.

The Local Highway Authority (LHA) comment that the closest adopted highway is A444 Burton Road. New or intensified access from A444 Burton Road would be contrary to Leicestershire Highway Design Guide Policy IN5, 'Our Access to the Road Network Policy'. The LHA would not therefore support access from the A444, as such a safe and suitable access to the site may not be possible.

The site lies within the catchment of the River Mease Special Area of Conservation. To ensure that development does not negatively impact the water quality of the River Mease, treated foul water flows will need to be pumped out of the River Mease catchment. This is proposed to take place in 2027. Until pumping out can occur, developers have mitigated the impact of development via two Developer Contribution Schemes. However, there is currently no capacity for further development in these schemes. 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.

The land is of Grade 2 agricultural land quality.

EMPLOYMENT SITE ATTRIBUTES

General employment

The site has good access to the strategic road network. The A444 directly connects with junction 11 of the A42. As the proposed development is for offices it is not expected that there would be HGVs accessing the site.

The site is not well served by public transport. There are no bus services that serve Stretton en le Field. There is an infrequent bus service that serves Appleby Magna, there are three buses per day that travel from Appleby Magna to Measham.

The site is some distance from services and facilities. The nearest convenience store is the co-op in Measham which is beyond a reasonable walking distance away (2.9 miles and a 58-minute walk). Overall, sustainable transport options are very limited and without significant improvement it is likely that most employees would have to use their cars to get to/from work.

The Park Farm Farmhouse is on site, it is considered that there would be limited impact on residential amenity arising from the proposed development of offices.

AVAILABILITY; ACHIEVABILITY

The site is being promoted for development by the landowners. The site is considered **AVAILABLE**.

Potentially, the site's location within the River Mease catchment will affect the achievability and timing of development. The achievability of the site is **UNCERTAIN**.

CONCLUSION

This is a relatively small-scale rural site. The site occupies a countryside location but would be well related to the group of farm buildings to the north-west. Development of the site would, in part, be read in conjunction with these buildings.

Subject to design, landscaping etc., the site could potentially be subject to limited employment development without undue harm to the visual amenities of the site and surroundings.

Whilst the Highway Authority has stated that access from A444 Burton Road would be contrary to Leicestershire Highway Design Guide Policy IN5, this would not necessarily preclude development but would require the provision of evidence to demonstrate that a safe means of access can be achieved.

It is not proposed that this site be allocated for employment development at this time. The Local Plan (Policy S3(k)) allows for small scale employment generating development in countryside locations and as such it is considered that development proposals could be dealt with via a planning application.

EMP89 – Land west of Hilltop Farm, Castle Donington

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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
0	0	+	0	+	++	++	++	-	0	-	?	-	0	0	0

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). The site adjoins the Limits to Development, it has good access to services and has the potential to enhance the viability and vitality of the town centre, it therefore scores significant positives for SA6 (town/village centres) and SA8 (sustainable travel) and a minor positive for SA3 (community).

The site is in close proximity to East Midlands Airport and as such the site scores significant negative against SA9 (pollution). The site is a greenfield site of more than 1Ha in size and it is within a SSSI impact zone as such it scores significant negative for SA12 and SA14.

The site scores an uncertain for SA13 as the landscape sensitivity is unknown as the north is being developed for employment use and the site is located in an area where the landscape is influenced by airport infrastructure.

Are there ways to help mitigate negative impacts?

SA9	--	Yes, to an extent as noise, light and air pollution issues arising from the operation of the site could be assessed and controlled at planning application stage, including through conditions.
SA12	--	Possibly, depending on the outcome of ecological surveys.
SA14	--	No

LOCATION

The site is outside but adjoining the Limits to Development of Castle Donington, a Key Service Centre in the adopted Local Plan.

The site is within the broad Leicestershire International Gateway location which is a component of the Leicester and Leicestershire authorities' Strategic Growth Plan.

KEY PLANNING CONSIDERATIONS

The site comprises two fields to the north east of the new Castle Donington bypass road. Hill Top Farm is to the east of the site and includes a group of farm buildings and farmhouse. Land to the north is currently being developed for a mix of housing and employment uses and it will be the employment uses that will adjoin this site.

In terms of landscape the site forms part of parcel 03CAS-C in the Landscape Sensitivity Study, which notes that the airport infrastructure results in a weaker sense of place and low sense of tranquillity due to noise from air traffic. As such the southern edge of the parcel, where the site is located, has lower landscape susceptibility than the northern part of the

parcel. Overall, landscape sensitivity is identified as medium to change arising from employment development. The visual sensitivity is reduced in the south of the parcel where the Airport is located, and the overall visual sensitivity is considered to be medium to change arising from new employment development.

The County Ecologist advises that the site is bound by mature hedgerows and occasional trees which would be affected by development. As such ecological surveys would be required to determine the habitat and species present, there are ponds on the site to the east and the County Ecologist has confirmed that the nearby pond is a historic Local Wildlife Site that is known to be habited by Great Crested Newts. Development proposals should incorporate the existing hedgerows with 5m buffer of natural vegetation. Mitigation for Great Crested Newts may be required or participation in the district licensing process.

The site promoters have identified that an access can be achieved through the development site to the north. The site could therefore utilise an existing access point off the new by-pass road. The Local Highway Authority have been consulted on the potential access through the adjoining site to the north which they consider would be acceptable in principle.

The site is within the SSSI Impact Zone of Donington Park SSSI. As such Natural England have been consulted on whether development would have an adverse impact on the SSSI. Natural England identify that impacts to Donington Park SSSI would be unlikely from this development alone. But that cumulative impacts from developments in the area, including for example EMP72, should be considered.

EMPLOYMENT SITE ATTRIBUTES

General employment

The site is well located in terms of access onto the strategic highway network. The new bypass around the western extent of Castle Donington has direct access onto the A50 and the M1 can be accessed via the A453.

There are bus stops within walking distance of the site that are served by two Skylink services every 20 minutes, one from Derby to Leicester and one from Nottingham to Loughborough.

The site is some distance from the services and facilities of Castle Donington. There is a pedestrian link proposed, as part of the development to the north, that would link the open space within the new development to High Street, Castle Donington.

The site adjoins, along the northern boundary, a site which is currently being developed. Whilst this is a residential led development this site would adjoin the part of the site that is being developed for employment use. It is proposed that this site would be accessed via the new employment development to the north, as such there should be minimal impact on residential amenity.

AVAILABILITY; ACHIEVABILITY

The site is being promoted for development by a land promoter with the agreement of the landowner and is considered to be **AVAILABLE**.

There are no known viability issues that would render the site unachievable. Development of the site is considered **ACHIEVABLE**.

CONCLUSION

Once the site to the north is developed this site will adjoin employment development and development of this site could be seen as a logical extension to that employment development. Access to this site is proposed to be via the site to the north which is, in principle, acceptable to the Local Highways Authority. The site is well served by public transport.

The site is considered suitable for allocation at this time.

EMP90 – Land south of East Midlands Airport, east of Diseworth (the Freeport site)

SUSTAINABILITY APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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 r& Soil	Waste
0	0	+	0	+	-	++	++	-	0	-	-	-	-	0	0

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). Overall, accessibility by sustainable modes is better than for many sites because of the frequent bus services which run past the site. As this is a greenfield site which is not close a settlement boundary, significant negative effects are found for supporting town centres, landscape impacts and efficient land use. The site's location next to the airport also results in a significant negative score for reducing pollution (SA9).

Are there ways to help mitigate negative impacts?

SA6	--	No because this factor is measured on the site's physical distance to a nearby settlement although upgraded sustainable transport (SA8) would improve the site's connectivity to nearby centres.
SA9		Yes. Employment uses are less sensitive to aircraft noise and there are existing employment uses located closer to the runway than this site.
SA12	-	Possibly, depending on the outcome of ecological surveys.
SA13	--	Possibly, to an extent, including through measures such as strategic landscaping and scheme design.
SA14	--	No, this is a greenfield site.
SA15	-	Possibly, to an extent, depending on the outcomes of heritage assessment.

LOCATION

A very small section of the site boundary adjoins the Limits to Development for Diseworth in the adopted Local Plan.

KEY PLANNING CONSIDERATIONS

This is a large-scale site comprising open, undeveloped countryside. The A453 along the northern edge of the site marks a definite boundary between the large-scale development to the north and east (East Midlands Airport, motorway services, major highway infrastructure) and attractive, rolling arable land to the south. The site falls away from north east to south west and falls more steeply in the direction of Diseworth Brook. East Midlands Airport and its associated development is positioned on a ridgeline and forms a backdrop in views from the south. The Cross Britain Way passes the south west corner of the site (Long Holden) before routing south and then east.

The Landscape Sensitivity Study identifies that that site (parcel 13DIS-C) serves an important function in providing separation between the village of Diseworth and the commercial and transport-related development and infrastructure to the north and east. There are long distance views from the site southwards. However, overall sensitivity is reduced by the landscape having relatively few natural features and the presence of both Donington Park Services and the M1/ A42 road junction. Overall, the sensitivity of the site in both landscape and visual terms to new employment development is assessed as 'medium'. The scale of the proposed development is such that it would detract from and diminish the rural setting of Diseworth.

There is the potential for harmful impacts on Diseworth Conservation Area, particularly if development was to come right up to the edge of the village to correspond with the Freeport designation and this could erode its legibility as a standalone settlement within its rural context.

In respect of ecology, the site is mainly arable. It is adjacent to Donington Services Local Wildlife Site (LWS) and there are LWS trees on the site boundary requiring buffer zones to protect trees, boundary hedges and the watercourse.

The site lies in the surface water catchment of Lockington Marshes and Attenborough Gravel pits SSSIs. Natural England advise that surface water would need to be subject to a suitable SuDS scheme before discharging to a watercourse which flows to these sites. It also falls within the impact zone for Oakley Wood SSSI but impacts to Oakley Wood are unlikely due to the location and separation of the development site to the SSSI.

The site is recorded as Grade 3 agricultural land. The Call for Sites form states that that the site is predominantly grade 3b with a mix of 3a.

LCC Highways has commented that an access from A453 Ashby Road would be contrary to Leicestershire Highway Design Guide. Alternative access from either Hyam's Lane or Long Holden would not be appropriate as it would require the traffic to pass through Diseworth. As such, the LHA may be prepared to consider an access from the A453 providing any junctions were formed by the amendment or upgrading of the existing junctions with employment development on the northern side of the A453, providing this were supported by a convincing argument. This site should be considered in parallel with other proposed developments in this part of the district. LCC also identify that there is no obvious way of materially increasing the capacity of J24 M1. The latter is a matter for National Highways and will be informed by the outcomes of strategic transport modelling.

EMPLOYMENT SITE ATTRIBUTES

Freeport

The site is included within the East Midlands Freeport and is part of the East Midlands Airport and Gateway Industrial Cluster ('EMAGIC'). In March 2022 the Government confirmed the EMF as a 'Tax Site'. Businesses locating to the Freeport will benefit from a package of financial incentives. Some of these are due to cease in 2026.

EMP90 is the only site in the SHELAA with this designation which is a significant factor when considering this site in comparison with others.

Strategic Growth Plan

The SGP specifically identifies East Midlands Airport and its immediate area as a major employment opportunity and it also forms part of the broad 'Leicestershire International Gateway' area.

General employment

The site is well located relative to the strategic and non-strategic road network with close connections to A/M42, M1 and A50. Traffic would need to be directed to these strategic routes and should avoid Diseworth itself.

The site is also quite well located relative to sources of workforce in Castle Donington, Nottingham and Derby and the good road connections would mean that workers could feasibly travel from further afield.

There are bus stops off A453 at Pegasus Business Park and Jurys Inn Hotel and on Grimes Gate approaching Diseworth with Skylink Derby (Leicester - Derby) and Skylink Nottingham (Coalville / Loughborough - Nottingham) services every 20 minutes. The 9 (EMA/EMG - Burton upon Trent) runs hourly. This gives some prospect that some employees, including from Nottingham, Derby and Leicester, could use public transport to get to work. In view of the site's size, bus services would need to be diverted into the development itself and the frequency of services increased.

The nearest convenience store is in Long Whatton, beyond walking distance of the site. However the site adjoins the Moto Donington Park services which has a range of food/shop outlets to which a footpath link could be provided as part of the development. The site is of such a scale that some facilities for the local workforce could be provided as part of the development.

The impact of development on the A453/A42 junction and M1 J24 would need to be further assessed to determine if the additional traffic can be acceptably accommodated.

Development could have a substantial impact on the amenity of those living closest to the site in Diseworth and on Grimes Lane. This would be all the more significant as occupiers are likely to operate on a 24/7 basis.

Strategic Distribution

The site is in the J1A50/M1 corridor (Area 3 in the 'Areas of Opportunity' in the Strategic Distribution Study) and also links to the A/M42 corridor (Area 5). As outlined above, the site has good links to the strategic road network giving access to local, regional and national markets. The site's proximity to EMA would also be a benefit for businesses requiring international cargo services. The site does not have rail access but occupiers could potentially make use of the rail facilities at EMG and possibly those at East Midlands Distribution Centre if these were ever brought into use.

Whilst the site is of a sufficient size to accommodate strategic-scale units, its sloping topography will necessitate significant excavation to create the level development platforms needed for such large scale units.

As outlined above, the site is accessible by public transport, although links would need to be enhanced if the site were developed, and it is well located relative to labour supply.

Employment development is considered compatible with the adjoining agricultural and commercial uses. The amenity of residents living on the east side of Diseworth and on Grimes Lane could be substantially impacted by development of this scale in this location unless significant safeguards are secured as part of the scheme. Noise, vibration external lighting and the potentially dominating effect of large-scale units will all need to be addressed.

The Strategic Distribution Study proposes a sequence for site selection as follows - 1) extension to an existing site (subject to transport capacity); 2) satellite to an existing rail-served site; 3) PDL; 4) greenfield. This site is close to EMG, and indeed to EMA, but it is not an adjacent expansion where the use of existing built infrastructure could be shared (albeit that occupiers may be able to use the rail freight terminal) (1). It is yet to be demonstrated whether the site could/would operate as a genuine satellite to the rail freight terminal (2). If not, the site would qualify as a greenfield site (4).

AVAILABILITY; ACHIEVABILITY

The site is being promoted by landowners and developers with interest in the land and is considered to be **AVAILABLE**.

Development would be contingent on the identification of acceptable access arrangements, sufficient highways mitigation and significant measures to address heritage, landscape and amenity impacts. Subject to this, development of this site is considered to be broadly **ACHIEVABLE**.

CONCLUSION

The assessment finds that development of this large-scale site will have significant adverse effects in terms of landscape and visual effects, impacts on Diseworth Conservation Area and with the potential to affect the residential amenity of those living on the northern and eastern sides of the village. Development on this large site will 'breach' the A453 which currently marks the boundary between the large-scale commercial uses and infrastructure to the north and east and the rural/agricultural uses to the south. Development will significantly reduce the actual and perceived separation between this commercial development and Diseworth and will erode the agricultural setting of the village to the north and east.

Acceptable access arrangements need to be identified. The capacity upgrades to local and strategic road network which are both necessary and feasible must be established in collaboration with LCC Highways and National Highways. The forthcoming transport modelling for the new Local Plan will provide a more comprehensive, cumulative assessment, taking account of development commitments and potential site allocations. This would include significant developments beyond NWL's borders such as the redevelopment of Ratcliffe Power Station site.

Balanced against these concerns and uncertainties is the site's positive attributes as a location for employment development. It is well connected to the strategic road network and could link into the good level of bus services which currently serve the airport. Development could represent a consolidation/expansion of the existing employment uses nearby. The site may be particularly attractive to distribution uses which would benefit from the proximity of EMA and the rail freight facility at EMG in addition to its excellent strategic road network connections. Its Freeport status will bring occupier benefits which are unavailable on any of

the other potential employment sites under consideration. Similarly, development would generate very substantial direct and indirect economic and employment benefits.

If additional employment land is required in this location, it is considered that that potential heritage, landscape and amenity impacts on Diseworth would be unacceptable based on the current extent of the designated Freeport land. In these circumstances, the site area should be reduced by drawing the site boundary further away from the village and with further areas within the reduced area identified for strategic landscaping and mounding. This means that the site would not correspond with the entirety of the Freeport designation.

EMP91 – Land at Wood Road, Battram

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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
0	0	+	0	+	0	++	+	0	0	?	-	-	0	0	?

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5).

The site scores a minor positive for sustainable travel (SA8) due to its close proximity to a bus route.

As this is more than 1ha in size and is greenfield land outside the settlement boundary as such it scores significant negatives for SA13 and SA14.

There is an uncertain score for SA12 as surveys would be needed to determine the biodiversity and geological value of the site. The site is part within the Minerals safeguarding zone and as such an uncertain effect has been recorded for SA17.

Are there ways to help mitigate negative impacts?

SA13	--	Possibly, though measures such as natural screening and site design.
SA14	--	No.

LOCATION

The site is outside the Limits to Development in the adopted Local Plan. The nearest settlement to the site is Battram, a Small Village. The nearest Sustainable Village is Ellistown.

KEY PLANNING CONSIDERATIONS

The site comprises a field to the southwest of Battram which is divorced from the industrial development to the northeast by the B585 Ellistown Terrace Road.

In terms of topography the land rises gently from its frontage with the road and there are open views across the site from Wood Road. It is therefore likely that development of the site will have an impact on the landscape in the locality.

The site adjoins a candidate Local Wildlife Site (Battram Turn). The County Ecology Team advise that it is likely that a survey would be needed to determine whether Great Crested Newts are present on site and if so mitigation or participation in the district licensing process would be required. As mitigation, the existing hedgerows should be retained with 5m natural vegetation buffers.

In terms of highway access, the Local Highway Authority (LHA) advise that the site shares a common boundary with the B585 Wood Road, which is a B classified road with a 50mph speed

limit. The provision of an access from the B585 would be contrary to Leicestershire Highway Design Guide Policy IN5, 'Our Access to the Road Network Policy', and the LHA would not therefore support such an access.

Overhead electricity pylons run across the eastern extent of the site.

A public footpath runs along the northern boundary of the site and due to the site's topography development of site would be relatively prominent from the footpath.

There is a Grade II Listed Building (Pickering Grange Farmhouse) 223 metres from the northwest boundary of the site. The Conservation Officer concludes that development would harm the setting of the listed building to a limited extent.

The north-eastern extent of the site is within the mineral's consultation area for the potential presence of brick clay resources.

EMPLOYMENT SITE ATTRIBUTES

General employment

The site adjoins the B585 which connects to the A511 at Bardon. Traffic/HGVs could be routed along the B585 Ellistown Terrace Road and Victoria Road avoiding Ellistown.

There are bus stops within walking distance on Wood Road. There is an hourly bus service Monday to Saturday between Leicester and Coalville. The closest convenience store is located in Bagworth, which is within a reasonable walking distance from the site. There are pedestrian footpaths from the site to the nearest store. The nearest settlement with a wider range of facilities is Ellistown.

The settlement of Battram is slightly elevated compared to the site, therefore development could have an impact on residential amenity.

AVAILABILITY; ACHIEVABILITY

The site is being promoted for development by an agent with the agreement of the landowner and is considered to be **AVAILABLE**.

There is not currently a safe and suitable access into the site. Until it is demonstrated that a safe and suitable access can be achieved, to the satisfaction of the highway authority, the achievability of the site is **UNCERTAIN**.

CONCLUSION

Although the site is relatively close to other employment developments (Pall-Ex and Ibstock Brick) it is physically separated from these by the B585. The site is in a predominately countryside location and development of the site would impact upon the rural character of the area. There is not currently a safe and suitable access onto the site. The site is not considered suitable for allocation at this time.

EMP92 – Part Dingle Farm, adjacent Junc. 11 of M42, Appleby Magna

SUSTAINABILITY APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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 r& Soil	Waste
-	--	?	++	?	-	?	-	-	?	-	-	-	-	0	0

This is also housing site AP20 and the SA assesses it for housing and/or employment. The scores for SA1, SA2 and SA4 relate to the site's potential use for housing.

As this is a greenfield site which is not close a settlement boundary and not served by public transport, significant negative effects are found for supporting town and local centres (SA6) reducing the need to travel (SA8), landscape impacts (SA13) and efficient land use (SA14). Its location within the River Mease catchment results in a significant negative effect for biodiversity (SA12). It is possible that the operation of the site could cause some noise disturbance which could impact on local residents if this site included an element of housing (SA9). Development could impact on nearby heritage assets (SA15).

The SA report gives the site an uncertain score recorded for SA11 due to 'flood risk constraints and green infrastructure commentary combined' however the site does not fall within a flood risk area.

Until the mix of uses is known, uncertain effects have been recorded for community cohesion (SA3) and economic and employment benefits (SA5 and SA7).

Are there ways to help mitigate negative impacts?

SA6	--	No because this factor is measured on the site's physical distance to a nearby settlement although upgraded sustainable transport (SA8) would improve the site's connectivity to nearby centres.
SA8	--	Yes, potentially if the site could be served by frequent bus service and other sustainable transport connections.
SA9	-	Yes to an extent as noise, light and air pollution issues arising from the operation of the site could be assessed and controlled at planning application stage, including through conditions.
SA12	--	Possibly, depending on the outcome of ecological surveys and the pumping out of the outflows from the Sewage Treatment Works at Packington and Measham
SA13	--	Possibly, to an extent, including through measures such as landscaping and scheme design.
SA14	--	No, this is a greenfield site.
SA15	-	Possibly depending on the outcomes of heritage assessment.

LOCATION

The site is outside the Limits to Development in the adopted Local Plan. The nearest settlement is Appleby Magna, a Sustainable Village.

KEY PLANNING CONSIDERATIONS

The site comprises a series of fields to the south of junction 11 of the A42. The site is bordered by the A42 to the west and the A444 to the east and the motorway services at J11 to the north.

The site is assessed as part of the Landscape Sensitivity Study (parcel 08APP-D) which concludes that the overall landscape sensitivity and visual sensitivity is medium-low to change arising from new employment development. At the site-specific level, the site is bordered by hedges but there is little landscaping within the site other than the hedgerow field boundaries.

The site has a rural character although the northern part of the site is impacted by the motorway services and highways infrastructure at the motorway junction and the western side by M42 itself. The large-scale development at Mercia Park is separated from the site by M42 and is partially obscured in views from the site. The site is not well related to Appleby Magna which is the nearest settlement.

There are 4 Grade II Listed buildings nearby and the centre of Appleby Magna is designated as a conservation area. The degree of harm on the setting of these heritage assets will need to be determined and whether any harm can be acceptably mitigated. There are open views towards the village from the site.

The site does not have a current satisfactory vehicular access to serve the development. The A444 Atherstone Road is an A classified Road with a speed limit of 50mph along the development frontage. Access from Atherstone Road would be contrary to Leicestershire Highway Design Guide and the LHA would not support access from this frontage. There may be a technical solution but this has not been identified and may not overcome safety concerns.

The safeguarded route for HS2 (now cancelled) bisects the site.

LCC Ecology does not have an 'in principle' objection to development. Ecology surveys would be needed to establish the species and habitats present and the mitigation required in response, including the retention and enhancement of vegetation buffers to hedges and ponds.

The site lies within the catchment of the River Mease Special Area of Conservation. To ensure that development does not negatively impact the water quality of the River Mease, treated foul water flows will need to be pumped out of the River Mease catchment. This is proposed to take place in 2027. Until pumping out can occur, developers have mitigated the impact of development via two Developer Contribution Schemes. However, there is currently no capacity for further development in these schemes. 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.

The land is of Grade 2 agricultural land quality.

A bridleway runs alongside the southern boundary of the site.

EMPLOYMENT SITE ATTRIBUTES

General employment

The site is well related to the strategic highway network and traffic would not need to travel through local villages.

The site is not accessible by sustainable modes of transport and, given its location, the vast majority of trips would be by vehicle. The site is outside of a reasonable walking distance of both a bus stop and local shop. Although there is a fast-food restaurant and petrol forecourt shop at the neighbouring services, there is no footway along Atherstone Road (A444).

Local workforce could come from nearby Measham and Appleby Magna and also locations further afield such as Tamworth, Swadlincote, Ashby de la Zouch and Coalville.

There are no residential properties in the immediate vicinity of the site.

Strategic B8

The site is located in the M/A42 corridor which is an 'Area of Opportunity' in the Strategic Distribution Study (Area 5). As outlined above the site has excellent links to the strategic road network thereby giving access to local, regional and national markets. The site does not have rail access.

The east of the site is fairly flat and it rises gently towards the M42 to the west. Its topography could accommodate the level development platforms needed for large units although some cut and fill will be required.

As outlined above, the site is quite well located relative to sources of workforce but without significant sustainable transport improvements, including a regular bus service serving the site, car trips would predominate.

The Strategic Distribution Study proposes a sequence for site selection as follows - 1) extension to an existing site (subject to transport capacity); 2) satellite to an existing rail-served site; 3) PDL; 4) greenfield. This site would qualify as a greenfield site.

AVAILABILITY; ACHIEVABILITY

The site is being promoted by the landowners and is considered to be **AVAILABLE**.

Provided a suitable access can be achieved, the site is considered to be **ACHIEVABLE**.

CONCLUSION

The site comprises attractive arable fields which are of higher agricultural land quality. There is some visual relationship with the commercial development and highway infrastructure at J11A42 but this is limited to the very northern part of the site. Development would appear as a significant incursion into the countryside.

This site's position on J11A42 makes it an attractive location for businesses requiring good access to the strategic road network although a suitable access is yet to be identified. The site is not well related to existing settlements and sustainable access to the site is poor.

Based on the above, the site is not considered suitable for allocation at this time.

EMP93 – Land north of Hilltop Farm, Castle Donington.

SA APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
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
+	--	+	++	?	++	?	++	--	0	-	?	--	0	0	0

This is being promoted for housing or employment use. The SA scores for SA1, SA2 and SA4 relate to its potential residential use.

For sites assessed for housing or employment use, the SA methodology gives the economic objectives (SA5 and SA7) an uncertain score because the amount and nature of the employment element is unconfirmed. Whilst the SA methodology gives the site a significant positive score for supporting town and local centres (SA6), this is primarily because it adjoins the settlement boundary.

The site scores a significant positive against SA8 as it has good access to frequent bus services which is better than for most sites.

Biodiversity (SA12) and landscape (SA13) have minor negative scores which stem from the site's countryside location and its position within an SSSI impact zone.

The site scores a significant negative for land use (SA14) because the site is a greenfield site. The site scores significant negative for reducing pollution (SA9) as it is located close to East Midlands Airport and development will potentially add to noise, air or light pollution.

Are there ways to help mitigate negative impacts?

SA9	--	Yes, to an extent as noise, light and air pollution issues arising from the operation of the site could be assessed and controlled at planning application stage, including through conditions.
SA12	-	Possibly, depending on the outcome of ecological surveys.
SA14	--	No.

LOCATION

The site is outside but adjoining the Limits to Development of Castle Donington, a Key Service Centre in the adopted Local Plan.

KEY PLANNING CONSIDERATIONS

The site occupies two agricultural fields to the west of Hill Top.

The site is assessed as part of the Landscape Sensitivity Study (part of parcel 03CAS-C). The Study notes that the proximity to the airport reduces the landscape sensitivity of the parcel. The overall landscape sensitivity is considered to be medium to change arising from new employment development. The parcel of land reaches a plateau at the extent of East

Midlands Airport, with generally open views. The overall visual sensitivity is considered to be medium to change arising from new employment development.

The site accommodates significant levels of planting in the form of mature trees and hedgerows which would be affected by development. There is a pond in the western extent of the site. As such the County Ecology Team have been consulted and they advise that the pond is a historic Local Wildlife Site (LWS) but appears very likely to still have value, although there is no recent survey data apart from the fact it is known to have Great Crested Newts (GCNs) in it (which alone would make it worthy of LWS status). The value of the rest of the habitats (hedges and grassland) are unknown but may also be high. Biodiversity Net Gain requirements will be high. The hedges, pond and surrounding scrub/woodland should be retained which would reduce the developable area. Overall, in ecology terms, it is recommended the site is not allocated.

The site is approximately 50 metres, at its closest point, from Castle Donington Conservation Area which is to the north of the site. The Conservation Officer advises that due to the previous use of the site (part disused brick yard and an old clay pit), the distance from designated heritage assets (Listed Buildings) and the intervening residential development (102-114 High Street), there is no identified harm arising from development, subject to the submission of appropriate details. There would be limited harm arising from development at south of the site, balancing the limited distance from designated heritage assets against the intervening residential development.

In terms of highways the site shares a common boundary with the adopted highway of Hill Top but the site does not have a current vehicular access. Hilltop is a C classified road with a 30mph speed limit along the site frontage. The Highways Authority advise that a safe and suitable access via a simple priority junction would appear to be possible, subject to recorded design speeds (for which a speed survey would be required), however careful consideration would need to be given if a ghost right turn junction were required based on traffic flows.

The site falls within an area where airport noise is monitored.

The site is within the SSSI Impact Zone of Donington Park SSSI and as such Natural England have been consulted on whether development would cause harm to the SSSI. Natural England advise that, assuming the site is directly south of Castle Donington, significant impacts to Donington Park are unlikely alone. However, cumulative impacts from the developments in the area, for example including EMP72, should be considered.

EMPLOYMENT SITE ATTRIBUTES

General employment

It is possible that traffic could be routed away from Castle Donington and onto the A453. There are roundabouts at the junction of Hilltop and at junction with the new bypass, it would need to be determined whether development would result in capacity issues at these junctions.

There are bus stops adjacent to the site, on Hilltop. There are bus services every 20 minutes that travel between Leicester and Derby and Nottingham and Loughborough.

The site is within a reasonable walking distance of a local convenience store which is in the centre of Castle Donington. Whilst the walk into Castle Donington would be downhill the return journey would be uphill.

The site adjoins a row of linear housing to the east and there is also housing to the east of the Hilltop. To the south is Hill Top Farm which comprises a group of farm buildings and a farmhouse. Therefore, development would impact upon the residential amenity of these nearby properties.

AVAILABILITY; ACHIEVABILITY

The site is being promoted for development by an agent with the agreement of the landowner and is considered to be **AVAILABLE**.

A potential barrier to development are the ecological issues that would to be resolved. The achievability of the site is **UNCERTAIN**.

CONCLUSION

The site is currently undeveloped agricultural land. The site accommodates significant levels of landscaping and ecological features. Ecological surveys would be required to determine the habitats and species present on site. The pond, trees and hedgerows would need to be retained and this would affect the developable area of the site. The site forms part of the rural character on the approach into Castle Donington. The site is not considered suitable for allocation at this time.