

Sustainability Appraisal (SA) of the Gypsy  
and Traveller Site Allocations  
Development Plan Document (Proposed  
Publication Version): SA Report

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# 1 Background to the Sustainability Appraisal (SA) Report

## 1.1 Introduction

- 1.1.1 SA is a mechanism for considering and communicating the likely effects of a draft plan, and alternatives, in terms of sustainability issues, with a view to avoiding and mitigating adverse effects and maximising the positives. SA of the Local Plan is a legal requirement.
- 1.1.2 This SA Report documents the SA process, setting out an appraisal of the sustainability implications of the Proposed Publication Gypsy and Traveller Site Allocations Development Plan Document (DPD), and capturing how the SA process has influenced the development of the emerging Plan.
- 1.1.3 A SA of the North West Leicestershire Local Plan has recently been undertaken and this provides a useful context for the SA of the Proposed Publication Gypsy and Traveller Site Allocations DPD, especially given the DPD's narrow scope.

## 1.2 North West Leicestershire Local Plan

- 1.2.1 National planning policy places Local Plans at the heart of the planning system, so it is essential that they are in place and kept up to date. Local Plans set out a vision and a framework for the future development of the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure – as well as a basis for safeguarding the environment, adapting to climate change and securing good design. They are also a critical tool in guiding decisions about individual development proposals, as Local Plans (together with any neighbourhood plans that have been brought into force) are the starting-point for considering whether applications can be approved. It is important for all areas to put an up to date plan in place to positively guide development decisions.
- 1.2.2 The North West Leicestershire Local Plan was approved by North West Leicestershire District Council on 28 June 2016 and following a 6 week consultation the plan was formally submitted for Examination on 4 October 2016. One of the associated documents submitted alongside the Local Plan was the Sustainability Appraisal (SA) Report, which was then updated in late 2016.
- 1.2.3 A number of examination hearing sessions were held by the appointed Planning Inspector in January and March 2017, subsequent to which the District Council prepared a list of proposed modifications to the submitted plan, and agreed these with the Planning Inspector. A SA Report Addendum was prepared to present an appraisal of the proposed modifications.
- 1.2.4 In October 2017 the Inspector issued his final report on the Local Plan which he considered to be 'sound' (subject to a number of Main Modifications). The Council adopted the Local Plan on 21 November 2017.
- 1.2.5 The Local Plan sets out the Council's strategic approach to meeting the accommodation needs of Gypsies and travellers and travelling showpeople at Policy H7. Policy H7 sets out the minimum accommodation need that is required to be met in North West Leicestershire and criteria for the identification of sites and seeks to safeguard existing sites. Policy H7 also sets out the intention to prepare a Gypsy and Traveller Site Allocations Development Plan Document (DPD) as a means of identifying a range of sites to meet the identified need.

### 1.3 Proposed Publication Gypsy and Traveller Site Allocations Development Plan Document

- 1.3.1 The Government requires local planning authorities to assess the accommodation needs of Gypsies and Travellers and Travelling Showpeople and to meet those needs through the identification of land for suitable sites.
- 1.3.2 As in many other areas of the country, there has been a shortage of authorised Gypsy and Traveller sites in North West Leicestershire to meet identified need. This leads to unauthorised developments and encampments and results in uncertainty for both the settled population and the Gypsy and Traveller community. It is also recognised that Gypsies and Travellers are amongst the most socially excluded groups in society and research has consistently confirmed the link between the lack of good quality sites and poor health and education outcomes. The provision of sites can therefore be the key to tackling a host of issues.
- 1.3.3 The Council has been working with the other local planning authorities (excluding Hinckley and Bosworth Borough Council) in the Leicester and Leicestershire Housing Market Area to update the pitch targets for Gypsies and travellers and the plot targets for travelling showpeople. The Leicestershire, Leicester and Rutland Gypsy and Traveller Needs Assessment provides up to date evidence of need that has informed the preparation of the Gypsy and Traveller Site Allocations DPD.
- 1.3.4 The Assessment covers the period 2016 to 2036. However, this has been broken down by 5 year bands which allows the DPD to plan to 2031- the same period as the North West Leicestershire Local Plan. Taking account of the need that may arise from households where an interview was not completed, the additional needs for permanent pitches and plots are set out below:

2016-2031	
<b>Gypsies and Travellers</b>	6 pitches
<b>Travelling Showpeople</b>	20 plots

- 1.3.5 A pitch/plot is an area of land on a site that is generally home to one household. A pitch/plot can vary in size and have varying caravan numbers. Pitches refer to Gypsy and Traveller sites and plots to Travelling Showpeople yards. The DPD identifies sites to meet the identified accommodation needs.

### 1.4 The SA process

- 1.4.1 A sustainability appraisal is a systematic process that must be carried out during the preparation of a Local Plan. Its role is to promote sustainable development by assessing the extent to which the emerging plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives. SA applies to any of the documents that form part of the Local Plan, including the Gypsy and Traveller Site Allocations DPD.
- 1.4.2 This process is an opportunity to consider ways by which the plan can contribute to improvements in environmental, social and economic conditions, as well as a means of identifying and mitigating any potential adverse effects that the plan might otherwise have.

By doing so, it can help make sure that the proposals in the plan are the most appropriate given the reasonable alternatives. It can be used to test the evidence underpinning the plan and help to demonstrate how the tests of soundness have been met.

- 1.4.3 Section 19 of the Planning and Compulsory Purchase Act 2004 requires a local planning authority to carry out a sustainability appraisal of each of the proposals in a Local Plan during its preparation. More generally, section 39 of the Act requires that the authority preparing a Local Plan must do so “with the objective of contributing to the achievement of sustainable development”.
- 1.4.4 Sustainability appraisals incorporate the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004 (commonly referred to as the ‘Strategic Environmental Assessment Regulations’), which implement the requirements of the European Directive 2001/42/EC (the ‘Strategic Environmental Assessment Directive’) on the assessment of the effects of certain plans and programmes on the environment. Sustainability appraisal ensures that potential environmental effects are given full consideration alongside social and economic issues.
- 1.4.5 Although SA can be applied flexibly, it is a legal requirement under the Environmental Assessment of Plans and Programmes Regulations 2004 (which were prepared in order to transpose into national law the EU Strategic Environmental Assessment (SEA) Directive). The regulations set out prescribed processes that must be followed. In particular the Regulations require that a report is published for consultation alongside the draft plan that ‘identifies, describes and evaluates’ the likely significant effects of implementing ‘the plan, and reasonable alternatives’. The SA/SEA report must then be taken into account, alongside consultation responses when finalising the plan.
- 1.4.6 SA/SEA can be viewed as a four-stage process that produces several statutory and non-statutory outputs. As illustrated in Figure 1 below, ‘Scoping’ is a mandatory process under the SEA Directive, but the publication of a scoping report is a voluntary (but useful) output.



Figure 1: SA/SEA process

## 1.5 Schedule of legal compliance

- 1.5.1 The following table sets out how this SA Report has been prepared to ensure compliance with Schedule 2, Regulation 12(3) of the SEA Regulations.

Schedule 2 requirements	Evidence
<b>An outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes.</b>	Contained within the Scoping Report, attached as Appendix A.
<b>The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.</b>	Contained within the Scoping Report, attached as Appendix A.
<b>The environmental characteristics of areas likely to be significantly affected.</b>	Contained within the Scoping Report, attached as Appendix A.
<b>Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Council Directive 79/409/EEC on the conservation of wild birds and the Habitats Directive.</b>	Contained within the Scoping Note, attached as Appendix A.  Summarised at paragraphs 1.6.1 to 1.6.3.
<b>The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.</b>	Contained within the Scoping Report, attached as Appendix A.
<b>The likely significant effects on the environment, including short, medium and long-term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects.</b>	Alternatives assessment – Chapter 6 and Appendix B  Site Assessments – Chapter 7 and Appendices C to G  Appraisal of the plan policies within Chapter 8 of this report and Appendix H
<b>The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.</b>	Mitigation measures are identified in Chapter 11 of this report alongside the assessment of the draft Plan effects.
<b>An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.</b>	Alternatives assessment – Chapter 6 and Appendix B  Site Assessments – Chapter 7 and Appendices C to G
<b>A description of the measures envisaged concerning monitoring in accordance with regulation 17.</b>	Monitoring measures have been proposed in section 13.1 of this report.

Schedule 2 requirements	Evidence
<b>A non-technical summary of the information provided under paragraphs 1 to 9.</b>	<b>Separate document produced</b>

## 1.6 Habitats Regulations Assessment

- 1.6.1 This SA incorporates the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004, but the DPD also requires a Habitats Regulations Assessment, as set out in the Conservation of Habitats and Species Regulations 2010 (as amended) as it is considered likely to have significant effects on European habitats or species.
- 1.6.2 A Shadow Habitats Regulations Assessment of the Gypsy and Traveller Site Allocations DPD has been undertaken. The Habitats Regulations Assessment forms an addendum to the June 2016 ‘Shadow Habitats Regulations Assessment to inform the Habitats Regulations Assessment of the Local Development Plan by North West Leicestershire District Council’. The Assessment concludes that the DPD is screened out of the need for further assessment. The policies would have no conceivable effect on any European sites at all and no further assessment under the Habitats Regulations is required. The Shadow Habitats Regulations Assessment of the Gypsy and Traveller Site Allocations DPD can be downloaded from the District Council’s website: [www.](#)
- 1.6.3 This SA takes account of the findings of the Shadow Habitats Regulations Assessment.

## Part 1: Establishing the scope of the SA

## 2 Introduction (To Part 1)

### 2.1 Scoping

2.1.1 This is Part 1 of the SA Report, the aim of which is to introduce the reader to the scope of the SA. In particular, and as required by the Regulations, this Chapter answers the series of questions below:

1. What's the Plan seeking to achieve?
2. What's the sustainability 'context'?
3. What's the sustainability 'baseline'?
4. What are the key issues that should be a focus of SA?

2.1.2 Section 2.2 answers the first question by identifying the objective of the DPD and illustrating its geographical scope. The fourth question is answered in Chapter 3, with the key issues identified for a range of sustainability 'topics'. The key issues have been identified by answering questions 2 and 3, with this information included in the Scoping Report (attached in full at Appendix A).

2.1.3 The fourth question is answered in Chapter 3, with the key issues identified for a range of sustainability 'topics'.

2.1.4 The Sustainability Topics were established at the scoping stage to reflect the headline principles of sustainable development. These topics also reflect those issues referred to in Schedule 2 of the SEA Regulations, which are suggested as issues that should be addressed in a Strategic Environmental Assessment.

Sustainability Topic	Factors covered	Links to Schedule 2 of Environmental Assessment of Plans and Programmes Regulations 2004
<b>Population and communities</b>	Demographics, health, deprivation, crime, towns and villages	Population, human health
<b>Housing</b>	Housing	Material assets
<b>Economy</b>	The economy, employment and workforce, retail and town centre services	Population
<b>Transport and access</b>	Transport, access to services in main towns and villages	n/a
<b>Air quality and noise</b>	Air quality, noise	Air
<b>Climate change</b>	Climate change mitigation, climate change adaptation, flooding	Climatic factors
<b>Biodiversity and Geodiversity</b>	Environmental designations, Biodiversity Action Plans	Fauna, flora, biodiversity
<b>Landscape and land</b>	Landscape designations, landscape character, National	Landscape, soil

Sustainability Topic	Factors covered	Links to Schedule 2 of Environmental Assessment of Plans and Programmes Regulations 2004
	Forest, Charnwood Forest, open space, agriculture and land.	
<b>Cultural heritage</b>	Historic designations, Conservation Area Appraisals, Heritage at Risk, history of settlements, historic landscape character assessment, archaeology, built environment	Cultural heritage
<b>Water</b>	Water availability, waste water	Water
<b>Waste and minerals</b>	Waste, minerals	Material assets

## 2.2 What is the plan seeking to achieve?

2.2.1 The North West Leicestershire Local Plan lists fifteen objectives which seek to address the key issues for North West Leicestershire:

**Objective 1** - Promote the health and wellbeing of the districts population.

**Objective 2** - Support the delivery of new homes balanced with economic growth to provide a stock of housing that meets the needs of the community, including the need for affordable housing.

**Objective 3** - Ensure new development is of a high quality of design and layout whilst having due regard to the need to accommodate national standards in a way that reflects local context and circumstances

**Objective 4** - Ensure regard is had to reducing the need to travel and to maintaining access to services and facilities including jobs, shops, education, sport and recreation, green space, cultural facilities, communication networks, health and social care.

**Objective 5** - Support economic growth throughout the district and the provision of a diverse range of employment opportunities including the development of tourism and leisure

**Objective 6** - Enhance the vitality and viability of the districts town and local centres, with a particular focus on the regeneration of Coalville, in ways that help meet the consumer needs.

**Objective 7** - Enhance community safety so far as practically possible and in a way which is proportionate to the scale of development proposed whenever allocating sites for development or granting planning permission.

**Objective 8** - Prepare for, limit and adapt to climate change.

**Objective 9** - New developments need to be designed to use water efficiently, to reduce flood risk and the demand for water within the District, whilst at the same time taking full account of flood risk and ensuring the effective use of sustainable urban drainage systems (SUDs).

**Objective 10** - Conserve and enhance the identity, character and diversity and local distinctiveness of the districts built, natural, cultural, industrial and rural heritage and heritage assets.

**Objective 11** - Protect and enhance the natural environment including the districts biodiversity, geodiversity and water environment areas identified for their importance.

**Objective 12** - Conserve and enhance the quality of the districts landscape character including the

National Forest and Charnwood Forest and other valued landscapes.

**Objective 13** - Takes account of the need to reduce the amount of waste produced.

**Objective 14** - Seek to deliver the infrastructure needs of the area, including Green sustainable development.

**Objective 15** - Takes full account of the need to safeguard mineral resources including sand and gravel, igneous rock and brick-clay.

2.2.2 The Local Plan sets out the Council’s strategic approach to meeting the accommodation needs of Gypsies and travellers and travelling showpeople at Policy H7. Policy H7 also sets out the intention to prepare a Gypsy and Traveller Site Allocations Development Plan Document (DPD) as a means of identifying a range of sites to meet the identified need.

2.2.3 Therefore, building on the objectives of the Local Plan and Policy H7, the objective of the Gypsy and Traveller Site Allocations DPD is to identify sites to meet the accommodation needs of Gypsies and Travellers and Travelling Showpeople in North West Leicestershire to 2031.

2.2.4 Figure 2 sets out the geographical extent of the Plan area. Whilst the influence of the Plan

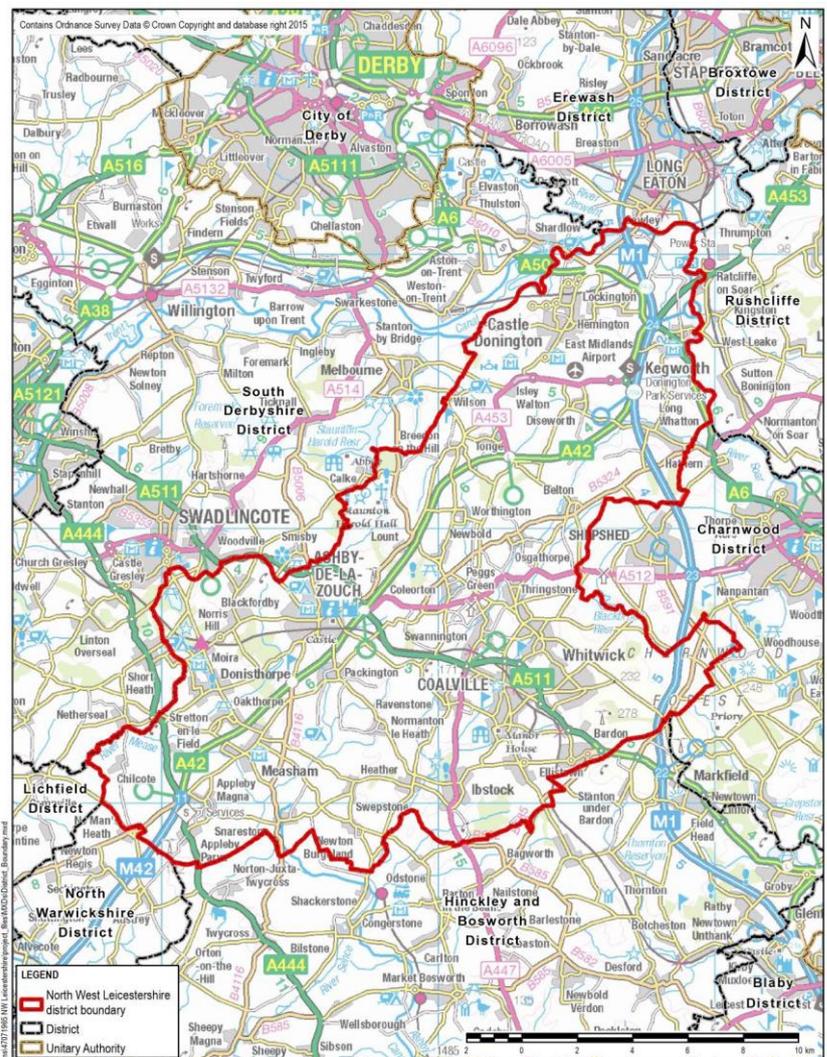


Figure 2: Plan area

policies will be restricted to within this boundary, there could well be effects in neighbouring authorities that will need to be considered in the SA process.

## 3 Identifying key issues

### 3.1 Introduction

- 3.1.1 This section provides a summary of the key issues established through SA scoping.
- 3.1.2 The scoping stage involves gathering background information relating to the plan area (i.e. North West Leicestershire District) to identify any important sustainability issues, key trends, and environmental objectives and targets from other relevant plans, programmes and policies.
- 3.1.3 Given the narrow scope of the Gypsy and Traveller Site Allocations DPD, plus the fact that a detailed SA Scoping consultation has already been undertaken in connection with the North West Leicestershire Local Plan, the initial scoping stage involved the preparation of a Scoping Note. This note drew upon the scoping report prepared for the SA of the North West Leicestershire Local Plan which itself has been reviewed and updated as part of the SA process. This Scoping Note was the subject of consultation in March 2017.
- 3.1.4 The consultation feedback led to the preparation of a full Scoping Report which has also been updated as part of the latest stage in the preparation of the Gypsy and Traveller Site Allocations DPD and SA (i.e. to support the proposed publication version of the DPD). This ensures that the SA remains focussed on the important sustainability issues for the DPD.
- 3.1.5 The key sustainability issues listed below have been identified through the scoping exercise. The key issues have evolved throughout the plan making process to become more focussed on matters relating to planning for Gypsies and Travellers while ensuring that broader sustainability issues for North West Leicestershire are retained.
- 3.1.6 The updated Scoping Report can be found attached at Appendix A which demonstrates the detailed baseline information and policy documents that have been taken into account to help establish the following key issues.

#### Population and Communities

- There has been a high number of unauthorised Gypsy and Traveller encampments in North West Leicestershire.
- A number of studies have identified the poor health experiences of Gypsy and Traveller groups compared with the general population. A range of factors, such as poor accommodation, are thought to create barriers to accessing healthcare.

#### Housing

- Unauthorised sites are frequently a source of tension between the travelling and settled communities.
- A shortage of permanent and transit Gypsy and Traveller sites continues to be a pressing issue, which results in unauthorised encampments, weakened community cohesion and local authority expenditure on eviction and clearing up illegal sites.
- The DPD must provide sites to meet accommodation needs identified by the 2017 GTAA.

## Employment and the Economy

- Employment land provision will need to support existing well performing employment sectors, such as storage and distribution.
- In some locations there is a skills and job mismatch, there is a need to provide additional higher skilled jobs in the district to reduce the need for out commuting, including growing the high tech manufacturing sector.
- There is a need to support new local jobs for residents who need to access lower skilled jobs and maintain a distribution of these jobs around the district, including in those areas where residents have fewer qualifications to ensure that people who cannot get to work by car are not adversely disadvantaged.
- The needs of rural businesses must be considered, including allowing appropriate growth of business that need a rural location and diversification of the agricultural economy.
- There is a need to improve the skills base of the district, starting with good access to primary, secondary and further education facilities for all children in the district.
- North West Leicestershire plays an important role in the sub-region as the focus for employment and LEP growth objectives.
- The tourism sector is an important part of the local economy, there is a need to protect and enhance the tourism and leisure offer particularly in relation to the National Forest, Charnwood Forest Regional Park and Ashby Canal. The aim should be for a higher per capita visitor spend rather than simply additional visitors, a way this can be achieved is through increasing overnight visitor stays in the district.
- Gypsy or Irish Traveller was the ethnic group with the lowest employment rates and highest levels of economic inactivity.
- There is evidence that Gypsies and Travellers face barriers in accessing employment.

## Transport and Access

- Due to the rural character of the district the settlements are dispersed. Therefore, development needs to be located where it would help reduce car use and where people are not disadvantaged by not driving.
- The East Midlands Strategic Distribution centre transport network must be maintained as a rail freight hub.
- The district is characterised by high levels of car use, there is a need to reduce this and encourage more people to travel by foot, bike or bus. This can have benefits for carbon emissions as well as improve the health of residents, helping to tackle obesity.
- There need to be improvements to safe and direct cycling routes across the district, taking into account the high levels of existing traffic deterring other road uses as a result of safety concerns.
- Further planned growth at East Midlands needs to ensure that accessibility by public transport is addressed.

- Improvements in public transport accessibility in the main towns and villages, including evening and weekend services, in particular in those that will be the focus for housing growth, would benefit existing and new residents.
- Some village have very limited local services, improving and maintaining existing provision will help reduce people's need to drive.

#### Air Quality and Noise

- There are five AQMA identified in the plan area. The need to avoid further deterioration in these areas is an essential consideration for new development, with the particular importance of considering cumulative effects.
- There is the potential for adverse impacts on wellbeing if inappropriate new development is located near a major source of noise and/or air pollution, including the airport and major roads.

#### Climate Change

- High carbon emissions per head characterise the district. Where possible these will need to be addressed in the design and delivery of new development and solutions for existing development.
- There is limited renewable energy generation in the district and opportunities to increase capacity, both major renewable development and micro-renewables, should be sought.
- Some parts of the district are at very high risk of flooding. Advice and guidance from the NPPF, Environment Agency and Lead Local Flood Authority (Leicestershire County Council) will need to be followed to ensure development does not increase the risk of flooding on or off-site and reduces flood risk elsewhere where feasible.
- Sites occupied by caravans, mobile homes and similar structures, give rise to particular problems in relation to flooding.
- It is important to become more resilient to the wider effects of climate change through adaptation measures. Green Infrastructure presents opportunities to address multiple issues through multifunctional spaces.

#### Biodiversity and Geodiversity

- The district has few habitats that are of national status or above for their nature conservation value. Therefore there is the need to protect and enhance the assets that do exist.
- There is a detailed evidence base of the nature conservation assets in the district, this has the potential to be extremely useful in development planning and protecting these assets.
- The River Mease SAC is at risk from adverse effects from waste water treatment outflows that have introduced damagingly high level of phosphates into the river. This may have implications of the deliverability of housing in the area and identifies the need to avoid or mitigate any further adverse impacts.

- Protect existing areas designated for the geological importance from harm.
- Make use of Green Infrastructure to help protect and enhance wildlife habitats and the connections between them.

#### Landscape and Land

- The district has a varied landscape and development should respect its landscape setting and make a positive contribution to the relationship of rural and urban areas.
- The National and Regional Forests are major assets in the district and helping deliver their objectives could have considerable potential in enhancing the character of the district, including through supporting tree planting.
- Despite being a rural district there is a need to deliver new usable open space to meet existing and new resident's needs. A variety of types of open space should be provided in towns and villages, including children's play space and allotments. New residential development should help deliver new open space, including children's play space, to meet the needs of residents.
- The district has relatively few areas that are identified as the best and most versatile, therefore there is a need to protect the soil resource.

#### Cultural Heritage

- Recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance.
- Ensure development in or adjacent to conservation areas or listed buildings (and their settings) respects the character and context and enhances the quality of the built environment.
- Deliver high rated schemes based on the ourplace™ scheme or other national housing standards, this should include architectural quality and creation of a 'liveable' place.
- There is significant potential for archaeological artefacts and features throughout North West Leicestershire. New development presents the potential for archaeological features to be discovered, but at the same time could have adverse effects if such features were damaged or lost.

#### Water

- New development should incorporate measures to ensure that water is used efficiently, to help reduce the water demand for the district.
- Protect the River Mease from any further deterioration, including through the Developer Contribution Strategy and implementation of restoration and enhancement measures.
- Ensure that development does not proceed without identified capacity at sewage treatment works.
- Ensure the effective use of Sustainable Urban Drainage Systems.

## Waste and Minerals

- The need to ensure waste management accords with the waste hierarchy and reduces the overall quantity of waste going to final disposal.
- Help North West Leicestershire improve municipal and commercial waste recycling, with the aim of moving North West Leicestershire in the best performing quartile of local authorities.
- Plan development that recognises the need for the safeguarding mineral resources, including sand and gravel, igneous rock and brickclay.

### 3.2 Consultation on the scope of the SA

- 3.2.1 A draft Scoping Note was published as a 'consultation document' in March 2017. The Statutory bodies (Historic England, the Environment Agency and Natural England) were given five weeks to provide feedback on its content and approach.
- 3.2.2 Following this period of consultation, the comments on the draft Scoping Note were taken into consideration and a full Scoping Report prepared. The changes made in response to representations is set out in an appendix to the Scoping Report (which can be viewed in Appendix A, which contains the Scoping Report).
- 3.2.3 In response to comments, the following notable changes were made:
- The Cultural Heritage baseline information was updated to include a wider range of contextual information including extracts from Conservation Area Appraisals and Heritage at Risk.
  - The headings within the Cultural Heritage baseline was updated.
- 3.2.4 Several of the comments also related to the need to undertake a Habitats Regulations Assessment of the Gypsy and Traveller Site Allocations DPD.
- 3.2.5 It should be remembered that the scope of the SA will continually evolve. As the DPD and SA processes progress, so the scope of the SA will be updated and any relevant findings will be presented in subsequent SA Reports.

## Part 2: Establishing and appraising alternatives

## 4 SA Framework

### 4.1 The SA Framework

- 4.1.1 The SA framework is used to predict and evaluate the social, economic and environmental effects of proposed options and policies (and any reasonable alternatives) being considered. It is important that the assessment process is practical and manageable.
- 4.1.2 The development of a set of SA objectives is a recognised way in which the likely environmental and sustainability effects of a plan can be described, analysed and compared, with each proposal in the DPD being scored against each SA objective.
- 4.1.3 Drawing on the review of the policy context and baseline information (established through scoping), a range of key sustainability issues were established that identify what the SA should focus upon.
- 4.1.4 These key issues (as listed in Chapter 3) were used as a basis for establishing a series of sustainability objectives and subsidiary questions (to aid the assessment process) that together make-up the Sustainability Appraisal Framework. This appraisal framework has evolved firstly through the preparation of the North West Leicestershire Local Plan and, more recently, through the preparation of the Gypsy and Traveller Site Allocations Development Plan Document.

Headline	Objective	Sub-objectives
<b>SA1. Housing</b>	Meet the accommodation needs of Gypsies and Travellers.	<ul style="list-style-type: none"> <li>▪ To assess the accommodation needs of Gypsies and Travellers.</li> <li>▪ Identify suitable land for Gypsy and Traveller sites.</li> <li>▪ To plan for sites over a reasonable timescale.</li> </ul>
<b>SA2. Health and Wellbeing</b>	Improve the health and wellbeing and reduce inequalities.	<ul style="list-style-type: none"> <li>▪ Ensure all residents have equitable access to health services.</li> <li>▪ Help everyone take active travel choices.</li> <li>▪ Sites are sustainable, safe and easy to manage and maintain</li> </ul>
<b>SA3. Communities</b>	Help create the conditions for communities to thrive.	<ul style="list-style-type: none"> <li>▪ Reduce tensions between settled and traveller communities</li> <li>▪ Involve Gypsy and Traveller communities in the decisions that may affect them.</li> <li>▪ Plan for the district in the context of the wider region, including nearby areas of Leicestershire, Derbyshire and Nottinghamshire.</li> </ul>
<b>SA4. Economy</b>	Support economic growth throughout the District and the provision of a diverse range of employment opportunities.	<ul style="list-style-type: none"> <li>▪ Support existing well performing employment sectors, such as storage and distribution and growth sectors including high-tech manufacturing.</li> <li>▪ Support initiatives to improve the tourism and leisure sector, in particular in the National Forest and Charnwood Regional Forest Park.</li> <li>▪ Protect existing employment sites from change of use, especially where they support local employment needs.</li> <li>▪ Recognise the role of North West Leicestershire in a wider economic sub-</li> </ul>

Headline	Objective	Sub-objectives
		<p>area, not only within Leicestershire but also into south Derbyshire.</p> <ul style="list-style-type: none"> <li>Support and help protect the rural economy.</li> </ul>
<b>SA5. Employment</b>	Encourage jobs that match the skills and needs of local residents and help improve access to skill training.	<ul style="list-style-type: none"> <li>Support new employment growth in all areas, including rural locations, where it will help meet a local need</li> <li>Maintain a diverse employment base, including growing the high skill job sector as well as lower skilled jobs to match the diverse job needs of the workforce.</li> <li>Help ensure all children have access to a local school, and enhance opportunities for skills training throughout life.</li> </ul>
<b>SA6. Town and village centres</b>	Enhance the vitality and viability of existing town centres and village centres	<ul style="list-style-type: none"> <li>Maintain the town centres of the district as the focus for new retail, services and office development</li> <li>Revitalise and renew town centre areas where necessary in particular in Coalville.</li> <li>Help protect and improve service provision in town, village and local centres to support existing communities and planned housing growth.</li> </ul>
<b>SA7. Travel</b>	Increase numbers of people walking, cycling or using the bus for their day-to-day travel needs, such as getting to work, school and to access services.	<ul style="list-style-type: none"> <li>Ensure new development has public transport access and give priority to walkers and cyclists over car users.</li> <li>Increase cycle use for commuting and access to services.</li> <li>Reduce congestion in locations where it impacts on road safety, causes severance, or adversely impacts on the economy.</li> <li>Use development to help secure better public transport for the district, in particular links to nearby rail stations</li> <li>Help those who live and/or work in the district reduce their reliance on private car travel</li> <li>Encourage higher density development in locations with public transport access, or in areas that have a good provision of nearby jobs, services and facilities.</li> <li>Consider the cumulative impacts and opportunities for growth on residents' ability to access services locally.</li> <li>Help improve provision of local services, such as shops, GPs, public transport, and community service provision in the villages of northern North West Leicestershire.</li> </ul>
<b>SA8. Low carbon energy</b>	Reduce carbon Emissions throughout the district through delivering renewable energy solution.	<ul style="list-style-type: none"> <li>Support proposals for decentralised (i.e. small and micro renewables) and low carbon energy generation</li> <li>Promote small scale non-grid energy generation and large scale grid schemes where appropriately located and help reduce carbon dioxide emissions</li> <li>All new development should be built to high energy and water efficiency standards.</li> </ul>

Headline	Objective	Sub-objectives
<b>SA9. Flooding</b>	Development must not put people at inappropriate risk of flooding either on or off site and must seek and undertake opportunities to reduce the risk of flooding elsewhere where feasible.	<ul style="list-style-type: none"> <li>▪ Follow the sequential test in Planning Practice Guidance in the allocation of sites in flood risk areas.</li> <li>▪ Ensure new development does not exacerbate the risk of flood off-site, for instance through use of sustainable drainage.</li> <li>▪ Seek opportunities to reduce flood risk where feasible.</li> <li>▪ Seek to achieve a net reduction in rates of surface water run-off.</li> </ul>
<b>SA10. Biodiversity and Geodiversity</b>	Protect and enhance the District's biodiversity and protect areas identified for their geological importance.	<ul style="list-style-type: none"> <li>▪ Ensure that development respects biodiversity wherever it is found and seeks to enhance the quality, quantity and connectivity of habitats.</li> <li>▪ Protect the river Mease SAC catchment from adverse impacts as a result of development. Where screening indicates</li> <li>▪ Habitats Regulations Assessment needs to be completed and appropriate mitigation/avoidance identified where found to be necessary.</li> <li>▪ Conserve and enhance the district's biodiversity assets, in particular through countering habitat fragmentation.</li> <li>▪ Help all to have access to the natural environment, including integrating greater biodiversity into urban areas.</li> <li>▪ Protect geological designations.</li> <li>▪ Protect sensitive habitats from the adverse impacts related to air or water pollution.</li> </ul>
<b>SA11. Built and historic environment</b>	Conserve and enhance the character, diversity and local distinctiveness of the district's built and natural heritage.	<ul style="list-style-type: none"> <li>▪ Protect and enhance buildings, structures and natural features of recognised historic or architectural interest, including their settings.</li> <li>▪ Recognise, protect and enhance heritage assets of local importance.</li> <li>▪ Ensure new development respects the character of the historic environment.</li> <li>▪ Protect archaeological remains and record findings according to guidance.</li> </ul>
<b>SA12. Landscape</b>	Conserve and enhance the quality of the district's landscape character	<ul style="list-style-type: none"> <li>▪ Protect and enhance the character and distinctiveness of the district's landscape.</li> <li>▪ Help implement objectives for the National Forest and the Charnwood Forest Regional Park.</li> <li>▪ Enhance the transition for urban to rural at the edge of towns and villages</li> </ul>
<b>SA13. Land and Soil</b>	Ensure land is used efficiently and effectively.	<ul style="list-style-type: none"> <li>▪ Prioritising the remediation and redevelopment of previously developed land, whilst ensuring that any biodiversity interest is protected.</li> <li>▪ Protect undeveloped land from inappropriately located development.</li> <li>▪ Whenever possible protection the best quality agricultural land.</li> </ul>

Headline	Objective	Sub-objectives
		<ul style="list-style-type: none"> <li>▪ Encourage higher density development to make the best use of available land</li> <li>▪ Where land has the potential to be contaminated or is known to be contaminated ensure that suitable investigation and remediation is carried out to bring it back into use.</li> <li>▪ Encourage the highest density development in locations with good access by public transport and a range of services, including town centres</li> </ul>
<b>SA14. Natural Resources</b>	Ensure the efficient use of natural resources, including reducing waste generation and promote re-use and recycling, supporting sustainable extraction and the reuse and recycling of minerals and aggregate resources and water resources.	<ul style="list-style-type: none"> <li>▪ Ensure new development incorporates space for waste sorting and storage to aid recycling</li> <li>▪ Encourage sustainable construction making use of recycled and recyclable building materials</li> <li>▪ Ensure the re-use of demolition waste</li> <li>▪ Promote development of more sustainable waste treatment facilities, including sorting, recycling and reuse.</li> <li>▪ Ensure minerals deposits are not sterilised through inappropriately located development.</li> <li>▪ Ensure the highly efficient use of water.</li> </ul>
<b>SA15. Pollution</b>	Reduce air, light and noise pollution and manage contaminated land to avoid damage natural systems and protect human health.	<ul style="list-style-type: none"> <li>▪ Help reduce contribution to air pollution by reducing car use.</li> <li>▪ Ensure new and existing communities are not adversely affected by poor quality air and noise pollution, either through their location or through causing a further deterioration as a result of new development.</li> <li>▪ Protect communities from harm related to ground and water pollution.</li> <li>▪ Avoid exacerbating light pollution by keeping external lighting to the minimum required for safety and security.</li> <li>▪ Avoid air and water pollution and other disturbance that can have an adverse impact on areas of nature conservation importance, including the River Mease SAC.</li> <li>▪ Ensure development does not lead to the pollution of controlled waters, and where possible contributes to an improvement in the quality of waterbodies.</li> <li>▪ Promote the use of Green Infrastructure to help protect and enhance the quality of air, water and land.</li> </ul>

## 4.2 Site appraisal framework

4.2.1 A framework for assessing site options has also been developed using the SA Framework as a basis for identifying relevant criteria.

- 4.2.2 It is considered appropriate to assess sites using a range of quantitative data, as this allows for a consistent and objective comparison between different site options. This data can also be supplemented with qualitative assessments.
- 4.2.3 The site appraisal framework is set out below. The framework is the same as that used in the SA of sites in the North West Leicestershire Local Plan. This will reduce the possibility of discrimination in the site appraisal process. Furthermore, the site appraisal framework has already been the subject of consultation through the preparation of the Local Plan SA.

Criteria	Decision Rules	Comments and limitations
Deliverability of sites	<p>The site is considered to be available and/or achievable.</p> <p>The site is considered to be potentially available and/or potentially achievable.</p> <p>The site is not considered to be available and/or achievable.</p>	It is assumed that housing sites that are available and deliverable in the shorter term are more desirable in terms of helping to achieve a 5 year housing target.
Access to open space	<p>Within 800m walking distance of facilities.</p> <p>Within 1200m walking distance of facilities.</p> <p>More than 1200m walking distance of facilities.</p>	<p>&lt;1200m is considered a reasonable walking distance.</p> <p>(CIHT (2000) Providing for Journeys on Foot).</p>
Access to local food shop	<p>Within 400m of a local food shop / scale of development would support new services.</p> <p>Within 800m of a local food shop.</p> <p>Within 1200m of a local food shop.</p>	
Access to a GP / health centre	<p>Less than a 30 minute journey to a GP/Health centre by foot and/or public transport</p> <p>30-45 minute journey to a GP/Health centre by foot and public transport.</p> <p>More than 45 minute journey to a GP/Health centre on public transport.</p>	It is assumed that closer facilities will enable communities to better access healthcare, particularly those without access to a car. Information about the capacity of GP facilities has not been gathered, but it is recognised that if there is limited capacity at a nearby GP then the reality might be that the nearest GP is much further away.
Amenity	Development is unlikely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.	This assessment has been made by based upon surrounding land uses and the potential use on the site. The presence of industrial units, busy roads could potentially have

Criteria	Decision Rules	Comments and limitations
	<p>Development has the potential to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas unless mitigated.</p> <p>Development is likely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.</p>	amenity effects in terms of noise, visual, light and vibration.
Access to a village / community hall	<p>Within 800m walking distance of facilities.</p> <p>Within 1200m walking distance of facilities.</p> <p>More than 1200m walking distance of facilities.</p>	The Manual for Streets suggests that 'walkable neighbourhoods' will typically have access to a range of services and facilities within 800m (Department for Transport (2007) The Manual for Streets)
Loss of employment land	<p>Yes, employment land still in use.</p> <p>Yes, employment land not in use.</p> <p>No.</p>	It is assumed that the loss of employment land that is still in use could be potentially negative, as there may not be suitable replacement premises immediately available.
Proximity to public transport	<p>Ability to support expanded / new bus routes</p> <p>Regular bus service within 800m.</p> <p>Low frequency bus service within 400m.</p> <p>Regular bus service within 800m-1200m.</p> <p>Low frequency bus service within 400-800m.</p> <p>Bus service over 1200m away.</p> <p>Low frequency bus service more than 800m away.</p>	<p>The Manual for Streets suggests that 'walkable neighbourhoods' will typically have access to a range of services and facilities within 800m.</p> <p>'Regular' is considered to be a stop which is serviced 3 times in one hour. Low frequency is considered to be a stop which is serviced less than 3 times in one hour.</p> <p>It is assumed that a regular bus service will provide more choice, and may attract more passengers.</p>
Access to main/ key employment areas in the local area	<p>&lt;800m from local sources of employment (i.e. business parks, industrial estates, local centres)</p> <p>800m-1200m</p> <p>&gt;1200m</p>	Access has been measured to local employment opportunities as all housing site options are within either Ashby or Coalville, so it is preferable to identify which could benefit most from sustainable (i.e.

Criteria	Decision Rules	Comments and limitations
		walking/cycling) access to employment.
Access to schools	<p>Within 500m walking distance of a primary school / scale of development supports new facilities.</p> <p>Within 1200m walking distance of a secondary school</p> <p>Within 500-1000m walking distance of a primary school</p> <p>Within 2000m of a Secondary school.</p> <p>More than 1000m walking distance from a primary school</p> <p>More than 2000m from secondary school</p>	<p>2000m is considered to be the maximum 'reasonable walking distance which could encourage less car use or shorter journeys by other forms of transport. The capacity of nearby primary schools ought to be taken into account to establish whether schools are capable of accommodating growth, and if not whether expansion would be possible. 1000m is considered an acceptable walking distance to schools.</p> <p>(CIHT (2000) Providing Journeys on Foot)</p>
Fluvial flood risk	<p>Site is located entirely within Flood Zone 1.</p> <p>Some of the site is in Flood Zones 2 or 3 (up to 50%).</p> <p>Most of the site is in Flood Zones 2 or 3 (more than 50%).</p>	<p>Provided that a site is not wholly within a flood zone 2/3 it should be possible to avoid and/or mitigate impacts. However, proximity to zone 1 is preferable as it reduces the risk and potential cost of mitigation.</p>
Impacts upon biodiversity on site	<p>Ecologist assessment – Qualitative assessment undertaken by Council officers.</p>	<p>A qualitative assessment to be undertaken by a suitably qualified ecologist.</p>
Proximity to designated biodiversity and geodiversity sites	<p><b>Effects unlikely</b></p> <ul style="list-style-type: none"> <li>▪ Over 400m from a SSSI, SAC or SPA.</li> <li>▪ Over 100m from a local wildlife site.</li> </ul> <p><b>Potential effects</b></p> <ul style="list-style-type: none"> <li>▪ Within 400m of a SSSI</li> <li>▪ Within the River Mease Catchment</li> <li>▪ Within 100m of a local wildlife site, priority species or habitats.</li> </ul> <p><b>Effects likely</b></p> <ul style="list-style-type: none"> <li>▪ Contains or adjacent (50m) to a SSSI.</li> </ul>	<p>The distance thresholds used are greater for European sites, then SSSIs, then local sites to reflect their level of designation. This does not mean that effects are automatically more significant though.</p> <p>It is assumed that sites within or adjacent to (&lt;50m) a SSSI are more likely to have a direct impact. However, it is recognised that proximity does not necessarily equate to impacts as this is dependent upon the scheme design and type/condition of wildlife sites.</p>

Criteria	Decision Rules	Comments and limitations
	<ul style="list-style-type: none"> <li>▪ Loss of Local Wildlife Site.</li> <li>▪ Contains priority species.</li> <li>▪ Significant development (&gt;3000 dwellings) in the River Mease Catchment</li> </ul>	
Qualitative assessment of heritage impacts	<ul style="list-style-type: none"> <li>▪ Is the site within a Conservation Area?</li> <li>▪ Does the site adjoin a Conservation Area?</li> <li>▪ Is there a Conservation Area within the settlement concerned and if so how does the site relate to it?</li> <li>▪ Is there a listed building or Scheduled Monument on site?</li> <li>▪ Does the site adjoin a listed building or Scheduled Monument?</li> <li>▪ Is there a listed building or Scheduled Monument close to the site and if so how close and how does the site relate?</li> </ul> <p>Significant effects on the heritage assets and their settings are unlikely / potential for enhancement.</p> <p>Moderate potential to achieve suitable mitigation / effects on heritage assets and their settings</p> <p>Significant effects on heritage assets or their settings are likely/ mitigation measures unlikely to prevent harm.</p>	The criteria combine a consideration of various heritage features to avoid potential duplication in criteria. E.g. an asset could be Listed, in a Conservation Area and also a Scheduled Ancient Monument.
Landscape impact	<p>High potential of achieving suitable landscape mitigation or enhancement.</p> <p>Moderate and Moderate/High potential of achieving suitable landscape mitigation.</p> <p>Low potential of achieving suitable landscape mitigation.</p>	<p>Assessment drawn from the Landscape Character Sensitivity Assessment.</p> <p>NB: This is an urban fringe assessment, and does not cover all parts of the District.</p>

Criteria	Decision Rules	Comments and limitations
Previously developed land	<p>Site is largely brownfield (&gt;70%).</p> <p>Site is a mix of brownfield and greenfield land.</p> <p>Site is largely Greenfield (&gt;70%).</p>	There is an assumption that where appropriate development on brownfield land is more favourable than greenfield land.
Agricultural land classification	<p>Majority of the site (&gt;70%) is Grade 1 or 2</p> <p>Significant loss (more than 20ha) of Grade 1,2 or 3</p> <p>Majority of site is Grade 3 (&gt;70%)</p> <p>Majority of site is not Grade 1, 2 or 3 (&gt;70%)</p>	<p>Although there is little guidance, the loss of 20 hectares of best and most versatile land (Grade 1, 2, 3 and 3a) triggers consultation with DEFRA/Natural England, which can be considered significant.</p> <p>The loss of Grade 1 or 2 lands is also considered to be significant as this is a sensitive resource that cannot be replaced.</p>
Potential effect on air quality	<p>Development unlikely to have a significant effect on congestion at key junctions</p> <p>Development likely to contribute to increased congestion at key junctions</p>	No formal testing of traffic impacts will be undertaken, so there will be a degree of professional judgement taken in determining potential effects on air quality.

## Part 2: Establishing and appraising alternatives

## 5 Introduction (To Part 2)

### 5.1 Introduction

5.1.1 The 'story' of plan-making / SA is told within this part of the SA Report. Specifically, this part of the SA Report describes the following:

- How, prior to preparing the 'draft' DPD, there has been an appraisal of alternative approaches to addressing a range of plan issues; and precisely how the Council took account of these 'interim' SA findings when preparing the DPD;
- Why alternatives have not been considered for other plan issues; and
- How the SA findings have influenced the development of policies in the Proposed Publication DPD (i.e. through undertaking assessments before the Plan was finalised).

### 5.2 Identifying and appraising alternatives

5.2.1 The SEA Regulations are not prescriptive with regards to what alternatives should be considered. They only state that the SA Report should present an appraisal of the "plan and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme".

5.2.2 The following chapters describe how, as an interim plan-making / SA step, reasonable alternatives were considered for the following plan issues:

- The amount of additional Gypsy and Traveller and Travelling Showpeople provision to be met; and
- Gypsy and Traveller and Travelling Showpeople site options.

### 5.3 Structure of the alternatives appraisal

5.3.1 Each of the issues listed under 5.2.2 has been assigned its own chapter; structured as follows.

- Introduction;
- What are the reasonable alternatives?
- Unreasonable alternatives;
- Why has the preferred approach been selected?

5.3.2 An explanation is given as to how the selection of a preferred approach reflects the findings of SA (or not). To further illuminate this explanation Appendices B and C of this SA Report present the appraisal findings for the two plan issues.

## 6 Gypsy and Traveller and Travelling Showpeople provision

### 6.1 Introduction

- 6.1.1 Of critical importance to the identification of targets for provision is the 2017 Leicestershire and Leicester Gypsy and Traveller's Accommodation Needs Assessment (GTAA).
- 6.1.2 The primary objective of the GTAA is to provide a robust assessment of current and future need for Gypsy, Traveller and Travelling Showpeople accommodation in the following local authority areas: Blaby District Council, Charnwood Borough Council, Harborough District Council, Leicester City Council, Melton Borough Council, North West Leicestershire District Council, and Oadby and Wigston Borough Council.
- 6.1.3 As well as updating previous assessments of need, the principal reason for completing the study was the publication of a revised version of Planning Policy for Traveller Sites (PPTS) in August 2015. This included a change to the definition of Travellers for planning purposes. The key change that was made was the removal of the term 'persons...who have ceased to travel permanently', meaning that those who have ceased to travel permanently will not now fall under the planning definition of a Traveller for the purposes of assessing accommodation need.
- 6.1.4 The GTAA has sought to understand the accommodation needs of the Gypsy, Traveller and Travelling Showpeople population in the study area through a combination of desk-based research, stakeholder interviews and engagement with members of the travelling community living on all known sites. A total of 78 interviews were completed with Gypsies and Travellers, and 82 interviews were completed with Travelling Showpeople living on authorised and unauthorised sites and yards. In North West Leicestershire, 16 interviews were completed with Gypsies and Travellers and 25 interviews with Travelling Showpeople. Interviews with Travellers living in bricks and mortar and stakeholders were also undertaken.
- 6.1.5 Additional needs are set out for those households that meet the planning definition of a Gypsy or Traveller, for those unknown households where an interview was not able to be completed (either due to households refusing to be interviewed, or not being present) who may meet the planning definition, and for those households that do not meet the planning definition.

### 6.2 What are the reasonable alternatives?

- 6.2.1 The need arising from households that meet the planning definition should be addressed through the identification of suitable sites. The GTAA also advises that Councils will need to consider how to address the needs associated with 'unknown' households.

#### **Alternative A: To meet the need arising from only those households that meet the planning definition of traveller**

- 6.2.2 The first alternative would seek to provide for only the accommodation needs arising from those households who meet the planning definition. For North West Leicestershire, the GTAA identifies a need for five additional pitches for Gypsy and Traveller households that meet the planning definition for the period to 2031. The overall level of need for those households who meet the planning definition of a Travelling Showperson is for 18 additional plots over the period to 2031.

## **Alternative B: To meet the need arising from those households that meet the planning definition of traveller together with an allowance for 'unknown' households**

- 6.2.3 As well as meeting the accommodation needs of households that meet the planning definition, the needs of the households where an interview was not completed (either due to refusal to be interviewed or households that were not present during the fieldwork period) would be provided for under this alternative. Whilst there is no law or guidance that sets out how the needs of these households should be addressed, the GTAA estimates the potential need from these households. This will be a maximum additional need figure over and above the need identified for households that do meet the planning definition.
- 6.2.4 With an allowance of one additional pitch to provide for the need that may arise from households where an interview was unable to be completed, the total Gypsies and Travellers provision to 2031 on permanent sites would be six pitches. For Travelling Showpeople households, the allowance is for an additional two plots, so that the overall provision to 2031 would be 20 plots.

### 6.3 Unreasonable alternatives

- 6.3.1 The Government requires local planning authorities to assess the accommodation needs of Gypsies and Travellers and Travelling Showpeople and to meet those needs through the identification of land for suitable sites. It is therefore unreasonable not to provide for Gypsies and Travellers accommodation needs nor make a lower provision than that identified by the GTAA.
- 6.3.2 Households who do not travel fall outside the planning definition of a Traveller. Provisions set out in the Housing and Planning Act (2016) include a duty for local authorities to consider the needs of people residing in or resorting to their district with respect to the provision of sites on which caravans can be stationed, or places on inland waterways where houseboats can be moored. Draft Guidance related to this section of the Act has been published setting out how the Government would want local housing authorities to undertake this assessment and it is the same as the GTAA assessment process. The implication is therefore that the housing needs of any Gypsy and Traveller households who do not meet the planning definition of a Traveller will be assessed as part of the wider housing needs of the area, for example through the SHMA or HEDNA process, and will form a subset of the wider need arising from households residing in caravans. It is unreasonable for the DPD to make provision for Gypsies and Travellers and Travelling Showpeople Households who fall outside the planning definition of a Traveller as these needs will be met as part of the wider housing provision made by the North West Leicestershire Local Plan.

### 6.4 Why has the preferred approach been selected?

- 6.4.1 The difference in the level of provision between the two reasonable alternatives is negligible- one pitch and two plots. In practice, this is unlikely to require the identification of additional sites. However, providing specific deliverable sites for the need that may arise from households where an interview was unable to be completed provides the DPD with additional flexibility.

#### Does the preferred approach reflect the SA findings?

- 6.4.2 The SA findings are summarised below (presented in full in Appendix B):

	Alternative A: To meet the need arising from only those households that meet the planning definition of traveller.	Alternative B: To meet the need arising from those households that meet the planning definition of traveller together with an allowance for 'unknown' households	Comment
SA1: Housing	✓✓	✓✓	Both options have a moderate positive effect by addressing issues of unauthorised encampments.
SA2: Health and wellbeing	✓	✓	Accommodation insecurity and poor living environment has a negative impact on Gypsies' and Travellers' physical and mental health. However, there are other factors that have a negative impact on Gypsies' and Travellers' health.
SA3: Communities	↔	↔	Unauthorised sites are frequently a source of tension between the travelling and settled communities.
SA4: Economy	↔	↔	Both alternatives would have a neutral effect on the economy in terms of creating jobs.
SA5: Employment	↔	↔	Both alternatives would have a neutral effect on the economy in terms of support economic growth throughout the District.
SA6: Town and village centres	↔	↔	Both alternatives are likely to have a neutral effect on town/village centres, as there would be limited growth beyond that which is already committed.

	Alternative A: To meet the need arising from only those households that meet the planning definition of traveller.	Alternative B: To meet the need arising from those households that meet the planning definition of traveller together with an allowance for 'unknown' households	Comment
SA7. Travel			Both alternatives would have a neutral effect as the level of traffic generation is minimal.
SA8. Low carbon energy			Future proofing through increasing building standards has been a strategy adopted for the mainstream built environment but it is a more difficult approach when applied to caravans and, to a slightly lesser extent mobile homes, as their construction does not lend itself easily to measures such as insulation and conventional double-glazing.
SA9. Flooding			It has been assumed that the development can be located in areas away from flood risk.
SA10. Biodiversity and Geodiversity			It is considered unlikely that proposals would have significant effects on biodiversity, as there would be evidence to suggest that traveller accommodation needs could be met without having to release land that would harm biodiversity.
SA11. Built and historic environment			The magnitude of the effects would not be anticipated to be great, as there is

	Alternative A: To meet the need arising from only those households that meet the planning definition of traveller.	Alternative B: To meet the need arising from those households that meet the planning definition of traveller together with an allowance for 'unknown' households	Comment
			unlikely to be a direct impact upon heritage assets. However, there could be indirect effects on the setting of the heritage assets. It would be expected that effects could be managed through avoidance of sensitive areas, and through design.
SA12. Landscape	↔	↔	The amount of land required to meet needs under Alternatives A and B is less than 5 hectares. The area of North West Leicestershire District is 27,900 hectares. Given that the provision being planned for under both alternatives is limited in scale, significant effects on landscape would not be anticipated.
SA13. Land and Soil	↔	↔	The amount of land required to meet needs under Alternatives A and B is less than 5 hectares. The area of North West Leicestershire District is 27,900 hectares. Given that the provision being planned for under both alternatives is limited in scale, significant effects on land and soil would not be anticipated.

	Alternative A: To meet the need arising from only those households that meet the planning definition of traveller.	Alternative B: To meet the need arising from those households that meet the planning definition of traveller together with an allowance for 'unknown' households	Comment
SA14. Natural Resources	↔	↔	It is considered unlikely that alternative A or alternative B would have a significant effect on the baseline position.
SA15. Pollution	↔	↔	It is considered unlikely that alternative A or alternative B would have a significant effect on the baseline position.

6.4.3 Both alternatives have a mix of positive and neutral effects. The scores of alternatives A and B are identical, and therefore it is difficult to conclude which of the options is 'most sustainable'. The sustainability scores support the conclusion that difference between the two alternatives is negligible.

## 7 Gypsy and Traveller and Travelling Showpeople Sites

### 7.1 Introduction

7.1.1 It is necessary to allocate sites in the DPD to meet the needs identified by the 2016 GTAA. Allocating sites helps to provide more certainty that the developments will come forward in the plan period, and hence demonstrate that the DPD is deliverable.

7.1.2 It is important to test the suitability constraints and opportunities associated with potential site options to establish which locations would be most appropriate to meet the identified accommodation needs.

### 7.2 What are the reasonable alternatives?

7.2.1 To identify as wide a range as possible of Gypsy and traveller sites and broad locations for development, a range of types of sites and sources of data that were relevant was considered. This was important, as an earlier 'call for sites' failed to identify any reasonable sites. 518 sites from the following sources were identified (Appendix C):

- A. Intensification or extension of existing authorised Gypsy and Traveller sites
- B. Existing housing and economic development allocations and site development briefs not yet with planning permission
- C. Planning permissions that are unimplemented
- D. Planning applications that have been refused or withdrawn
- E. Sites submitted as part of the Council's Strategic Housing and Employment Land Availability Assessments
- F. Pre-application enquiries for Traveller developments
- G. Sites previously considered as having potential for Gypsy and Traveller development
- H. Property in the Council's ownership
- I. Public sector land that is surplus, or likely to become surplus
- J. Vacant and derelict land and buildings
- K. Land safeguarded, severed or otherwise affected by infrastructure projects

#### Sieve 1

7.2.2 The initial list of 518 sites was reduced to 311 sites (Appendix D) by removing:

- sites where there was insufficient information to identify their location;
- duplicate sites;
- small sites<sup>1</sup>; and
- sites with extant planning permission for residential development. The higher alternative use values for residential land are likely to make Gypsy and Traveller development undeliverable.

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<sup>1</sup> There is no one ideal size of site or number of pitches. Smaller Traveller sites of 3-4 pitches can be successful, particularly where designed for one extended family. Taking into account good practice, a permanent site of four pitches would require a site of 0.47ha. A transit site of four pitches would require a site of 0.28ha. The Showmen's Guild recommends model standards for the layout of new sites used by showpeople when they are not travelling. The small site layout provides for one plot measuring 0.16ha. It follows that sites of less than 0.16ha will not offer suitable accommodation for Gypsies and Travellers.

## Sieve 2

- 7.2.3 To ensure a proportionate assessment, the Council decided to focus on the sources that were likely to provide the greatest potential for Gypsy and Traveller sites. Consequently, the following sources were discarded. If it had been concluded that insufficient sites/broad locations have been identified against the latest Gypsy and Traveller Needs Assessment these sources would have been revisited:

[B: Existing housing and economic development allocations and site development briefs not yet with planning permission \(4 sites\)](#)

- 7.2.4 The North West Leicestershire Local Plan and supporting documents were submitted to the Secretary of State on 4 October 2016. It is unlikely that any of the proposed housing or employment sites would be made available for Gypsy and Traveller development as the higher alternative use values are likely to make such developments undeliverable.

[E: Sites submitted as part of the Council's Strategic Housing and Employment Land Availability Assessments \(172 sites\)](#)

- 7.2.5 The Strategic Housing and Employment Land Availability Assessments gather together information on potential sites for housing and employment development and assesses their suitability. The sites assessed include those proposed by landowners and/or developers. The same landowners and developers were invited to suggest sites that may be suitable for allocation in the Gypsy and Traveller Site Allocations Development Plan Document. The 'call for sites' exercise failed to identify potential Gypsies and Traveller sites.

- 7.2.6 A further Strategic Housing and Economic Land Availability Assessment (SHELAA) 'call for sites' was undertaken in 2017. Landowners and/or developers were invited to submit land that could be considered for inclusion in the Council's Strategic Housing and Economic Land Availability Assessment (SHELAA) in accordance with an agreed Leicester and Leicestershire Joint Methodology. Proposals for potential Gypsy, Traveller or Travelling Showpeople site were also invited, but no sites were submitted.

- 7.2.7 Having had at least two opportunities to bring potential traveller sites forward, it is clear that the landowners and developers of SHLAA or SHELAA sites are not willing to make sites available for Gypsy and Traveller development.

[K: Land safeguarded, severed or otherwise affected by infrastructure projects](#)

- 7.2.8 East Midlands Gateway is a large-scale logistics park which will house up to 6 million square feet of warehouse premises covering around 700 acres. It will have its own rail terminal for the exclusive use of freight traffic with the aim of supporting and encouraging the increased movement of freight by rail in the East Midlands region. Works commenced on 9 January 2017. Construction of the major warehouse buildings are due to commence in autumn 2017 and are likely to be completed by 2024.

- 7.2.9 HS2 Phase Two concerns the High Speed Rail routes from the West Midlands to Leeds and Manchester. Phase Two forms a 'Y' shape from the West Midlands up towards Manchester and the North West and up towards Leeds and the North East. It is anticipated that Phase Two of HS2 will begin operating trains around 2033 as part of the integrated HS2 network and with the rest of the UK rail network. The West Midlands to Leeds route runs through North West Leicestershire broadly following the corridor of the M42/A42 on its south-eastern side.

7.2.10 Both East Midlands Gateway and HS2 Phase Two could provide opportunities for traveller provision through land severance etc. Neither project is likely to supply specific, developable sites for travellers within the next five years but they could be identified as broad locations for such development in the medium to long term.

7.2.11 135 sites remained from data sources A, C, D, F, G, H, I and J. (Appendix E)

Sieve 3

7.2.12 A review of the sites that had been identified through the Council's Property Services Records (data source H), other public sector land (data source I) and vacant/derelict land (data source J) was undertaken:

H: Property in the Council's ownership

7.2.13 North West Leicestershire maintains a list of council-owned buildings (excludes Council houses) and land, which is published in a 'Council assets' document. The 2015 list identified 147 properties which includes freehold and leasehold properties. The list included public conveniences, recreation areas, sports facilities, car parks, industrial/business units, cemeteries, allotments, garage courts etc. Most properties were in active use.

7.2.14 An initial review was used to exclude sites that were clearly still in active use or otherwise too small for Gypsy or Traveller development. The remaining 32 sites were examined in more detail with housing and property service managers. Although there were a small number of vacant sites that were potentially suitable for Gypsy or Traveller development, these sites could also provide for local needs housing which was regarded as a priority.

7.2.15 During the review one other potential Gypsy or Traveller sites was identified which, although not in the Council's ownership, was closely related to Council owned land:

- DO2: Ramscliffe Avenue, Donisthorpe

I: Public sector land that is surplus, or likely to become surplus

7.2.16 The Homes and Communities Agency (HCA) is the Government's land agency for England and is a significant public sector landowner with a varied and complex land and property portfolio that comprises former coalfield sites, assets inherited from the Regional Development Agencies (RDAs) and sites previously acquired from other public landowners. All HCA landholdings are listed on the Government Property Finder website (<https://www.gov.uk/find-government-property>) which was used to identify Government-owned property, buildings or land that was available to rent or buy.

7.2.17 14 sites in North West Leicestershire were identified and contact was made for further information. Eight of the sites had been retained for National Forest Company tree planting. Most of the remaining sites had no suitable highways access and/or were part of the historical railways estate (formerly known as the Burdensome Estate). This includes legacy bridges, abutments, tunnels, cuttings, viaducts and similar properties associated with closed railway lines.

7.2.18 One HCA site was taken forward for more detailed review:

- AZ33: Land off Nottingham Road, Ashby de la Zouch

## J: Vacant and derelict land and buildings

### National Land Use Database of Previously Developed Land

7.2.19 The National Land Use Database of Previously Developed Land (NLUD-PL) details statistics on the amount of previously developed land that may be available for development in England based on Council surveys over the period 2001 to 2012. The last review (2012) undertaken in North West Leicestershire identified 21 NLUD-PDL sites. Of these, nine sites have since been developed, mainly for housing. Three sites have planning permission for residential development which has yet to be implemented. One site is the subject of an undetermined planning application for hotel development. One site has previously received planning permission for residential development that has expired and is identified in the Council's Strategic Housing Land Availability Assessment (Ref: C53). Three sites contained previously vacant buildings which are now in use. Four sites were taken forward for more detailed review:

- CV59: Land South of Forest Road, Forest Road, Coalville
- CV62: Old Factories either side of Baker Street, Wolsey Road, Coalville, LE67 3TS
- CV25: Stardust Nightclub, Beveridge Lane, Coalville
- WH7: Pumping Station, Rear of The Pines, Hall Lane, Whitwick

### Leicester & Leicestershire Enterprise Partnership

7.2.20 The Leicester & Leicestershire Enterprise Partnership (LLEP) maintains a database of available commercial and business sites marketed by other agents as being generally suitable for industrial, office or warehouse uses. 14 sites were in North West Leicestershire. 11 of these sites were for business development in prime locations at Ashby de la Zouch, Bardon/Coalville and Castle Donington where permission had already been granted. Three sites were for farmland but all three sites are no longer available.

### Estate Agents

7.2.21 A review of land being marketed for development by property agents (Andrew Granger & Co, APB, Howkins and Harrison, Newton Fallowell, Right Move and Your Move) was also undertaken. Two sites had planning permission for residential development

### Sieve 4

7.2.22 The 72 (Appendix F) remaining sites were assessed using more detailed site surveys to:

- ratify inconsistent information gathered through the call for sites and desk assessment;
- get an up to date view on development progress (where sites have planning permission);
- a better understanding of what type and scale of development may be appropriate;
- gain a more detailed understanding of deliverability, any barriers and how they could be overcome;
- identify further sites with potential for development that were not identified through data sources or the call for sites.

7.2.23 Appendix F sets out the outcomes of that assessment and review for each of the 72 sites.

Sieve 5

7.2.24 The table below summarises the SA findings for the remaining 19 site options required to deliver the identified Gypsy and Traveller and Travelling Showpeople provision. Appendix G contains individual appraisal proformas for each site option.

Site ID	Site Name	Deliverability	Access to open space	Access to food shop	Access to GP/Health Centre	Amenity	Access to a village/community hall	Loss of employment land	Proximity to public transport	Access to key employment sites	Access to primary school	Access to secondary school	Fluvial flood risk	Impacts upon biodiversity on site	Proximity to bio and geo diversity	Heritage impacts	Landscape impact	Previously Developed Land	Agricultural Land Classification	Air quality / congestion
AZ33	Land off Nottingham Road, Ashby de la Zouch	Green	Green	Green	Green	Green	Red	Green	Green	Green	Red	Yellow	Green	Yellow	Green	Green	Yellow	Red	Green	Yellow
BH1	South Lane, Bardon Hill	Yellow	Red	Red	Green	Yellow	Green	Green	Green	Green	Red	Red	Green	Yellow	Green	Green	Red	Green	Green	Yellow
CV68	36 Brooks Lane, Whitwick Coalville	Yellow	Green	Green	Green	Red	Green	Green	Green	Green	Yellow	Red	Green	Green	Green	Green	Green	Green	Green	Green
DI2a	A453/A42	Red	Red	Red	Green	Red	Green	Green	Red	Red	Red	Red	Green	Yellow	Green	Green	Green	Red	Green	Yellow
DO2	Ramscliffe Avenue, Donisthorpe	Yellow	Green	Green	Green	Yellow	Green	Green	Green	Red	Yellow	Red	Green	Yellow	Green	Green	Yellow	Red	Green	Green
EL5	The Bungalow, Wood Road, Ellistown	Yellow	Green	Red	Red	Green	Green	Green	Red	Red	Red	Red	Green	Yellow	Green	Green	Green	Green	Green	Green
IB10a	Curzon St, Ibstock	Yellow	Yellow	Green	Green	Green	Green	Green	Green	Green	Yellow	Green	Green	Green	Green	Green	Yellow	Red	Green	Yellow
ME16	Land at New Street, Measham	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Red	Green	Yellow	Green	Green	Green	Red	Green	Yellow
ME18	Former Measham Mine, Sweptstone Rd	Green	Red	Red	Green	Green	Red	Green	Red	Red	Red	Red	Green	Yellow	Green	Green	Green	Red	Green	Yellow
MO6a	Land at Measham Rd, Moira	Yellow	Green	Green	Green	Yellow	Red	Green	Yellow	Red	Red	Red	Green	Yellow	Green	Green	Red	Red	Green	Green
MO14	Land Adjacent To 81 Shorth Heath Road, Moira	Green	Green	Green	Green	Green	Green	Green	Green	Yellow	Red	Red	Green	Red	Green	Green	Yellow	Red	Green	Green
OA2	Land At Canal Street Oakthorpe	Yellow	Green	Green	Green	Yellow	Green	Green	Green	Red	Green	Red	Green	Yellow	Green	Green	Green	Red	Green	Green
OA5	The Paddock Adjoining M42 Burton Road, Oakthorpe	Yellow	Yellow	Red	Green	Yellow	Green	Green	Green	Green	Red	Red	Green	Yellow	Green	Green	Green	Green	Green	Yellow
RA2	Kelham Bridge Farm, Ibstock Road, Ravenstone	Yellow	Green	Red	Green	Green	Green	Green	Red	Red	Red	Red	Green	Yellow	Green	Green	Yellow	Green	Green	Green
RA7	White Gates Farm Wash Lane Ravenstone	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Yellow	Red	Red	Green	Yellow	Green	Green	Green	Green	Green	Red
SO1	Altons Nook 16A Ashby Road Sinope	Green	Red	Red	Yellow	Yellow	Red	Green	Green	Red	Red	Red	Green	Yellow	Green	Green	Green	Green	Green	Green
SO2	Land Adjoining The Spinney, Caravan Site, Ashby Road, Sinope	Green	Red	Red	Yellow	Yellow	Red	Green	Green	Red	Red	Red	Green	Yellow	Green	Green	Green	Green	Green	Green
SP1	Aylesbury Gardens, Newton Road, Sweptstone	Green	Red	Red	Red	Green	Green	Green	Yellow	Red	Red	Red	Green	Yellow	Green	Green	Green	Red	Green	Green
WH7	The Pines Site, The Pines, Whitwick	Yellow	Green	Red	Green	Red	Yellow	Green	Green	Red	Red	Red	Green	Yellow	Green	Green	Green	Red	Green	Green

7.2.25 Following the appraisal findings, further checks were undertaken to determine the deliverability of sites. In the first instance, all 19 sites were examined to ensure that a suitable safe road access could be secured. The results were discussed with the Highway Authority and the conclusion was that the following six sites should not be considered further:

- BH1 South Lane, Bardon Hill
- CV68 36 Brooks Lane, Whitwick Coalville
- EL5 The Bungalow, Wood Road, Ellistown

- OA2 Land at Canal Street, Oakthorpe
- OA5 The Paddock Adjoining M42 Burton Road, Oakthorpe
- SO1 Altons Nook, 16A Ashby Road, Sinope

7.2.26 For the remaining 13 sites, title details were obtained from HM Land Registry and landowners were contacted. The District Council was able to determine that there was a willing landowner who was prepared to take forward the following sites for Traveller development:

**AZ33 Land off Nottingham Road, Ashby de la Zouch**

Discussions with the Homes and Communities Agency demonstrated willingness to sell the site to a local authority to bring the site forward as a public sector managed Traveller Transit site.

**ME16 Land at New Street, Measham**

In principal the landowner was willing to allow the site to be taken forward as a traveller site provided it was managed by the local authority.

**ME18 Former Measham Mine, Swepstone Rd**

Owner willing to make site available for Traveller development.

**MO14 Land Adjacent To 81 Shortheath Road, Moira**

It was assumed that the landowner was willing to take this site forward as it was the subject of a planning application to vary conditions 3, 6 and 11 of planning permission APP/G2435/A/11/2163658 to increase the number of caravans from three to eight, all of which can be static mobile homes, and to amend the site layout to site the eight caravans and provide a drive way and parking and turning area and an alternative landscaping scheme and retain the existing access. Permission was granted in November 2016. The 2017 GTAA identifies this site as contributing eight pitches to the supply of Traveller sites.

**SO2 Land Adjoining The Spinney, Caravan Site, Ashby Road, Sinope**

Discussions with the landowner confirmed that the site was available for Traveller use and that development to implement the planning permission (Ref: 09/00891/FUL) to use the land as a residential gypsy caravan site for 6 families (allowed on appeal in April 2011) commenced within the specified time period.

**SP1 Aylesbury Gardens, Newton Road, Swepstone**

It was assumed that the landowner was willing to take this site forward as it was the subject of a planning application to allow the permanent use of the land as a traveller's site (Ref: 16/00305/VCU). Planning permission was refused in December 2016 and the proposal is currently the subject of a planning appeal.

7.2.27 The owner of the following site made it clear that it was not available for Traveller development:

- DI2a A453/A42

7.2.28 Despite several attempts, it was not possible to determine whether the landowners of the following sites were prepared to make their land available for traveller development:

- DO2 Ramscliffe Avenue, Donisthorpe
- IB10a Curzon St, Ibstock
- MO6a Land at Measham Rd, Moira

- RA2 Kelham Bridge Farm, Ibstock Road, Ravenstone
- RA7 White Gates Farm Wash Lane Ravenstone
- WH7 The Pines Site, The Pines, Whitwick

### 7.3 Unreasonable alternatives

- 7.2.29 The Gypsy and Traveller Accommodation Needs Assessments has provided an estimate of additional numbers of pitches and plots required in North West Leicestershire reflecting 'need where it arises'. Further, the influence of the Plan policies is restricted to within the district's boundary. It follows that it would be unreasonable to consider sites outside North West Leicestershire district.
- 7.2.30 There is no one ideal size of site or number of pitches. Smaller sites of 3-4 pitches can be successful, particularly where designed for one extended family. Taking into account good practice, a permanent site of four pitches would require a site of 0.47ha. A transit site of four pitches would require a site of 0.28ha. The Showmen's Guild recommends model standards for the layout of new sites used by showpeople when they are not travelling. The small site layout provides for one plot measuring 0.16ha. It would therefore be unreasonable to consider sites smaller than 0.16ha.
- 7.2.31 The National Planning Policy Framework states that viability should consider "competitive returns to a willing landowner and willing developer to enable the development to be deliverable." A competitive return for the land owner is the price at which a reasonable land owner would be willing to sell their land for the development. The price will need to provide an incentive for the land owner to sell in comparison with the other options available. In the case of Gypsy and Traveller Sites it would be unrealistic to consider private sites to be deliverable where there are realistic alternative uses of higher land value e.g. for housing, employment.
- 7.2.32 If a location has been considered unsuitable for conventional housing then it should also be considered inappropriate for a Gypsy and Traveller site. A Gypsy and Traveller site should not be located in areas which will have a detrimental effect on the safety, health and well-being of residents. The location of such sites should enable, not hinder, access to services such as health and education.
- 7.2.33 The highway access to a development site should be safe for all road users. It is unreasonable to consider sites where a safe access cannot be achieved.

### 7.4 Why has the preferred approach been selected?

- 7.3.1 The Gypsies and Travellers provision on permanent sites is to be met by the identification of a site at Old Ashby Road, Sinope (SO2). The site already benefits from planning permission as in 2011, permission was granted on appeal for a six-pitch residential Gypsy caravan site. The owner commenced development to implement the planning permission within the specified time period but has not been in a position to complete the development. Although the site performs poorly in terms of access to key services and facilities, unlike most other site options, discussions with the owner have confirmed that the site is available for a Permanent Gypsy and Traveller Site.
- 7.3.2 If there is a persistent unmet need for transit accommodation, land to east of Nottingham Road, Ashby de la Zouch is allocated as a Gypsy and Traveller transit site for around 12 pitches. The site lies on the edge of the town of Ashby de la Zouch and has good access to a

good range of services and facilities. Importantly, there is a willing landowner prepared to make the site available for transit use.

- 7.3.3 There is potential to intensify or extend existing travelling showpeople sites to increase provision. Two sites (RA2 Kelham Bridge Farm, Ibstock Road, Ravenstone and RA7 White Gates Farm Wash Lane Ravenstone) are potentially suitable having been identified among 19 site options. However, there remain uncertainties about their deliverability, and in any case they are unlikely to be of sufficient size to accommodate the addition requirement for 20 plots on their own. The remaining need will be met by the allocation of the former Measham Mine at Swebstone Road, south-east of Measham. This brownfield site is considered suitable and there is a willing landowner prepared to make the site available for travelling showpeople accommodation. Although the site is some distance from some services and facilities, the nature of the traditional lifestyle of travelling showpeople whereby they live and work from the same location thereby omitting many travel to work journeys, contributes to sustainability.

## 8 Alternatives for other plan issues

- 8.1.1 Thematic planning policies (for example, to consider issues such as 'design' and 'environmental protection') can be prepared on the basis of a robust evidence base without the need to rigorously assess a series of options as part of the SA at each stage of policy development.
- 8.1.2 A range of options are often presented at an early stage to invite input from stakeholders on what approaches they would prefer. This is a useful exercise, but it is not always productive or necessary to undertake detailed sustainability appraisal on such 'options'. Rather, the sustainability appraisal framework can be used to help guide policies as they develop, so that the principles of sustainability are 'frontloaded'. Sustainability Appraisal can then be used more purposefully to inform policy approaches at a later stage of plan development when there is more policy detail (i.e. the 'preferred options').
- 8.1.3 For these reasons, it has not been considered necessary or proportionate to undertake an assessment of alternative policy approaches relating to the Proposed Publication Gypsy and Traveller Site Allocations DPD Policy GT4: Detailed Planning Considerations.

## Part 3: Appraisal of the DPD and recommendations

## 9 Methodology

### 9.1 Determining effects

- 9.1.1 This chapter outlines the methodology for undertaking policy appraisals, with the findings presented in Chapter 9. Chapter 10 then discusses overall conclusions at this stage.
- 9.1.2 The appraisal uses the SA framework as a basis for identifying and evaluating any ‘likely effects’ on the baseline / projected baseline associated with the DPD approach. The baseline position is established in the Scoping Report (attached in full as Appendix A), with the key issues summarised in Chapter 3 of this SA report.
- 9.1.3 The task of forecasting effects is inherently challenging due to:
- Being limited by definition of the baseline and (in particular) the future baseline;
  - The ability of developers to design out/mitigate effects during the planning application stage.
- 9.1.4 Considering this, where likely significant effects are anticipated this is presented with an accompanying explanation of the assumptions made.
- 9.1.5 It should be noted that effects are predicted based upon the criteria presented within the SEA Regulations. So, for example, account is taken of the nature of effects (including magnitude, spatial coverage and duration), the sensitivity of receptors, and the likelihood of effects occurring as far as possible. The potential for ‘cumulative’ effects is also considered. These effect ‘characteristics’ are described within the appraisal as appropriate under each sustainability topic. A table is presented under each topic summarising the predicted effects and their characteristics (i.e. namely whether they are significant or not).

### 9.2 Presenting findings

- 9.2.1 The appraisal of the policies of the Proposed Publication Gypsy and Traveller Site Allocations DPD is set out in Chapter 10 within a series of appraisal tables and accompanying discussion about the effects of the DPD.
- 9.2.2 The effects are identified taking into account characteristics including magnitude, scale, duration, frequency and reversibility (i.e. the ‘extent’ of the effects), the sensitivity of receptors, and the likelihood of effects occurring. To provide an audit trail of how the effects of each DPD policy has been identified, the appraisal tables set out the nature of the effects, which have then been used to determine the significance of the effects.

#### Permanence

This is an assessment of whether the effects would be permanent (P), temporary (T) or reversible (R).

In this regard, while both Gypsy and Traveller transit sites and travelling showpeople sites may be in use all year round, they are not intended or designed to be used as permanent accommodation by individual households. Site services and facilities are limited, so the development is considered reversible. As a consequence, the effects of Policies GT2 (Gypsy and Traveller Transit Site) and GT3 (Travelling Showpeople Site Allocations) are regarded as reversible (R).

<b>Influence</b>			
This is an assessment of the nature and extent of the effects (i.e. the influence on the baseline position that the effects could have). This takes account of the magnitude of effects and the sensitivity of receptors. Influence is either Low, Medium or High.			
<b>Likelihood</b>			
This is an assessment of how likely it is considered that the effects will occur. The likelihood is determined as either Low, Medium or High.			
↑	Positive effect	↑	Significant positive effect
↓	Negative effect	↓	Significant negative effect
↔	No effect/neutral	?	Uncertainty

- 9.2.3 For each SA topic, an appraisal table has been completed using the definitions presented in the table below. Further detail is provided through a discussion of effects for each DPD policy.
- 9.2.4 The appraisal tables do not present a separate score for each individual policy. (This can be found in Appendix H). In many instances, there is little to say about the effects of individual policies, as in isolation the effects are not significant.
- 9.2.5 Therefore, the discussion in this part of the SA Report summarises the cumulative/synergistic effects of the policies together within specific sections of the Plan to deliver a proportionate and robust approach to communicating the effects of the draft DPD.

## 10 Appraisal findings

### 10.1 SA1: Housing

DPD Policy	SA1: Housing			
	P	I	L	S
Policy GT1 Permanent Gypsy and Traveller Site Allocation at Old Ashby Road, Sinope	P	M	H	↑
Policy GT2 Gypsy and Traveller Transit Site	R	M	H	↑
Policy GT3 Travelling Showpeople Site Allocations	R	M	M	↑
Policy GT4 Detailed Planning Considerations	/	/	/	↔
The DPD as a whole				↑

- 10.1.1 Gypsies and Travellers experience high levels of accommodation insecurity, with approximately 14-20 percent of community members living in caravans being classified as homeless, and often subject to repeated eviction. This high level of homelessness is the result of a national shortage of Gypsy and Traveller sites. The Equality and Human Rights Commission stated that ‘the lack of secure accommodation for nomadic groups remains the lynchpin of a plethora of other inequalities.’
- 10.1.2 Policy GT1 plans for at least six permanent Gypsy and Traveller pitches, so it is likely that the accommodation needs arising in the District will be met in full. A significant positive effect on housing is predicted. This need is to be met by a committed site which is deliverable.
- 10.1.3 Policy GT2 plans to meet the requirement for Gypsy and Traveller transit provision, so it is likely that the accommodation needs arising in the District will be met in full. A significant positive effect on housing is predicted. The Homes and Communities Agency’s (HCA) owns the proposed transit site and the site is likely to be managed by a local authority so there is a good prospect of site delivery.
- 10.1.4 Policy GT3 plans for at least 20 Travelling Showpeople plots, so it is likely that the full accommodation needs arising in the District will be met in full. A significant positive effect on housing is predicted. Typically a site comprises areas set aside for the showpeople’s accommodation – usually caravans and mobile homes – and areas where vehicles and fairground equipment can be stored, repaired and occasionally tested. Site services and facilities are limited, so the development is considered reversible. The site will be available for private provision, by a landowner who is willing to make the site available for the proposed use. However, factors beyond the District Council’s control may mean that the sites don’t come forward.
- 10.1.5 Policy GT4 encourages Traveller development to achieve a good standard of design. This will help to improve the quality of future Traveller sites. However, there is unlikely to be any effect on housing as this is provided by Travellers’ caravans rather than the design of a site.
- 10.1.6 Overall, the policies of the DPD will have a significant positive effect on the baseline by seeking to meet the full accommodation needs for Gypsies, Travellers and Travelling Showpeople for the district.

## 10.2 SA2: Health and wellbeing

DPD Policy	SA2: Health and wellbeing			
	P	I	L	S
Policy GT1 Permanent Gypsy and Traveller Site Allocation at Old Ashby Road, Sinope	P	L	M	↑
Policy GT2 Gypsy and Traveller Transit Site	R	L	M	↑
Policy GT3 Travelling Showpeople Site Allocations	R	L	M	↑
Policy GT4 Detailed Planning Considerations	/	/	/	↑
The DPD as a whole				↑

10.3.1 As in many other areas of the country, there has been a shortage of authorised Gypsy and Traveller sites in North West Leicestershire to meet identified need. This leads to unauthorised developments and encampments and results in uncertainty for both the settled population and the Gypsy and Traveller community. It is also recognised that Gypsies and Travellers are amongst the most socially excluded groups in society and research has consistently confirmed the link between the lack of good quality sites and poor health outcomes.

10.3.2 The proposed permanent Gypsy and Traveller Site Allocation at Old Ashby Road, Sinope (Policy GT1) is within 32mins walk of a local health centre. This policy would therefore have a not significant positive effect on health.

10.3.3 The proposed transit site (Policy GT2) is within 45mins walk of a local health centre. Recreation has many health benefits and the allocated site is 800m to Birch Road Play Area. This policy would therefore have not significant positive effects on health and wellbeing.

10.3.4 The proposed Travelling Showpeople site (Policy GT3) is located at the former Measham Mine, Swepstone Road, near Measham. The inhabitants of the new site would be within 25mins walk of a local health centre. This policy would therefore have not significant positive effects on health and wellbeing.

10.3.5 Policy GT4 will have not significant positive effects for health and wellbeing. Given the likelihood of a high density of children on sites and relatively high levels of vehicle ownership amongst some groups of Gypsies and Travellers for towing caravans and employment purposes, good design will provide some health and safety benefits for residents, and in particular children.

10.3.6 Overall, the policies of the DPD will have a not significant positive effect on the baseline by helping to improve health outcomes for Gypsies, Travellers and Travelling Showpeople.

## 10.3 SA3: Communities

DPD Policy	SA3: Communities			
	P	I	L	S
Policy GT1 Permanent Gypsy and Traveller Site Allocation at Old Ashby Road, Sinope	P	L	M	↑

Policy GT2 Gypsy and Traveller Transit Site	R	L	M	↑
Policy GT3 Travelling Showpeople Site Allocations	R	L	M	↑
Policy GT4 Detailed Planning Considerations	/	/	/	↑
The DPD as a whole				↑

10.3.7 Providing formal pitches is supportive of the Gypsy and Traveller community. The allocated site lies in relatively close proximity to Coalville where a wide range of services and facilities are available. Inhabitants of the new site should have access to health and community services. The establishment of a caravan site will affect those living nearby to some degree. However, there is sufficient distance and vegetation between the nearest residential properties and the site to ensure that occupiers retain a reasonable outlook and level of privacy, and are not subject to undue noise disturbance. Overall, a not significant positive effect on SA3: Communities is predicted.

10.3.8 The nearest residential dwelling to the proposed transit site identified by Policy GT2 is approx. 145m away, given the noise from the A42 the settled community should not be affected. The proposed transit site is located on the edge of Ashby de la Zouch and has access to a range of services and welfare facilities and public transport. Inhabitants of the new site should have access to health and community services. Overall, a not significant positive effect on SA3: Communities is predicted.

10.3.9 Providing formal plots is also supportive of the Travelling Showpeople community. The site at Measham Mine (GT3) is a considerable distance from the nearest residential receptor and not likely to cause any disturbance. The proposed Travelling Showpeople site is located on the edge of Measham with a footway to a range of services and welfare facilities and public transport. Inhabitants of the new site should have access to health and community services. Overall, a not significant positive effect on SA3: Communities is predicted.

10.3.10 Site layout can play an important role in avoiding a sense of enclosure and isolation amongst Gypsies and Travellers. Policy GT4 aims to 'design out' crime and social exclusion and 'design in' community safety and social inclusion giving rise to not significant positive effects on community development.

10.3.11 Overall, the policies of the DPD will have a not significant positive effect on the baseline. The provision of sites is generally supportive of travelling communities and the proposed sites are in locations where the impact on neighbours is limited. Reducing the current problem of unauthorised development and encampments will reduce tensions with the settled community.

#### 10.4 SA4: Economy

DPD Policy	SA4: Economy			
	P	I	L	S
Policy GT1 Permanent Gypsy and Traveller Site Allocation at Old Ashby Road, Sinope	P	L	L	↔
Policy GT2 Gypsy and Traveller Transit Site	R	L	L	↔
Policy GT3 Travelling Showpeople Site Allocations	R	L	L	↔
Policy GT4 Detailed Planning Considerations	/	/	/	↔

The DPD as a whole	↔
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- 10.4.1 Neither policy GT1 nor GT2 involve sites in economic use, so it is unlikely to affect economic growth or the provision of employment opportunities. Therefore, the policy is unlikely to have an effect on the economy.
- 10.4.2 Showpeople travel the country, often with their families, holding fairs. Although their work is of a mobile nature, showpeople nevertheless require secure, permanent bases for the storage of their equipment. Policy GT3 is unlikely to have a significant effect on the economy.
- 10.4.3 Well-designed developments can support traditional means of employment. However, this is not considered to be a significant factor in securing business investment in North West Leicestershire and overall Policy GT4 will have a neutral effect for the economy.
- 10.4.4 The policies of the DPD will have a neutral effect on the baseline as, although there are some benefits for the travelling community, the wider impacts on the economy are minimal.

### 10.5 SA5: Employment

DPD Policy	SA5: Employment			
	P	I	L	S
Policy GT1 Permanent Gypsy and Traveller Site Allocation at Old Ashby Road, Sinope	P	L	L	↔
Policy GT2 Gypsy and Traveller Transit Site	R	L	L	↔
Policy GT3 Travelling Showpeople Site Allocations	R	L	L	↔
Policy GT4 Detailed Planning Considerations	/	/	/	↔
The DPD as a whole				↔

- 10.5.1 Neither Policy GT1 nor GT2 would significantly change the employment base of the district. Research has consistently confirmed the link between the lack of good quality sites and poor education outcomes, so the provision of a sites with access to education, could have some benefits to Traveller children. However, overall the impact on SA5: Employment is neutral.
- 10.5.2 Showpeople travel the country, often with their families, holding fairs. Although their work is of a mobile nature, showpeople nevertheless require secure, permanent bases for the storage of their equipment. Although Policy GT3 is supportive of employment, the impact would not be significant to the base conditions.
- 10.5.3 Well-designed developments can support traditional means of employment. However, this is not considered to be a significant factor in securing new jobs in North West Leicestershire, and overall a neutral effect is predicted for employment.
- 10.5.4 The policies of the DPD will have a neutral effect on the baseline as, although there are some benefits for the travelling community, the wider impacts on employment are minimal.

### 10.6 SA6: Town and village centres

DPD Policy	SA6: Town and village centres
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	P	I	L	S
Policy GT1 Permanent Gypsy and Traveller Site Allocation at Old Ashby Road, Sinope	P	L	L	↔
Policy GT2 Gypsy and Traveller Transit Site	R	L	L	↔
Policy GT3 Travelling Showpeople Site Allocations	R	L	L	↔
Policy GT4 Detailed Planning Considerations	/	/	/	↔
The DPD as a whole				↔

10.6.1 While occupants of new sites proposed by Policies GT1-3 may use town centre services and facilities, the impact on the vitality and viability of Town or Village Centres would be neutral.

10.6.2 Policy GT4 is unlikely to have an effect on town centres and villages as sites are likely to be confined to rural or edge of settlement locations.

10.6.3 The policies of the DPD will have a neutral effect on the baseline as, although the travelling community may use town and village centres, the impacts are minimal.

### 10.7 SA7: Travel

DPD Policy	SA7: Travel			
	P	I	L	S
Policy GT1 Permanent Gypsy and Traveller Site Allocation at Old Ashby Road, Sinope	P	L	M	↔
Policy GT2 Gypsy and Traveller Transit Site	R	L	M	↔
Policy GT3 Travelling Showpeople Site Allocations	R	L	M	↔
Policy GT4 Detailed Planning Considerations	/	/	/	↔
The DPD as a whole				↔

10.7.1 The daily traffic generation from 6 pitches (Policy GT1) would add little additional traffic to the existing daily traffic flows on Ashby Road (A511), a heavily trafficked principal road, and would make no material change to traffic congestion.

10.7.2 The daily traffic generation from 12 pitches (Policy GT2) would only add 0.5% additional traffic to the existing daily traffic flows on Nottingham Road, Ashby de la Zouch which would make no material change to traffic congestion.

10.7.3 The daily traffic generation from 20 plots (Policy GT3) would add little additional traffic to the existing daily traffic flows on Swepstone Road. Further, the site is not expected to be used for large parts of the year as the work of travelling showpeople is mobile in nature.

10.7.4 The effects on travel overall are considered to be neutral, as the amount of additional pitches and plots that would be made available would not be substantial enough to affect congestion levels.

### 10.8 SA8: Low carbon energy

DPD Policy	SA8: Low carbon energy			
	P	I	L	S

Policy GT1 Permanent Gypsy and Traveller Site Allocation at Old Ashby Road, Sinope	P	L	M	↔
Policy GT2 Gypsy and Traveller Transit Site	R	L	M	↔
Policy GT3 Travelling Showpeople Site Allocations	R	L	M	↔
Policy GT4 Detailed Planning Considerations	/	/	/	↔
The DPD as a whole				↔

10.8.1 The likely scale of development proposed by Policies GT1-3 is unlikely to significantly change the low carbon baseline.

10.8.2 Policy GT4 seeks to reduce exposure to severe weather and encourages the use of renewable energy systems such as wind or solar energy. However, these are not obligations and the likely scale of development is unlikely to significantly change the low carbon baseline.

10.8.3 The likely scale of development proposed by the DPD is unlikely to significantly change the low carbon baseline.

#### 10.9 SA9: Flooding

DPD Policy	SA9: Flooding			
	P	I	L	S
Policy GT1 Permanent Gypsy and Traveller Site Allocation at Old Ashby Road, Sinope	P	M	M	↔
Policy GT2 Gypsy and Traveller Transit Site	R	M	M	↔
Policy GT3 Travelling Showpeople Site Allocations	R	M	M	↔
Policy GT4 Detailed Planning Considerations	/	/	/	↔
The DPD as a whole				↔

10.9.1 All the proposed Traveller sites have a low risk of fluvial flooding and are within Flood Zone 1, hence a neutral effect is predicted on flooding (SA9). Policy GT4 encourages the use of Sustainable Urban Drainage Systems (SUDs), but the likely scale of development should have a neutral effect in contributing to managing flood risk.

10.9.2 Overall, the DPD is expected to have a neutral effect on flooding (SA9).

#### 10.10 SA10: Biodiversity and geodiversity

DPD Policy	SA10: Biodiversity and geodiversity			
	P	I	L	S
Policy GT1 Permanent Gypsy and Traveller Site Allocation at Old Ashby Road, Sinope	P	L	M	↔
Policy GT2 Gypsy and Traveller Transit Site	R	L	M	↔
Policy GT3 Travelling Showpeople Site Allocations	R	L	M	↔
Policy GT4 Detailed Planning Considerations	/	/	/	↔
The DPD as a whole				↔

10.10.1 The effects of Policy GT1 on designated Biodiversity and Geodiversity sites are unlikely. There are no SSSI or Local Wildlife Sites within 400m. This site at Old Ashby Road, Sinope falls out-with the catchment of the River Mease so effects associated with the disposal of wastewater can therefore be excluded. The site is located some 4km from the River Mease SAC and there are no conceivable risks from disturbance to otter or other emissions to air water or soil. The site is beyond the Cannock Chase 15km zone and 6 pitches will have no meaningful influence over recreational pressure.

10.10.2 Ashby Meadow Proposed Local Wildlife Site is more than 100m from the proposed transit site at Nottingham Road, Ashby de la Zouch (Policy GT2). Ashby A511 Roundabout Grassland Proposed Local Wildlife Site is partly within 100-400m. Coleorton Hall Parkland Proposed Local Wildlife Site is outside 100m and a small part with 400m. Should it ever come forward, the site is located some 3.3km from the River Mease SAC and there are no conceivable risks from disturbance to otter or other emissions to air water or soil. The site is beyond the Cannock Chase 15km zone and 12 pitches will have no meaningful influence over recreational pressure.

10.10.3 There are no SSSI or Local Wildlife Sites within 400m of the proposed traveling showpeople site at Measham Mine (policy GT3). This site is located 500m from the Gilwiskaw Brook which forms part of the River Mease SAC. There is no public access down to the Brook itself and no hydraulic continuity between the site and the River Mease SAC meaning there are no conceivable risks from disturbance to otter or other emissions to air, water or soil. All the existing and proposed sites are beyond the Cannock Chase 15km zone and 20 plots will have no meaningful influence over recreational pressure.

10.10.4 Good design (Policy GT4), ought to be positive in terms of protecting the natural environment.

10.10.5 Effects of the DPD on designated Biodiversity and Geodiversity sites are unlikely.

#### 10.11 SA11: Built and historic environment

DPD Policy	SA11: Built and historic environment			
	P	I	L	S
Policy GT1 Permanent Gypsy and Traveller Site Allocation at Old Ashby Road, Sinope	P	M	M	↔
Policy GT2 Gypsy and Traveller Transit Site	R	M	M	↔
Policy GT3 Travelling Showpeople Site Allocations	R	M	M	↔
Policy GT4 Detailed Planning Considerations	/	/	/	↔
The DPD as a whole				↔

10.11.1 There are no known heritage assets on or in close proximity to any of the sites identified by Policies GT1-3, so impacts on SA11: Built and historic environment are neutral.

10.11.2 Good design, ought to be positive in terms of protecting the historic and natural environment.

10.11.3 Overall, the DPD is expected to have a neutral effect on SA11: Built and historic environment.

#### 10.12 SA12: Landscape

DPD Policy	SA12: Landscape			
	P	I	L	S
Policy GT1 Permanent Gypsy and Traveller Site Allocation at Old Ashby Road, Sinope	P	M	M	↔
Policy GT2 Gypsy and Traveller Transit Site	R	M	M	↔
Policy GT3 Travelling Showpeople Site Allocations	R	M	M	↔
Policy GT4 Detailed Planning Considerations	/	/	/	↔
The DPD as a whole				↔

10.12.1 From the public domain to the north views of the site at Old Ashby Road, Sinope (Policy GT1) are largely obscured by the railway-bridge and vegetation. There are views of the site from Ashby Road, but for the most part it is hidden behind The Moorlands caravan site. As the site is cut off from open countryside the site makes little contribution to the wider rural landscape.

10.12.2 The proposed transit site at Nottingham Road, Ashby de la Zouch (Policy GT2) lies within the Leicestershire and South Derbyshire Coalfield Landscape Character Area and the National Forest. The North West Leicestershire Settlement Fringe Analysis shows the site as adjoining Ashby 2 where the potential to achieve mitigation is moderate.

10.12.3 The proposed, new travelling showpeople site is at the former Measham Mine, there is potential of achieving suitable landscape mitigation or enhancement in this location.

10.12.4 Good design, ought to be positive in terms of protecting the landscape.

10.12.5 Significant effects of the DPD on the North West Leicestershire landscape are unlikely.

#### 10.13 SA13: Land and soil

DPD Policy	SA13: Land and soil			
	P	I	L	S
Policy GT1 Permanent Gypsy and Traveller Site Allocation at Old Ashby Road, Sinope	P	L	M	↔
Policy GT2 Gypsy and Traveller Transit Site	R	L	M	↔
Policy GT3 Travelling Showpeople Site Allocations	R	L	M	↔
Policy GT4 Detailed Planning Considerations	/	/	/	↔
The DPD as a whole				↔

10.13.1 The sites at Old Ashby Road, Sinope (Policy GT1) and Measham Mine (policy GT3) are brownfield and of no agricultural value. The impact on SA13: Land and soil is minimal.

10.13.2 The site at Nottingham Road, Ashby de la Zouch (Policy GT2) is greenfield and does not appear to have been subject to previous development. It is of low agricultural value. The site is just 3.05 hectares so the impact on SA13: Land and soil is minimal.

10.13.3 Good design, ought to be positive in terms of protecting the land and soil.

10.13.4 Overall, the DPD is expected to have a neutral effect on SA13: Land and soil.

#### 10.14 SA14: Natural resources

DPD Policy	SA14: Natural resources			
	P	I	L	S
Policy GT1 Permanent Gypsy and Traveller Site Allocation at Old Ashby Road, Sinope	P	L	M	↑
Policy GT2 Gypsy and Traveller Transit Site	R	L	M	↑
Policy GT3 Travelling Showpeople Site Allocations	R	L	M	↔
Policy GT4 Detailed Planning Considerations	/	/	/	↔
The DPD as a whole				↔

10.14.1 Policies GT1 and GT2 will reduce the likelihood of illegal sites, which may not be as well-regulated in terms of waste. These two policies would have a not significant positive effect by promoting more sustainable waste treatment.

10.14.2 The same effect is not anticipated for traveller showpeople sites (Policy GT3) as there are no known illegal encampments in North West Leicestershire.

10.14.3 Some development may fall within the catchment of the River Mease but policy GT4 specifies that all development which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2 of the Local Plan and the River Mease Developer Contributions Scheme. Effects associated with the disposal of wastewater can therefore be excluded.

10.14.4 Overall, the DPD is expected to have a neutral effect on SA14: Natural resources.

#### 10.15 SA15: Pollution

DPD Policy	SA15: Pollution			
	P	I	L	S
Policy GT1 Permanent Gypsy and Traveller Site Allocation at Old Ashby Road, Sinope	P	L	M	↔
Policy GT2 Gypsy and Traveller Transit Site	R	L	M	↔
Policy GT3 Travelling Showpeople Site Allocations	R	L	M	↔
Policy GT4 Detailed Planning Considerations	/	/	/	↔
The DPD as a whole				↔

10.15.1 All four policies are expected to have a neutral effect on SA15: Pollution, with a neutral effect overall.

## 11 Mitigation and enhancement

11.1.1 As the DPD was being developed, the draft policies were subjected to SA, and a small number of mitigation and enhancement measures were suggested through the SA.

11.1.2 Generally, the draft DPD has been positively prepared. There was little scope for suggesting mitigation measures, as no significant negative effects were identified. However, there was some scope for enhancement of positive effects, as well as mitigation where not significant negative effects were identified:

Issue	Mitigation/enhancement	Response
Proposed transit site at Nottingham Road, Ashby de la Zouch lies within an area of broad-leaved woodland, approx. 10yr old.	Protect against loss of woodland.	Policy GT2 Gypsy and Traveller Transit Site amended to protect and enhance landscape features
Observation suggests that a significant proportion of Gypsies and Travellers living on sites may be in fuel poverty. This appears to be as a result of a combination of factors, principally the occupation of small, poorly insulated, multiple spaces, a relatively energy intensive lifestyle and high energy costs due to lack of choice, limited availability and the payment methods selected.	When land is found it should be seen as an opportunity to build to a high standard.	Policy GT4 Detailed Planning Considerations to include measures aimed at reducing fuel poverty.

## 12 Conclusions

12.1.1 The nature of Traveller sites is unusual in planning terms. The sites often combine residential, storage and maintenance uses. This means that the sites do not fit easily into existing land-use categories. The ability to travel remains an inherent part of the way of life of Gypsies, Travellers and travelling showpeople and the way in which they earn their living. Some communities of travellers live in extended family groups and often travel as such. This is a key feature of their traditional way of life that has an impact on planning for their accommodation needs.

12.1.2 The table below presents a summary of the effects identified for each SA topic and monitoring measures:

SA1: Housing	SA2: Health and wellbeing	SA3: Communities	SA4: Economy	SA5: Employment	SA6: Town and village centres	SA7: Travel	SA8: Low carbon energy	SA9: Flooding	SA10: Biodiversity and geodiversity	SA11: Built and historic environment	SA12: Landscape	SA13: Land and soil	SA14: Natural resources	SA15: Pollution
↑	↑	↑	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔

Summary of effects	Monitoring measures
<b>SA1: Housing</b>	
Overall, the policies of the DPD will have a significant positive effect on the baseline by seeking to meet the full accommodation needs for Gypsies, Travellers and Travelling Showpeople for the district.	Twice-yearly count of Traveller caravans
<b>SA2: Health and wellbeing</b>	
Overall, the policies of the DPD will have a not significant positive effect on the baseline by helping to improve health outcomes for Gypsies, Travellers and Travelling Showpeople.	Health profile monitoring
<b>SA3: Communities</b>	
Overall, the policies of the DPD will have a not significant positive effect on the baseline. The provision of sites is generally supportive of travelling communities and the proposed sites are in locations where the impact on neighbours is limited. Reducing the current problem of unauthorised development and encampments will reduce tensions with the settled community.	

Summary of effects	Monitoring measures
<b>SA4: Economy</b>	
The policies of the DPD will have a neutral effect on the baseline as, although there are some benefits for the travelling community, the wider impacts on the economy are minimal.	Employment land lost to other uses
<b>SA5: Employment</b>	
The policies of the DPD will have a neutral effect on the baseline as, although there are some benefits for the travelling community, the wider impacts on employment are minimal.	Jobseeker's Allowance (JSA) claimants
<b>SA6: Town and village centres</b>	
The policies of the DPD will have a neutral effect on the baseline as, although the travelling community may use town and village centres, the impacts are minimal.	Vacancy rates in town and village centres
<b>SA7: Travel</b>	
The effects on travel overall are considered to be neutral, as the amount of additional pitches and plots that would be made available would not be substantial enough to affect congestion levels.	Commuting trends Peak time congestion and traffic count monitoring
<b>SA8: Low carbon energy</b>	
The likely scale of development proposed by the DPD is unlikely to significantly change the low carbon baseline.	Renewable energy capacity installed by type. Domestic emissions per capita (tonnes).
<b>SA9: Flooding</b>	
All the proposed Traveller sites have a low risk of fluvial flooding and are within Flood Zone 1, hence a neutral effect is predicted on flooding (SA9). Policy GT4 encourages the use of Sustainable Urban Drainage Systems (SUDs), but the likely scale of development should have a neutral effect in contributing to managing flood risk. Overall, the DPD is expected to have a neutral effect on flooding (SA9).	Applications granted contrary to Environment Agency advice Net change in surface water run off rates
<b>SA10: Biodiversity and geodiversity</b>	
Effects of the DPD on designated Biodiversity and Geodiversity sites are unlikely.	Net loss / gain in priority habitats and local wildlife sites. Biodiversity enhancement secured through new development. Habitat Regulations Assessments undertaken.
<b>SA11: Built and historic environment</b>	
Overall, the DPD is expected to have a neutral effect on SA11: Built and historic environment.	Conservation Area Assessments – Changes in character compared to previous assessments.

Summary of effects	Monitoring measures
	Change in the number and condition of heritage assets 'at risk'. Community perception of changes to their settlements.
<b>SA12: Landscape</b>	
Significant effects of the DPD on the North West Leicestershire landscape are unlikely.	Community perception of changes to their settlements. Landscape character assessments undertaken. Development permitted in the countryside (Ha) Financial contributions towards enhancements in the National Forest.
<b>SA13: Land and soil</b>	
Overall, the DPD is expected to have a neutral effect on SA13: Land and soil.	Net loss of best and most versatile agricultural land.
<b>SA14: Natural resources</b>	
Some development may fall within the catchment of the River Mease but policy GT4 specifies that all development which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2 of the Local Plan and the River Mease Developer Contributions Scheme. Effects associated with the disposal of wastewater can therefore be excluded. Overall, the DPD is expected to have a neutral effect on SA14: Natural resources.	Cost of waste disposal per capita. Levels of recycling, composting and reuse. % of housing developments achieving water efficiency standards.
<b>SA15: Pollution</b>	
All four policies are expected to have a neutral effect on SA15: Pollution, with a neutral effect overall.	Air quality monitoring. Achievement of water framework directive targets.

## 13 Next Steps

13.1.1 This SA Report has been prepared to support the Gypsy and Traveller Site Allocations Development Plan Document (Proposed Publication Version). Consultation on this version of the Plan is taking place from ?.

13.1.2 Following consultation on the DPD, the Council will take into account any consultation responses and the findings of sustainability appraisal before submitting the DPD for examination.

13.1.3 The timetable moving towards adoption of the DPD is set out below:

Council agrees publication version of Local Plan	February 2018
Publication of Local Plan	April 2018
Submission	July 2018
Examination	September/October 2018
Adoption	February 2019

13.1.4 At each of these stages, it may be necessary to undertake additional iterations of SA to account for changes/modifications to the Plan.

### 13.1 Monitoring

13.2.1 At the current stage (i.e. within the SA Report), there is a need to present measures envisaged concerning monitoring. As such, the table at 12.1.2 suggests measures that might be taken to monitor the effects highlighted by the appraisal of the DPD (see Part 3 of this SA Report).

### 13.2 Consultation questions

13.2.2 The following questions have been prepared to help identify any key issues that stakeholders wish to raise concerning the SA Report. This ought to help focus attention on the critical aspects of the SA process and identify if there are any important omissions, or whether there is general support for the findings and approaches taken.

- Do you think the scope of the SA remains appropriate?
- Do you agree with the findings outlined in the SA Report?

# Appendices

Appendix A: SA/SEA Scoping Note for the North West Leicestershire  
Gypsy and Traveller Site Allocations Development Plan Document

## Updates to the Scope of the SA

Revision 1: Update to Scoping Note following consultation feedback and to accompany SA Report at Publication Stage

## 1. Introduction

### 1.1 The Scoping Note

- 1.1.1 North West Leicestershire District Council has a duty to assess, identify and plan to meet the district's housing needs including those of Gypsies and Travellers and Travelling Showpeople. These needs are to be met through the production of a Gypsy and Traveller Site Allocations Development Plan Document (DPD). The DPD will identify sites for Gypsies, Travellers and Travelling Showpeople in a sustainable way.
- 1.1.2 Sustainability Appraisal (SA) is required during the preparation of a Local Plan. This will help the authority to assess how the plan will contribute to the achievement of sustainable development. The SA of the North West Leicestershire Local Plan was undertaken by AECOM.
- 1.1.3 SA applies to any of the documents that form part of the Local Plan, including the Gypsy and Traveller Site Allocations DPD.
- 1.1.4 SA is integral to the preparation and development of the DPD, to identify how sustainable development is being addressed, so work should start at the same time that work starts on developing the plan. The relationship between the SA and plan preparation processes is shown at Appendix 1. The SA process should be taken into account when the timetable for the preparation of the DPD is developed.
- 1.1.5 SA considers the plan's wider economic and social effects in addition to its potential environmental impacts. SA should meet all of the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004, so a separate strategic environmental assessment (SEA) should not be required.
- 1.1.6 The SA should only focus on what is needed to assess the likely significant effects of the DPD. It should focus on the environmental, economic and social impacts that are likely to be significant. It does not need to be done in any more detail, or using more resources, than is considered to be appropriate for the content and level of detail in the DPD.
- 1.1.7 The DPD may also require a Habitats Regulations Assessment, as set out in the Conservation of Habitats and Species Regulations 2010 (as amended), as it could have significant effects on European habitats or species. The SA should take account of the findings of a Habitats Regulations Assessment.

### 1.2 Scoping the Sustainability Appraisal

- 1.2.1 The scoping stage (Stage A) must identify the scope and level of detail of the information to be included in the SA report. It should set out the context, objectives and approach of the assessment; and identify relevant environmental, economic and social issues and objectives. The tasks involved in the Scoping stage include:

- Identifying other relevant policies, plans and programmes and sustainability objectives.
- Collating baseline information.
- Identifying sustainability issues and problems.
- Developing the SA framework

- Consulting on the scope of the SA.
- 1.2.2 Although the scoping stage is a requirement of the process, a formal scoping report is not required. A key aim of the scoping procedure is to help ensure the SA process is proportionate and relevant to the DPD being assessed.
- 1.2.3 Given the narrow scope of the Gypsy and Traveller Site Allocations DPD, plus the fact that a detailed SA Scoping consultation has already been undertaken in connection with the North West Leicestershire Local Plan, instead of preparing a full Scoping Report we initially set out the scope of the SA work for the Gypsy and Traveller Site Allocations DPD in a note for consultation with the consultation bodies (Historic England, English Nature and the Environment Agency). Comments on the draft Scoping Note have subsequently been considered and incorporated into this updated Scoping Report as appropriate. Appendix A sets out the comments received and actions taken in response.
- 1.2.4 The most recent iteration of the SA of the North West Leicestershire Local Plan was produced in June 2016 and relates to the proposed publication Local Plan. To ensure consistency with the Local Plan processes and avoid unnecessary duplication, the SA of the Local Plan formed the basis of much of the Gypsy and Traveller Site Allocations DPD scoping. However, updates to the scope have subsequently been undertaken by the District Council to:
  - Respond to consultation feedback (Appendix 2);
  - Reflect contextual and baseline information relating to Gypsies and Travellers; and
  - Incorporate new information since the most recent iteration of the SA of the North West Leicestershire Local Plan.

### 1.3 Scoping Topic Chapters

- 1.3.1 The majority of the content of the Scoping Note are around headline topics that together are part of the definition of sustainable development, these are in chapters 3-13.
- 1.3.2 For each of these topics there is a common chapter framework. These are:
  - Introduction: Sets out what topics the chapter covers;
  - Context: This highlights issues, objectives or aspirations set out within relevant published plans, policies, and strategies. These focus on polices and plans at a national and local levels as international treaties and European Directives will have already been assimilated into the UK's national strategies. Of particular importance to the scope of this SA is the National Planning Policy Framework, which sets out the government's principles for 'sustainable development'.
  - Baseline: This section gathers together information on the character of the district. The aim is to identify the current baseline as well as the trends in this data, where it is possible to identify them. These sections make as much use of mapped data as possible as understanding how the character of the district changes across it is essential in appraising a spatial plan.

- Issues: This draws together the context and baseline to identify the issues that the Local Plan should hope to address in order to help deliver sustainable development in the district, focusing on the specific character of the area where relevant.

## 1.4 North West Leicestershire – overview

1.4.1 According to the Rural Services Network (rsnonline.org.uk) the district: is classified as predominantly rural, and characterised by one of the ‘Rural-50’, which are districts with at least 50 per cent but less than 80 per cent of their population in rural settlements and larger market towns. The district is in the heart of the National Forest.

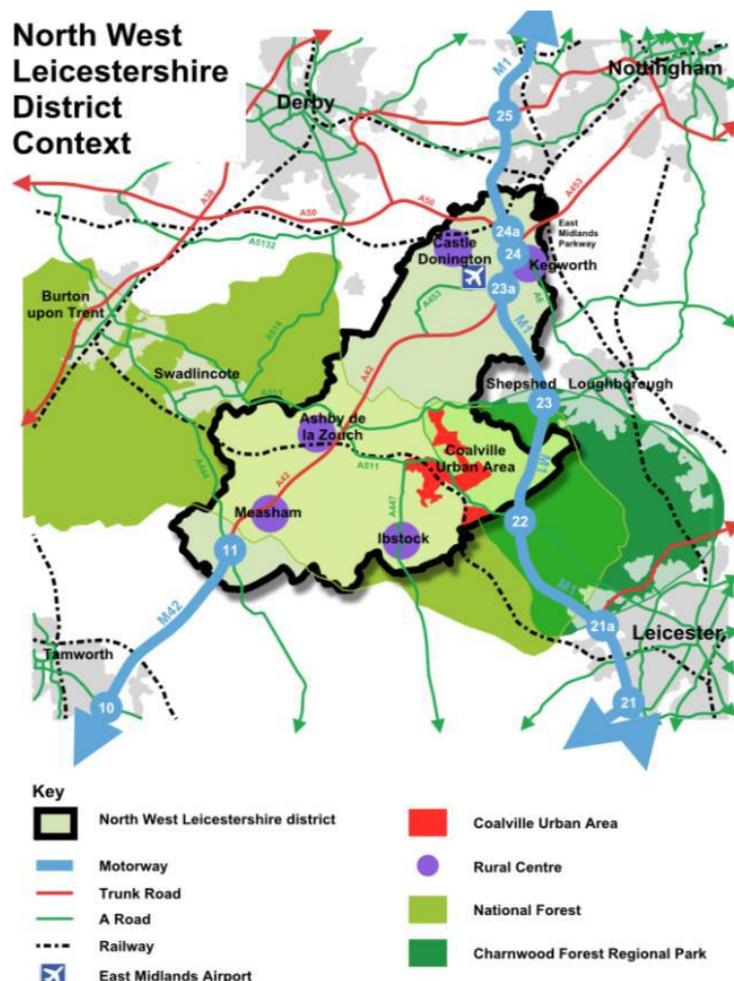
1.4.2 The district has an area of almost 28,000 hectares. The principal town is Coalville and the other main settlements are Ashby-de-la-Zouch, Castle Donington, Ibstock, Kegworth and Measham. The area has a growing population.

1.4.3 The district is ranked 200 out of 326 in the 2010 Index of Multiple Deprivation, where 1 is ranked as the most deprived nationally. North West Leicestershire remains the most deprived district in Leicestershire. At November 2017, the number of people claiming out of work benefits was 480- a rate of 0.8%.

1.4.4 This district is well served by the existing road network, with M1 going north/south and the M/A42 providing access south west/north east. So there are good connections to Birmingham, Derby, Leicester and Nottingham. However, there are no railway stations within the district.

1.4.5 In the north of the district is the East Midlands Airport a thriving local and regional airport with freight and passenger operations.

1.4.6 There are few designated areas for their natural environment quality in the district, although the River Mease is covered by an international designation based on its nature conservation value.



## 1.5 Outline of the Plan and relevant policy context

1.5.1 The Gypsy and Traveller Site Allocations DPD will identify sites for Gypsy, Travellers and Travelling Showpeople based on an assessment of accommodation needs. As a first step in the preparation of the DPD, in February 2016 the Council invited comments on a consultation paper which provided an opportunity for individuals, organisations and stakeholders with an interest in provision for Gypsies, Travellers and Travelling Showpeople to give their views on a number of key issues regarding accommodation needs and the identification of potential sites.

1.5.2 There are a wide range of relevant plans, policies and programmes that shape the policy context in which the Gypsy and Traveller Site Allocations DPD is being prepared, the most relevant are:

### National Planning Policy Framework

1.5.3 The National Planning Policy Framework (NPPF), adopted in March 2012, sets out the Government's planning policies for England and how these are expected to be applied.

### Planning Policy for Traveller Sites and National Planning Practice Guidance

1.5.4 The Government's planning policies and requirements for Gypsy and Traveller sites is set out in Planning policy for traveller sites, which must be taken into consideration in preparing local plans and taking planning decisions.

### North West Leicestershire Local Plan

1.5.5 The North West Leicestershire Local Plan adopted in November 2017 sets out the Council's strategic approach to meeting the accommodation needs of Gypsies and Travellers and Travelling Showpeople at Policy H7. Policy H7 therefore provides the context for the preparation of the Gypsy and Traveller Site Allocations DPD by setting out the minimum accommodation need that is required to be met in North West Leicestershire and criteria for the identification of sites and seeks to safeguard existing sites.

### Gypsy and Traveller Accommodation Needs Assessment

1.5.6 Working with the other local planning authorities (excluding Hinckley and Bosworth Borough Council) in the Leicester and Leicestershire Housing Market Area, North West Leicestershire District Council has updated the pitch targets for Gypsies and Travellers and the plot targets for Travelling Showpeople. The 2017 Gypsy and Traveller Accommodation Needs Assessment (GTAA) takes account of the latest definition of "traveller" (which now excludes those who have permanently ceased from travelling) set out in the Government's 2015 planning policy document for travellers and changes in the supply of pitches and plots since the previous 2013 Assessment.

1.5.7 The GTAA is based on a combination of desk-based research, stakeholder interviews and engagement with members of the travelling community living on all known sites. In North West Leicestershire, 16 interviews were completed with Gypsies and Travellers and 25 interviews were completed with Travelling Showpeople.

1.5.8 The GTAA provides a robust and up to date evidence of need that replaces the pitch and plot requirements set out in Local Plan Policy H7. The Assessment covers the period 2016 to 2036. However, this has been broken down by 5 year bands which enables us plan to 2031- the same period as the North West Leicestershire Local Plan.

### Habitats Regulations Assessment

- 1.5.9 The latest Habitats Regulations Assessment (HRA) work for the Local Plan is the Shadow Habitats Regulations Assessment June 2016 Report. With respect to Local Plan Policy H7, the Assessment notes that ‘the policy steers new Gypsy and Traveller development towards unnamed locations. It is reasonable to assume some such development will take place in locations which would discharge wastewater to the River Mease SAC. However the supporting text makes clear reference to policy En2 in respect of potential effects upon the River Mease SAC so the policy cannot undermine the conservation objective.’

## 2. Defining Sustainable Development

### 2.1 Introduction

2.1.1 The aim of the SA will be to help ensure the Local Plan sets out an approach to delivering development that will secure greater sustainability. This section sets out how sustainability is defined from an international to local perspective. Understanding the local context is essential to help deliver sustainable development. Therefore, in addition to national policy this scoping report reviews local planning policy and community strategies to identify these local priorities for sustainable development.

### 2.2 International Definition

2.2.1 The international definition of sustainability development given by the UN as part of the Brundtland Commission (1987) is “Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs”. In addition to this definition in delivering sustainable development it is important to consider the need to deliver equality in the present and the future. Therefore sustainability development covers:

- natural resources that should be used efficiently so that future generations can meet their needs;
- equitable access to resources, where access to resources for some should not be denied by the actions of others, now and in the future.

### 2.3 National Definitions and Policy

2.3.1 The agreed international definition of sustainable development remains that of the World Commission on Environment and Development, which is: “Development that meets the needs of the present without compromising the ability of future generations to meet their own needs”. This embraces four key aims which are:

- Social progress which meets the needs of everyone;
- Effective protection of the environment;
- Prudent use of natural resources; and
- Maintenance of high and stable levels of economic growth and employment.

2.3.2 It is important to note here the acknowledgement that sustainability does not equal environmental protection and is focussed just as much on economic and social issues.

2.3.3 In England, The National Planning Policy Framework (NPPF), adopted in March 2012, sets out the Government’s overarching planning policies on the delivery of sustainable development through the planning system. Paragraph 7 sets out the three mutually dependent roles that the planning system needs to perform. These are:

- An economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available on the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure.

- A social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being.
- An environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including a moving a low carbon economy.

## 2.4 Local

2.4.1 The 2017 North West Leicestershire Local Plan includes a Spatial Vision that describes the kind of place that North West Leicestershire should be by the end of the Local Plan period.

*By 2031 North West Leicestershire will have continued its transformation, started in the 1980s, from a former coalfield area characterised by environmental degradation, a struggling economy and poor connections into a place fit for the 21st century. This will be reflected in the maturing of the National Forest as both an environmental and economic asset and in the attractiveness of the towns and villages in North West Leicestershire as places in which to live, work and relax.*

*Businesses will choose to locate and grow in this area, taking advantage of its excellent location in the centre of the country, close to major road and rail networks and a major international airport. The East Midlands Enterprise Gateway, focussed on East Midlands Airport, Donington Park and the East Midlands Gateway Rail Freight Interchange, will be recognised as a key destination in its own right. This strongly performing economy will be reflected in low unemployment and reduced instances of deprivation.*

*The district will continue to be a place of choice for people wishing to live here, with lots to see and do, such as the National Forest, Charnwood Forest, Ashby Canal and a plethora of heritage assets, as well as being strong communities built around vibrant, accessible places and award winning housing developments.*

*As the district’s main town, Coalville will have grown significantly and the town will have benefited from major new investment in infrastructure and as a result, the town centre regeneration as a heritage town will be well underway. Elsewhere, the other key centres, including the historic market towns of Ashby de la Zouch and Castle Donington, will be vibrant centres which meet people’s day-to-day shopping needs as well as supporting a thriving night time economy.*

2.4.2 A range of objectives have also been prepared to identify what we are seeking to achieve through the Local Plan and new development.

- Objective 1 - Promote the health and wellbeing of the district’s population.
- Objective 2 - Support the delivery of new homes balanced with economic growth to provide a stock of housing that meets the needs of the community, including the need for affordable housing.

- Objective 3 - Ensure new development is of a high quality of design and layout whilst having due regard to the need to accommodate national standards in a way that reflects local context and circumstances.
- Objective 4 – Ensure regard is had to reducing the need to travel and to maintaining access to services and facilities including jobs, shops, education, sport and recreation, green space, cultural facilities, communication networks, health and social care.
- Objective 5 - Support economic growth throughout the district and the provision of a diverse range of employment opportunities including the development of tourism and leisure.
- Objective 6 - Enhance the vitality and viability of the districts town and local centres, with a particular focus on the regeneration of Coalville, in ways that help meet the consumer needs.
- Objective 7 - Enhance community safety so far as practically possible and in a way which is proportionate to the scale of development proposed whenever allocating sites for development or granting planning permission.
- Objective 8 - Prepare for, limit and adapt to climate change.
- Objective 9 - New developments need to be designed to use water efficiently, to reduce flood risk and the demand for water within the district, whilst at the same time taking full account of flood risk and ensuring the effective use of sustainable urban drainage systems (SUDs).
- Objective 10 - Conserve and enhance the identity, character and diversity and local distinctiveness of the district’s built, natural, cultural, industrial and rural heritage and heritage assets.
- Objective 11 - Protect and enhance the natural environment including the district’s biodiversity, geodiversity and water environment areas identified for their importance.
- Objective 12 - Conserve and enhance the quality of the district’s landscape character including the National Forest and Charnwood Forest and other valued landscapes.
- Objective 13 - Take account of the need to reduce the amount of waste produced.
- Objective 14 - Seek to deliver the infrastructure needs of the area, including Green sustainable development.
- Objective 15 - Take full account of the need to safeguard mineral resources including sand and gravel, igneous rock and brickclay.

## 3. Population and Communities

### 3.1 Introduction

3.1.1 This chapter covers topics related to the Gypsy and Traveller and Travelling Showpeople communities in North West Leicestershire. The aim is to set out details of the population and demographic structure. In addition, this chapter covers issues such as safety and health.

### 3.2 Context

#### National

3.2.1 The term 'Gypsies and Travellers' is difficult to define as it does not constitute a single, homogenous group, but encompasses a range of groups with different histories, cultures and beliefs including: Romany Gypsies, Irish Travellers, and Scottish Gypsies Travellers. Travelling Showpeople are members of a community that consists of self-employed business people who travel the country, often with their families, holding fairs. Many of these families have been taking part in this lifestyle for generations.

3.2.2 Government planning policy for traveller sites (PPTS) was last updated in August 2015 and should be read in conjunction with the National Planning Policy Framework. The Government's overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community. To help achieve this, Government's aims in respect of traveller sites are:

- that local planning authorities should make their own assessment of need for the purposes of planning
- to ensure that local planning authorities, working collaboratively, develop fair and effective strategies to meet need through the identification of land for sites to encourage local planning authorities to plan for sites over a reasonable timescale
- that plan-making and decision-taking should protect Green Belt from inappropriate development
- to promote more private traveller site provision while recognising that there will always be those travellers who cannot provide their own sites
- that plan-making and decision-taking should aim to reduce the number of unauthorised developments and encampments and make enforcement more effective
- for local planning authorities to ensure that their Local Plan includes fair, realistic and inclusive policies
- to increase the number of traveller sites in appropriate locations with planning permission, to address under-provision and maintain an appropriate level of supply
- to reduce tensions between settled and traveller communities in plan-making and planning decisions
- to enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure

- for local planning authorities to have due regard to the protection of local amenity and local environment

3.2.3 The current planning definition for a Gypsy, Traveller or Travelling Showperson is set out in PPTS (2015):

*For the purposes of this planning policy “gypsies and travellers” means:*

*Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.*

*In determining whether persons are “gypsies and travellers” for the purposes of this planning policy, consideration should be given to the following issues amongst other relevant matters:*

- a) Whether they previously led a nomadic habit of life.*
- b) The reasons for ceasing their nomadic habit of life.*
- c) Whether there is an intention of living a nomadic habit of life in the future, and if so, how soon and in what circumstances.*

*For the purposes of this planning policy, “travelling showpeople” means:*

*Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family’s or dependants’ more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.*

### Local

3.2.4 The North West Leicestershire Local Plan sets out the Council’s strategic approach to meeting the accommodation needs of Gypsies and Travellers and Travelling Showpeople at Policy H7. Policy H7 therefore provides the context for the preparation of the Gypsy and Traveller Site Allocations DPD by setting out the accommodation need that is required to be met in North West Leicestershire and criteria for the identification of sites and seeks to safeguard existing sites.

## 3.3 Baseline

### Demographics: National

- 3.3.1 Historically there has been a lack of robust data on Gypsy and Traveller communities. A number of factors are thought to have contributed to this including: respondents’ mistrust of officials; the fear of discrimination; long standing social exclusion; low levels of literacy; recording of nationality rather than ethnicity; and the complexities of collecting data from mobile households.
- 3.3.2 The 2011 Census attempted to identify Gypsies and Travellers as a distinct ethnic group, but different ethnic classifications were used on Census questionnaires in England and Wales, Scotland, and Northern Ireland. The 2011 Census shows that there are 58,000

Gypsy and Traveller persons living in England equating to 0.1% of the total population. Gypsies and Travellers were by far the smallest ethnic group counted.

- 3.3.3 The Irish Traveller Movement in Britain and other Gypsy and Traveller organisations believe that the 2011 Census figure is a significant undercount and that the total 2011 population for England based on Gypsy Traveller Accommodation Assessments (GTAA) figures was 119,193. The Council of Europe has estimated a population of between 150,000 and 300,000 in the UK. However, it is difficult to directly compare estimates as they use different methodologies and definitions.
- 3.3.4 The Government's latest Count of Traveller Caravans, July 2017 England, published in November 2017 gives the following headline statistics about authorised and unauthorised traveller caravans in England:
- The total number of traveller caravans in England in July 2017 was 22,792. This is 1,422 more than the 21,370 reported in July 2016.
  - 6,701 caravans were on authorised socially rented sites. This is an increase of 429 since the July 2016 count, which recorded 6,272.
  - The number of caravans on authorised privately funded sites was 12,370. This was 753 more than the 11,617 recorded in July 2016. The number of caravans on authorised private sites has increased each year since 2007 (see Figure 1).
  - The number of caravans on unauthorised encampments on land owned by travellers was 2,197. This is a decrease of 19 compared to the July 2016 figure of 2,216.
  - The number of caravans on unauthorised encampments on land not owned by travellers was 1,524. This was 259 caravans more than the July 2016 count of 1,265.
  - Overall, the July 2017 count indicated that 84 per cent of traveller caravans in England were on authorised land and that 16 per cent were on unauthorised land. This is the same as the 2016 count.
- 3.3.5 The traveller caravan count has taken place twice a year since January 1979. National totals from each count show an increase in the overall total from 8,065 caravans in July 1979 to 22,792 in July 2017.
- 3.3.6 In 2014, ONS published an article 'What does the 2011 Census tell us about the characteristics of Gypsy or Irish travellers in England and Wales?' which explores characteristics of the Gypsy and Irish Traveller community for the first time, based on data from the 2011 Census. Analysis is focused on qualifications, economic activity, family relationships, health and accommodation. The key points were:
- People identifying as Gypsy or Irish Traveller had a higher proportion of residents under the age of 20 at 39 per cent. This compares to 24 per cent of the overall England and Wales population who were under 20
  - Gypsy or Irish Travellers born in non-UK EU countries was double the proportion for England and Wales as a whole – 8 per cent compared to 4 per cent

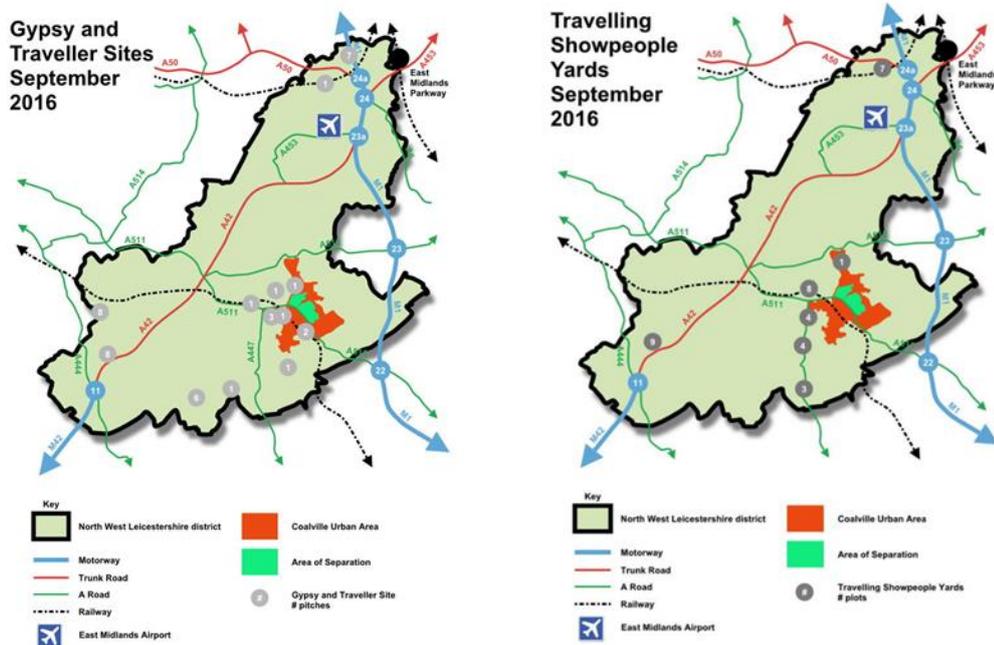
- The majority of people who identified as Gypsy or Irish Traveller identified with an English only national identity (66 per cent) and were Christian (64 per cent)
- Just under half of Gypsy or Irish Traveller households had dependent children (45 per cent) – above the average for the whole of England and Wales (29 per cent)
- Whole house or bungalow was the most common type of accommodation for respondents who identified as Gypsy or Irish Traveller, at 61 per cent (84 per cent for England and Wales as a whole), followed by caravan or other mobile or temporary structure at 24 per cent (0.3 per cent for England and Wales as a whole)
- Gypsy or Irish Travellers were more than twice as likely to live in social housing than the overall population of England and Wales (41 per cent compared to 16 per cent) and less likely to own their accommodation outright (21 per cent compared to 26 per cent)
- Gypsy or Irish Travellers had the lowest proportion of any ethnic group rating their general health as 'good' or 'very good' at 70 per cent compared to 81 per cent overall of the overall population of England and Wales
- Gypsy or Irish Traveller ethnic group was among the highest providers of unpaid care in England and Wales at 11 per cent (10 per cent for England and Wales as a whole) and provided the highest proportion of people providing 50 hours or more of unpaid care at 4 per cent (compared to 2 per cent for England and Wales as a whole)

#### Demographics: Local

3.3.7 The 2017 Gypsy and Traveller Accommodation Needs Assessment was undertaken by Opinion Research Services who have experience nationwide of undertaking similar studies. One of the main considerations of the study was to provide evidence relating to the provision of pitches and plots to meet the current and future accommodation needs of Gypsies, Travellers and Travelling Showpeople. A pitch is an area normally occupied by one household, which typically contains enough space for one or two caravans, but can vary in size. A site is a collection of pitches which form a development exclusively for Gypsies and Travellers. For Travelling Showpeople, the most common descriptions used are a plot for the space occupied by one household and a yard for a collection of plots which are typically exclusively occupied by Travelling Showpeople.

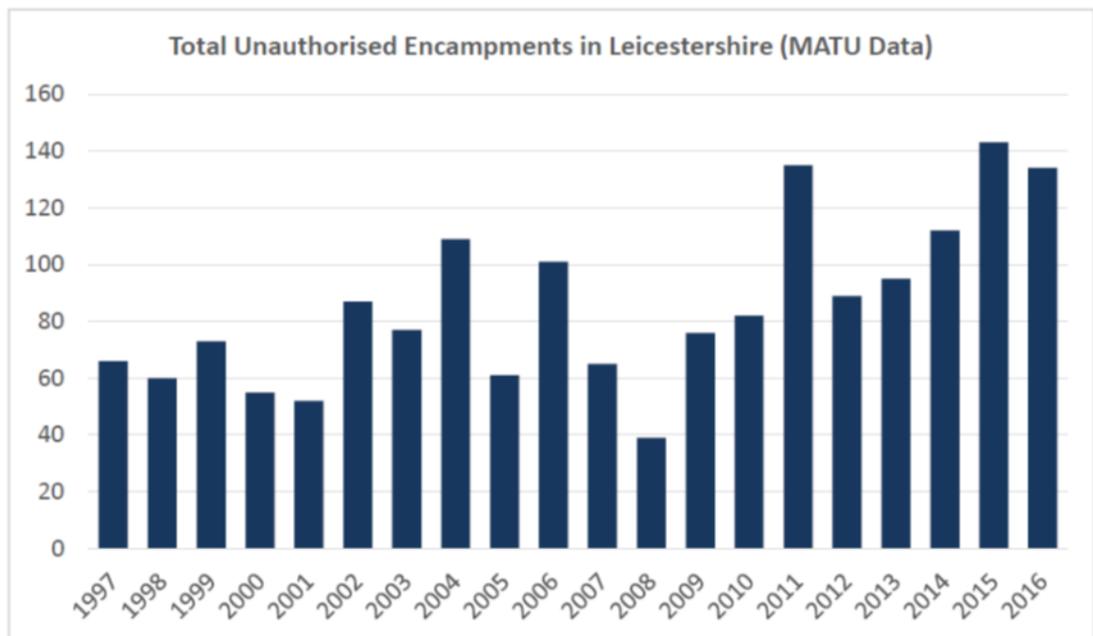
<b>Gypsies and Travellers</b>		
	<b>Sites</b>	<b>Pitches</b>
<b>Public sites</b>	1	1
<b>Private Sites with Permanent Permission</b>	7	24
<b>Private Sites with Temporary Permission</b>	1	6
<b>Tolerated Sites – Long-term without Planning Permission</b>	3	3
<b>Unauthorised Developments</b>	1	7
<b>Total</b>	<b>13</b>	<b>41</b>
<b>Travelling Showpeople</b>		
	<b>Sites</b>	<b>Plots</b>
<b>Authorised Travelling Showpeople Yards</b>	4	23
<b>Tolerated Travelling Showpeople Yards</b>	3	13
<b>Total</b>	<b>7</b>	<b>36</b>

3.3.8 In North West Leicestershire District, at September 2016, there was 13 Gypsy and Traveller site with 41 pitches and 7 Travelling Showpeople sites with 36 plots. The details and distribution are shown above and below.

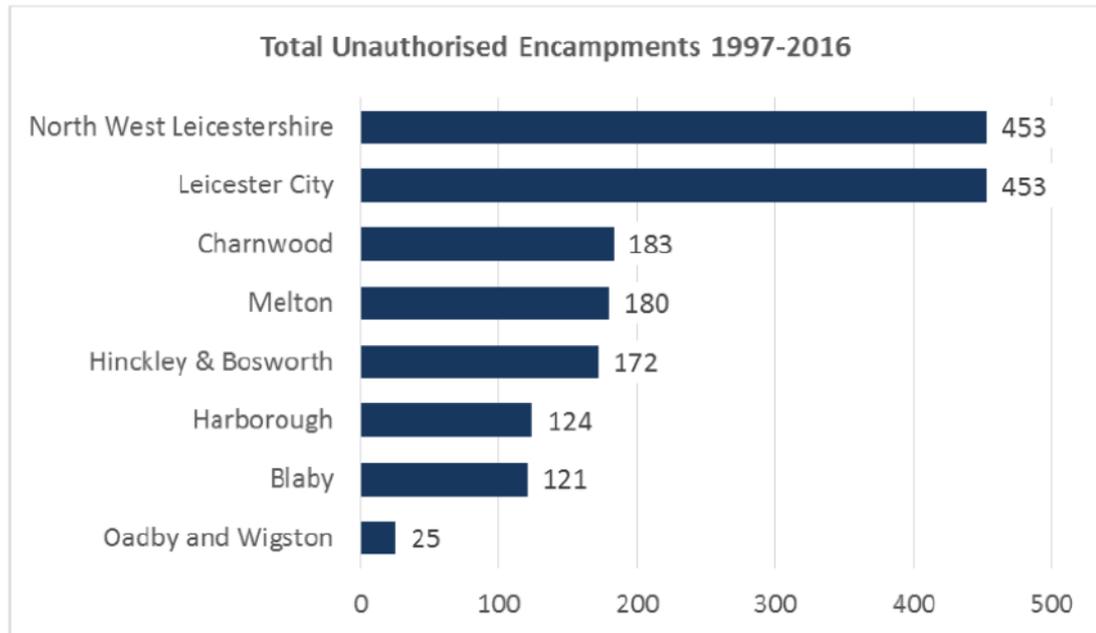


3.3.9 Whilst the data from the Traveller Caravan Count only provides a snap-shot of the levels of unauthorised caravans, data from the MATU covers all recorded encampments throughout the course of the year, together with details about the numbers of caravans and the length of stay.

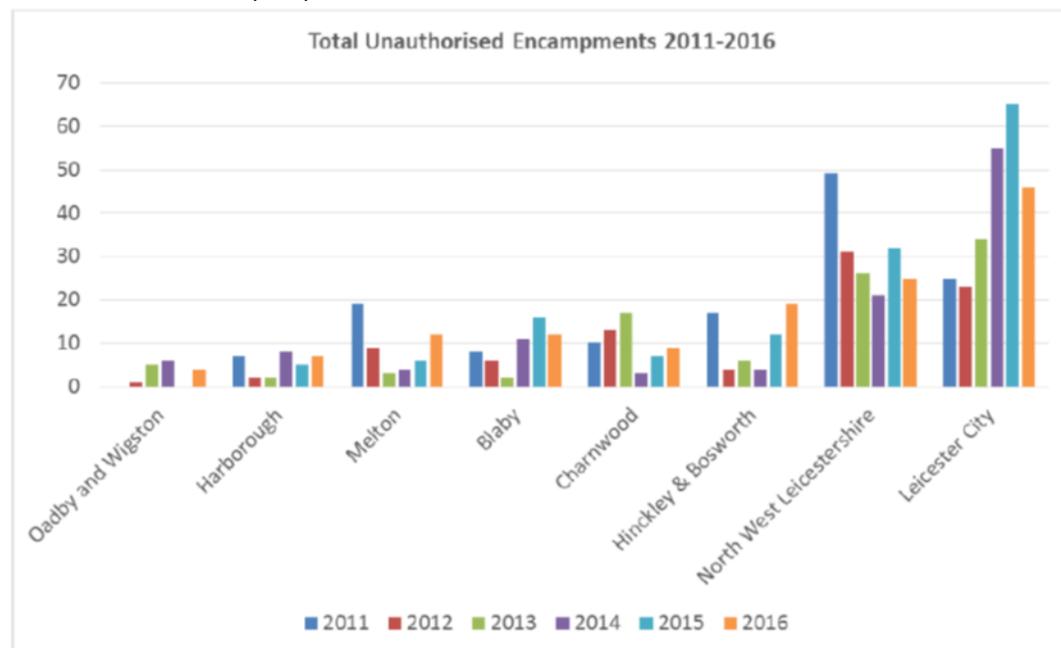
3.3.10 This shows that between 1997 and 2016 a total of 1,711 unauthorised encampments were recorded across Leicestershire and Leicester City, with a general trend showing an increase from 2008 onwards.



3.3.11 When broken down by individual local authorities over the same time period it can be seen that the highest number of unauthorised encampments were recorded in North West Leicestershire (453), Leicester City (453), Charnwood (183), Melton (180) and Hinckley and Bosworth (172). The lowest number of unauthorised encampments were recorded in Oadby & Wigston (25).



3.3.12 Looking at more recent data for the period 2011-2016 again shows that the highest number of unauthorised encampments were recorded in Leicester City (248) and North West Leicestershire (184).



### Health

3.3.13 A number of studies have identified the poor health experiences of Gypsy and Traveller groups compared with the general population, including higher rates of mortality, morbidity and long-term health conditions, low child immunisation levels, and a higher

prevalence of anxiety and depression. A range of factors, such as poor accommodation, discrimination, poor health literacy, and a lack of cultural awareness and understanding by health professionals of Gypsy and Traveller health and social needs, are thought to create barriers to accessing healthcare.

3.3.14 A report on the impact of insecure accommodation and the living environment on Gypsies' and Travellers' health was commissioned by the National Inclusion Health Board and was published in January 2016. The key messages of the report were:

- Current and historical accommodation insecurity negatively impacts on Gypsies and Travellers physical and mental health. Effectively addressing accommodation insecurity/provision of sites will have a direct and positive 'knock-on' effect not just on community members' health, but also on the wider social determinants that impact on their intergenerational health and wellbeing (education, employment etc.).
- Unauthorised and authorised sites for Gypsies and Travellers (including local authority owned and run) are all too often situated in environments which promote poor health (busy roads, beside heavy industry etc.). Improving the environmental health factors of existing sites and promoting appropriate future development of Traveller sites will improve health outcomes in the long-term. Such measures are also likely to prove cost-effective in terms of reduced ill-health and disability, increased mental health etc.
- Despite the vast majority of Gypsies and Travellers being born and raised in local communities in Britain, many are still not recognised by councils and local communities as having a legitimate right to live and raise their families on Traveller sites in these locales. This non-recognition results in a direct negative impact on planning and accommodation decisions and consequently on their health, well-being and sense of community cohesion. The greater recognition of these groups' social and legal entitlement to live and work within local communities is a prerequisite to improving accommodation provision and in turn health.

#### Crime

3.3.15 There are problems establishing exactly how many Gypsies and Travellers are in prison or in the youth justice system. However, a report by HM Inspectorate of Prisons, published in 2014, found that prisoners who identified as Gypsy or Traveller were significantly over-represented in the prison population and were more likely to have concerns about their safety and to have suffered victimisation. There is also evidence that Gypsy and Traveller children are significantly over-represented in the youth justice system.

### 3.4 Issues

- There has been a high number of unauthorised Gypsy and Traveller encampments in North West Leicestershire.
- A number of studies have identified the poor health experiences of Gypsy and Traveller groups compared with the general population. A range of factors, such as poor accommodation, are thought to create barriers to accessing healthcare.

## 4. Housing

### 4.1 Introduction

- 4.1.1 This chapter considers existing Gypsy and Traveller accommodation provision and future needs, including the need for permanent, transit and Travelling Showpeople sites.

### 4.2 Context

#### National

- 4.2.1 Government planning policy for traveller sites was last updated in August 2015 and should be read in conjunction with the National Planning Policy Framework. The Government's overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.

- 4.2.2 National guidance expects local planning authorities should set pitch targets for gypsies and travellers as defined and plot targets for travelling showpeople which address the likely permanent and transit site accommodation needs of travellers in their area, working collaboratively with neighbouring local planning authorities.

- 4.2.3 'Managing and delivering Gypsy and Traveller sites: negotiating conflict' published by the Chartered Institute of Housing on behalf of JRF and De Montfort University in 2016 states:

*There has been a long-term policy and practice failure to deliver and manage Gypsy and Traveller sites in the UK. The resulting shortage of sites manifests itself in unauthorised encampments, weakened community cohesion and expenditure on clearing up and eviction. More importantly these protected ethnic groups face poorer health, education and employment outcomes and feel marginalised in society. A mutually beneficial outcome would result from appropriate levels of site provision to meet needs.*

#### Local

- 4.2.4 The North West Leicestershire Local Plan sets out the Council's strategic approach to meeting the accommodation needs of Gypsies and Travellers and Travelling Showpeople at Policy H7. Policy H7 therefore provides the context for the preparation of the Gypsy and Traveller Site Allocations DPD by setting out the minimum accommodation need that is required to be met in North West Leicestershire and criteria for the identification of sites and seeks to safeguard existing sites.

- 4.2.5 The North West Leicestershire Local Plan Inspector's Report concluded that the Local Plan provides an appropriate basis for the planning of the District, provided that a number of Main Modifications are made to it. With regard to accommodation for Gypsies and Travellers and Travelling Showpeople, the report concluded that given the undertaking that a further Accommodation Need Assessment is to be carried forward and the Site Allocations DPD published in the short term, the provisions of the Local Plan for gypsy and traveller accommodation are justified and effective in the circumstances.

### 4.3 Baseline

- 4.3.1 Many Gypsies and Travellers now live in settled accommodation and do not travel, or do not travel all of the time, but nonetheless consider travelling to be part of their identity. At the 2011 Census, the majority (76%) of Gypsies and Irish Travellers in England and Wales

lived in bricks-and-mortar accommodation, and 24% lived in a caravan or other mobile or temporary structure.

4.3.2 There were 20,500 households in England and Wales with a household reference person who identified as a Gypsy or Irish Traveller in the 2011 Census. The most common family household type was ‘lone parent’ at 24%, compared with 11% of all households in England and Wales. The second most common household type was ‘married or same-sex civil partnership couple’ at 23%, which was less than the 33% recorded for the population as a whole.

4.3.3 The total number of Traveller caravans in England in January 2017 was 22,004, an increase of 32% since 2007. The majority (56%) of caravans were on private sites, 31% were on sites operated by local authorities and registered providers of social housing, and 13% were on unauthorised sites.

4.3.4 The 2017 Gypsy and Traveller Accommodation Needs Assessment identifies the following additional pitch and plot needs for Gypsies and Travellers. Additional needs are set out for those households that meet the planning definition of a Gypsy or Traveller together with an allowance for those unknown households where an interview was not able to be completed who may meet the planning definition.

Needs arising from known households	Period			
	2016-21	2021-26	2026-31	Total to 2031
Gypsies and Travellers meeting the amended definition	3	1	1	5
Travelling Showpeople who meet the amended definition	15	1	2	18

4.3.5 There is no way to be certain how many of these ‘unknown households’ would meet the revised definition of a Traveller. ORS’ experience elsewhere of surveys undertaken since the change in the definition suggests that about 10% of interviewed gypsy or traveller households and 70% of travelling showpeople households meets the revised definition. Whilst cautioning that these are not official statistics, they are the most comprehensive assessments to date on this matter and so “should be seen as a robust statistical figure”.

4.3.6 Assuming, therefore, that only 10% of the unknown households identified in the second table meet the revised definition of a Traveller then the additional need for gypsies and travellers could be as little as 1 pitch. For travelling showpeople an additional 2 plots would be required based on a requirement of 70% of unknown households. This would increase the overall need for gypsies or travellers to 6 pitches to 2031 and for travelling showpeople an increase to 20 plots.

Potential needs arising from unknown households	Period			
	2016-21	2021-26	2026-31	Total to 2031
Gypsies and Travellers unknown households	6	1	1	8
Travelling Showpeople unknown households	0	1	1	2

4.3.7 In terms of transit provision the ORS study advised that there is a need for additional pitches, based on the previous assessment, caravan counts and data from the Multi Agency Traveller Unit (MATU) at Leicestershire County Council, for 12 in the city and 36 across the

remainder of the study area. The consultants suggest that the latter should be spread over 2-3 sites and that based on data the “need is greatest in the North West of the county [and the City]” and that “transit provision should be prioritised in these locations”.

#### 4.4 Issues

- Unauthorised sites are frequently a source of tension between the travelling and settled communities.
- A shortage of permanent and transit Gypsy and Traveller sites continues to be a pressing issue, which results in unauthorised encampments, weakened community cohesion and local authority expenditure on eviction and clearing up illegal sites.
- The DPD must provide sites to meet accommodation needs identified by the 2017 GTAA.

## 5. Employment and the Economy

### 5.1 Introduction

5.1.1 This chapter focuses on employment and the principal business sectors in the economy. It considers economic growth objectives and the role of town centres. This Chapter also looks at the employment characteristics of Gypsies and Travellers.

### 5.2 Context

#### National

5.2.1 The importance of the economy in achieving sustainable development is something that is drawn out strongly in the NPPF. At paragraph 7 states the economic role of the planning system is:

*Contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure.*

5.2.2 A section of NPPF is titled 'Building a strong, competitive economy'. This makes clear the role of the planning system in delivering sustainable economic growth. This includes setting criteria for the delivery of strategic employment sites and support of existing business sectors (paragraph 21).

5.2.3 The NPPF also supports the role of town centres in securing economic growth and as a focus of community activity. Town centres should be promoted to provide a diverse retail offer and should be the focus of retail activity (paragraph 23). Office development should also be focused in town centres.

5.2.4 Planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development (paragraph 28). To promote a strong rural economy, local and neighbourhood plans should:

- support the sustainable growth and expansion of all types of business and enterprise in rural areas
- promote the development and diversification of agricultural and other land-based rural businesses
- support sustainable rural tourism and leisure developments that benefit businesses in rural areas
- promote the retention and development of local services and community facilities in villages

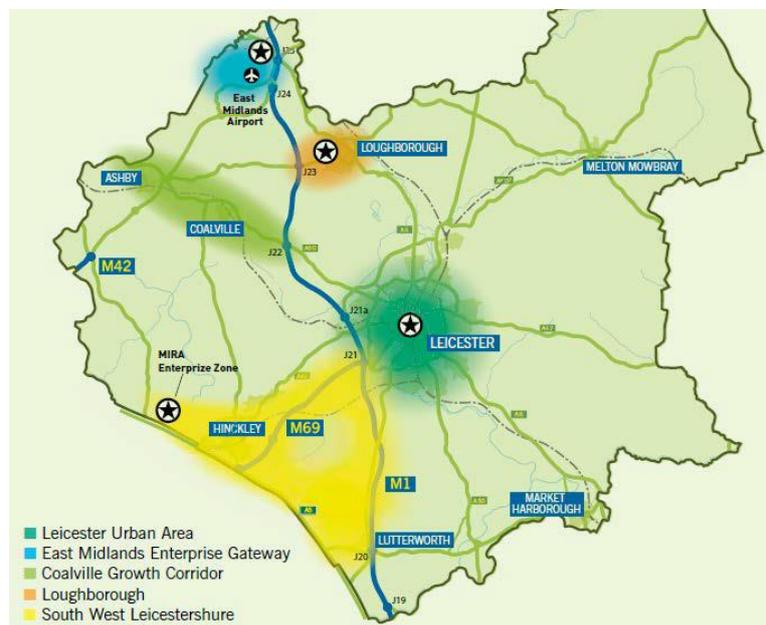
## Local

5.2.5 The Leicestershire Local Economic Partnership (LLEP) has been established to provide vision and strategic leadership to drive economic growth. LEPs were set out under the Government's White Paper: Local Growth – Realising Every Place's Potential. The LLEP prepared the Strategic Economic Plan 2014-2020 (SEP). This contains the vision of:

*Create a vibrant, attractive and distinctive place with highly skilled people making Leicester and Leicestershire the destination of choice for successful businesses. By 2020 we will:*

- Create at least 45,000 additional jobs
- Attract over £2.5b private sector investment
- Increase Gross Value Added (GVA) by £4b to £23b

5.2.6 This identifies growth areas including the East Midlands Enterprise Gateway and the Coalville Growth Corridor. It also identifies the potential for the Strategic Rail Freight Interchange, identified as a 250 acre distribution and logistics development near the East Midlands Airport and M1, to provide up to 6 million sq. ft. of large scale warehousing to create a multi-modal hub to support 7,000 jobs.



5.2.7 The Leicestershire and Leicestershire Economic Development Strategy, Consultation Draft 2011 to 2030 (Leicestershire Business Council) has now been largely replaced by the Strategic Economic Plan. However, it still provides details of what the priorities may be for economic growth in the district. The vision for Strategy for the area is to:

*To create a prosperous economy, secure and well-paid jobs and a sustainable environment through wealth creation by innovative businesses and a highly skilled workforce, making Leicester and Leicestershire destinations of choice for successful businesses by clearly differentiating the sub-region, as a place to do business, work and live.*

5.2.8 The strategic economic priorities set out the strategy are:

- Increasing productivity and private sector job growth;
- Creating a balanced and sustainable knowledge-based economy;
- Addressing the physical requirements for success, including providing good quality employment land & premises, supporting the regeneration of the County town

centres; providing the right type and quality of housing at the right prices, in the right locations;

- Raising skill levels and education attainment;
- Providing effective business support;
- Stimulating investment and international trade; and
- Growing the Green Economy and investing in our communities, including promoting environmental sustainability.

5.2.9 The North West Leicestershire Retail Study 2015 Capacity Update provides a quantitative forecast for the retail capacity of the district, considering the current forecasts of population growth, expenditure growth and other key inputs which can affect the need for future retail space.

### 5.3 Baseline

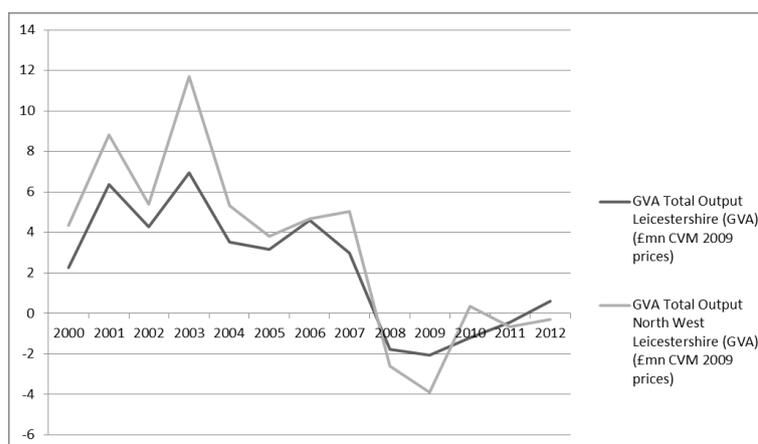
#### The economy

5.3.1 In terms of competitiveness and growth opportunities, North West Leicestershire enjoys a highly accessible position in the middle of the country, with good road links and a growing international airport. Partly because of its accessibility, the area has proved attractive to inward investors, and has recently seen high levels of employment growth.

5.3.2 The economic footprint of North West Leicestershire extends into South Derbyshire and towards Loughborough. The principle employment destinations in the district, as identified in the LEA 2011 are East Midlands Airport (and racing circuit), Coalville Town Centre, Bardon Industrial Estate east of Ellistown, Ashby-de-la-Zouch and the Willow Farm Business Park north of Castle Donington.

5.3.3 Much of the baseline in this section is taken from the LEA 2012 prepared for the Strategic Economic Plan for Leicestershire, which represents the most comprehensive analysis of economic conditions in the area.

5.3.4 Experian data from February 2013 shows the Gross Value Added (GVA) has fluctuated significantly since 2000, reaching almost 12% in 2003, but falling to -4% following the recession. The GVA is now increasing again and predictions are that it will continue to do so.



5.3.5 Experian data 2013 (UK Local Markets Forecast Quarterly, Experian February 2013) shows that 19.8% of the employment in the district was in transport and storage sector, which is significantly greater than the average proportion in Great Britain. This is linked to the

location of East Midlands Airport in the district and associated transport/ logistics industries.

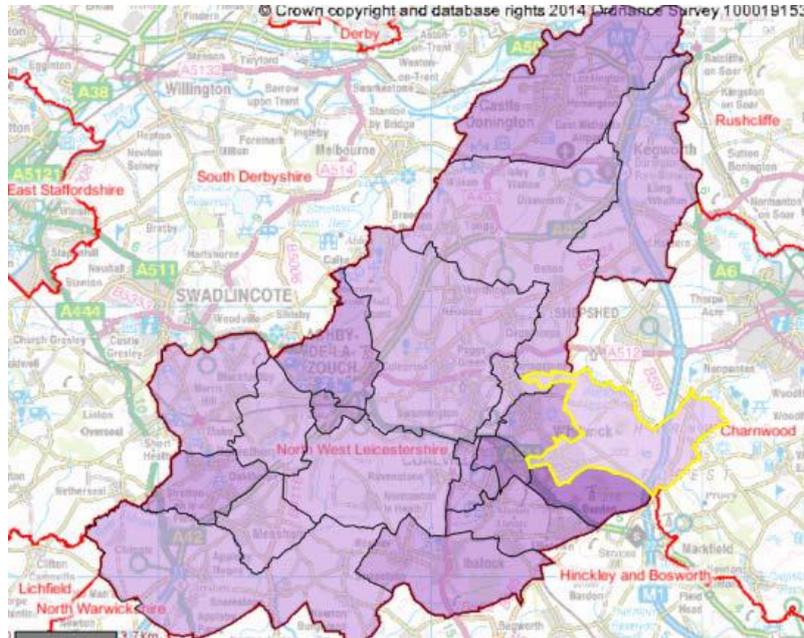
- 5.3.6 16.6% of employment falls within the manufacturing sector, although this has shown a fluctuation over the previous five years with a declining trend, it is still above the Great Britain average of 8.7%. Other sectors where the proportion employed is above either regional or national averages are wholesale/retail (17.3%), construction (5.9%), professional and other private services (17.3%).
- 5.3.7 A very low proportion (11.3%) of employment in North West Leicestershire was in public sectors including education and healthcare, at a proportion well below neighbouring local authorities. This compares to 23.5% for Leicestershire and a higher in Great Britain.
- 5.3.8 However, North West Leicestershire specialises in comparatively low-value-added activities, with many jobs in manufacturing (though not high-tech manufacturing) and logistics and few jobs in white-collar and knowledge-based sectors). Logistics employment has been growing especially fast, adding to the area's 'blue-collar' specialisation.
- 5.3.9 Economic forecasts based on the Experian 2013 data for the district indicate that from 2012 to 2031 the sectors predicted most likely to grow by over 1% are transport & storage; professional & other private services; accommodation, food services & recreation; and wholesale & retail. Only three sectors are predicted to decline (one very marginally), the two with the greatest predicted decline are agriculture, forestry & fishing and by a large proportion the greatest decline is predicted in manufacturing.
- 5.3.10 Tourism in North West Leicestershire is related to growth around the National Forest and the airport. Tourism venues in and around the district include: Ashby Castle, Breedon Priory Church, Calke Abbey, Donington Grand Prix Collection and Park, Donington Le Heath Manor House, and East Midlands Airport Aeropark.
- 5.3.11 The Ashby Canal runs through the district and has a current and future potential to benefit the tourism economy. The northern section of the canal has been restored from Moira to Donisthorpe and links Conkers, Moira Furnace and Donisthorpe Woodland Park in an area that is developing as a tourist destination.
- 5.3.12 Restoration is now focused on extending the current terminus of the canal from Snarestone northwards for a distance of 4.5 km to a new canal wharf at Measham. The power to acquire the necessary land and to construct and maintain the canal was provided in October 2005 when the Leicestershire County Council (Ashby-de-la-Zouch Extension) Order was approved under the powers of the Transport and Works Act 1992. The main objectives of the next phase of restoration are to;
- Advance and accelerate continuing economic regeneration of the area and contribute to rural diversification and social inclusion through opportunities for employment, leisure, recreation, learning and skills.
  - Provide a green gateway to the National Forest and develop and link the recreational tourism facilities.
  - Improve the environmental quality of the area.
  - Provide a recreational, cultural and social resource for the local community.

- Connect Measham, and ultimately Moira, to the national waterways network.

### Employment and Workforce

5.3.13 Figures from the Nomis database show that from July 2016 to June 2017 there were 48,400 economically active people in North West Leicestershire. The majority (47,000) were in employment. 1,700

were unemployed, this is 3.5% of the economically active, which is less than for Great Britain at 4.6%. This diagram shows the distribution of people in full time employment from the 2011 Census; this shows the ward with the lowest proportion (Greenhill) is directly adjacent to a ward with one of the highest proportions (Bardon), as this is the location of a large employment area. The distribution of those in full time employment reflects patterns of joblessness as well as areas with higher proportions of retired people.



- 5.3.14 The number of working age people of North West Leicestershire has shown over a 7% increase from 2001 to 2012 according to the ONS 2012 Mid-Year population estimates and reported in the SEP.
- 5.3.15 The overall job density in North West Leicestershire (i.e. the number of jobs per head of population aged 16 to 64 so 1 equals one job for one person) was 1 in 2015, a slight decrease from 2012 when it was 1.05.
- 5.3.16 The Leicestershire Local Transport Plan 3 2011 (LTP3) identifies that local job provision is more important to low-skilled workers and those providing low-skilled opportunities due to the travel cost constraints, and there remain areas of spatial mismatch between the supply of jobs and workers for the lower-skilled. These areas may be particularly affected by the limited bus access to employment centres outside of core urban areas as well as the relatively poor provision of evening and weekend bus services which adversely affects the access of some workers, particularly those working shifts. The LTP3 identifies Castle Donington as such an area, where workers are not available to match jobs.
- 5.3.17 Figures 5.4 and 5.5 show the distribution around the district of the different occupation types. This shows a concentration of higher order occupations 'Managers, Directors and Senior Officials' according to the Census 2011 around Appleby (18.1%) and rural wards of central North West Leicestershire (Breedon and Valley). In contrast Figure 5.4 shows that concentrations of those with 'Elementary Occupations' are in the wards of Coalville (17.4%)

and Greenhill, both associated with the settlement of Coalville. The Measham also has a relatively high proportion of those in these types of occupations.

5.3.18 From July 2016 to June 2017 the total the percentage of the population who are in Occupation Groups 1-3 (Managers, Professionals, Associate professionals etc.) made up 53.4% of the workforce, this is higher than the East Midlands (41.1%) and Great Britain (45.5%). Those in the Occupation Groups 8-9 (Process plant and machine operatives and elementary occupations) make up 22.7% of the workforce, higher than for Great Britain (17.0%) and the East Midlands as a whole (21.3%).

5.3.19 Figures from Nomis for the period July 2016 to June 2017 indicate that the proportion of the workforce with NVQ4+ level skills, including university degree, at 39.8%, is slightly higher than the proportion for Great Britain (38.2%) and the East Midlands (38.2%). According to the 2011 Census, the wards with the highest level of residents with level NVQ4+ qualifications is Ashby Castle at 43.2% of the population, the next highest is Breedon at 35.3%. Three areas with the highest proportion of those with no qualification are Greenhill, Ibstock and Heather, and Thringstone wards.

#### Gypsies and Travellers

5.3.20 The 2011 Census found that Gypsy or Irish Traveller was the ethnic group with the lowest employment rates and highest levels of economic inactivity. Of those who were economically active, Gypsies and Irish Travellers were also most likely to be unemployed.

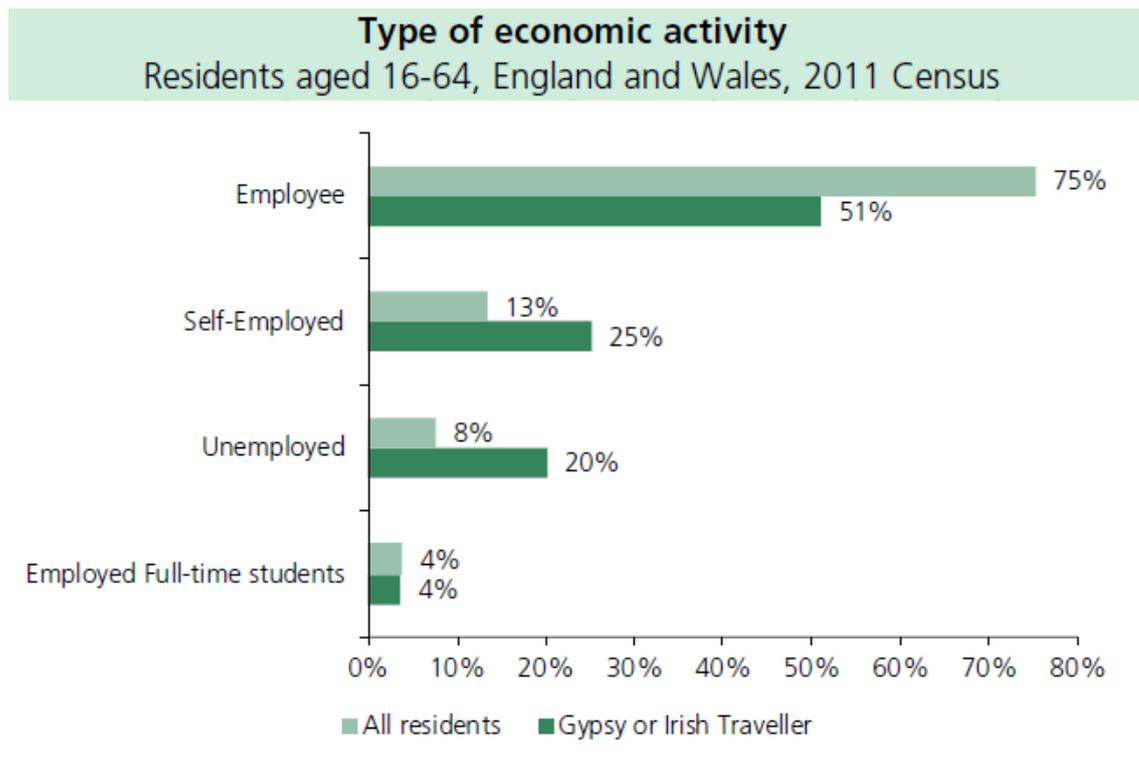
5.3.21 Of those aged between 16 and 64 and resident in England or Wales:

- 40% of Gypsies or Irish Travellers were in employment. This compares to 71% of all residents, and 73% of those in the White ethnic group. They were the ethnic group with the lowest employment rate; other ethnic groups with less than a 50% employment rate were Arab (42%), Bangladeshi (48%) and Pakistani (49%).
- Gypsy or Irish Traveller was also one of the ethnic groups with the lowest proportion of residents who were economically active (defined as those who are either in employment, or unemployed but actively seeking and available for work). 50% of Gypsy or Irish Travellers were economically active, compared to 77% for all residents. 50% of Arabs were also economically active.
- 10% of Gypsies and Irish Travellers were unemployed. Although higher than the average for all residents (6%), this was lower than some of the other ethnic groups: the highest levels were in the White and Black Caribbean and Other Black groups (14%)

5.3.22 The chart below compares the type of economic activity for Gypsy and Irish Travellers in England and Wales with that of all residents.

5.3.23 Economically active Gypsies and Irish Travellers were the most likely to be unemployed of all the ethnic groups, along with the White and Black Caribbean and Other Black ethnic groups. 20% of economically active residents in these ethnic groups were unemployed, compared to 8% of all residents.

5.3.24 Of those in employment, Gypsies and Irish Travellers were more likely to be self-employed than other residents, and less likely to be an employee. 64% of employed Gypsies and Irish



Travellers were employees (40% full-time), compared to 81% of all employed residents (61% full time), while 32% of employed Gypsies and Irish Travellers were self-employed compared to 14% of all employed residents.

- 5.3.25 The 2011 Census also found that, of those aged between 16 and 64 and resident in England and Wales, nearly 60% of economically inactive Gypsies and Irish Travellers were either looking after the home or family (31%) or were long-term sick or disabled (28%). In comparison 41% of all economically inactive residents in England and Wales were inactive for this reason (21% were looking after the home or family and 20% were long-term sick or disabled).
- 5.3.26 Inactive Gypsies and Irish Travellers were less likely to be students than any other ethnic group. While 28% of all economically inactive residents in England and Wales were students, only 12% of inactive Gypsies and Irish Travellers were likewise. 43% of inactive residents in the Mixed, Asian, Black or Other ethnic groups were students.
- 5.3.27 Only 5% of Gypsies and Irish Travellers in this age group were retired. The average for all residents was 21%, although this was largely driven by the White ethnic group with 25% of those who were economically inactive also being retired. The majority of the other ethnic groups had a similar proportion who were retired as for Gypsies and Irish Travellers.
- 5.3.28 2011 Census data revealed that Gypsies and Irish Travellers were more likely to be working in Elementary Occupations (22% of those aged 16 and over did so, compared to 11% of all residents in England and Wales). The occupations in this category include farm workers, process plant workers, cleaners or service staff.
- 5.3.29 A higher proportion of Gypsies and Irish Travellers were working in Skilled Trades than for any other ethnic groups. 19% did so, compared to 12% for all residents in England and Wales. This includes farmers and those working in electrical and building trades.

- 5.3.30 Of all the ethnic groups, Gypsies and Irish Travellers were least likely to be working in Professional Occupations. Only 7% did so at the time of the 2011 Census, compared to 17% of all residents aged 16 and over in England and Wales.
- 5.3.31 In 2012, the Ministerial Working Group on Gypsies and Travellers published a Progress Report on tackling inequalities. Chapter 7 focused on employment and reported that:
- The poor literacy skills of Gypsies and Travellers significantly disadvantaged them in seeking employment. They also lacked qualifications, and softer skills such as confidence and motivation.
  - There was a lack of data within Government on the numbers of Gypsies and Travellers in employment and claiming out-of-work benefits.
  - Although Gypsies and Travellers did not feel individually discriminated against by Jobcentre Plus, there existed a fear of possible discrimination and lack of sensitivity to their culture.
  - Historically Gypsies and Travellers had not been included within the Ethnic Minority Advisory Group, an independent body (supported by the Department for Work and Pensions (DWP)) aiming to increase the employment rate for ethnic minorities.

## 5.4 Issues

- Employment land provision will need to support existing well performing employment sectors, such as storage and distribution.
- In some locations there is a skills and job mismatch, there is a need to provide additional higher skilled jobs in the district to reduce the need for out commuting, including growing the high tech manufacturing sector.
- There is a need to support new local jobs for residents who need to access lower skilled jobs and maintain a distribution of these jobs around the district, including in those areas where residents have fewer qualifications to ensure that people who cannot get to work by car are not adversely disadvantaged.
- The needs of rural businesses must be considered, including allowing appropriate growth of business that need a rural location and diversification of the agricultural economy.
- There is a need to improve the skills base of the district, starting with good access to primary, secondary and further education facilities for all children in the district.
- North West Leicestershire plays an important role in the sub-region as the focus for employment and LEP growth objectives.
- The tourism sector is an important part of the local economy, there is a need to protect and enhance the tourism and leisure offer particularly in relation to the National Forest, Charnwood Forest Regional Park and Ashby Canal. The aim should be for a higher per capita visitor spend rather than simply additional visitors, a way this can be achieved is through increasing overnight visitor stays in the district.

- Gypsy or Irish Traveller was the ethnic group with the lowest employment rates and highest levels of economic inactivity.
- There is evidence that Gypsies and Travellers face barriers in accessing employment.

## 6. Transport and Access

### 6.1 Introduction

6.1.1 This chapter considers the existing transport networks in the district and the accessibility and connectivity to services. The chapter includes discussion of the preferred travel modes in by those working and living in the district.

### 6.2 Context

#### National

6.2.1 The NPPF identifies that:

*Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. (Paragraph 29)*

6.2.2 The NPPF (paragraph 30) is clear that there is not only the need to find transport solutions that support reductions in greenhouse gas emissions and reduce congestion, but also in preparing Local Plans that support a pattern of development which facilitates the use of sustainable modes of transport.

6.2.3 All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure.

6.2.4 Paragraph 35 states that:

*“Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to*

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport.*

6.2.5 High Speed Two (HS2) is the planned new high speed rail network, connecting London with the West Midlands and running lines to Manchester and Leeds.

6.2.6 The Eastern leg of HS2 (phase 2), West Midlands to Leeds, will result in the construction of a new high speed railway through North West Leicestershire, connecting to the HS2 East Midlands station stop in Toton, Nottinghamshire.

6.2.7 The route confirmed in July 2017 will follow the A42, skirting the west side of Measham. It will stay close to the A42 until it crosses the M1 and passes Kegworth on its west side in between the village and the M1 before heading into Nottingham.

6.2.8 Midlands Connect brings together local authorities and local enterprise partnerships from across the Midlands. The Midlands Connect Partnership and the Department for Transport have developed a transport strategy that identifies the major infrastructure projects needed to improve connectivity in the region. The Midlands Connect Strategy aims to transform the economy and improve quality of life by delivering the following outcomes:

- **Regionally Connected: Powering the Midlands Engine**  
Transforming East to West connectivity will widen access to markets, supply chains and labour markets releasing the full potential across our whole region – from the Welsh Borders to the Lincolnshire Coast.
- **UK Connected: The Midlands transport networks power the UK economy**  
Strategic road and rail networks that bring the country's economic regions closer together boosting productivity, access to markets and international gateways.
- **HS2 Connected: Getting the Midlands HS2 ready**  
Investing in complementary connectivity will spread the growth unlocked by HS2 across the Midlands and the country as a whole.
- **Resiliently Connected: We move the nation's freight**  
Boosting productivity and growth by providing reliable road and rail networks – reducing costs to businesses.
- **Globally Connected: Leading the UK trading in the global market**  
We will continue leading the UK in the global export market by increasing international transport links through our ports and airports – securing the UK's long term economic prosperity.
- **Intelligently Connected: Leading the technology revolution**  
By applying innovation and technology such as integrated ticketing solutions, open data and driverless cars we can enhance journeys, provide transport planning solutions and reduce the need for expensive infrastructure.

#### Local

6.2.9 The Leicestershire County Council Local Transport Plan 3 (LTP3) covers the period 2011 to 2026. The LTP3 is the key mechanism for delivering integrated transport at a local level, and they help to promote transport as an enabler of other things, such as economic growth. LTP3 follows the earlier plans of LTP1 and LTP2.

6.2.10 The long-term vision for the transport system over the course of LTP3 is:

*'Leicestershire to be recognised as a place that has, with the help of its residents and businesses, a first class transport system that enables economic and social travel in ways that improve people's health, safety and prosperity, as well as their environment and their quality of life.'*

6.2.11 The way of achieving this through 'Objectives, Activities and Outcomes' is shown below:

LTP3 Strategic Transport Goals	LTP3 Activities	Strategic Transport Outcomes
Goal 1: A transport system that supports a prosperous economy and provides successfully for population growth	Supporting the economy and population growth	Our strategic system provides more consistent, predictable and reliable journey times for the movement of goods and people
Goal 2: An efficient, resilient and sustainable transport system that is well managed and maintained	Managing the condition and resilience of the transport system	Our transport system and its assets are effectively managed and well maintained. Our transport system is resilient to the impacts of climate change.
Goal 3: A transport system that helps reduce the carbon footprint of Leicestershire	Encouraging active and sustainable travel	The negative impact of our transport system on the environmental and individuals is reduced. More people walk, cycle and use public transport as part of their daily journeys, including access to key services.
Goal 4: An accessible and integrated transport system that helps promote equality of opportunity for all our residents.	Improving the connectivity and accessibility of our transport system. Encouraging active and sustainable travel.	More people walk, cycle and use public transport as part of their daily journeys, including access to key services. Effective and integrated public and community transport provision, including targeted and innovative travel solutions that meet the essential transport needs of Leicestershire residents.
Goal 5: A transport system that improves the safety, health and security of our residents.	Improving road safety. Encouraging active and sustainable travel.	The number of road casualties is reduced. More people walk, cycle and use public transport as part of their daily journeys, including access to key services.
Goal 6: A transport system that helps to improve the quality of life for our residents and makes Leicestershire a more attractive place to live, work and visit.	Managing the impact of our transport system on quality of life.	There is an improved satisfaction with the transport system amongst users and residents. The natural environment can be accessed easily and efficiently, particularly by bike or on foot. The negative impact of our transport system on the environment and individuals is reduced.

6.2.12 The East Midlands Airport Sustainable Development Plan 2015 acts as an update to the airport masterplan. It sets out the strategic context for the long term development of East Midlands Airport, and addresses the economic and governmental changes which have occurred since 2006. The objectives of the plan are:

- Set out the long-term opportunities for the growth of East Midlands Airport, and the vision for the development of the site
- Inform the plans and strategies of others across Nottinghamshire, Leicestershire and Derbyshire
- Identify the land, the uses and facilities required to support the operation of an airport capable of handling 10 million passengers annually and 1.2 million tonnes of cargo;
- Set out a policy for the use and the development of the airport land that is integrated with the Community Economy and Saracen Access and North West Leicestershire [Local Plan];
- A substantial increase capacity and redevelopment of the passenger terminal and new buildings and extensions to the cargo facilities;
- Proposals for the Pegasus Business Park.

### 6.3 Baseline

6.3.1 North West Leicestershire benefits from excellent road transport links. It is at the intersections of the M1 and A42 motorways and is a leading location for the logistics and distribution industry. The A42/M42 provides a route to the South West. The A42 links junction 23A of the M1 to junction 11 of the M42 motorway and is in effect a continuation of the M42.

6.3.2 The M1 provides connectivity to other core markets within the UK (although it is congested at peak times around Leicester). The A50 provides the primary east-west corridor between the East Midlands and the North West, and is heavily used by goods traffic.

6.3.3 There are no passenger rail services in North West Leicestershire although the Leicester & Burton rail freight line runs north-west from Leicester to Burton upon Trent and is used to transport aggregates from Bardon Hill Quarry. There is also the new East Midlands Parkway Station just outside of the district adjacent to Ratcliffe Power Station, around 4km road distance from central Kegworth. This station provides regular services on the London to Nottingham mainline. However, there are no bus services at the station and very limited walking and cycling options, meaning access by car and taxi are the only real viable methods of access.

6.3.4 Bus and coach services across the district are variable and it is the larger settlements that are best served.

6.3.5 74.6% of the district's population travel to work by car. This is higher than the UK average (70.6%) and the 13th highest in the country. Greater car ownership and their use for travel will continue to increase road congestion, parking problems, car dependency and CO2 emissions.

- 6.3.6 East Midlands Airport (EMA) is in the north of the district and is one of the UK's major freight airports. The Airport has seen significant growth in both passenger numbers and cargo freight since the mid-1990s, but the economic downturn has resulted in reduced levels of both. In addition to serving businesses within the sub-region, it supports a range of markets across much of England, especially in relation to the Airport's express freight hub. The airport also provides a point of access for international business travellers and tourists. Buses are relatively frequent from the three cities to the airport and elsewhere.
- 6.3.7 However, as would be expected of a large airport there are also environmental issues related to its operation. These include noise impacts on local residents associated with take-off and landing, contributing to significant carbon emissions from aircraft flights and potentially exacerbating local congestion as public transport access to the airport is poor. The airport can also have an effect on other issues, such as the safe siting of wind turbines.
- 6.3.8 Travel to work is dominated by the car, with very low use of public transport in the area.
- 6.3.9 Information in this section has also been sourced from the SHMA 2014. The latest travel to work areas are defined based on commuting data from the 2001 Census. The Leicester Travel to Work Area (TTWA) extends from Lutterworth in the South to Loughborough in the North and from the Leicestershire/Rutland border on the East to Coalville on the West and it covers the majority of the County. Hinckley falls in to the Coventry TTWA and Ashby de la Zouch in the Burton upon Trent TTWA. However, the SHMA sought to update this information with data from the 2011 Annual Population Survey on commuting dynamics.
- 6.3.10 The SHMA found that In North West Leicestershire, 68% of the workforce is drawn from Leicester and Leicestershire plan area. However, the strongest individual commuting flow is from South Derbyshire. This can be in part explained by employment at East Midlands Airport, which due to its connectivity and high number of jobs draws workers from a wide area. Overall, the data showed that 51% of the district's residents live and work within the district, with 6% commuting to Charnwood.
- 6.3.11 All the County districts except North West Leicestershire have a net out-flow of commuters. North West Leicestershire has a net in-flow due to the location of East Midlands Airport and the fact that the district has a high ratio of jobs per residents of employment age. The 2011 Census identifies an inflow of 7,453 persons.
- 6.3.12 The Leicester & Leicestershire Integrated Transport Model (LLITM) (as reported in Developing a carbon reduction strategy for Leicestershire – Carbon Reduction Strategy Evidence Base (Leicestershire Together March 2013)) predicts that due to the forecast population growth, associated land use changes and without the successful implementation of strategies to get more people travelling by sustainable transport, that there will be:
- Growth in car ownership in urban areas will result in more car use which will take mode share away from other transport options.
  - There will be modest growth in bus use in the coming years, but this will not be sufficient to offset the predicted growth in car use and trips.
  - There is a very strong, and more-or-less linear, correlation between population growth and walk / cycle trip growth (based on model output). However, walk / cycle mode

shares decline slightly as the growth in trips is slightly lower than that of population growth.

#### Access to services in the main towns and villages

- 6.3.13 Across the Coalville Urban Area there is a network of facilities which meet the needs of the area. There are primary schools in Coalville, Greenhill, Whitwick, Hugglescote and Thringstone. Castle Rock and Newbridge High Schools provides education for 11-14 year olds who then move onto King Edward VII Science and Sport College (age range 14-19yrs).
- 6.3.14 Stephenson College provides higher and further education courses. Currently there are a number of surplus places in the primary and secondary schools in Coalville. However the primary age population is forecast to grow over the next five years and most of this surplus will be taken up, initially in the primary stage, but ultimately the secondary schools will feel the impact.
- 6.3.15 The principal leisure centre (Hermitage Leisure Centre) is located in Whitwick which has swimming pools and a 6-court sports hall.
- 6.3.16 Coalville and the surrounding villages are served by 8 GP practices situated in Coalville, Whitwick, Belton, and Hugglescote. The surgery at Hugglescote was completed in 2008 and included some expansion space for limited population increase. In general the practices accept patients from a wide geographical area and therefore increases in population could be met by a number of practices.
- 6.3.17 Coalville also has a Community Hospital. Two wards provide general rehabilitation and palliative care, one ward provides specialist stroke rehabilitation and one cares for elderly patients with serious mental illness. The hospital also provides therapy services.
- 6.3.18 Ashby-de-la-Zouch: is the second largest settlement in the district. The town has a good range of services and facilities. The Hood Park Leisure Centre has an indoor and an outdoor swimming pool, sports hall, squash courts, fitness and outdoor sports facilities. There is a health centre and a district hospital, and primary and secondary schools. All primary schools in Ashby are now full or forecast to be full in the next 2-5 years.
- 6.3.19 There are about 8,000 jobs in the town (pre 2012 data); the largest employer, United Biscuits, provides around 2,000 jobs at its distribution centre. Employment uses are concentrated on the east side of the town around the A42/A511 and to the north on Smisby Road, including the partly constructed Ivanhoe Business Park.
- 6.3.20 Ashby's Centre is relatively healthy and there are a high proportion of independent, high-value retailers. This has helped to retain the historic character and appearance of the town centre, but more recent demand has led to out-of-centre developments as the historic nature of Ashby makes it difficult to accommodate new shopping development. There has also been pressure for the change of use of shops to other services, such as restaurants, takeaways and offices.
- 6.3.21 Castle Donington: Industrial development has taken place to the north of the town.
- 6.3.22 Castle Donington Power Station closed in 1994 and has been demolished. The site is being redeveloped as the East Midlands Distribution Centre a growing distribution centre with potential to generate significant jobs. There are industrial areas at Trent Lane and Willow

Farm to the north of the town. East Midlands Airport, to the south of the town, employs approximately 7,000 people at or near the airport. Donington Park racing circuit, which supports a range of businesses, both on- and off-site, also makes an important contribution to the local economy.

- 6.3.23 Services and facilities in the town are not as extensive as in Coalville and Ashby-de-la-Zouch but nevertheless meet most of the day-to-day needs of Castle Donington and surrounding villages.
- 6.3.24 There are two primary schools and a middle school - Castle Donington Community College for 10-14 year olds. However, children have to go to Shepshed or Ashby for the final two years of education. The Community College has a partnership arrangement with North West Leicestershire District Council which allows the local community to use its sport and recreation facilities. There is a GP practice in Borough Street which is where most of the town's shops are located. There is a large out of centre supermarket on Trent Lane.
- 6.3.25 Ibstock: There are a range of services and facilities which meet most of the day-to-day needs of Ibstock and some of the surrounding villages, such as Heather. The village has two primary schools and Ibstock Community College provides education for 10-14 year olds.
- 6.3.26 Ibstock Leisure Complex is a dual use facility run jointly by the College and North West Leicestershire District Council that includes a swimming pool and sports hall. The college also has a combined library providing a limited range of services for the local community and the college. There is a GP surgery on the High Street.
- 6.3.27 Most day-to-day shopping needs are reasonably well catered for. However, there are limited opportunities for additional provision because the majority of retail units have residential accommodation above, and are small in size.
- 6.3.28 Local employment opportunities are provided at an industrial estate off Spring Road and at Ibstock Brick whose headquarters are located on the edge of the village
- 6.3.29 Kegworth: There is a small shopping area in the centre, which includes a Co-Op store. There is also a health centre and a part-time library. There is a primary school, but children have to travel to Castle Donington (11-14 years of age) and then Shepshed (15-16 years of age) for secondary education. There is a recreation ground, bowls club and community centre, but no leisure centre or swimming pool. Therefore, only immediate day-to-day needs are met in the village.
- 6.3.30 Measham: Industry is largely confined to the Westminster Industrial Estate on the southern edge of the village. However, brick manufacturing continues at Red Bank brickworks to the east of the village.
- 6.3.31 The High Street is the location for most services and facilities, including two small supermarkets and a number of small shops. There is a health centre; part-time library and leisure centre all located just off High Street. There are two primary schools, but children have to travel to Ibstock (11-14 years of age) and then Ashby (15-16 years of age) for secondary education.
- 6.3.32 North West Leicestershire DC have undertaken an assessment of the service provision in the villages of the district as part of assessing whether they could be sustainable locations

for growth, based on accessibility of services. This assessed each village to identify which services were available, including a primary school, post office, general store, GP, chemist, pub, community hall, leisure/community facilities and employment. The most recent update was 2012 and therefore may be a little out of date.

- 6.3.33 Some notable outputs of the study were that only 12 villages out of 44 reviewed have a general store, although 23 has a primary school (all those with a shop also had a school). In total only 5 villages had an identified employment area (not included rural business such as farms). 13 villages (30%) had no services at all and two only had a pub.

#### Public transport in the main towns and villages

- 6.3.34 Coalville is situated midway between the north/south corridors of the M1 to the east and the A42 to the west, with the A511 providing east/west access to both. The A511 is subject to congestion as it passes through Coalville, especially during peak hours.
- 6.3.35 Coalville has direct bus connections to larger centres such as Loughborough, Leicester and Burton upon Trent. There are also direct links to the other major settlements in the district (except for Kegworth), the surrounding villages, and a number of services which connect the different parts of Coalville. The railway is freight only. 2001 census data showed a net outflow of workers from Coalville urban area for work, in particular there is travel to Castle Donington, Ibstock and Ashby (compiled figures are not available for Census 2011).
- 6.3.36 Ashby-de-la-Zouch: There is direct access to the A42 from both the north and the south of Ashby, whilst the A511 provides a direct link to Coalville, Swadlincote and Burton upon Trent. Congestion is often an issue at Junction 13 of the A42, but within Ashby itself the majority of problems created by through traffic have been removed by the construction of the A511 bypass in 2002.
- 6.3.37 There are bus services to Coalville, Leicester and Burton upon Trent but no evening services after 7.30pm (2016 data). Census data from 2001 (no compiled data is available for 2011) shows more people travel into than out of Ashby for work.
- 6.3.38 Castle Donington: Castle Donington has good access to the strategic road network, with direct access to the A50 to the north and then to the M1. There is also a link southwards to the A42. Within the town, there are traffic queues during peak hours along High Street and Bondgate. An Air Quality Management Area has been declared on High Street and we are preparing an air quality action plan for this area.
- 6.3.39 There are good bus links to Derby, Nottingham, Loughborough and Coalville, although some of these are dependent on financial assistance from East Midlands Airport. There is no passenger rail service although there is a freight line to the north and East Midlands Parkway is located 10km to the east.
- 6.3.40 As a result of the range of employment in the area a large amount of people travel into the area for work (2001 Census), this is even before the new distribution centre opened.
- 6.3.41 Ibstock: There are strong links with Coalville which is reflected in patterns of shopping expenditure and in public transport provision.

- 6.3.42 Kegworth: Kegworth lies in the top north-east corner of the district, adjoining the border with Nottinghamshire and on the A6 to Loughborough. It is bounded by the M1 to the west, the A453 trunk road to Nottingham to the north and the River Soar to the east.
- 6.3.43 SEGRO Logistics Park East Midlands Gateway (SLPEMG) is a large-scale logistics park which will house up to 6 million square feet of warehouse premises covering around 700 acres north of East Midlands Airport. It will have its own rail terminal for the exclusive use of freight traffic with the aim of supporting and encouraging the increased movement of freight by rail in the East Midlands region. In advance of occupation of warehouses or the operation of the rail terminal, extensive improvements will be undertaken to the road network in the immediate vicinity of the site. These improvements include the construction of a southern bypass for Kegworth. Work on the bypass started in September 2017 and the bypass is due to open in October 2018.
- 6.3.44 The location of Kegworth in relation the strategic road network means that the village has is attractive for those who do not mind access day-to-day service by car. As a result only 29% of all journeys to work from Kegworth stay within the village (according to the Core Strategy), which is lower than any of the other main settlements in the district.
- 6.3.45 However, there are direct public transport connections to Loughborough, Derby, Castle Donington and Nottingham, but no direct service to Coalville (the only main settlement in the district where this is the case). Less than 5km from Kegworth is the East Midlands Parkway which provides a rail link to London/ Nottingham mainline.
- 6.3.46 Measham: There are direct public transport connections to Ashby-de-la-Zouch and Burton upon Trent, whilst the A42 provides direct connection to the wider strategic road network.

## 6.4 Issues

- Due to the rural character of the district the settlements are dispersed. Therefore, development needs to be located where it would help reduce car use and where people are not disadvantaged by not driving.
- The East Midlands Strategic Distribution centre transport network must be maintained as a rail freight hub.
- The district is characterised by high levels of car use, there is a need to reduce this and encourage more people to travel by foot, bike or bus. This can have benefits for carbon emissions as well as improve the health of residents, helping to tackle obesity.
- There need to be improvements to safe and direct cycling routes across the district, taking into account the high levels of existing traffic deterring other road uses as a result of safety concerns.
- Further planned growth at East Midlands needs to ensure that accessibility by public transport is addressed.
- Improvements in public transport accessibility in the main towns and villages, including evening and weekend services, in particular in those that will be the focus for housing growth, would benefit existing and new residents.

- Some village have very limited local services, improving and maintaining existing provision will help reduce people's need to drive.

## 7. Air Quality and Noise

### 7.1 Introduction

7.1.1 This chapter considers the air quality issues in the district, including where Air Quality Management Areas area identified. The chapter also considers the noise environment of the district, with potential significant noise sources identified as main roads and airport.

### 7.2 Context

#### National

7.2.1 The Air Quality Strategy (2007) establishes the policy framework for ambient air quality management and assessment in the UK. The primary objective is to ensure that everyone can enjoy a level of ambient air quality which poses no significant risk to health or quality of life. The Strategy sets out the National Air Quality Objectives (NAQOs) and government policy on achieving these objectives.

7.2.2 Part IV of the Environment Act 1995 introduced a system of Local Air Quality Management (LAQM). This requires local authorities to regularly and systematically review and assess air quality within their boundary, and appraise development and transport plans against these assessments. The relevant NAQOs for LAQM are prescribed in the Air Quality (England) Regulations 2000 and the Air Quality (Amendment) (England) Regulations 2002.

7.2.3 Where an objective is unlikely to be met, the local authority must designate an Air Quality Management Area (AQMA) and draw up an Air Quality Action Plan (AQAP) setting out the measures it intends to introduce in pursuit of the objectives within its AQMA.

7.2.4 The Local Air Quality Management Technical Guidance 2009 (LAQM.TG (09)) issued by Defra for Local Authorities provides advice as to where the NAQOs apply. These include outdoor locations where members of the public are likely to be regularly present for the averaging period of the objective (which vary from 15 minutes to a year). Thus, for example, annual mean objectives apply at the façades of residential properties, whilst the 24-hour objective (for PM10) would also apply within garden areas. They do not apply to occupational, indoor or in-vehicle exposure. There are five such areas in North West Leicestershire (see paragraph 7.3.1).

7.2.5 The NPPF sets out the Government's planning policies for England and how they are expected to be applied. In relation to conserving and enhancing the natural environment, Paragraph 17 states that:

*Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are that planning should.....contribute to conserving and enhancing the natural environment and reducing pollution.*

7.2.6 Paragraph 109 states that:

*The planning system should contribute to and enhance the natural and local environment by... preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability.*

7.2.7 Paragraph 124 states that:

*Planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.*

7.2.8 The NPPF goes on to advise at paragraph 123 that:

*Planning policies and decisions should aim to:*

- *Avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development;*
- *Mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions;*
- *Recognise that development will often create some noise and existing businesses wanting to development in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established; and*
- *Identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.*

7.2.9 The NPPF indicates that the Noise Policy Statement for England (NPSE) should be used to define the “significant adverse impacts”.

7.2.10 The Noise Policy Statement for England (NPSE) was published in March 2010. The document seeks to clarify the underlying principles and aims in existing policy documents, legislation and guidance that relate to noise. It also sets out the long term vision of Government noise policy: “to promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development.”

7.2.11 The NPSE clarifies that noise should not be considered in isolation of the wider benefits of a scheme or development, and that the intention is to minimise noise and noise effects as far as is reasonably practicable having regard to the underlying principles of sustainable development.

## 7.3 Baseline

7.3.1 Poor air quality can have serious impact on people’s health, as well as on habitats and species. In particular elevated levels of nitrogen dioxide (NO<sub>2</sub>) can lead to respiratory diseases and can be particularly harmful to vulnerable groups such as the very old or young.

7.3.2 There are five AQMAs identified in the district, all related to exceedance of NO<sub>2</sub>. These are:

- M1 Mole Hill Kegworth
- High Street Kegworth

- Stephenson Way/Bardon Road Coalville
- High Street/Bondgate Castle Donington
- Copt Oak Road Copt Oak

7.3.3 In these areas further action is needed to ensure air quality in the district is constantly improving. Such measures include reducing idling engines; promoting non-car transport; and controlling the air quality impact from new developments.

7.3.4 The principle noise sources in the district are from road traffic, in particular the motorways and major trunk roads and the East Midlands Airport. There are also occasional noisy activities, such as from events at Donington Park, including motorsport and festivals.

7.3.5 Existing noise sources will need to be taken into account when planning new development so as to be in keeping with national standards, such as British Standards on noise.

7.3.6 The airport is already a source of many noise complaints with the increasing role as a freight hub requiring night flights. Older, noisier aircraft are banned in the designated night-time hours, although they often do fly and as a result are fined. The airport has measures in place to monitor and manage aircraft noise. This includes monitoring systems to help monitor existing noise with the purpose of improving performance. The monitoring system tracks planes and enables production of community noise reports and enforcement of night noise fines. There are permanent noise monitors in Castle Donington, Kegworth, Sutton Bonington, Weston upon Trent and Wilson, also a portable noise monitor is also used to enable monitoring in other locations. On a monthly basis, community noise reports are prepared for Castle Donington and Kegworth and are published online. The airport also publishes Noise Preferential Route and Continuous Descent Approach compliance statistics for major airlines.

## 7.4 Issues

- There are five AQMA identified in the plan area. The need to avoid further deterioration in these areas is an essential consideration for new development, with the particular importance of considering cumulative effects.
- There is the potential for adverse impacts on wellbeing if inappropriate new development is located near a major source of noise, including the airport and new roads.

## 8. Climate Change

### 8.1 Introduction

8.1.1 This chapter covers both climate change mitigation and adaptation. Mitigation includes details of the existing carbon emission in the district and potential for renewable energy, with adaptation focusing on flooding issues.

### 8.2 Context

#### National

8.2.1 The NPPF makes clear the importance of planning in helping to address climate change as part of delivering sustainable development (paragraph 7) referring to its role in climate change mitigation and adaptation.

8.2.2 Section 10 of the NPPF relates specifically to climate change and the role in helping to secure “radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change”.

8.2.3 To support a move to a low carbon future, local authorities should plan for new development in locations and ways which reduce greenhouse gas emissions. Also, to help “increase the use and supply of renewable and low carbon energy, local planning authorities should recognise the responsibility of all communities to contribute to energy generation from renewable or low carbon sources” (paragraph 97).

8.2.4 Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.

8.2.5 The 2008 Climate Change Act establishes a legally binding climate change target to reduce the UK’s greenhouse gas emissions by at least 80% (from a 1990 baseline) by 2050. This includes meeting an interim target of 34% by 2020.

8.2.6 The National Adaptation Programme (2013) highlights the importance of adaptation to help the UK become more resilient to climate change. It also reiterates the need for Local Plans to be proactive in adaptation as set out in the NPPF.

8.2.7 Climate Change Adaptation by Design (TCPA), a guide for sustainable communities, considers the climatic changes ahead and the corresponding impacts on the built environment and urban form and proposes a framework for delivering adaptation action at the regional and local levels, together with some guidance on creating local adaptation strategies, which include:

- Managing high temperatures, flood risks, water resources and water quality, and ground conditions at the conurbation, neighbourhood, and building scale; and
- Details on some of the key technologies available to help manage climatic risks.

8.2.8 The Flood and Water Management Act (2010) sets out the following approaches to flood risk management:

- Incorporating greater resilience measures into the design of new buildings, and retrofitting at risk properties (including historic buildings);

- Utilising the environment, such as management of the land to reduce runoff and harnessing the ability of wetlands to store water; and Identifying areas suitable for inundation and water storage.

8.2.9 The National Flood & Coastal Erosion Risk Management Strategy for England encourages more effective risk management by enabling people, communities, business, infrastructure operators and the public sector to work together to:

- ensure a clear understanding of the risks of flooding and coastal erosion, nationally and locally, so that investment in risk management can be prioritised more effectively;
- set out clear and consistent plans for risk management so that communities and businesses can make informed decisions about the management of the remaining risk;
- manage flood and coastal erosion risks in an appropriate way, taking account of the needs of communities and the environment;
- ensure that emergency plans and responses to flood incidents are effective and that communities are able to respond effectively to flood forecasts, warnings and advice; and
- help communities to recover more quickly and effectively after incidents.

#### Local

8.2.10 North West Leicestershire District Council is committed to a Green Footprints Challenge with the aim of making people feel proud to be part of a greener district. With residents and businesses inspired and helped to be 'greener' with the Council demonstrating this through community leadership in being green.

8.2.11 The Secretary of State for Energy and Climate Change requires North West Leicestershire District Council to provide an update report every two years, under the Home Energy Conservation Act 1995 (HECA). The report sets out the energy saving measures that the District consider possible, practicable and cost effective in improving the energy efficiency of residential property in the District area.

8.2.12 The Carbon Reduction Target for Leicestershire, as set out in the Carbon Reduction Strategy for Leicestershire 2013-2020 (Leicestershire Together (not dated) is to reduce emissions by 23% between 2005 and 2020 as measured by the Department of Energy and Climate Change.

8.2.13 The Strategic Flood Risk Assessment for North West Leicestershire was first published in 2008 and updated in 2015 to inform the development of the Local Plan for North West Leicestershire and its implementation.

8.2.14 The River Trent Catchment Flood Management Plan sets an overview of the current flood risk and how it is currently managed, looking to the impact of climate change and future direction of flood risk management. Proposed actions to implement the preferred policy for each sub area are mapped and listed, which include key messages such as:

- To work with others to minimise disruption to people and communities caused by flooding, taking into account future climate change, and urban growth in the policy unit area;

- To aim to minimise the increase in the cost of flood damage, which may occur as a result of future climate change.
- To sustain and increase the amount of BAP habitat in catchments; and
- Working with land managers and farmers to reduce soil erosion from intensively farmed land.

## 8.3 Baseline

### Climate Change Mitigation

- 8.3.1 The Climate Ready Plan 2013-2016 (Leicestershire Together) summarises the climate change projections for the East Midlands. It states that past and current global greenhouse gas emissions mean that the world is already committed to some level of future climate change, so adaptation to address the resulting consequences is important. The actions it contains primarily relate to raising awareness, improving understanding of climate change impacts and vulnerability, building capacity in organisations and embedding climate change resilience into commissioning processes. They do not relate directly to spatial planning.
- 8.3.2 No climate model can give a definite answer to what the future will look like. The UK Climate Projections 2009 (UKCP09) show a range of possible outcomes and the probability of each outcome, based on how much evidence there is for different levels of future climate change. The headline messages are that overall Leicestershire can expect:
- Warmer summer and winter temperatures.
  - Annual precipitation levels are likely to remain roughly the same as they are now, but the seasonal pattern is likely to change. UKCP09 projects wetter winters and drier summers, with rain falling in more intense bursts.
  - More frequent severe weather events, such as heat waves, droughts and flooding.
  - A near zero change in wind speed is projected by the 2050s.
  - Winters are projected to get warmer, with fewer cold spells. However, cold spells will still occur.
- 8.3.3 A review of the DECC Renewable Energy Planning Database (REPD) revealed that there are 11 operational large scale renewable energy developments in the district:
- Lount/Smoile: Landfill Gas installed capacity of 1.1MWelec;
  - Packington Solar Farm: Solar Photovoltaics installed capacity of 13.9 MWelec;
  - Walnut Yard (Phase 1): Solar Photovoltaics installed capacity of 1.8 MWelec;
  - Prestop Park Farm: Solar Photovoltaics installed capacity of 16.0 MWelec;
  - East Midlands Airport: Wind Onshore installed capacity of 1.0 MWelec;
  - East Midlands Distribution Centre: Solar Photovoltaics installed capacity of 6.1 MWelec;
  - Land at Whatton Road: Solar Photovoltaics installed capacity of 1.5 MWelec;

- Lount solar farm: Solar Photovoltaics installed capacity of 2.8 MWelec;
- Ashby Solar Farm: Solar Photovoltaics installed capacity of 5.0 MWelec;
- Land at Ingles Hill Farm: Solar Photovoltaics installed capacity of 3.0 MWelec;
- Land at Hill Farm: Solar Photovoltaics installed capacity of 1.2 MWelec;

8.3.4 A report titled “Low Carbon Energy Opportunities and Heat Mapping for Local Planning Areas Across the East Midlands: Final Report” was prepared for the East Midlands Councils by Land Use Consultants, Centre for Sustainable Energy and SQW in March 2011.

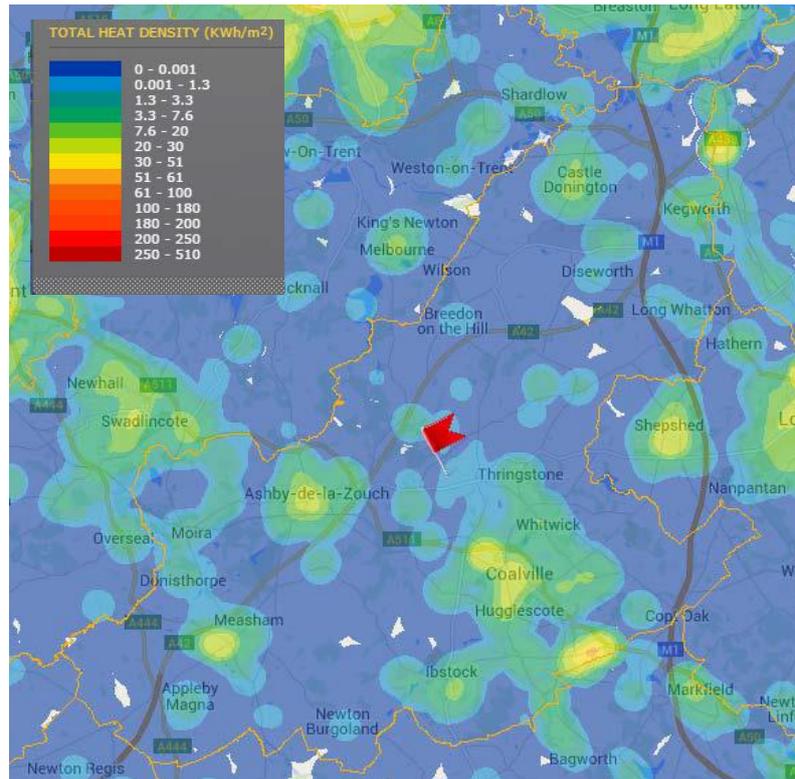
8.3.5 A technical review of renewable energy potential for the district for 2020 to 2030 indicates that there is potential for over 255MW of electricity and 217MW of heat in 2020.

8.3.6 This is from all sources, including small scale generation. Compared to some other districts in Leicestershire and Rutland this is a relatively small capacity, due to limited wind resource. The report identifies in the district the greatest potential is from wind energy (up to 80% of total), with solar PV the other main source. For heat the greatest potential (again up to 80% of total) is from heat pumps with solar thermal also playing a role. The full list of potential heat and electricity sources is listed.

<b>North West Leicestershire</b>				
<b>Technology</b>	<b>2020 (MW)</b>	<b>2020 (GWh)</b>	<b>2030 (MW)</b>	<b>2030 (GWh)</b>
Large Wind	64.27	101.35	64.27	101.35
Medium Wind	1.83	2.89	1.83	2.89
Small Wind	104.24	164.36	104.24	164.36
Small Scale Wind <6kW	39.86	55.87	39.86	55.87
Managed Woodland (heat)	2.48	9.78	2.48	9.78
Managed Woodland (elec)	0.41	3.09	0.41	3.09
Energy Crops (heat) Medium	7.35	28.97	8.09	31.89
Energy Crops (elec) Medium	1.26	9.49	1.39	10.47
Agricultural Arisings	1.41	7.43	1.41	7.43
Waste Wood (heat)	0.63	3.29	0.69	3.63
Waste Wood (elec)	0.73	3.84	0.81	4.24
Poultry Litter	0.00	0.00	0.00	0.00
Wet Organic Waste	2.68	14.09	2.68	14.09
Biomass Co-firing	0.00	0.00	0.00	0.00
Municipal Solid Waste (MSW)	3.34	17.53	3.67	19.28
Commercial and Industrial	3.43	18.03	3.61	18.96
Landfill Gas	4.17	21.93	1.14	5.98
Sewage Gas	0.00	0.00	0.00	0.00
Hydro	0.54	2.79	0.54	2.79
Solar PV	27.74	21.87	29.92	23.59
Solar Thermal	22.73	9.96	24.91	10.91
Heat Pumps	184.68	420.63	190.13	433.04
<b>Total (electricity)</b>	<b>255.91</b>	<b>444.56</b>	<b>255.78</b>	<b>434.38</b>
<b>Total (heat)</b>	<b>217.87</b>	<b>472.62</b>	<b>226.30</b>	<b>489.25</b>

8.3.7 A national heat map has been prepared by Department of Energy and Climate Change. This is primarily intended to help identify locations where local heat distribution is most likely North West Leicestershire to be beneficial and economic. Its purpose is as a tool for prioritising locations for more detailed investigation – and not as a tool for designing heat networks directly or for querying energy bills. The map, shown below, for North West Leicestershire clear shows at present there is very little opportunity for district heat in the district.

8.3.8 As noted in the transport section North West Leicestershire does have very high levels of car commuting for work, which has an inevitable impact on emission from this source.



8.3.9 The Heat Map also shows the location of the 2,000 MW capacity coal fired power station just to the north of Kegworth, but outside the district at Ratcliffe-on-Soar in Nottinghamshire, a major emitter of CO2 for the region.

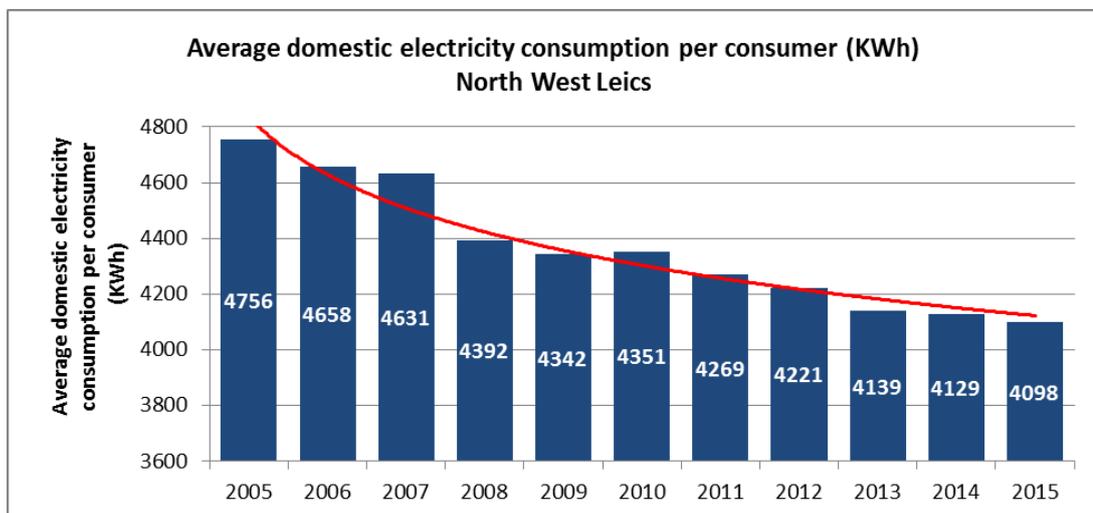
8.3.10 The Climate Change Viability Assessment for North West Leicestershire – Final Report (December 2010), identified that a housing growth target of 9,275 new in the district would increase the energy demand by approximately 85GWh/yr. This equates to an additional 28,000 tonnes of CO2 every year once the dwellings have been built (although this will reduce slightly as Building Regulations get more stringent).

CO2 emissions (KT CO2) from total domestic use emissions	2009	2010	2011	2012	2013	2014	% reduction on 2009 data
North West Leicestershire	223	240	212	227	224	190	14.8%
Leicestershire	1424	1537	1343	1449	1415	1188	16.6%
England	111,285	119,575	104,259	112,171	109,260	91,411	17.9%
National	135,913	146,011	127,142	136,485	133,045	111,987	17.6%

8.3.11 The above table indicates the carbon emissions from domestic use (including electricity, gas and other fuels) in North West Leicestershire have fallen by 14.8% from 2009 to 2014. Data from: <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-2014> “2005-2014\_UK\_local\_authority\_and\_regional\_CO2\_emissions\_data\_tables (1)” (Excel Spreadsheet). Source Date: 28/03/2017.

Per capita emissions (t)	2009	2010	2011	2012	2013	2014	% reduction on 2009 data
North West Leicestershire	9.2	9.5	8.8	9.1	9.2	8.3	9.8%
Leicestershire	6.5	6.8	6.0	6.3	6.2	5.7	12.3%
England	6.1	6.3	5.7	5.9	5.7	5.1	16.4%
National	6.3	6.6	5.9	6.2	6.0	5.3	15.9%

8.3.12 Per capita emissions have declined in North West Leicestershire by 9.8% for the period 2009 to 2014 (This is the population in '000s (mid-year estimate) / Total CO2 emissions for transport, domestic and industry & commercial). These emissions figures take into account those within the District's influence and disregard those that are not, including the EU Emissions Trading System and motorways or similar.



8.3.13 The average electricity consumption has been on a very slow decline in North West Leicestershire during the period 2005 to 2015. It can be seen that in various years there has been a slight increase, however the trend within the county and the country remain broadly the same. It is likely that the rural nature of the district and lack of gas contributes to and explains the steady decline. More information needs to be gathered to ascertain the exact reason for the slow decline.

#### Climate Change adaptation: Flooding

8.3.14 North West Leicestershire lies wholly within the catchment of the River Trent. There is a watershed within the district at Coalville where watercourses either flow approximately north or south. The north of the district drains to the Lower Trent either directly or via the River Soar, whilst the south of the district flows via the River Mease or the River Sence to the Upper Trent. The Lower Trent is considered to be the catchment contributing to the River Trent downstream of the confluence with the River Dove in Derbyshire.

8.3.15 North West Leicestershire District is adjacent to Charnwood through which the River Soar flows before entering North West Leicestershire. There are a large number of properties within the adjoining Boroughs that are susceptible to flooding from the River Trent and the River Soar, and future development within North West Leicestershire must be carefully

managed to ensure that this risk of flooding is not exacerbated and contributes to a reduction in flood risk elsewhere where feasible.

8.3.16 Within North West Leicestershire fluvial flooding represents the primary source of flood risk. In the north and east of the district this is from the River Trent and River Soar, and in the south and west from the River Mease and the River Sence (North West Leicestershire District Council, Strategic Flood Risk Assessment, 2015 Update).

8.3.17 The Strategic Flood Risk Assessment covers the detailed flooding issues in the district. However, this map shows the overall identified flood risk areas as defined by the Environment Agency. This map shows areas in Flood Zone 3 (dark blue); these are areas either of 'Functional Floodplain' (Zone 3b) or areas with a high risk of flood (more than 1 in 100 annual chance of flooding from rivers, Zone 3a). It also shows lighter blue areas, where the risk of flood is 1 in 100 to 1 in 1000 annual risk of flooding from rivers (Flood Zone 2).



8.3.18 It should be noted that the map does not include risk of surface water flooding, which can be related to overcapacity of sewers, culverted rivers and natural topography. North West Leicestershire has a sewerage system mainly based on Victorian sewers, which presents a local risk of surface water flooding.

8.3.19 Further potential sources of flooding are canal infrastructure failure, surface water flooding, overflowing of sewage infrastructure, and groundwater rising from former coal mining areas (North West Leicestershire District Council, Strategic Flood Risk Assessment, 2015 Update). These areas are less straightforward to identify.

8.3.20 The map gives a general impression of the flood risk areas of the district. It shows the northern parts of the district are at high risk of fluvial flooding. For example, areas such as the Willow Farm Business Park and the village of Hemington fall entirely within Flood Zone 3. This area of flood risk extends to the northern boundary of Castle Donington and into Kegworth. Other areas at risk of flooding are central Ashby-de-la-Zouch and parts of the wider Coalville Urban Area including Thringstone and Whitwick. The south west boundary to Measham is also defined by areas at risk of flooding.

#### Gypsies and Travellers

8.3.21 Sites occupied by caravans, mobile homes and similar structures, give rise to particular problems in relation to flooding. It is important to recognise that the instability of these

structures can place their occupants at special risk as they are particularly vulnerable to the adverse consequences of rapid inundation.

## 8.4 Issues

- High carbon emissions per head characterise the district. Where possible these will need to be addressed in the design and delivery of new development and solutions for existing development.
- There is limited renewable energy generation in the district and opportunities to increase capacity, both major renewable development and micro-renewables, should be sought.
- Some parts of the district are at very high risk of flooding. Advice and guidance from the NPPF, Environment Agency and Lead Local Flood Authority (Leicestershire County Council) will need to be followed to ensure development does not increase the risk of flooding on or off-site and reduces flood risk elsewhere where feasible.
- Sites occupied by caravans, mobile homes and similar structures, give rise to particular problems in relation to flooding.
- It is important to become more resilient to the wider effects of climate change through adaptation measures. Green Infrastructure presents opportunities to address multiple issues through multifunctional spaces.

## 9. Biodiversity and Geodiversity

### 9.1 Introduction

9.1.1 This chapter identifies the biodiversity and geodiversity assets, including designated sites and wider information available on nature conservation in the district.

### 9.2 Context

#### National

- 9.2.1 European Union Habitats Directive (92/43/EEC) requires Member States to create an ecological network to protect threatened habitats and species. Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) form part of this network.
- 9.2.2 The European Commission Guidance on Integrating Climate Change and Biodiversity into Strategic Environmental Assessment (2013) suggests that an SEA should focus on ensuring 'no-net-loss of biodiversity' before considering mitigation and compensation. The assessment should also take account of 'ecosystem services' and the links between natural environment and economy.
- 9.2.3 The Natural Environment White Paper (2012) states that there is a need to halt the overall decline in biodiversity and the degradation of ecosystem services; and restore them in so far as feasible and seek to deliver net gains in biodiversity where possible .
- 9.2.4 Biodiversity 2020 is the Government's Strategy for England's wildlife and ecosystem services. It encapsulates the aims of the EU Biodiversity Strategy and seeks to achieve the following outcomes by 2020:
- More, bigger and less fragmented areas for wildlife. No net loss of priority habitat and a net increase in priority habitats.
  - Restoring at least 15% of degraded ecosystems as a contribution to climate change mitigation and adaptation.
  - An overall improvement in the status of species and prevention of further human-induced extinctions.
  - Improved engagement in biodiversity issues.
- 9.2.5 The Wildlife Trust guidance document A Living Landscape says that Local plans should adopt a 'landscape approach' to protecting and enhancing biodiversity. This focuses on the conservation of biodiversity over large areas of land (i.e. at the landscape scale) where habitat patches that are now fragmented would once have functioned more as an interconnected whole.
- 9.2.6 NPPF recognises the need for planning to "contribute to and enhance the natural and local environment" (NPPF paragraph 109). In particular minimising the impact on, enhancing and reversing the decline in biodiversity, in line with the Government's target. Ecological networks are identified as measures enhance the resilience and ecosystem services to recognise the value of biodiversity.
- 9.2.7 The Natural Environment and Rural Communities Act (2006), Section 40: Duty to conserve biodiversity states:

*Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity.*

- 9.2.8 The NPPF identifies how planning system should protect and enhance geological conservation interests.
- 9.2.9 Natural England's Standing Advice on Protected Species (Nov, 2014) provides advice to planning officers to ensure that developments stay within the law with regards to protected species. Although this advice is primarily aimed at applications for planning permission, the principles are relevant to the Local Plan. In particular, and in selecting preferred locations for development, steps should be taken to avoid harm to protected species. Appropriate mitigation measures will also need to be established, followed by compensation as a last resort.
- 9.2.10 Developments should also aim to conserve and enhance biodiversity. However, if a development affects European protected species and a licence will be required, Natural England will only be looking for proportionate mitigation and compensation measures, not enhancements.
- 9.2.11 Planning for a healthy environment - good practice guidance for green infrastructure (GI) and biodiversity provides guidance for practitioners to ensure nature is taken into account when shaping local areas. The guide has been prepared with input from statutory and non-statutory organisations with expertise in planning green infrastructure and biodiversity. Endorsed by more than 30 organisations, it distils the best approaches and good practice; signposts sources of further detailed information; and summarises the latest policy drivers such as:
- GI needs to be strategically planned to provide a comprehensive and integrated network;
  - GI requires wide partnership buy-in, and needs to be planned using sound evidence;
  - GI needs to demonstrate 'multi-functionality', with creation and maintenance needed to be properly resourced;
  - GI needs to be central to the development's design and must reflect and enhance the area's locally distinctive character;
  - GI should contribute to biodiversity gain by safeguarding, enhancing, restoring, and creating wildlife habitat and by integrating biodiversity into the built environment;
  - GI should achieve physical and functional connectivity between sites at strategic and local levels; and,
  - GI needs to include accessible spaces and facilitate physically active travel, and be integrated with other policy initiatives.

#### Local

- 9.2.12 The 6C's Green Infrastructure Strategy (2010) outlines objectives for the East Midlands region, in relation to biodiversity, objective 14 states:

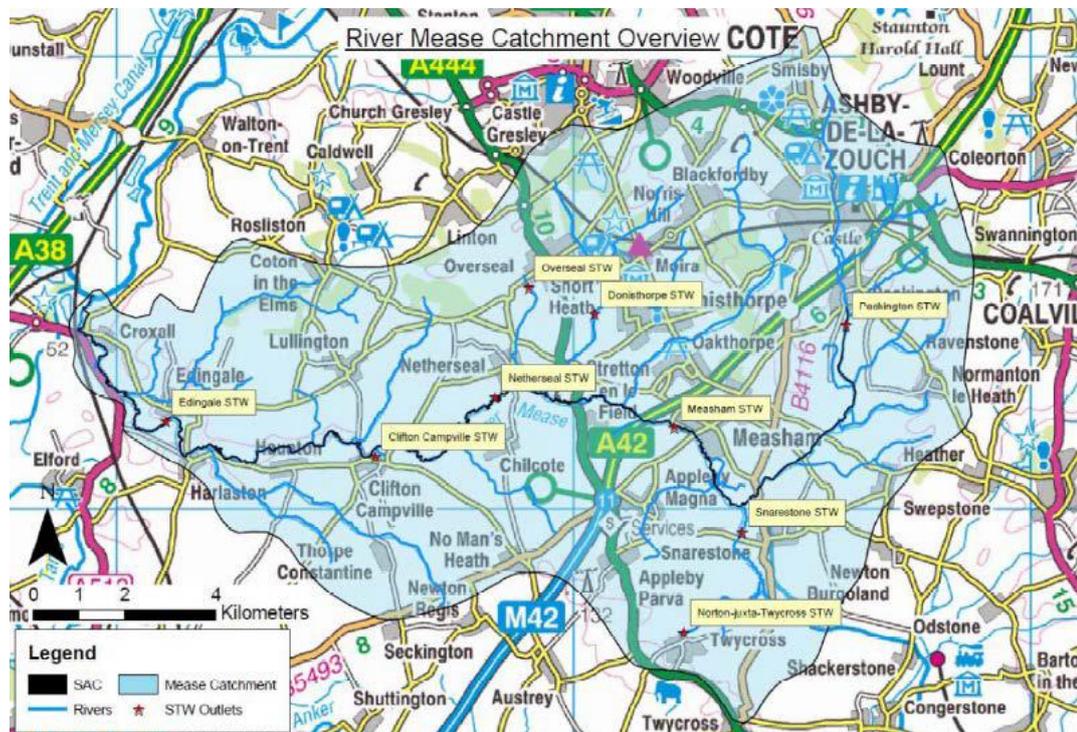
Reverse the decline in biodiversity by countering habitat fragmentation through investment in substantial habitat restoration and creation, informed by biodiversity opportunity mapping methods.

### 9.3 Baseline

9.3.1 Biodiversity in the East Midlands is at the lowest level for any English region, having been in decline for the past 200 years. Although the region does hold some areas of national importance for species and habitats, these are generally small and isolated, and surrounded by a matrix of little natural or semi-natural habitat (Natural England, 2009).

#### Designations

9.3.2 There is one internationally designed nature conservation area in the district, the River Mease Special Area of Conservation (SAC), as shown below.



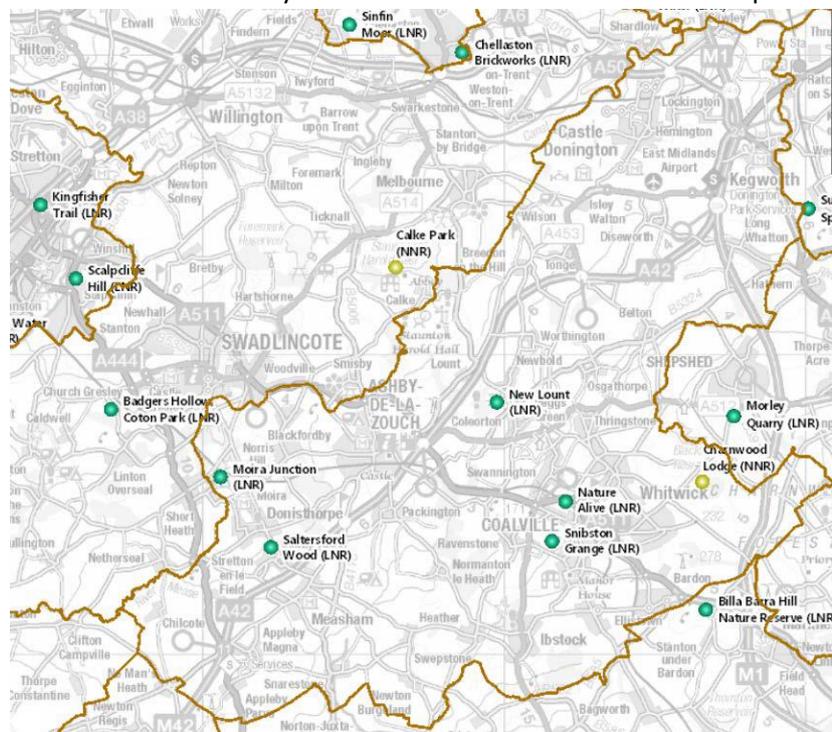
9.3.3 The River Mease is designated as a Special Area of Conservation (SAC), the SAC incorporates the Gilwiskaw Brook downstream of Packington village and the River Mease from its confluence with the Gilwiskaw Brook to its confluence with the River Trent downstream of Croxhall. It is designated for its internationally important habitats and species, which are collectively referred to as its ‘qualifying features’:

- Water courses of plain to montane levels with the *Ranunculus fluitantis* and *Callitriche-Batrachion* vegetation; Rivers with floating vegetation often dominated by water-crowfoot
- *Austropotamobius pallipes*; White-clawed (or Atlantic stream) crayfish
- *Cobitis taenia*; Spined loach
- *Cottus gobio*; Bullhead
- .

- *Lutra lutra*; Otter

- 9.3.4 In March 2012 Natural England finalised a Restoration Plan and technical document to support the improvement of the River and restore features on which protected wildlife depends.
- 9.3.5 Survey work by the Environment Agency revealed the quality of the water in the river was poor, mainly due to high phosphorous levels.
- 9.3.6 As a precaution against increasing phosphorous levels, since 2009, new development in the area has been restricted, leading to delays in planning applications and a knock-on effect on the local economy.
- 9.3.7 The River Mease Programme Board has adopted an updated Developer Contributions Strategy (DCS2) to enable developers to pay a direct contribution to keeping water quality high in the River Mease. The principle is a simple one – the polluter pays. Any development which will have an impact on the amount of waste water going into the sewerage system – and therefore which will have a knock on effect on discharges into the River Mease from water treatment works – will have to make a contribution to the costs. The scheme directly funds the actions that will help to improve the water quality and so will improve the environment for wildlife and people alike.
- 9.3.8 The developer contribution scheme is over and above actions which have also been taken to impose stricter limits on phosphorous levels at a number of local water treatment works. Together these limits and the developer contribution scheme will have a combined impact on reducing phosphorous levels in the river and its habitats.
- 9.3.9 The need to protect the River Mease SAC may remain some constraint on for development that is within its catchment.

- 9.3.10 The district contains one National Nature Reserve (NNR) - Charnwood Lodge; and five Local Nature Reserves (LNR) - Moira Junction, Saltersford Wood, New Lount, Nature Alive and Snibston Grange. These are shown the following map.

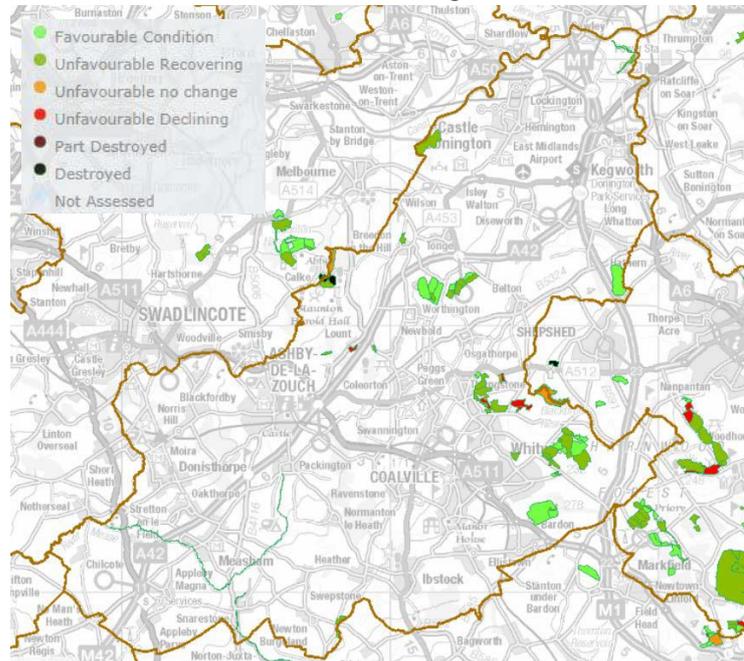


- 9.3.11 The coverage of SSSIs in the East Midlands region is below the national average, with individual sites generally small in size. However the condition of these has improved significantly, such that the region now has

the highest percentage area (94%) of SSSI land in favourable condition in England (Natural England, 2009).

9.3.12 There are 17 SSSIs within North West Leicestershire as shown in Figure 9.3. These are:

Ashby Canal, Bardon Hill Quarry, Bardon Hill, Blackbrook Reservoir, Breedon Cloud Woods, Breedon Hill, Charnwood Lodge, Coalville Meadow, Dimminsdale, Donington Park, Grace Dieu & High Sharpley, Lockington Marshes, Lount Meadows, Newton Burgoland, Oakley Wood, Pasture & Asplin, and the River Mease.



9.3.13 The majority of the SSSIs are in favourable or unfavourable recovering condition. However

Dimminsdale, Blackbrook Reservoir and Holly Rock Fields have areas in 'unfavourable no change condition', and Grace Dieu and High Sharley has areas of 'unfavourable no change' and 'unfavourable declining condition'. The primary reason for this is inappropriate management leading to scrub encroachment, rather than related to development.

9.3.14 Three of the SSSIs in the North West Leicestershire are designed for the geodiversity interest, these are Grace Dieu & High Sharpley, Breedon Cloud Woods and Quarry and Bardon Hill Quarry. Only the latter is designated solely for geology and the other two also are designated for their biodiversity interest. The sites are identified as being in favourable condition.

#### Biodiversity Action Plans

9.3.15 Biodiversity Action Plans (BAPs) are the UK government's response to the United Nations Convention on Biological Diversity (CBD). BAPs are now, however, replaced by the 'UK Post-2010 Biodiversity Framework' (July 2012) which covers the period from 2011 to 2020. This is in response to the Convention on Biological Diversity. The focus is now on county-level biodiversity management.

9.3.16 Many of the tools developed under UK BAP remain of use, for example, background information about the lists of priority habitats and species. The lists of priority species and habitats agreed under UK BAP still form the basis of much biodiversity work in the plan area.

9.3.17 There are two Local BAPs relevant to North West Leicestershire: Leicester, Leicestershire & Rutland Biodiversity Action Plan (Leicestershire and Rutland Wildlife Trust, 2010) and National Forest Biodiversity Action Plan (National Forest, 2011). BAP habitat types are available from the government online mapping resource [www.magic.gov.uk](http://www.magic.gov.uk).

9.3.18 The Leicester, Leicestershire & Rutland Biodiversity Action Plan 2010- 2015 consists of 19 Habitat Action Plans and 16 Species Action Plans (Leicestershire and Rutland Wildlife Trust, 2010). Those covering habitats of national importance are:

- Broadleaved woodland;
- Calcareous grassland;
- Eutrophic standing water;
- Field margins;
- Heath-grassland;
- Hedgerows;
- Lowland wood-pasture and parkland;
- Mesotrophic lakes;
- Neutral grassland;
- Reedbed; and
- Wet woodland.

9.3.19 The habitats of local importance are:

- Fast-flowing streams;
- Floodplain wetland;
- Mature trees;
- Roadside verges;
- Rocks and built structures;
- Sphagnum ponds;
- Springs and flushes; and
- Urban habitat.

9.3.20 The BAP also has 16 species Action Plans these are:

- Barn owl;
- Bats;
- Black Hairstreak Butterfly;
- Black Poplar;
- Dingy Skipper and Grizzled Skipper;
- Dormouse;
- Nightingale;

- Otter;
- Purple Small-Reed;
- Redstart;
- Sand Martin;
- Violet Helleborine;
- Water Vole;
- White-Clawed Crayfish; and
- Wood Vetch.

9.3.21 The National Forest Biodiversity Action Plan consists of 15 Habitat Action Plans, 9 Species Action Plans, and 6 Landscape Action Plans (National Forest, 2011). The Habitat Action Plans are:

- Deciduous woodland
- Wet woodland
- Wood pasture
- Traditional orchards
- Scrub
- Acid grassland
- Heath grassland
- Neutral grassland
- Wet grassland and floodplain marsh
- Hedgerows
- Arable field margins
- Rough grassland
- Linear waters
- Standing waters
- Reedbeds

9.3.22 The Species Action Plans are:

- Adder
- Barn owl
- Bats
- Black poplar

- Bluebell
- Lesser spotted woodpecker
- Otter
- Ruddy darter dragonfly
- Water vole

9.3.23 The Landscape Action Plans are:

- Needwood and South Derbyshire Claylands
- Trent Valley Washlands
- Mease and Sence Lowlands
- Leicestershire and South Derbyshire Coalfield
- Melbourne Parklands
- Charnwood

9.3.24 The other source of information on species and habitats in the district is the comprehensive Phase 1 Habitat Survey completed of the whole area. This is the North West Leicestershire Phase 1 Habitat Survey 2006-2009. The full report and maps are available on the Evidence Base documents for the Local Plan. The survey mapped and described 23 habitat types in the district, making field notes and identifying species present. The stated purpose is to help define biodiversity policy, identifying habitats for nature conservation, inform planning applications and find priorities for enhancements. It is not possible to reproduce the finding here, but as a resource it will also be useful in the assessment of suitability of site for allocation in the Local Plan.

## 9.4 Issues

- The district has few habitats that are of national status or above for their nature conservation value. Therefore there is the need to protect and enhance the assets that do exist.
- There is a detailed evidence base of the nature conservation assets in the district, this has the potential to be extremely useful in development planning and protecting these assets.
- The River Mease SAC is at risk from adverse effects from waste water treatment outflows that have introduced damagingly high level of phosphates into the river. This may have implications of the deliverability of housing in the area and identifies the need to avoid or mitigate any further adverse impacts.
- Protect existing areas designated for the geological importance from harm.
- Make use of Green Infrastructure to help protect and enhance wildlife habitats and the connections between them.

## 10. Landscape and Land

### 10.1 Introduction

10.1.1 This chapter covers topics associated with the character of the landscape as well as open space and soil assets in the district.

### 10.2 Context

10.2.1 The European Landscape Convention (ELC) (2000) promotes the planning, management and protection of landscapes, and is the first international convention with a specific focus on landscape.

10.2.2 The NPPF states that Local Planning Authorities should set out strategic policies within the Local Plan for the “conservation and enhancement of the natural and historic environment, including landscape” (paragraph 156).

10.2.3 At a regional level, objective 12 of the East Midlands 6C’s Green Infrastructure (GI) Strategy (2010) states:

*Promote the protection and management of landscape character to provide enhanced landscape settings for the built environment and to ensure that new development and GI relates to landscape character, place and context.*

10.2.4 The NPPF states that the planning system should protect and enhance valued soils and prevent the adverse effects of unacceptable levels of pollution. This is because soil is an essential finite resource that provides important ‘ecosystem services’, for example as a growing medium for food, timber and other crops, as a store for carbon and water, as a reservoir of biodiversity and as a buffer against pollution. Also, the NPPF expects local planning authorities to take into account the economic and other benefits of the best and most versatile agricultural land. This is particularly important in plan making when decisions are made on which land should be allocated for development. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality

10.2.5 Safeguarding our Soils: A strategy for England (2009) sets out a vision for the future of soils in England. This is:

*By 2030, all of England’s soils will be managed sustainably and degradation threats tackled successfully. This will improve the quality of England’s soils and safeguard their ability to provide essential services for future generations.*

10.2.6 Planning decisions need to take sufficient account of soil quality in particular in cases where significant areas of the best and most versatile agricultural land may be lost to development.

10.2.7 Nature Nearby, Accessible Green space Guidance (March 2010) sets guidance on how to provide high quality access to the natural environment in green spaces close to home, proving example sites for parks and greenspace practitioners, visitor service and quality standards to meet:

- An Accessibility and Quantity Standard – to ensure equitable provision both close to home and within sustainable transport distances;
- Service Standards – for core services and facilities for each site type
- A national Quality Standard – i.e. the Green Flag Award scheme.

10.2.8 The Government Forestry and Woodlands Statement 2013 seeks to maximise the environmental, economic and social benefits of trees and woodland forests across the country by:

- Ensuring that trees, woods and forests are resilient to, and mitigate the impacts of climate change:
- Protecting and enhancing the environmental resources of water, soil, air, biodiversity and landscapes;
- Protecting and enhancing the cultural and amenity values of trees and woodlands;
- Increasing the contribution that trees, woods and forests make to the quality of life;
- Improving the competitiveness of woodland businesses and promote the development of new or improved markets for sustainable woodland products.

10.2.9 The National Forest Strategy 2014-2024 sets to protect and secure the future of the Forest through:

- Sensitive achievement of the landscape change, with increased targeting to get the greatest benefits;
- Making on the most of forest sites (woodlands and other habitats, attractions, connections and views)
- Increasing engagement, enjoyment and well-being by the widest range of people
- Effective partnership taking the forest to the next stage
- Bringing new income and investment
- The national exemplar role, research, and being a centre of excellence

## 10.3 Baseline

### Landscape Designations

10.3.1 There are no nationally designated landscapes within North West Leicestershire. However, there is an Area of Separation designation in the North West Leicestershire Local Plan that is intended to prevent settlement coalescence and retain the individual character of Coalville and Whitwick.

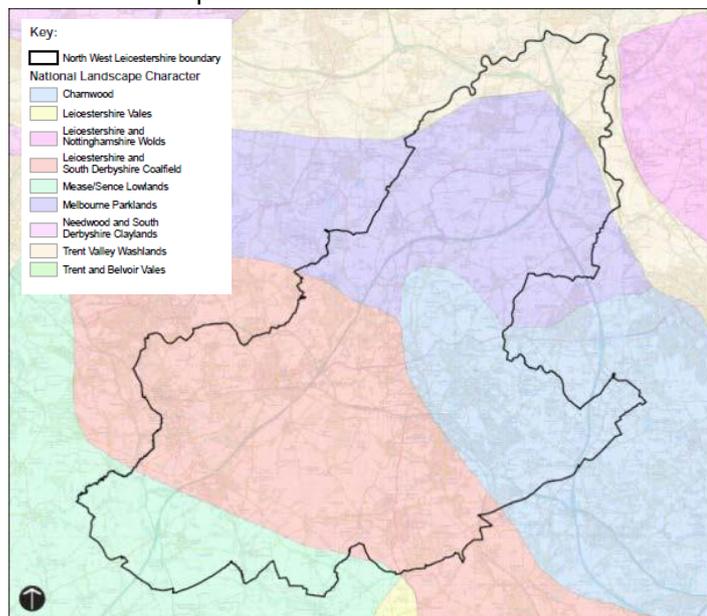
### Landscape Character Assessments

10.3.2 There are numerous landscape character studies covering the district. The studies that have informed them range in scale from being part of national assessments of character to those done on a more local scale. Figures 10.2 to 10.4 show the different character areas identified in each study. These all show a clear pattern of landscape character, although

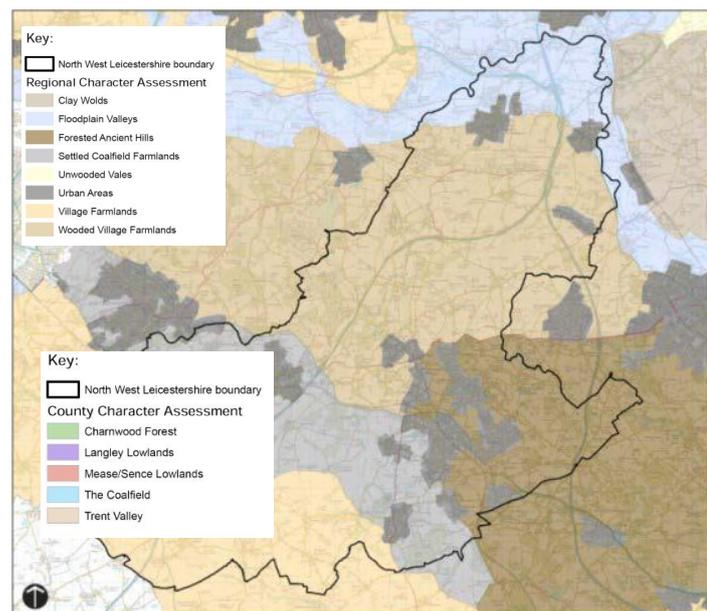
each calls the areas slightly different names and the borders of each area vary. The four/five main regions are:

- A northern area extending to just south of the airport that is characterised as a valley or floodplain;
- Further south a central belt extending to the area around the A512, characterised as lowlands, parkland or village farmlands;
- The eastern part of the district extending west to Coalville is a forested area, identified as Charnwood Forest or ‘ancient wooded hills’;
- The southern part of the district around Appleby Magna is the Mease / Sense Lowlands; and
- The remainder of the district that makes up much of the central southern area is identified as the coalfield, and is the location of many of the district’s towns and villages.

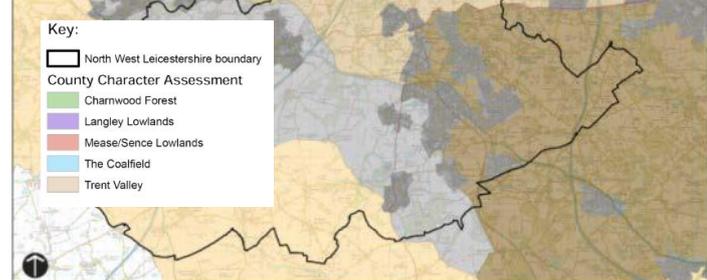
10.3.3 Five National Character Areas, as identified by Natural England, occur within North West Leicestershire. These are: Trent Valley Washlands (69), Melbourne Parklands (70), Leicestershire and South Derbyshire Coalfield (71), Mease/Sence Lowlands (72), and Charnwood (73).



10.3.4 The East Midlands Region Landscape Character Assessment identifies 31 landscape character types, eight of these types are found within North West Leicestershire and are shown below.



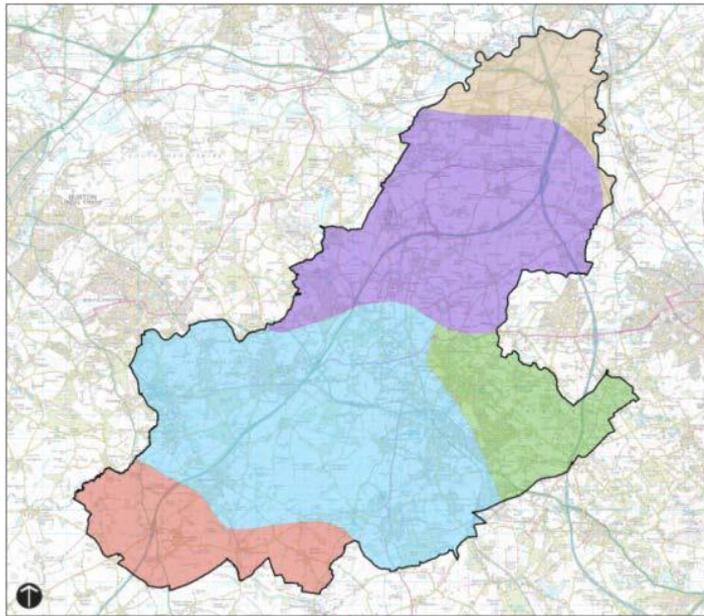
10.3.5 The Leicester, Leicestershire and Rutland Landscape and Woodland Strategy (Leicestershire County Council, 2001) provides a county scale landscape



character assessment. Key characteristics for each of the county character areas are:

#### Charnwood Forest

- Key characteristics: upland landscape, high woodland cover, part of National Forest, sites of ecological value. Mix of woodland, farmland, heathland and parkland. Local stone used in buildings and walls.
- Key issues: woodland and hedgerow management, condition of drystone walls, insensitive built development, quarry extensions, visitor pressures.



#### Langley Lowlands

- Key characteristics: rolling landform, with woodlands and hedgerow trees providing a well wooded appearance, quarries, parkland, villages linked by winding lanes.
- Key issues: decline of woodland, quarry extensions, pressure on hedgerows due to arable intensification, road widening and improvements, expansion of East Midlands Airport.

#### Mease/Sence Lowlands

- Key characteristics: undulating landscape with many small valleys, well-treed appearance due to frequent hedgerow trees, however little woodland, mixed arable and pasture, many sites of ecological value.
- Key issues: hedgerow condition, due to loss and ageing of species and inappropriate species, loss of field ponds, conversion of pasture to arable.

#### The Coalfield

- Key characteristics: gently undulating landform, low woodland cover, however most of area within National Forest, effects of coal and clay industry, settlement in form of dense former mining towns, mixed farmland.
- Key issues: loss of trees and hedgerows, and poor management of hedgerows, potential high visibility of new development due to open character of landscape, restoration of former mineral workings.

#### Trent Valley

- Key characteristics: flat open floodplain supporting a range of wetland habitats, lack of woodland, mixture of arable and pasture with small areas of parkland, influence of energy and transport infrastructure.

- Key issues: road, industrial and extractive development, loss of hedgerows, loss of small streams and drainage ditches.

### National Forest

10.3.6 North West Leicestershire lies at the heart of the National Forest, which spans three counties in the centre of England - Derbyshire, Leicestershire and Staffordshire.

Map showing woodland cover at 2015



10.3.7 The East Midlands region has a low proportion of woodland cover (5%) compared to the national average of 12% cover (LDA, 2010).

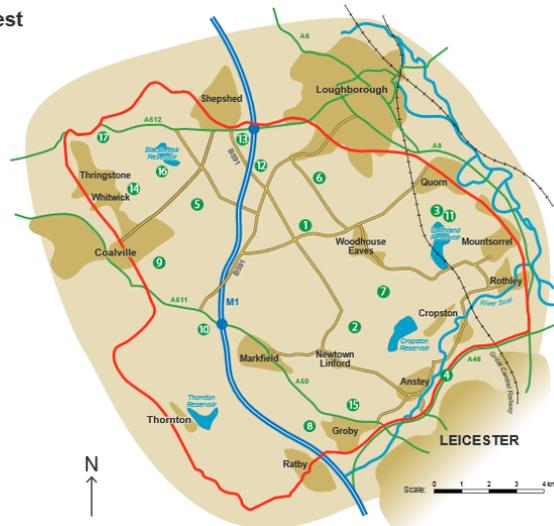
10.3.8 The National Forest therefore aims to increase woodland cover, and is a nationally leading example of landscape scale forest creation. 102 hectares of new forest habitat has been secured (National Forest Company's Annual Report for the year ending March 2017). 917ha of woodland has been brought into management, including 754ha young woodlands and 163ha mature woodlands.

### Charnwood Forest Regional Park

10.3.9 Charnwood Forest Regional Park is an area within the east of the National Forest. It is a distinctive upland landscape, with geology of international importance and rich biodiversity. Agricultural land use and quarries throughout the area also provide historical context for a traditional working landscape.

Charnwood Forest Regional Park

- Regional Park boundary
  - Motorway
  - Main road
  - Minor road
  - Railway line
  - River
  - Main towns and villages
- Key sites
- 1 Beacon Hill Country Park
  - 2 Bradgate Park
  - 3 Buddon Wood
  - 4 Castle Hill Country Park
  - 5 Charnwood Lodge
  - 6 The Outwoods
  - 7 Swinland Wood
  - 8 Martinslaw Wood
  - 9 Sandon Quarry
  - 10 Cliffe Hill Quarry
  - 11 Mountsorrel Quarry
  - 12 Longcliffe Quarry
  - 13 Newhurst Quarry
  - 14 Whitwick Quarry
  - 15 Groby Pool
  - 16 Mount St Bernard Abbey
  - 17 Grace Dieu Priory



10.3.10 The Regional Park is a non-statutory designation, led by a steering group of local partners, with specific objectives for environmental, social and economic benefits.

10.3.11 The vision for the Regional Park is:

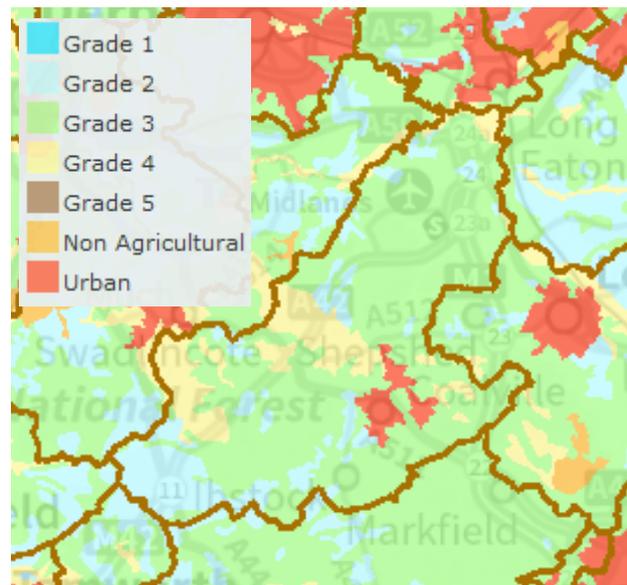
*The unique natural and cultural heritage features of Charnwood Forest will be managed and promoted through the Charnwood Forest Regional Park. The Regional Park will be recognised as an essential part of the growing communities in the Derby, Leicester and Nottingham area, now and in the future. (Leicestershire County Council, 2010)*

### Open Space

- 10.3.12 In 2007 an Open Space audit was completed of the district. This identified there is a shortfall in provision of recreation grounds and open space, but an over provision of children’s play areas in Coalville and a slight under provision in Ashby-de-la-Zouch.
- 10.3.13 The open space study identified an over-provision in respect of recreation grounds in Ibstock, but under-provision in respect of children’s play areas and local open space. This is similar to Kegworth, although it is only a slight under or over provision.
- 10.3.14 The open space study noted that there was slight deficit in respect of both recreation grounds and local open space, but over-provision in respect of children’s play areas in Measham.

#### Agriculture and Land

- 10.3.15 The Agricultural Land Classification map is only produced at the 1:250,000 scale and therefore is not intended to give a fine grain picture of exact soil types in fields; however it does give an indication of what types could be expected. Grade 1 is the best soil type, and does not appear to present in the district. However, North West Leicestershire does contain soils that can be classed as ‘best and most versatile’ but the map does not break down types into 3a (best and most versatile) and 3b (not best and most versatile) so it is not possible to get a full picture of quality.



### 10.4 Issues

- The district has a varied landscape and development should respect its landscape setting and make a positive contribution to the relationship of rural and urban areas.
- The National and Regional Forests are major assets in the district and helping deliver their objectives could have considerable potential in enhancing the character of the district, including through supporting tree planting.
- Despite being a rural district there is a need to deliver new usable open space to meet existing and new resident’s needs. A variety of types of open space should be provided in towns and villages, including children’s play space and allotments. New residential development should help deliver new open space, including children’s play space, to meet the needs of residents.
- The district has relatively few areas that are identified as the best and most versatile, therefore there is a need to protect the soil resource.

## 11. Cultural Heritage

### 11.1 Introduction

- 11.1.1 This chapter covers the built heritage of the borough with a focus on designated areas as well as reference to the built character of the district.

### 11.2 Context

#### National

- 11.2.1 Section 12 of the NPPF details measures for 'Conserving and Enhancing the Historic Environment'. In particular paragraph 126 states:

*Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance.*

- 11.2.2 The Government's Statement on the Historic Environment for England (2010) sets out its vision for the historic environment. It calls for those who have the power to shape the historic environment to recognise its value and to manage it in an intelligent manner in light of the contribution that it can make to social, economic and cultural life. Also of note is the reference to promoting the role of the historic environment within the Government's response to climate change and the wider sustainable development agenda.

#### Local

- 11.2.3 At a regional level, objective 13 of the East Midlands 6C's Green Infrastructure (GI) Strategy (2010) states:

*Promote the protection and management of natural and cultural heritage, including archaeological sites, historic landscapes, geodiversity and industrial heritage;*

- 11.2.4 Leicestershire Historic Landscape Characterisation Project maps and describes the present day landscape of Leicestershire and records significant changes that can be observed through the study of historic mapping and aerial photography. The project has equipped Leicestershire County Council's archaeological planning service with a detailed framework to aid the understanding of the landscape as a whole and provide an important tool that will contribute to the decision making process especially where issues affecting the landscape, both rural and urban are to be considered.

### 11.3 Baseline

- 11.3.1 The district has a rich and varied heritage, with a number of historic landscapes ranging from medieval ridge and furrow, to more recent industrial development, with coalmining leaving a lasting legacy, with Coalville in particularly a product of the industrial revolution.

## Designated Heritage Assets and their Setting

11.3.2 Within North West Leicestershire there are 23 Scheduled Monuments, 643 Listed Buildings, three Registered Parks and Gardens.

### Listed Buildings

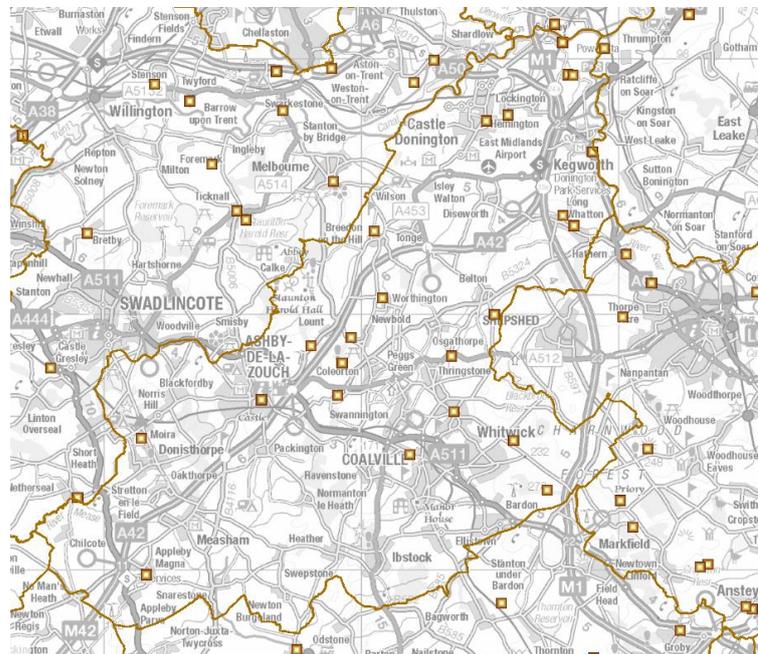
11.3.3 Listing marks and celebrates a building's special architectural and historic interest, and brings it under the consideration of the planning system, so that it can be protected for future generations. There are 643 Listed Buildings in North West Leicestershire.

11.3.4 The older a building is, the more likely it is to be Listed. All buildings built before 1700 which survive in anything like their original condition are Listed, as are most of those built between 1700 and 1840.

- Grade I buildings are of exceptional interest, nationally only 2.5% of Listed buildings are Grade I. There are seven Grade I Listed buildings in North West Leicestershire: Castle Ruins, South Street, Ashby-De-La-Zouch; Church Of St Nicholas, Lockington; Chapel of The Holy Trinity, Staunton Harold Park; Staunton Harold Hall; The Sir John Moore Church Of England School, Appleby Magna; Parish Church of St Helen, Ashby-De-La-Zouch; Church of St Mary and St Hardulph, Breedon Hill;
- Grade II\* buildings are particularly important buildings of more than special interest. 5.5% of Listed buildings are Grade II\*. There are 40 Grade II\* Listed buildings in North West Leicestershire;
- Grade II buildings are of special interest; 92% of all Listed buildings are in this class and it is the most likely grade of listing for a home owner. There are 596 Grade II\* Listed buildings in North West Leicestershire

### Scheduled Monuments

11.3.5 Scheduling is shorthand for the process through which nationally important sites and monuments are given legal protection. The 23 Scheduled Monuments in North West Leicestershire are shown here.



11.3.6 The Register of Parks and Gardens includes designed landscapes of all ages, right up to the fairly recent past. There are three Registered Parks and Gardens: Staunton Harold Hall and Coleorton Hall (both Grade II\*) and Whitton House (Grade II) within the district.

### Conservation Areas

11.3.7 There are 23 Conservation Areas in North West Leicestershire. These areas are mainly representative of rural, agricultural areas with traditional houses, cottages and farm buildings. Also represented are areas characteristic of the industrial revolution (Ashby Canal and Measham), Georgian architecture (Ashby-de-la-Zouch and Castle Donington), and Country houses (Staunton Harold and Coleorton Hall). The following section presents a summary of the key characteristics and issues present in each area where a Conservation Area Appraisal has been undertaken.

- **Appleby Magna**  
The character of the Conservation Area is derived both from the historic inter-relationship of the Moat House site and the Parish Church and from the grouping of farmhouses. The buildings within the Area are of various periods and reflect the transition from vernacular building traditions to the architecture of the late Georgian and Victorian periods. The Parish Church of St Michael's and The Moat House are listed as grade II\*. The area around the Moat House is a designated Scheduled Monument.
- **Ashby de la Zouch**  
The overall character of the Conservation Area is predominantly of a Georgian/ early Victorian townscape. The Area also betrays earlier patterns of growth and at its periphery contains some later nineteenth century buildings. There are over 120 listed buildings within the Area. The Castle is a grade I listed building, as well as being designated as a Scheduled Monument. The potential for the survival of below-ground medieval archaeology in the Conservation Area is considered to be significant, especially around the castle site.
- **Ashby-de-la-Zouch Canal**  
Work commenced on the construction of the canal in 1794 and by early 1798 the navigation was in operation from Ashby Wouds to Market Bosworth. The Ashby Canal was opening in its entirety to Marston Junction in April 1804. The remaining watered section of the Ashby Canal for the most part meanders through an open agricultural landscape. Snarestone is the only settlement on the route. There are three structures in the Conservation Area which are grade II listed.
- **Blackfordby**  
The Conservation Area is concentrated around the Parish Church in the northern part of the village and has a relatively open character. There are eight buildings within the Area which are grade II listed, which are of 16th to 19th century in origin. Sites of potential below ground archaeological interest exist within the Area. These include the areas around the Parish Church of St Margaret's of Antioch and the new Blackfordby Hall.
- **Breedon on the Hill**  
Breedon Hill was the site of a hill-fort during the Iron Age period. Buildings within the village are largely two storeys in height with some more dominant three storey properties interspersed. There are 11 buildings in the Conservation Area which have listed status. The Church of St Marys and St Hardulphs is listed at Grade I. The other listed buildings, including two memorials within the churchyard to the Parish Church are grade II listed. There are no recorded sites of archaeological interest within the

main part of the village, although a large number of finds have been made on the Hill during quarrying works.

- **Castle Donnington**  
The Conservation Area relates to the extent of the village at the end of the First World War. The Conservation Area comprises commercial and residential properties. The village displays a variety of architectural styles ranging from the late mediaeval timber framed cottages through to Georgian and Regency town houses. There are over 50 listed properties in the Conservation Area. The Parish Church of St Edward King and Martyr is grade II\* listed and the remaining listed buildings are all grade II. The castle site is designated as a Scheduled Monument, with visible archaeological remains present. In addition to the castle site, the village has further considerable archaeological significance.
- **Cavendish Bridge**  
Cavendish Bridge was constructed in 1760. Most of the buildings in the hamlet are of late 18th/ early 19th century in origin. There are three listed buildings in the Conservation Area, all at grade II. The former sites of the Wilden Ferry and the former Cavendish Bridge have been identified as being of archaeological interest.
- **Coalville**  
Coalville represents a significant example of Victorian industrialisation. The town was established in the mid-1820s. The commercial heart of Coalville is linear and centres on the High Street and Hotel Street. The boundary of the Conservation Area includes the historic retail streets of the commercial centre. The Railway Hotel and Memorial Clock Tower are the only listed buildings, which are grade II listed.
- **Coleorton Hall**  
The Conservation Area boundary is concentrated on the historic extent of the ground surrounding Coleorton Hall. The overall character of the Area is of a picturesque landscape of the early 19th century period. The Area is also a Registered Park and Garden of Special Historic Interest in England. Coleorton Hall and the Parish Church of St Mary are both listed at grade II\*. The present Hall occupies the site of at least two previous houses and thus there is high potential for below ground archaeology in the surrounding area.
- **Diseworth**  
Diseworth was established by the 6th century. The character of the Area is derived from the grouping of farmhouses, outbuildings and cottages along the curvatures of the principal streets. There are 22 buildings in the Conservation Area which are included on the list of buildings of special architectural or historic interest. These listed buildings are predominantly 16th to 18th century in origin. The Church of St Michael's and All Angels and Lilly's Cottage are listed at grade II\*. Earthworks in a field to the north of Hallfield Farm have been identified as having archaeological importance.
- **Donington Le Heath**  
The character of Donington Le Heath is derived from the survival of a mediaeval and post-mediaeval agricultural 'village-scape' with a matrix of lanes, sunken and enclosed by walls and hedges, within which survive a mediaeval manor house and farmsteads.

The most important historic buildings is the grade II\* listed Manor House, which has origins in the late 13th century. The special interest of Donington includes a significant archaeological component.

- Heath End

The character of Heat End is derived from the scattered grouping of the Saracens Head Public House and the farmsteads in the hamlet along Heath End Lane. The origins of the buildings range in date from the early post medieval period through to the late Victorian period. Ley Farmhouse is grade II\* listed and Saracens Head Public House opposite Heath End Farm are all considered to be buildings of architectural interest. It is likely that below ground archaeological remains survive in the area surrounding Heath End. It is also likely that below ground remains will survive of the former kilns in the settlement used in the production of pottery in the post medieval period.

- Hemington

The Conservation Area relates to the extent of development within the village up to the beginning of the First World War. The character of the Area is derived from the informal grouping of farmhouses, outbuildings and houses along the Main Street. The earliest buildings (along Main Street) date back to the 15th to 17th century. There are 13 buildings in the Area which are included on the list of buildings. The Nunnery is listed at grade II\*. The other listed buildings are all grade II. The ruins of Hemington Chapel are designated a Scheduled Monument. The ruins comprise the remains of the 14th century chapel. The land around the Hall, the Nunnery and Chapel has significant below ground archaeology potential.

- Ibstock

11.3.21 Ibstock was established in the Anglo-Saxon period and until the 19th century was essentially an agricultural economy. The High Street is the main commercial area. In the western part of the Conservation Area, the agricultural origins of the settlement remain more evident with a number of former farmhouses and farm buildings. There are 8 listed buildings in the Conservation Area. The Parish Church of Denys is listed at grade II\*. The other listed buildings are listed at grade II. Below ground archaeological remains may survive of the dwellings which were situated along the High Street frontage.

- Lockington

The character of Lockington is derived from the visual evidence of its development as an estate village into the second half of the 20th century. The Hall and its associated outbuildings and parkland occupy a substantial land area to the north-east of the settlement. There are 7 listed buildings within the Area. The Parish Church of St. Nicholas on Main Street is listed at grade I. The other listed properties – including Lockington Hall – are listed at grade II. The Lockington Hall site has been identified as being of archaeological interest.

- Long Whatton

The predominant character of the Area is derived from the informal grouping of farmhouses and former agricultural related cottages, although there has been a significant amount of post-War infill development. There are 15 buildings in the Area

which are listed. All Saints Church is grade II\* listed. The other listed properties have grade II status. The Area contains two sites designated as Scheduled Monuments; both concentrated on medieval moated enclosures.

- **Measham**  
The Conservation Area boundary is along the length of the High Street and also incorporates sections of Queen's Street, Chapel Street, Bosworth Road and Navigation Street. Most buildings in the Area appear to be of late Georgian/ early Victorian date. The Area has a mix of residential and commercial properties. There are 9 listed buildings in the Conservation Area; the Church of St Laurence's is listed as grade II\*. The other buildings are all listed at grade II. Potential sites of below ground archaeological interest include that formerly occupied by the Tannery buildings off High Street and the existing gap sites created along High Street by building demolitions.
- **Packington**  
The Conservation Area is concentrated on the western part of the settlement. Within the Area there are a number of non-residential buildings, including the Village School and Parish Church on Mill Street and the Methodist Church and Packington Memorial Hall on the High Street. There are a number of listed buildings in the Conservation Area. The Parish Church is listed at grade II\* and all the other buildings (including Packington Mill and village lock-up on Ashby Road) are listed at grade II. There appears to be some archaeological potential around Packington Mill and the former site of the Baptist Church.
- **Ravenstone**  
Ravenstone was established in the Anglo-Saxon period. The Conservation Area is concentrated along Main Street and Church Lane. The character of the Area is derived from the informal grouping of two and three storey properties along these streets. There are 13 listed buildings in the Conservation Area. The parish church of St Michael and All Angels, the Hall and Ravenstone Hospital along with its chapel and chaplains house are listed at grade II\*. The other buildings are all listed at grade II. With regard to below ground archaeology, at the southern end of Main Street are a number of sites formally occupied by buildings, which may contain remains of the earlier structures.
- **Snarestone**  
Snarestone is situated within a largely agricultural landscape. The Conservation Area boundaries are concentrated along the linear development on Main Street. Many of the properties in the in the Area were originally built as farmhouses or farmworker's cottages. There are eight Listed Buildings in the Conservation Area, many of which are associated with the building/ re-building works of the 18th century. One of the buildings, 'The Beeches' is listed at grade II\*. The remaining properties are listed at grade II. No archaeological remains of note have been recorded.
- **Staunton Harold**  
Staunton was established by the Domesday Book of 1086/7 and a manor house, deer park and village had been established by 1324. The overall character of the Conservation Area is that of a country house set within a naturalised landscape of the

1760s. Staunton Harold Hall and the Chapel of the Holy Trinity are listed at grade I. The Gateway to the Garden and the Golden Causeway Bridge are listed at grade II\*. There are 5 other grade II listed buildings within the Conservation Area. Earthworks, including platforms and ridge and furrow ploughing lines, in the gardens may represent the site of a deserted medieval village.

- **Tonge**  
The Conservation Area related to the physical extent of the hamlet at the Second World War and thus reflects its predominantly agricultural based development. The character of the Area is derived from the informal grouping of (former) farmhouses, outbuildings and farmworker’s dwellings along the principal roads. There are four grade II listed buildings within the Conservation Area; Tonge Hall Farmhouse and barn, Brookside Farmhouse, an outbuilding to Brookside Farmhouse and the dovecote building on Moor Lane. In the field area to the north-west of Tonge Hall Farmhouse are the earthworks remains of old village closes. No other archaeological remains of note have been recorded.
- **Wilson**  
The Conservation Area relates to the physical extent of the hamlet at the Second World War and reflects its development with a predominantly agricultural based economy. The character of the Area is largely derived from the informal grouping of (former) farmhouses, outbuildings and farmworker’s dwellings. There are three grade II listed buildings within the Area; Wilson House and Brook House on Short Hill and The Thatched Cottage on Slade Lane. With regards to archaeology, in the open area between Main Street and Dog Lane evidence remains of medieval ridge and furrow ploughing patterns. Elsewhere in the Area are sites of former buildings and structures.

#### Heritage at risk

- 11.3.8 Historic England publishes a list of heritage assets that are considered most at risk from being lost as a result of neglect, decay or inappropriate development.
- 11.3.9 There are five Listed Buildings recorded on the risk register in North West Leicestershire. The main threat to these assets is ‘slow decay’. It is reasonable to assume that those assets with no solution agreed could continue to be at risk in the future (although it is always possible that funding could be secured to address such threats). The Local Plan should seek to support appropriate uses of those assets that are under threat due to the buildings being vacant.

Heritage Asset	Condition	Category
Church of St Michael and All Angels, Church Street, Appleby Magna	Poor	D - Slow decay; solution agreed but not yet implemented
Church of St John the Baptist, Market Place, Whitwick	Poor	C - Slow decay; no solution agreed
Church of St Laurence, High Street, Measham	Very bad	B - Immediate risk of further rapid deterioration or loss of fabric; solution agreed but not yet implemented
Snibston Colliery, Ashby Road	Fair	E - Under repair or in fair to good repair, but no user identified; or under threat of vacancy with no obvious new user (applicable only to buildings capable of beneficial use)

Heritage Asset	Condition	Category
Former Midland Railway Station, Station Road, Ashby-de-la-Zouch	Fair	F - Repair scheme in progress and (where applicable) end use or user identified; or functionally redundant buildings with new use agreed but not yet implemented.

### History of Settlements

11.3.10 This text, adapted from that in the Core Strategy submission version sets out the historic character of the main towns and villages of the district.

- **Coalville**  
The town is a relatively modern town with its origins dating back to the nineteenth century and the development of coal mining. It also includes Greenhill which is a neighbourhood formed by post-war residential expansion. To the east, the Bardon employment area was developed in the 1980s to help offset the impact of the decline in the mining industry.
- **Ashby-de-la-Zouch**  
Ashby has developed around Ashby-de-la-Zouch castle which originated as a Norman fortified manor house in the 12th century - its ruins are now a Scheduled Ancient Monument. In the 19th century its main industries were ribbon manufacture, coal mining and brick-making. Ashby's centre has retained much of its historical character in terms of buildings and street pattern and is designated as a Conservation Area.
- **Castle Donington**  
Castle Donington is a historic market town referred to in the, Domesday Book and overlooks the Trent valley. Since the 1960s significant new housing development has taken place with large-scale estates north and south of Park Lane and the Stonehill estate on the south-eastern edge of the town. All that remains of the original castle, which dates back to the 11th century, are some earthworks which are designated as a Scheduled Ancient Monument. The historic core of the town along High Street, Bondgate and Borough Street is designated as a Conservation Area.
- **Ibstock**  
Ibstock is a former mining community, however its roots go back much further and it is mentioned in the Domesday Book. The use of local red brick in buildings is a dominant feature of the village. The area around the west part of High Street and St Deny's Church is designated as a Conservation Area.
- **Kegworth**  
Kegworth was initially an agricultural village. In the late 18th to early 19<sup>th</sup> century industry began in Kegworth in the form of the stocking trade. Hosiery and lace were two of the most important industries and were practiced in the village up until the 1940s.
- **Measham**  
Initially an agricultural village, the industrial revolution brought the growth of cotton manufacturing, brick manufacturing and the opening of a colliery in the 1850s. These traditional industries contracted after the Second World War. A particular feature of buildings in Measham is the use of the distinctive double-sized 'gob' or 'jumb' brick. The area along High Street is also designated as a Conservation Area.

### Historic Landscape Character Assessment

- 11.3.11 The Leicestershire, Leicester and Rutland Historic Landscape Characterisation Project was carried out in 2010 by Leicestershire County Council in partnership with English Heritage. The project comprised a desk based digital mapping exercise, overlaying historical mapping and aerial photographs, to understand how the current landscape is shaped through topography, geology and land use history. Landscape character area maps were produced as part of this and they systematically characterise the existing landscape, based on the understanding the historic dimension. Therefore, this provides a useful resource when planning development outside urban parts areas to enable new development to identify and respect those features of historic importance in the landscape.

### Archaeology

- 11.3.12 Based on findings and Aerial photographic searches there is archaeological potential in North West Leicestershire from the Bronze Age, roman period, and more recent modern (industrial) period. Although little is known about other archaeological periods in Leicestershire, such as the Palaeolithic, surface finds can give a biased distribution of artefacts with potential for finds likely given further excavation surveys.
- 11.3.13 An excavation in North West Leicestershire has led to the discovery of a Bronze Age gold hoard. Additional investigations provided information on possible barrows. Aerial photographic searches had revealed hitherto unseen features of possible archaeological origin in and around the study area. Many of the sites had not yet undergone verification by archaeological investigation. At least 25 sites of possible Bronze Age, or earlier, date had now been recorded in an around the study area. A number of these sites had been destroyed, with only a few being subject to prior archaeological recording. The area was mainly arable agricultural land, and thus sites had been subject to much damage from plough erosion.
- 11.3.14 Early Roman period findings give an indication of “trade zones” across the East Midlands, with distribution of characteristic early Roman/”romanised” styles such as rusticated ware having the potential for posing questions such as the extent of early Leicester’s market hinterland and/or social adoption of “Roman”/alien styles.
- 11.3.15 There is significant modern archaeological potential from the extractive industries. In some of the Coal Measures in the north-west, fireclay also occurred and this led to an extensive pottery and sanitary ware industry at Moira and Swadlincote. The extraction of ironstone of fairly poor quality has left considerable landscape remains, in the form of edges of workings, inclines, cuttings and tunnels of the extensive railway system which serviced the quarries in the east of the county. Extraction of sands and gravels in the river valleys continue to expose a vast amount of archaeology, in the form of mill, fish-weir and boat timbers along with remains of old bridges which have been covered up by shifting river courses as in the Trent valley.

### Built Environment

- 11.3.16 The Commission for Architecture and the Built Environment completed an audit of housing quality in the East Midlands, as quoted in the Leicestershire Economic Assessment, the report states:

*The quality of much recent development in Leicester and Leicestershire has been unacceptably poor (according to CABE35). There is a pressing need to ensure the design quality of new development improves. CABE Audit Report (2006)*

11.3.17 North West Leicestershire Council has their own scheme to rate the quality of new build homes in the district. This known as ourplace™ and seeks to improve the design quality of new homes and neighbourhoods by providing home buyers with an easy to understand rating system. The rating system is based on the Building for Life standard.

## 11.4 Issues

- Recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance.
- Ensure development in or adjacent to conservation areas or listed buildings (and their settings) respects the character and context and enhances the quality of the built environment.
- Deliver high rated schemes based on the ourplace™ scheme or other national housing standards, this should include architectural quality and creation of a 'liveable' place.
- There is significant potential for archaeological artefacts and features throughout North West Leicestershire. New development presents the potential for archaeological features to be discovered, but at the same time could have adverse effects if such features were damaged or lost.

## 12. Water

### 12.1 Introduction

12.1.1 This chapter covers issues relating to water availability, waste water and water quality in the district.

### 12.2 Context

12.2.1 The NPPF states that Local Planning Authorities should set out strategic policies to provide infrastructure for water supply, waste water and flood risk (paragraph 156).

12.2.2 The NPPF states that new development should be strategically located away from areas of high flood risk, not act to increase flood risk elsewhere and seek opportunities to reduce flood risk where possible (paragraph 100).

12.2.3 The NPPF also states that Local Plans should take into consideration climate change and the implication of this for flood risk, coastal change and water supply, with risk managed for development in vulnerable areas through appropriate adaptation measures (paragraph 99).

12.2.4 The NPPF also states that new and existing development should be prevented from contributing to water pollution (Paragraph 109), and that Development should give “priority to the use of sustainable drainage systems” (Paragraph 103);

12.2.5 The European Water Framework Directive (WFD) (2000/60/EC) promotes an integrated and coordinated approach to water management at the river basin scale. One of its key objectives is the requirement to prevent deterioration in status and achieve at least Good Ecological Status in inland and coastal waters following deadlines ranging from 2015 to 2027. The WFD also requires all Artificial or Heavily Modified Water Bodies to achieve Good Ecological Potential.

12.2.6 The Flood and Water Management Act (2010) introduces the requirement for developers to utilise Sustainable Drainage Systems (SUDS), which can have multiple benefits for the water environment. Lead Local Authorities are responsible for developing, maintaining and applying a strategy for local flood risk management in their areas and for maintaining a register of flood risk assets. They also have lead responsibility for managing the risk of flooding from surface water, groundwater and ordinary watercourses.

12.2.7 The UK strategy Future Water (2011) seeks to achieve a secure supply of water resources whilst protecting the water environment. This means greater efficiency in water use, application of Sustainable Urban Drainage Systems, managing diffuse pollution from agriculture, tackling flood risk and reducing greenhouse gas emissions.

12.2.8 In response to the Water Framework Directive (WFD), England and Wales are divided into 10 River Basin Districts, each of which is managed through a River Basin Management Plan. North West Leicestershire is situated within the Humber River Basin District, which is composed of 15 catchments. Three catchments: the Soar, the Tame Anker and Mease, and the Lower Trent and Erewash, cover North West Leicestershire (Environment Agency, 2014).

12.2.9 Environment Agency’s Groundwater Protection: Principals and Practice (GP3) is intended to be used by anyone interested in groundwater and particularly by those proposing or

carrying out an activity that may cause groundwater impacts, providing information on general requirements for groundwater protection including technical approaches to its management and protection, the EA position and approach to the application of relevant legislation, and technical guidance for groundwater specialists. The EA aims and objectives for groundwater include:

- acting to reduce climate change and its consequences;
- protecting and improving water, land and air;
- working with people and communities to create better places; and
- working with businesses and other organisations to use resources wisely.

12.2.10 The key issues identified in the Humber River Basin Management Plan include:

- Point source pollution from water industry sewage works;
- Diffuse pollution from agricultural activities;
- Diffuse pollution from urban sources;
- Physical modification of water bodies; and
- Disused mines; point and/or diffuse pollution source.

12.2.11 The Strategic Flood Risk Assessment (SFRA) 2015 provides an update to previous reports, and is required to inform the emerging draft Local Plan for North West Leicestershire. It provides an overview of the planning context in relation to flood risk and development within the area and outlines the responsibilities of those involved with future development.

## 12.3 Baseline

### Water Availability

- 12.3.1 The 'Soar: Abstraction Licensing Strategy' (February 2013) shows that parts of the catchment in North West Leicestershire show 'water available for licencing' for surface waters at almost all but the very lowest flows. Just to the east of the junction 22 of the M1, outside of the borough, is an area where there are water management issues and the catchment here is closed to further abstraction. There is also good water resource availability at over 70%.
- 12.3.2 The 'Tame, Anker and Mease: Abstraction Licensing Strategy (February 2013) shows water available for licencing' in North West Leicestershire at times of highest flow, although this reduces to 'restricted water available for licencing' at lower flows.
- 12.3.3 In addition, groundwater east of Swadlincote has 'water available for licencing', although ground water further south has no available resources for further abstraction licencing.
- 12.3.4 The 'Lower Trent and Erewash Abstraction Licensing Strategy (February 2013) shows that parts of the catchment in North West Leicestershire show 'water available for licencing' for surface waters at almost all but the very lowest flows. There is also good water resource availability at over 70%.

- 12.3.5 Severn Trent, the water supply company in the area, prepares a Water Resources Management Plan; the most recent is from May 2014. The purpose is to demonstrate that water resource needs for the planning period can be met. This states that their strategy will ensure that water available for use is sufficient to meet future demand of customers plus target spare headroom capacity. In the short term, they are projecting a fall in water available for use but strategies to reduce leakage and manage demand will mean that they can maintain a supply. Building water efficient developments will support Severn Trent's programme by helping to reduce water use.
- 12.3.6 When considering the scale of growth in the district it will be important to discuss with providers to ensure that there are no water supply issues or if there is a need for infrastructure improvements.

#### Waste Water

- 12.3.7 The North West Leicestershire Water Cycle Study 2012 highlights known capacity issues at the Snarrows Wastewater Treatment Works that serves the Coalville Urban Area. Severn Trent Water has investigated this issue and identified the capacity issues as being the result of infiltration into the sewer network and has proposed more detailed investigations. There are also known issues with infrastructure and with combined sewer overflows, the performance of which would deteriorate if foul flows increased. These would also have to be addressed to allow further development in the area.
- 12.3.8 Treated waste water from Ashby and the Measham drains into the River Mease which is a Special Area of Conservation. The Packington sewage treatment works and Measham sewage treatment works discharge into the River Mease. Severn Trent Water estimated that the works had headroom (i.e. available capacity within the terms of the permit agreed by the Environment Agency) to accommodate 1,218 dwellings at Packington and 1,163 at Measham, as of March 2012. See chapter 9 on biodiversity for more information on the measures needed to avoid adverse impacts on the SAC.

#### Water Quality

- 12.3.9 Prior to the Habitats Directive of Consent process and the Humber River Basin Management Plan produced under the Water Framework Directive, the River Mease and Gilwiskaw Brook were designated as being a Sensitive Area (Eutrophic) under the Water Treatment Directive.
- 12.3.10 Although there has been some improvement between 2005 and 2010, both watercourses continue to have poor to moderate ecological status under the water framework directive. New and additional housing in the catchment could exacerbate water quality issues, due to increased discharges from sewage works, one of the main contributors to phosphorus to the environment.
- 12.3.11 Infrastructure will be required to be upgraded to support new development, which should help to offset potential effects on water quality. However, it is uncertain at this stage whether the effects on water quality would help to achieve an improvement on current ecological status, or whether it would just prevent further deterioration.

## 12.4 Issues

- New development should incorporate measures to ensure that water is used efficiently, to help reduce the water demand for the district.
- Protect the River Mease from any further deterioration, including through the Developer Contribution Strategy and implementation of restoration and enhancement measures.
- Ensure that development does not proceed without identified capacity at sewage treatment works.
- Ensure the effective use of Sustainable Urban Drainage Systems.

## 13. Waste and Minerals

### 13.1 Introduction

13.1.1 This chapter looks at issues relating to waste and recycling and mineral assets in the district. It will not be the role of the Local Plan to plan for waste or minerals as these will be covered by their own development plan documents. However, the Local Plan needs to be aware of the issues, for instance in planning development in relation to known mineral assets.

### 13.2 Context

#### National

13.2.1 Waste: Most UK legislation impacting on waste management is now implemented as a result of European Directives. The European Union's waste legislation includes:

- Directives providing frameworks for managing wastes, including the Directive on Waste ("the Waste Framework Directive"), as amended (and includes the European Waste Catalogue), and the Directive on Hazardous Waste, as amended;
- Directives on the treatment of wastes, including the Directive in Integrated Pollution Prevention and Control, the Directive on Landfill of Waste and the Directive on Incineration of Waste;
- The EU Landfill Directive sets a target to reduce the proportion of biodegradable municipal waste landfilled by 75% by 2035 compared to 1995, in England a commitment is made to meeting this target through the Waste Management Plan for England, 2013.

13.2.2 The Waste Framework Directive is transposed in England largely through the Waste (England and Wales) Regulations 2011, amongst others, which places emphasis on the waste hierarchy to ensure that waste is dealt with in the priority order of: prevention, preparing for re-use, recycling, other recovery and lastly disposal.

13.2.3 The NPPF does not contain specific waste policies as waste is covered by separate waste plans, prepared in this instance by Leicestershire County Council.

13.2.4 The Waste Strategy 2007 contains aims including:

- To decouple waste growth (in all sectors) from economic growth and put more emphasis on waste prevention and re-use (Figure 13.1);
- Meet and exceed the Landfill Directive diversion targets for biodegradable municipal waste;
- Increased diversion from landfill of non-municipal waste and secure better integration of treatment for municipal and non-municipal waste;
- Secure the investment in infrastructure needed to divert waste from landfill and for the management of hazardous waste;

- Get the most environmental benefit from that investment, through increased recycling of resources and recovery of energy from residual waste using a mix of technologies.
  - To recycle or compost at least 45% of household waste by 2015 and 50% by 2020.
- 13.2.5 National Planning Policy for Waste 2014 provides the planning framework to enable Local Authorities to put forward strategies which identify sites as being appropriate for new or enhanced facilities for waste management.
- 13.2.6 Minerals: In England, national minerals policies are set out in Minerals Planning Statements (MPS) and Mineral Policy Guidance Notes (MPG), although these are largely revoked as a result of the NPPG.
- 13.2.7 Minerals Planning Guidance Notes (MPGs) and their replacements, Minerals Policy Statements (MPSs), set out the Government's policy on minerals and planning issues and provide advice and guidance to local authorities and the minerals industry on policies and the operation of the planning system with regard to minerals.
- 13.2.8 Mineral planning authorities (MPAs) must take their contents into account in preparing their development plans. The guidance may also be material to decisions on individual planning applications and appeals. For North West Leicestershire the MPA is Leicestershire County.
- 13.2.9 The NPPF Section 13 includes advice in respect of 'Facilitating the sustainable use of minerals'. This identifies the importance of ensuring there is sufficient supply of material to provide for development and the economy. Paragraph 143 sets out detail of minerals considerations in preparing Local Plans, including:
  - policies for extraction of mineral resource of local and national importance;
  - take account of the potential for secondary and recycled materials before primary extraction;
  - define Mineral Safeguarding Areas and protection policies.
- 13.2.10 The NPPG also sets out the role of the Minerals Planning Authorities.

#### Local

- 13.2.11 Waste: Local waste planning policy is currently set out in the Leicester and Leicestershire Waste Development Framework: Core Strategy and Development Control Policies to 2021. This contains the vision and objectives for waste, including:
  - To promote the implementation of waste minimisation initiatives in the construction and operation of development.
  - To enable the timely delivery of sufficient waste management facilities in the Waste Development Framework;
  - Encourage waste management facilities which increase reuse, recycling, composting and value/energy recovery.
  - To encourage opportunities for means of transporting waste other than by road.

13.2.12 Minerals: The Leicestershire Mineral Development Framework: Core Strategy and Development Control Policies up to 2021 set the current minerals planning framework for the county. This includes the vision:

*To manage mineral extraction in Leicestershire in a way which meets the social and economic needs of the County and makes an appropriate contribution to the national and regional need for minerals in ways which seek to protect and enhance the character and quality of the environment and the quality of life for existing and future generations, in accordance with the principles of sustainability.*

13.2.13 The objectives include:

- To make sufficient provision to meet national, regional and local requirements for all minerals, in particular the sub-regional apportionment requirements for aggregates provision.
- To attain the maximum possible usage of recycled and secondary materials in meeting recognised national and regional requirements.
- To safeguard mineral resources from unnecessary sterilisation.
- To protect people and local communities, and the natural and built environment (particularly the River Mease Special Area of Conservation) from minerals development.
- To encourage opportunities for sustainable means of transporting minerals other than by road.
- To ensure land is reclaimed at the earliest opportunity and that high quality restoration and aftercare takes place.

13.2.14 It will not be the role of the Local Plan for North West Leicestershire to set out matters related to waste management or minerals, as these are the responsibility of the County. However, it will be necessary for the Local Plan to help implement elements of waste and minerals plans, for instance through safeguarding land, promoting the use of materials reuse and setting the policies for delivery of waste development.

## 13.3 Baseline

### Waste

13.3.1 North West Leicestershire operates a household kerbside recycling scheme. This includes a full range of recyclables including: glass, plastic, cans, paper, card, garden waste and textiles. In addition there is a rubbish collection for non-recyclables. Recycling and black bin collections are on alternating weeks. There is currently no food waste kerbside collection, so residents have to compost their own waste should they wish to do so. Therefore, food waste makes up a high proportion of waste going to landfill or other final disposal.

13.3.3 There are also two Recycling and Household Waste Sites (RHWS) in North West Leicestershire - Coalville and Lount, near Ashby. Both are run by Leicestershire County Council.

13.3.4 These measures have ensured that the percentage of household waste sent for reuse, recycling or composting has increased since 2002. For the period covering the financial year 2016/17, WasteDataFlow data shows the percentage of household waste sent for reuse, recycling or composting was 46.7% for North West Leicestershire. The District is ranked 127 out of 350 local authorities.

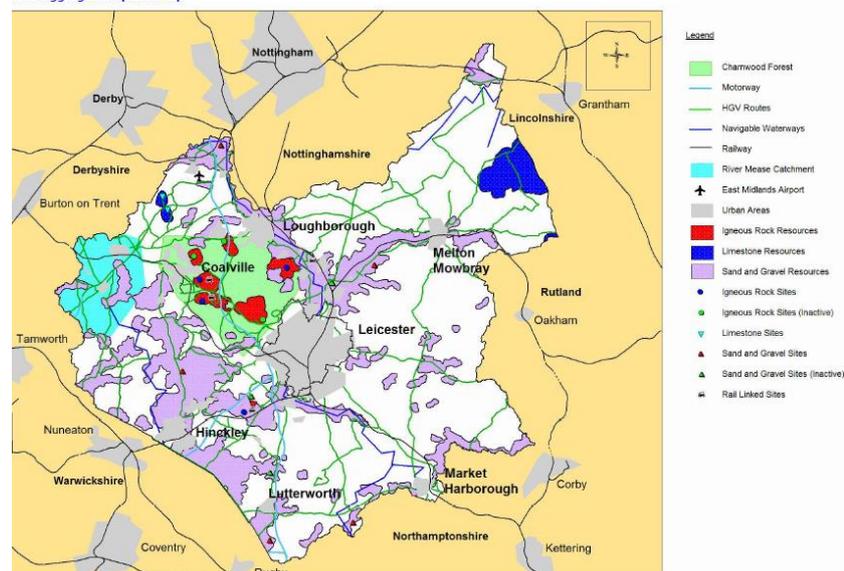
### Minerals

13.3.5 Leicestershire is a mineral rich county and is one of the principal producers of minerals in the country, particularly igneous rock. In 2006, in the order of 19Mt of minerals were sold that were extracted from sites in Leicestershire. The minerals within the County have been grouped into categories associated with their main uses. These are aggregate minerals (crushed rock and sand and gravel), other construction minerals (brickclay, fireclay, gypsum and building stone) and energy minerals (coal and oil/gas). Igneous rock extraction within the County, which accounts for around 75% of total sales. The following diagrams show the locations of deposits and are extracts from the Leicestershire Minerals Development Framework: Core Strategy and Development Control Policies up to 2021(Leicestershire County Council), which also describes the mineral resources of the County as follows.

13.3.6 The igneous rock resources of Leicestershire have a relatively small areal extent around the flanks of Charnwood Forest and to the south-west of Leicester, much are within North West Leicestershire. Extraction is now concentrated at 4 main sites: Bardon (within North West Leicestershire); Cliffe Hill; Croft; and Mountsorrel.

13.3.7 Carboniferous limestones appear at the surface in several small isolated inliers in northwest Leicestershire near to the Leicestershire/ Derbyshire border. At present, two of the limestone inliers are worked within Leicestershire, at Breedon Hill and Cloud Hill, both located in North West Leicestershire.

Figure 1: Aggregates Spatial Map



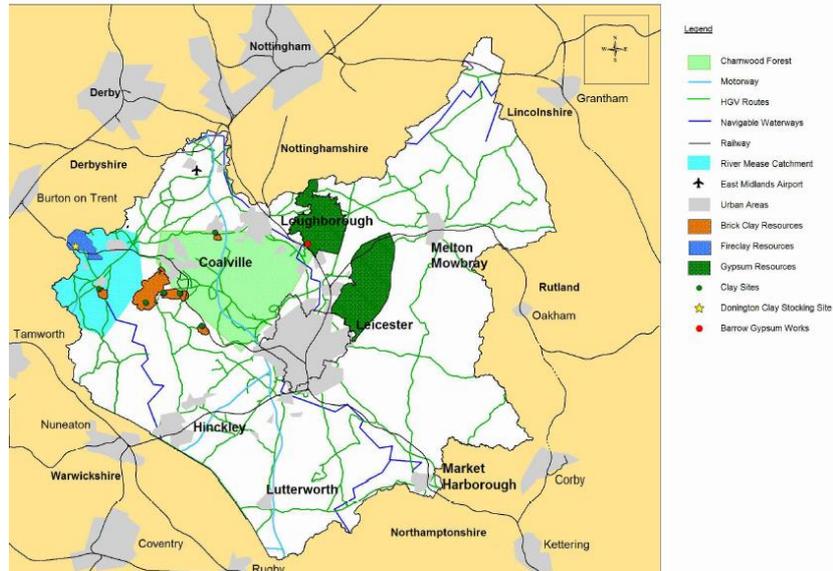
13.3.8 Sand and gravel deposits occur in the valleys of the Rivers Trent, Soar and Wreake and in a more complex series of isolated glacial deposits in areas to the south and west of Leicester. Two of the five active sites involve the working of alluvial and river terrace deposits, while the remainder work glacial deposits.

13.3.9 Brickclay resources are relatively extensive. Presently there are 6 brickworks with adjacent clay pits, all within North West

Leicestershire. A sequence of quality pottery, pipe and refractory clays is associated with the upper seams of the Middle Coal Measures of North

West Leicestershire. Although restricted to a relatively small basin between Swadlincote and Moira, these deposits have been recognised as an important national source. The principal source of fireclay is currently the Donington Island site where substantial stockpiles are located.

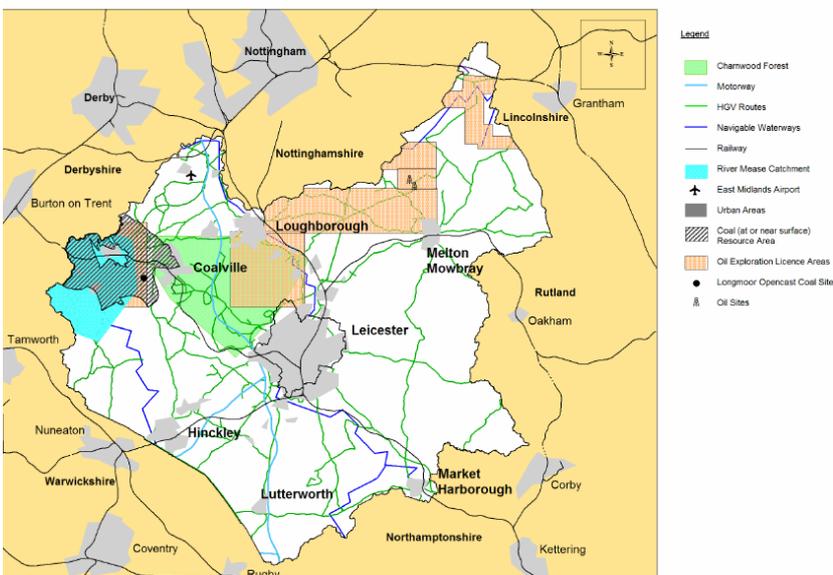
Figure 2: Other Construction Materials Spatial Map



13.3.10 Coal deposits occur in north-west Leicestershire (including in North West Leicestershire district) where they both crop out at the surface and are concealed. Shallow coal reserves suitable for extraction by means of opencasting are situated in a relatively small

area. Opencast operations have recently ceased at the Longmoor site, between Ravenstone and Normanton-le-Heath.

Figure 3: Energy Minerals Spatial Map



13.3.11 No safeguarded minerals sites have yet been identified in the County, although work is progressing on this for the County.

## 13.4 Issues

- The need to ensure waste management accords with the waste hierarchy and reduces the overall quantity of waste going to final disposal.

- Help North West Leicestershire improve municipal and commercial waste recycling, with the aim of moving North West Leicestershire in the best performing quartile of local authorities.
- Plan development that recognises the need for the safeguarding mineral resources, including sand and gravel, igneous rock and brickclay.

## 14. Sustainability Framework

### 14.1 Introduction

- 14.1.1 The sustainability framework is a set of objectives and indicators that help define what sustainable development means for the SA of the Local Plan. The framework provides a consistent basis for the SA. This allows for the strategy, policies and possible growth locations to be assessed in a systematic way with the sustainability framework a consistent form of reference.
- 14.1.2 The sustainability framework takes the identification of context, baseline and issues from Chapters 3 to 13 in addition to the definition of sustainable development in Chapter 2 as its basis.
- 14.1.3 The sustainability framework aims to identify those matters of environmental, economic and social capital that are basic to well-being and which we want as much of, or more of, in the future. The sustainability framework identifies these basic elements together with what constitutes a better position for each element. It tries to be comprehensive whilst keeping the different items in the framework distinctive.
- 14.1.4 Ideally quantified indicators and targets would be included. However, quantifying each of these objectives, and developing relevant indicators is a difficult process as the very nature of the majority of the content of a development plan, would not enable change to be directly attributed to the influence of the plan or to be measured. Therefore, the SA is principally concerned with whether the direction of change that the Plan would be likely to bring, would be positive in achieving more sustainable development, rather than with attempting to quantify changes.
- 14.1.5 The framework can be further developed to include indicators for monitoring the sustainability performance of the plan as the DPD moves towards adoption. There is a need to make sure monitoring indicators for the Plan and sustainability reflect one another.
- 14.1.6 The objectives presented in the table below take the form of a 'headline' area of sustainability for which an objective has been developed. This is followed by the objective itself, which sets out what the DPD should be trying to achieve in relation to sustainable development. These are each accompanied by a set of supporting sub-objectives; these are examples of the ways the Local Plan may directly impact on the objectives, representing a move towards greater sustainability.
- 14.1.7 The final column shows the criteria that could be used in assessing potential Gypsy and Traveller sites for allocation.
- 14.1.8 The objectives have a purpose of providing a systematic basis for the stages of sustainability appraisal. By comparing the proposed objectives, strategy, policy and allocations against this consistent definition it is possible to determine if the DPD is likely to be making a contribution to greater sustainable development.
- 14.1.9 Following updates to the scope of the SA, the key issues have been reviewed to ascertain whether the SA (including the SA framework) remains focused on the correct issues. The key sustainability issues have evolved to become more focussed on matters relating to planning for Gypsies and Travellers while ensuring that broader sustainability issues for North West Leicestershire are retained.

14.1.10 As a result it has been necessary to make amendments to the SA Framework particularly in relation to Housing.

## 14.2 Sustainability Framework

Headline	Objective	Sub-objectives	Example Site Assessment Criteria
<b>SA1. Housing</b>	Meet the accommodation needs of Gypsies and Travellers.	<ul style="list-style-type: none"> <li>▪ To assess the accommodation needs of Gypsies and Travellers.</li> <li>▪ Identify suitable land for Gypsy and Traveller sites.</li> <li>▪ To plan for sites over a reasonable timescale.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Will it help meet needs?</li> <li>▪ Is the site deliverable?</li> </ul>
<b>SA2. Health and Wellbeing</b>	Improve the health and wellbeing and reduce inequalities.	<ul style="list-style-type: none"> <li>▪ Ensure all residents have equitable access to health services.</li> <li>▪ Help everyone take active travel choices.</li> <li>▪ Sites are sustainable, safe and easy to manage and maintain</li> </ul>	<ul style="list-style-type: none"> <li>▪ Are there accessible health services?</li> <li>▪ Will residents be able to walk to shop, schools and community services?</li> <li>▪ Will the site provide good quality access to open space / Green Infrastructure?</li> </ul>
<b>SA3. Communities</b>	Help create the conditions for communities to thrive.	<ul style="list-style-type: none"> <li>▪ Reduce tensions between settled and traveller Communities</li> <li>▪ Involve Gypsy and Traveller communities in the decisions that may affect them.</li> <li>▪ Plan for the district in the context of the wider region, including nearby areas of Leicestershire, Derbyshire and Nottinghamshire.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Does development consider the impact on communities neighbouring the district?</li> <li>▪ Will the development, due to size or location adversely affect the existing settled communities?</li> </ul>
<b>SA4. Economy</b>	Support economic growth throughout the District and the provision of a diverse range of employment opportunities.	<ul style="list-style-type: none"> <li>▪ Support existing well performing employment sectors, such as storage and distribution and growth sectors including high-tech manufacturing.</li> <li>▪ Support initiatives to improve the tourism and leisure sector, in particular in the National Forest and Charnwood Regional Forest Park.</li> <li>▪ Protect existing employment sites from change of use, especially</li> </ul>	<ul style="list-style-type: none"> <li>▪ Will the site result in the loss of existing employment land?</li> </ul>

Headline	Objective	Sub-objectives	Example Site Assessment Criteria
		<p>where they support local employment needs.</p> <ul style="list-style-type: none"> <li>▪ Recognise the role of the North West Leicestershire in a wider economic sub-area, not only within Leicestershire but also into south Derbyshire.</li> <li>▪ Support and help protect the rural economy.</li> </ul>	
<b>SA5. Employment</b>	Encourage jobs that match the skills and needs of local residents and help improve access to skill training.	<ul style="list-style-type: none"> <li>▪ Support new employment growth in all areas, including rural locations, where it will help meet a local need</li> <li>▪ Maintain a diverse employment base, including growing the high skill job sector as well as lower skilled jobs to match the diverse job needs of the workforce.</li> <li>▪ Help ensure all children have access to a local school, and enhance opportunities for skills training throughout life.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Will the site result in the loss of existing employment land?</li> </ul>
<b>SA6. Town and village centres</b>	Enhance the vitality and viability of existing town centres and village centres	<ul style="list-style-type: none"> <li>▪ Maintain the town centres of the district as the focus for new retail, services and office development</li> <li>▪ Revitalise and renew town centre areas where necessary in particular in Coalville.</li> <li>▪ Help protect and improve service provision in town, village and local centres to support existing communities and planned housing growth.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Will development support the revitalisation of town centres?</li> <li>▪ Could the development adversely impact on town centre retailing?</li> </ul>
<b>SA7. Travel</b>	Increase numbers of people walking, cycling or using the bus for their day-to-day travel needs, such as getting	<ul style="list-style-type: none"> <li>▪ Ensure new development has public transport access and give priority to walkers and cyclists over car users.</li> <li>▪ Increase cycle use for commuting and access to services.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Is the new Development accessible by public transport?</li> <li>▪ Are services within a walkable distance?</li> </ul>

Headline	Objective	Sub-objectives	Example Site Assessment Criteria
	to work, school and to access services.	<ul style="list-style-type: none"> <li>▪ Reduce congestion in locations where it impacts on road safety, causes severance, or adversely impacts on the economy.</li> <li>▪ Use development to help secure better public transport for the district, in particular links to nearby rail stations</li> <li>▪ Help those who live and/or work in the district reduce their reliance on private car travel</li> <li>▪ Encourage higher density development in locations with public transport access, or in areas that have a good provision of nearby jobs, services and facilities.</li> <li>▪ Consider the cumulative impacts and opportunities for growth on residents' ability to access services locally.</li> <li>▪ Help improve provision of local services, such as shops, GPs, public transport, and community service provision in the villages of northern North West Leicestershire.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Is the site accessible by a designated cycle route?</li> </ul>
<b>SA8. Low carbon energy</b>	Reduce carbon Emissions throughout the district through delivering renewable energy solution.	<ul style="list-style-type: none"> <li>▪ Support proposals for decentralised (i.e. small and micro renewables) and low carbon energy generation</li> <li>▪ Promote small scale non-grid energy generation and large scale grid schemes where appropriately located and help reduce carbon dioxide emissions</li> <li>▪ All new development should be built to high energy and water efficiency standards.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Will the development be able to make a contribution to renewable energy targets?</li> </ul>
<b>SA9. Flooding</b>	Development must not put people at	<ul style="list-style-type: none"> <li>▪ Follow the sequential test in Planning Practice</li> </ul>	<ul style="list-style-type: none"> <li>▪ What proportion of the site is in Flood Zone 2 or 3?</li> </ul>

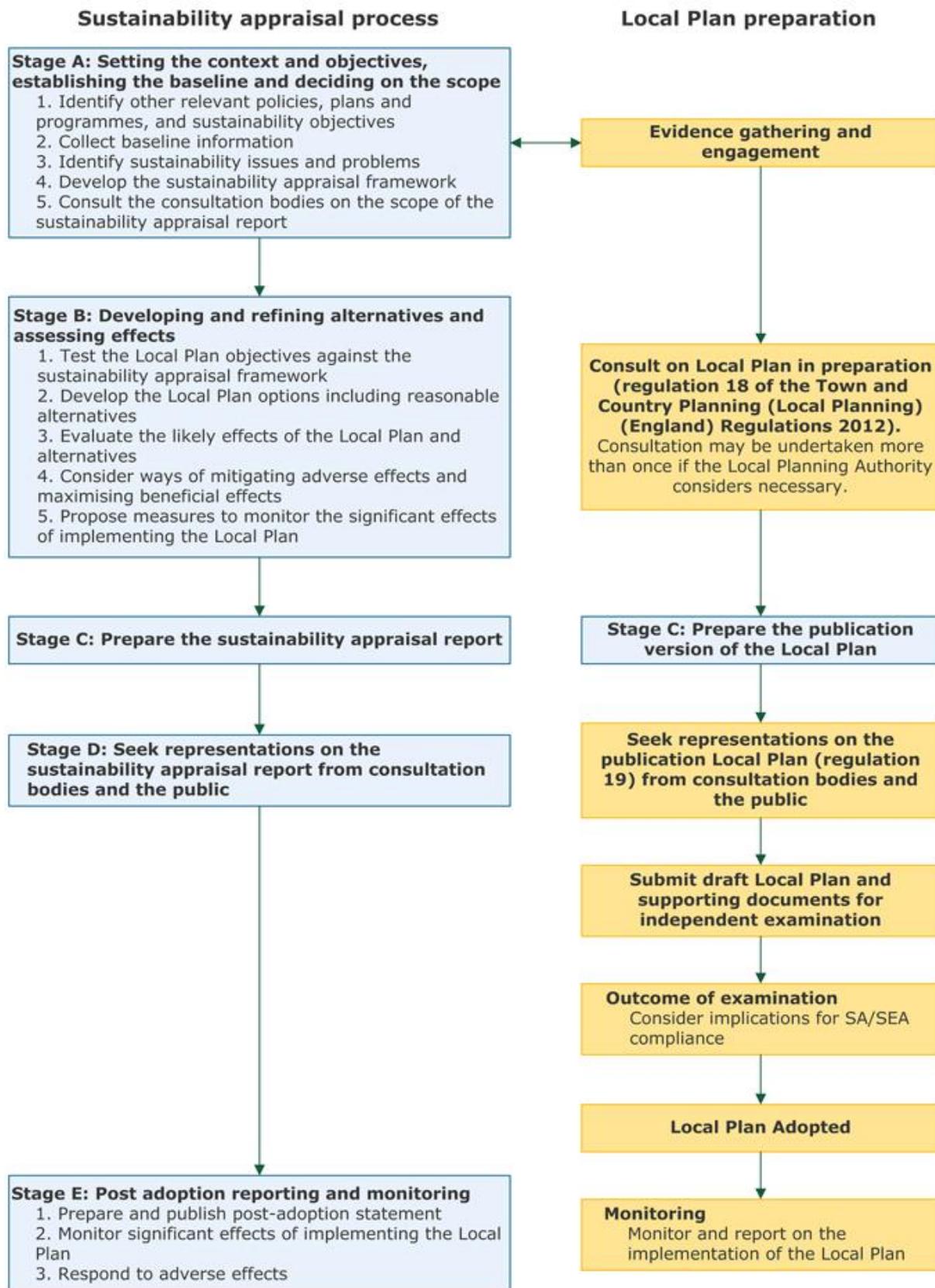
Headline	Objective	Sub-objectives	Example Site Assessment Criteria
	<p>inappropriate risk of flooding either on or off site and must seek and undertake opportunities to reduce the risk of flooding elsewhere where feasible.</p>	<p>Guidance in the allocation of sites in flood risk areas.</p> <ul style="list-style-type: none"> <li>▪ Ensure new development does not exacerbate the risk of flood off-site, for instance through use of sustainable drainage.</li> <li>▪ Seek opportunities to reduce flood risk where feasible.</li> <li>▪ Seek to achieve a net reduction in rates of surface water run-off.</li> </ul>	<ul style="list-style-type: none"> <li>▪ To what extent is the site indicated to be at risk of surface water flooding?</li> <li>▪ Will the site be of a size to incorporate a full range of SuDS infrastructure?</li> <li>▪ Is the new development benefiting from existing flood defence infrastructure</li> </ul>
<p><b>SA10. Biodiversity and Geodiversity</b></p>	<p>Protect and enhance the District's biodiversity and protect areas identified for their geological importance.</p>	<ul style="list-style-type: none"> <li>▪ Ensure that development respects biodiversity wherever it is found and seeks to enhance the quality, quantity and connectivity of habitats.</li> <li>▪ Protect the river Mease SAC catchment from adverse impacts as a result of development. Where screening indicates Habitats Regulations Assessment needs to be completed and appropriate mitigation/ avoidance identified where found to be necessary.</li> <li>▪ Conserve and enhance the district's biodiversity assets, in particular through countering habitat fragmentation.</li> <li>▪ Help all to have access to the natural environment, including integrating greater biodiversity into urban areas.</li> <li>▪ Protect geological designations.</li> <li>▪ Protect sensitive habitats from the adverse impacts related to air or water pollution.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Will the site have an impact on a designated nature conservation site?</li> <li>▪ Will the site have an impact on a BAP habitat?</li> <li>▪ Will the site harm a site of geological importance?</li> <li>▪ Is the site in the River Mease SAC catchment?</li> <li>▪ What opportunities are there for biodiversity enhancement?</li> </ul>

Headline	Objective	Sub-objectives	Example Site Assessment Criteria
<b>SA11. Built and historic environment</b>	Conserve and enhance the character, diversity and local distinctiveness of the district's built and natural heritage.	<ul style="list-style-type: none"> <li>▪ Protect and enhance buildings, structures and natural features of recognised historic or architectural interest, including their settings.</li> <li>▪ Recognise, protect and enhance heritage assets of local importance.</li> <li>▪ Ensure new development respects the character of the historic environment.</li> <li>▪ Protect archaeological remains and record findings according to guidance.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Are there any designated heritage assets within or adjacent to the site?</li> <li>▪ What is the potential for effects on the setting of heritage assets? (Which could be either positive or negative).</li> <li>▪ What are the potential effects on non-designated heritage assets?</li> <li>▪ Are there known / Potential archaeological deposits on site?</li> <li>▪ Is the site within a Conservation Area?</li> </ul>
<b>SA12. Landscape</b>	Conserve and enhance the quality of the district's landscape character	<ul style="list-style-type: none"> <li>▪ Protect and enhance the character and distinctiveness of the district's landscape.</li> <li>▪ Help implement objectives for the National Forest and the Charnwood Forest Regional Park.</li> <li>▪ Enhance the transition for urban to rural at the edge of towns and villages</li> </ul>	<ul style="list-style-type: none"> <li>▪ Will the development have an adverse impact on an area of landscape importance?</li> <li>▪ Will the development present an opportunity to enhance landscape character?</li> </ul>
<b>SA13. Land and Soil</b>	Ensure land is used efficiently and effectively.	<ul style="list-style-type: none"> <li>▪ Prioritising the remediation and redevelopment of previously developed land, whilst ensuring that any biodiversity interest is protected.</li> <li>▪ Protect undeveloped land from inappropriately located development.</li> <li>▪ Whenever possible protection the best quality agricultural land.</li> <li>▪ Encourage higher density development to make the best use of available land</li> <li>▪ Where land has the potential to be contaminated or is known to</li> </ul>	<ul style="list-style-type: none"> <li>▪ Will the site bring contaminated land back into good use?</li> <li>▪ Will the site result in the loss of the best agricultural land?</li> </ul>

Headline	Objective	Sub-objectives	Example Site Assessment Criteria
		<p>be contaminated ensure that suitable investigation and remediation is carried out to bring it back into use.</p> <ul style="list-style-type: none"> <li>▪ Encourage the highest density development in locations with good access by public transport and a range of services, including town centres</li> </ul>	
<b>SA14. Natural Resources</b>	<p>Ensure the efficient use of natural resources, including reducing waste generation and promote re-use and recycling, supporting sustainable extraction and the reuse and recycling of minerals and aggregate resources and water resources.</p>	<ul style="list-style-type: none"> <li>▪ Ensure new development incorporates space for waste sorting and storage to aid recycling</li> <li>▪ Encourage sustainable construction making use of recycled and recyclable building materials</li> <li>▪ Ensure the re-use of demolition waste</li> <li>▪ Promote development of more sustainable waste treatment facilities, including sorting, recycling and reuse.</li> <li>▪ Ensure minerals deposits are not sterilised through inappropriately located development.</li> <li>▪ Ensure the highly efficient use of water.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Will the development support new waste and recycling facilities?</li> <li>▪ Is the development in an area of safeguarded minerals?</li> </ul>
<b>SA15. Pollution</b>	<p>Reduce air, light and noise pollution and manage contaminated land to avoid damage natural systems and protect human health.</p>	<ul style="list-style-type: none"> <li>▪ Help reduce contribution to air pollution by reducing car use.</li> <li>▪ Ensure new and existing communities are not adversely affected by poor quality air and noise pollution, either through their location or through causing a further deterioration as a result of new development.</li> <li>▪ Protect communities from harm related to ground and water pollution.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Will the development have an impact on the AQMA?</li> <li>▪ Is the development adjacent to a significant noise source, such as the airport, M1 or Donington Park?</li> <li>▪ Does the development help reduce the need to travel by car.</li> </ul>

Headline	Objective	Sub-objectives	Example Site Assessment Criteria
		<ul style="list-style-type: none"> <li>▪ Avoid exacerbating light pollution by keeping external lighting to the minimum required for safety and security.</li> <li>▪ Avoid air and water pollution and other disturbance that can have an adverse impact on areas of nature conservation importance, including the River Mease SAC.</li> <li>▪ Ensure development does not lead to the pollution of controlled waters, and where possible contributes to an improvement in the quality of waterbodies.</li> <li>▪ Promote the use of Green Infrastructure to help protect and enhance the quality of air, water and land.</li> </ul>	

## Appendix 1: Relationship between the SA and plan preparation processes



## Appendix 2: Consultation Feedback and Responses

### Natural England

Representation	Response
<p>Natural England welcomes the SA/SEA scoping report for the North West Leicestershire Gypsy and Traveller Site Allocations Development Plan Document and considers that the methodology and baseline information used to inform the report appears to meet the requirements of the SEA Directive (2001/42/EC) and associated guidance.</p>	Noted
<p>Since the Development Plan area lies within the catchment of the River Mease Special Area of Conservation (SAC) and likely significant effects cannot be ruled out, we are pleased to note that this has been taken into account in the scoping report. We agree with the conclusion that a Habitats Regulations Assessment is required in connection with the DPD.</p>	A Shadow Habitats Regulations Assessment of the North West Leicestershire DC Gypsy and Traveller Site Allocations Development Plan Document has been undertaken.
<p>We are pleased to note the acknowledgement in the Biodiversity and Geodiversity Section that the River Mease SAC is at risk from adverse effects from waste water treatment outflows introducing damagingly high level of phosphates into the river which may have implications for the deliverability of housing in the area. This section also acknowledges the need to avoid or mitigate any further adverse impacts.</p>	Noted
<p>We are very much encouraged by the inclusion of the Water Section to:</p> <ul style="list-style-type: none"> <li>▪ Protect the River Mease from any further deterioration, including through the Developer Contribution Strategy and implementation of restoration and enhancement measures;</li> <li>▪ Ensure that development does not proceed without identified capacity at sewage treatment works;</li> <li>▪ Ensure the effective use of Sustainable Urban Drainage Systems.</li> </ul>	Noted

## Environment Agency

Representation	Response
<p><b>Given the narrow scope of the Gypsy and Traveller Site Allocations Development Plan Document and taking into account proportionality together with the documentation (SA) already produced to support the North West Leicestershire Local Plan and its relevance to Gypsy and Traveller sites we consider that the key environmental and sustainability issues have been correctly identified.</b></p>	<p>Noted</p>
<p><b>We agree with the Assessment methodology for the Gypsy and Traveller Site Allocations Development Plan Document.</b></p>	<p>Noted</p>
<p><b>Given the location of the River Mease SAC, its current WFD status and the target phosphate level that it aspires to and the “knock-on effect” that this will have on the habitat I agree that it is essential that a Habitats Regulation Assessment is required.</b></p>	<p>A Shadow Habitats Regulations Assessment of the North West Leicestershire DC Gypsy and Traveller Site Allocations Development Plan Document has been undertaken.</p>

## Historic England

Representation	Response
<p><b>Following our previous concerns raised in relation to Baseline data, again, it is not clear from the reference as to the breadth or detail of this evidence base. As stressed within our previous responses to the Local Plan and Sustainability Appraisal, the evidence base is critical to the preparation of a Local Plan in accordance with paragraph 169 and 10 of the NPPF. Particularly relevant to site allocations and designations could include the following:-</b></p> <ul style="list-style-type: none"> <li>▪ Updating conservation area appraisals</li> <li>▪ Undertaking characterisation studies</li> <li>▪ Producing setting studies – of specific settlements, or specific heritage assets</li> <li>▪ Local lists</li> <li>▪ Assessments of landscape sensitivity</li> <li>▪ Heritage at Risk</li> </ul> <p><b>If these have been carried out, it would be helpful to make their location clearer; robust baseline data is required to ensure a sound plan.</b></p>	<p>The Cultural Heritage baseline information at 11.3 has been updated to include a wider range of contextual information including extracts from Conservation Area Appraisals and Heritage at Risk.</p>
<p><b>Within the scoping note, the cultural heritage section is welcomed. Instead of “Conservation Areas or listed buildings” the second bullet point should be updated to refer to “heritage assets and their settings” to more closely reflect NPPF terminology and ensure that all heritage assets are addressed. Reference should also be made to non-designated heritage assets.</b></p>	<p>The headings within the Cultural Heritage baseline have been updated.</p>

## Appendix B: Appraisal of Gypsy and Traveller and Travelling Showpeople provision alternatives

## The reasonable alternatives

### Introduction

This appendix sets out an appraisal of two reasonable alternatives for Gypsy and Traveller and Travelling Showpeople provision across the district.

### Background

The primary objective of the 2017 Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) is to provide a robust assessment of current and future need for Gypsy, Traveller and Travelling Showpeople accommodation in the following local authority areas: Blaby District Council, Charnwood Borough Council, Harborough District Council (HDC), Leicester City Council, Melton Borough Council, North West Leicestershire District Council, and, Oadby and Wigston Borough Council.

As well as updating previous GTAAs, the principal reason for completing the study was the publication of a revised version of Planning Policy for Traveller Sites (PPTS) in August 2015. This included a change to the definition of Travellers for planning purposes. The key change that was made was the removal of the term 'persons...who have ceased to travel permanently', meaning that those who have ceased to travel permanently do not now fall under the planning definition of a Traveller for the purposes of assessing accommodation need in a GTAA.

Additional needs are set out for those households that meet the planning definition of a Gypsy or Traveller, for those unknown households where an interview was not able to be completed (either due to households refusing to be interviewed, or not being present despite 3 visits to each site) who may meet the planning definition, and for those households that do not meet the planning definition.

Only the need from those households who meet the planning definition and from those of the unknown households who subsequently demonstrate that they meet it should be considered as need arising from the GTAA.

### Alternative A: To meet the need arising from only those households that meet the planning definition of traveller

The first alternative would seek to provide for only the accommodation needs arising from those households who meet the planning definition. For North West Leicestershire, the GTAA identifies a need for five additional pitches for Gypsy and Traveller households that meet the planning definition for the period to 2031. The overall level of need for those households who meet the planning definition of a Travelling Showperson is for 18 additional plots over the period to 2031.

### Alternative B: To meet the need arising from those households that meet the planning definition of traveller together with an allowance for 'unknown' households

As well as meeting the accommodation needs of households that meet the planning definition, the needs of the households where an interview was not completed (either due to refusal to be interviewed or households that were not present during the fieldwork period) would be provided for under this alternative. Whilst there is no law or guidance that sets out how the needs of these households should be addressed, the GTAA estimates the potential need from these households. This will be a maximum additional need figure over and above the need identified for households that do meet the planning definition.

With an allowance of one additional pitch to provide for the need that may arise from households where an interview was unable to be completed, the total Gypsies and Travellers provision to 2031 on permanent sites would be six pitches. For Travelling Showpeople households, the allowance is for an additional two plots, so that the overall provision to 2031 would be 20 plots.

### Appraisal methodology

The appraisal identifies and evaluates 'likely significant effects' on the baseline / likely future baseline associated with each alternative, drawing on the sustainability topics and objectives as a methodological framework.

The task of forecasting effects is inherently challenging due to:

- Being limited by definition of the baseline and (in particular) the future baseline;
- The ability of developers to design out/mitigate effects during the planning application stage.

Therefore, where likely significant effects are predicted this is done with an accompanying explanation of the assumptions made.

It is important to note that effects are predicted based upon the criteria presented within the SEA Regulations. So, for example, account is taken of the nature of effects (including magnitude, spatial coverage and duration), the sensitivity of receptors, and the likelihood of effects occurring as far as possible. These effect 'characteristics' are described within the appraisal as appropriate under each sustainability topic. A table is also presented under each topic summarising the predicted effects and their characteristics (i.e. namely whether they are significant or not).

For each alternative, one of the following symbols has been allocated for each SA topic.

Major negative effect	xxx	Minor positive effect	✓
Moderate negative effect	xx	Moderate positive effect	✓✓
Minor negative effect	x	Major positive effect	✓✓✓
Neutral effect	↔	Effects are unclear	?

SA1: Housing				
	Alternative A: To meet the need arising from only those households that meet the planning definition of traveller	✓✓	Alternative B: To meet the need arising from those households that meet the planning definition of traveller together with an allowance for 'unknown' households	✓✓
<b>Nature of effects</b>	Gypsies and Travellers experience high levels of accommodation insecurity, with approximately 14-20 percent of community members living in caravans being classified as homeless, and often subject to repeated eviction. This high level of homelessness is the result of a national shortage of Gypsy and Traveller sites. The Equality and Human Rights Commission stated that 'the lack of secure accommodation for nomadic groups remains the lynchpin of a plethora of other inequalities.'			
<b>Sensitivity of receptors</b>	The ability to travel remains an inherent part of the way of life of Travellers and the way in which they earn their living. It cannot be certain that planned provision will be suitable or be in the right location for travelling households.			
<b>Likelihood of effects</b>	Between 1997 and 2016 a total of 1,711 unauthorised encampments were recorded across Leicestershire and Leicester City, with a general trend showing an increase from 2008 onwards. When broken down by individual local authorities over the same time, the highest number of unauthorised encampments were recorded in NW Leicestershire (453). The large number of unauthorised encampments and high levels of accommodation insecurity would suggest that the proposed provision will be delivered over the plan period.			
<b>Significance</b>	<p>The failure to allocate sufficient land to meet the need for new pitches has several impacts including:</p> <ul style="list-style-type: none"> <li>▪ Continuing the current problem of unauthorised development and encampments, as well as tensions with the settled community;</li> <li>▪ Restricting the Council's ability to enforce against unauthorised development as our ability to enforce is related to how proactive we are in meeting the need for sites; and</li> <li>▪ Increasing the difficulty of ensuring that the Gypsy and Traveller community has access to all the support and services they need.</li> </ul>			

**SA2: Health and wellbeing**

	Alternative A: To meet the need arising from only those households that meet the planning definition of traveller	✓	Alternative B: To meet the need arising from those households that meet the planning definition of traveller together with an allowance for 'unknown' households	✓
<b>Nature of effects</b>	<p>As in many other areas of the country, there has been a shortage of authorised Gypsy and Traveller sites in North West Leicestershire to meet identified need. This leads to unauthorised developments and encampments and results in uncertainty for both the settled population and the Gypsy and Traveller community. It is also recognised that Gypsies and Travellers are amongst the most socially excluded groups in society and research has consistently confirmed the link between the lack of good quality sites and poor health and education outcomes.</p> <p>Travelling patterns are linked to the seasons and the work associated with the seasons. Gypsies and Travellers do not travel on a daily basis, all year round. Families require safe and secure places from which to do their travelling. The 'base' site (if they have one) will usually be where they access GPs, schools and a dentist. Local planning authorities should be realistic about the availability, or likely availability, of alternatives to the car in accessing local services.</p> <p>As Gypsies and Travellers grow older and become less able to travel on a regular basis, some require a safe and secure stopping place where they can maintain the cultural traditions of being a Gypsy or Traveller. Gypsies and Travellers also sometimes stop travelling for periods of time to care for sick or elderly relatives or to continue a child's education within a supportive school environment.</p>			
<b>Sensitivity of receptors</b>	Gypsies and Travellers experience some of the poorest health outcomes in our society, including the lowest life expectancy of any group in the UK and high infant mortality rates (ONS, 2014, What does the 2011 Census tell us about the Characteristics of Gypsy or Irish Travellers in England and Wales?)			
<b>Likelihood of effects</b>	Gypsies, Roma and Travellers historically have low engagement with formal education.			
<b>Significance</b>	Accommodation insecurity and poor living environment has a negative impact on Gypsies' and Travellers' physical and mental health (National Inclusion Health Board). However, low education attainment, economic exclusion, community isolation and discrimination all have a negative impact on Gypsies' and Travellers' health.			

SA3: Communities				
	Alternative A: To meet the need arising from only those households that meet the planning definition of traveller	↔	Alternative B: To meet the need arising from those households that meet the planning definition of traveller together with an allowance for 'unknown' households	↔
<b>Nature of effects</b>	<p>Sites should respect the scale of, and not dominate the nearest settled community. Traveller sites should promote the peaceful and integrated co-existence between occupiers and the local, settled community.</p> <p>It is possible that the growth proposed may not be accommodated by existing facilities, (there is typically less scope to expand facilities in rural areas), therefore, placing excess pressure on existing community facilities or travel to facilities in larger settlements.</p>			
<b>Sensitivity of receptors</b>	<p>A shortage of permanent and transit Gypsy and Traveller sites continues to be a pressing issue, which results in unauthorised encampments. Unauthorised sites are frequently a source of tension between the travelling and settled communities. There are a number of challenges in turning evidenced need for accommodation into the provision of new sites, including objections from local residents.</p>			
<b>Likelihood of effects</b>	<p>If sites are not allocated there may be an increase in the number of unauthorised developments by Gypsies and Travellers and proposals in less suitable locations granted through the appeal process.</p>			
<b>Significance</b>	<p>If sites can be identified through the planning process, it will prevent the need for illegal encampments, which often cause conflict with the settled community. It is better for all members of the community if sites can be identified in suitable locations, by agreement, following consultation. By taking a positive approach we can have greater control over the identification of sites. It also means that if illegal encampments occur in the district, the Council will be far more likely to be successful if it has to take action against those sites. An available site also gives the police powers to move on roadside travellers as they can be directed to a suitable authorised site.</p>			

SA4: Economy				
	Alternative A: To meet the need arising from only those households that meet the planning definition of traveller	↔	Alternative B: To meet the need arising from those households that meet the planning definition of traveller together with an allowance for 'unknown' households	↔
<b>Nature of effects</b>	<p>The traveller economy is mainly one of self-employment with little separation of home and work base (work and live with family group; some activities e.g. scrap metal collecting, based on home site).</p> <p>New site accommodation helps provide Gypsy and Traveller families with security and stability in their lives and the freedom to focus on economic activities. Site development also holds the potential to deliver employment to community members in the construction, development and site management industries.</p>			
<b>Sensitivity of receptors</b>	<p>A key aim is to contribute to sub-regional economic growth objectives, and in particular to support the achievement of objectives for the five growth areas across Leicestershire identified by the Leicester and Leicestershire Local Enterprise Partnership Strategic Economic Plan.</p> <ul style="list-style-type: none"> <li>• One growth area is the East Midlands Enterprise Gateway focussed upon existing major economic activities in the north of the district (principally East Midlands Airport, East Midlands Distribution Centre and Donington Park) and potential major employment opportunities associated with the development of a Strategic Rail Freight Interchange (SRFI) west of Junction 24 of the M1 and north of East Midland Airport.</li> <li>• Another growth area is the Coalville Growth Corridor along the A511 from Junction 22 of the M1 to Junction 13 of the A42.</li> <li>• Furthermore, parts of the District lie within the National Forest. This provides a range of economic opportunities including tourism and leisure, as well as emerging economic opportunities such as the woodland economy. Partly because of its accessibility, the area has proved attractive to inward investors, and has recently seen high levels of employment growth. There is good availability of jobs in the district, but these are not necessarily accessible to some communities. For example areas of high job density to the North are not matched by areas of population density (such as Coalville).</li> </ul> <p>The Leicestershire Local Transport Plan 3 2011 (LTP3) identifies that local job provision is more important to low-skilled workers and those providing low-skilled opportunities due to the travel cost constraints, and there remain areas</p>			

	of spatial mismatch between the supply of jobs and workers for the lower-skilled.
<b>Likelihood of effects</b>	It is unlikely that the allocation of sites for Gypsy and Traveller use will result in the loss of existing employment land. In the case of Gypsy and Traveller Sites it would be unrealistic to consider private sites to be deliverable where there are realistic alternative uses of higher land value e.g. for employment.
<b>Significance</b>	Both alternatives would have a neutral effect on the economy in terms of creating jobs.

**SA5: Employment**

	Alternative A: To meet the need arising from only those households that meet the planning definition of traveller	↔	Alternative B: To meet the need arising from those households that meet the planning definition of traveller together with an allowance for 'unknown' households	↔
<b>Nature of effects</b>	<p>In the last 50 years traditional Gypsy and Traveller work practices and culture have been under extreme pressure and seen significant change, in many cases having a negative impact on the education, skills and employment opportunities open to Gypsy and Traveller young people. At the same time in recent years significant opportunities for improving skills and employment prospects have arisen, influenced by a tradition of self-employment and entrepreneurship amongst Gypsy and Traveller, greater educational participation, more Gypsy and Traveller women entering work and the development of third sector agencies working with these communities. Showpeople are members of a community that consists of self-employed business people who travel the country, often with their families, holding fairs. Many of these families have been taking part in this lifestyle for generations. Although their work is of a mobile nature, showpeople nevertheless require secure, permanent bases for the storage of their equipment and more particularly for residential purposes.</p>			
<b>Sensitivity of receptors</b>	<p>The Economically active population of North West Leicestershire is 48,400 (2017 ONS estimates) with 1,700 unemployed. The addition of 5-6 additional Gypsy and Traveller households and 18-20 Travelling Showpeople households is therefore insignificant in terms of the District's employment base.</p>			
<b>Likelihood of effects</b>	<p>The insecurity of unauthorised encampments and the threat of eviction could make it difficult to hold down waged employment. Residence on a private site is a significant key to greater financial stability for a family as well as enabling access to increased rates of economic inclusion.</p>			
<b>Significance</b>	<p>Both alternatives would have a neutral effect on the economy in terms of support economic growth throughout the District.</p>			

**SA6: Town and village centres**

	Alternative A: To meet the need arising from only those households that meet the planning definition of traveller	↔	Alternative B: To meet the need arising from those households that meet the planning definition of traveller together with an allowance for 'unknown' households	↔
<b>Nature of effects</b>	Sites on the outskirts of built-up areas may arise, but sites may also be found in rural or semi-rural settings. There are no sites proposed in village or town centres. The effects are therefore likely to relate only to increased local spending.			
<b>Sensitivity of receptors</b>	The population of North West Leicestershire is 98,600 (2016 ONS Population estimates). The addition of 5-6 additional pitches for Gypsy and Traveller households and 18-20 additional plots for Travelling Showpeople is therefore insignificant in terms of increasing the available expenditure in local shops.			
<b>Likelihood of effects</b>	The development of traveller accommodation is considered likely to lead to modest increased local spending, at least on food shopping and local services.			
<b>Significance</b>	Both alternatives are likely to have a neutral effect on town/village centres, as there would be limited growth beyond that which is already committed.			

SA7: Travel				
	Alternative A: To meet the need arising from only those households that meet the planning definition of traveller	↔	Alternative B: To meet the need arising from those households that meet the planning definition of traveller together with an allowance for 'unknown' households	↔
<b>Nature of effects</b>	<p>Gypsy and Traveller travelling patterns are linked to the seasons and the work associated with the seasons. Gypsies and Travellers do not travel on a daily basis, all year round. Families require safe and secure places from which to do their travelling. The 'base' site will usually be where they access GPs, schools and a dentist.</p> <p>The traditional pattern of showpeople's travelling is changing and the community has generally become more settled. For example, a reduction in the number of large scale traditional fairs has led to a diversification of showpeople's activities involving more localised travelling and the need for more permanent bases on which to live and maintain their equipment. Nevertheless, the ability to travel remains an inherent part of the way of life of travelling showpeople and the way in which they earn their living.</p>			
<b>Sensitivity of receptors</b>	<p>Existing congestion:</p> <ul style="list-style-type: none"> <li>• At Coalville - The A511 is subject to congestion as it passes through the town, especially during peak hours.</li> <li>• At Ashby - Congestion is often an issue at Junction 13 of the A42, but within the town itself the majority of problems created by through traffic have been removed by the construction of the A511 bypass in 2002.</li> <li>• At Castle Donington - there are traffic queues during peak hours along High Street and Bondgate, and an Air Quality Management Area has been declared on High Street.</li> </ul> <p>With regards to public transport:</p> <ul style="list-style-type: none"> <li>• Public transport services are more comprehensive in Coalville, followed by the Rural Service Centres and lesser still for the rural areas.</li> </ul>			
<b>Likelihood of effects</b>	Effects on congestion and travel patterns are unlikely to occur as the level of traffic generation is minimal.			
<b>Significance</b>	Both alternatives would have a neutral effect as the level of traffic generation is minimal.			

**SA8: Low carbon energy**

	Alternative A: To meet the need arising from only those households that meet the planning definition of traveller	↔	Alternative B: To meet the need arising from those households that meet the planning definition of traveller together with an allowance for 'unknown' households	↔
<b>Nature of effects</b>	<p>Future proofing through increasing building standards has been a strategy adopted for the mainstream built environment but it is a more difficult approach when applied to caravans and, to a slightly lesser extent mobile homes, as their construction does not lend itself easily to measures such as insulation and conventional double-glazing.</p> <p>Where energy use is comparatively high, such as for Gypsies and Travellers, aiming to produce as much as possible from renewable resources as soon as possible will reduce environmental impact.</p>			
<b>Sensitivity of receptors</b>	<p>Observation suggests that a significant proportion of Gypsies and Travellers living on sites may be in fuel poverty. This appears to be as a result of a combination of factors, principally the occupation of small, poorly insulated, multiple spaces, a relatively energy intensive lifestyle and high energy costs due to lack of choice, limited availability and the payment methods selected. Lack of access to and applicability of solutions offered to help the settled population exacerbate the situation. (Fuel Poverty in the Gypsy and Traveller Community, Lucinda Leech 2015)</p>			
<b>Likelihood of effects</b>	<p>It is very difficult to find a way of assessing the extent of Fuel Poverty in the Gypsy and Traveller community because accurate figures are not available on the size of the population, income levels and dwelling standards.</p>			
<b>Significance</b>	<p>The domestic carbon dioxide emissions for the Borough are relatively high; given the obligations within the Climate Change Act there is a need to significantly reduce emissions therefore it will be important to look at mitigation and adaptation measures.</p>			

SA9: Flooding				
	Alternative A: To meet the need arising from only those households that meet the planning definition of traveller	↔	Alternative B: To meet the need arising from those households that meet the planning definition of traveller together with an allowance for 'unknown' households	↔
<b>Nature of effects</b>	Caravans and mobile homes give rise to particular problems in relation to flooding. It is important to recognise that the instability of these structures can place their occupants at special risk. Because they are particularly vulnerable to the adverse consequences of rapid inundation it can be difficult to operate an effective flood warning system. Notwithstanding, Traveller sites have often been located on sites which carry a significant risk of flooding.			
<b>Sensitivity of receptors</b>	Fluvial flooding represents the primary source of flood risk, with the northern part of the District (Kegworth across to Castle Donington) having the highest risk of fluvial flooding from the rivers Trent and Soar. Other areas at risk of flooding are central Ashby-de-la-Zouch and parts of the wider Coalville Urban Area including Thringstone and Whitwick. The District has a sewerage system mainly based on Victorian sewers, which presents a local risk of flooding.			
<b>Likelihood of effects</b>	Inappropriate site selection for traveller accommodation can exacerbate the risk of flooding in an area prone to flood risk. However, this is considered unlikely to happen for Alternatives A and B, given the need to apply the sequential test and the availability of land across the district to meet an additional need.			
<b>Significance</b>	It has been assumed that the development can be located in areas away from flood risk.			

SA10: Biodiversity and geodiversity				
	Alternative A: To meet the need arising from only those households that meet the planning definition of traveller	↔	Alternative B: To meet the need arising from those households that meet the planning definition of traveller together with an allowance for 'unknown' households	↔
<b>Nature of effects</b>	Traveller development could require the release of land which could result in loss or fragmentation of biodiversity and geodiversity. Sites adjacent or near protected sites (SAC, SPA, SSSI, LNR) present the potential for adverse effects on ecological and geological sites from an increase in growth in the local area (through increased disturbance, visitor pressure, or pollution).			
<b>Sensitivity of receptors</b>	<p>There are 17 Sites of Special Scientific Interest (SSSIs) within the District, of which two have further designations;</p> <p>Charnwood Lodge- a National Nature reserve, and the River Mease - a Special Area of Conservation. These sites potentially are sensitive to development in close proximity. The River Mease Special Area of Conservation (and SSSI) in the south west of the District is affected by water quality issues, whilst the condition of some Sites of Special Scientific Interest that are reliant upon the quality of water in this catchment is a concern. The settlement of Measham and Ashby de la Zouch lie within the River Mease catchment. Hence development has the potential to affect phosphate levels in the river or require investment in sewage treatment works.</p> <p>Coalville, Ashby-de-la-Zouch, Ibstock and Measham lay within the 'heart of the National Forest', an area that contains SSSI and LNR sites. These sites have the potential to be affected by recreational pressures, but could also benefit from enhancement measures linked to the National Forest improvement programme. Charnwood Lodge is a National Nature Reserve in close proximity to Coalville designated due to its geodiversity. A landscape appraisal has been undertaken to define the extent of the Charnwood Regional Park. The boundary includes parts of the Coalville Urban Area.</p> <p>There are a variety of local wildlife sites and candidate local wildlife sites throughout the District, as well as known locations for priority species such as bats, badgers and great crested newts.</p>			
<b>Likelihood of effects</b>	<p>Traveller sites on the outskirts of built-up areas may arise, but sites may also be found in rural or semi-rural settings.</p> <p>With regards to the River Mease SAC, the Shadow Habitats Regulations Assessment of the Gypsy and Traveller Site Allocations DPD concludes that the DPD is screened out of the need for further assessment. The policies would have no conceivable effect on</p>			

	any European sites at all and no further assessment under the Habitats Regulations is required.
<b>Significance</b>	It is considered unlikely that proposals would have significant effects on biodiversity, as there would be evidence to suggest that traveller accommodation needs could be met without having to release land that would harm biodiversity.

**SA11: Built and historic environment**

	Alternative A: To meet the need arising from only those households that meet the planning definition of traveller	↔	Alternative B: To meet the need arising from those households that meet the planning definition of traveller together with an allowance for 'unknown' households	↔
<b>Nature of effects</b>	<p>Traveller sites on the outskirts of built-up areas may arise, but sites may also be found in rural or semi-rural settings. Most of the sites identified do not contain listed buildings or other designated heritage assets. A direct loss of heritage assets is therefore unlikely for any alternative.</p> <p>The setting of heritage assets could potentially be affected by development of sites within the vicinity if they are not well screened, or loss of land would change the character of the area, which is part of the value of some heritage assets.</p>			
<b>Sensitivity of receptors</b>	<p>There are Listed Buildings throughout the District, with concentrations in most built up areas and are therefore likely to be screened from most new developments at the edge of settlements. This is particularly the case for larger settlements such as Coalville and Ashby de la Zouch. There are also scheduled monuments, and heritage assets of local value throughout the district.</p> <p>There are Conservation Areas in the main settlements.</p> <p>The setting of heritage assets in smaller villages may be more sensitive to development, given that they are less contained by built up areas compared to the local and key service centres and principal towns.</p>			
<b>Likelihood of effects</b>	<p>It is likely that effects of development proposals (or full proposals where outline permission has been granted) on heritage assets could be avoided with siting, layout and design during the planning process. Indirect effects on settlements (such as increased traffic) may occur from time to time, but the magnitude of effects is small.</p>			
<b>Significance</b>	<p>The magnitude of the effects would not be anticipated to be great, as there is unlikely to be a direct impact upon heritage assets. However, there could be indirect effects on the setting of the heritage assets. It would be expected that effects could be managed through avoidance of sensitive areas, and through design.</p>			

**SA12: Landscape**

	Alternative A: To meet the need arising from only those households that meet the planning definition of traveller	↔	Alternative B: To meet the need arising from those households that meet the planning definition of traveller together with an allowance for 'unknown' households	↔
<b>Nature of effects</b>	Concern over the intrusive environmental impact of traveller sites are common. Damage to rural beauty or visual amenity has often been a reason for refusing planning permission to develop new or extend existing sites.			
<b>Sensitivity of receptors</b>	Coalville and Ashby lie within the 'heart of the National Forest'. These are important local landscapes, which could potentially be affected by development. Conversely, these areas could also be more suitable for and benefit from enhancement measures linked to the National Forest improvement programme. Development around Coalville could potentially lead to the coalescence with surrounding settlements such as Whitwick and Thringstone. The sustainable villages are typically surrounded by open countryside, which is sensitive to change.			
<b>Likelihood of effects</b>	The likelihood of effects on landscape character depends upon the choice of sites available to meet needs. The detrimental impact of additional sites can be expected to be minimised due to site location criteria embodying landscape considerations.			
<b>Significance</b>	The amount of land required to meet needs under Alternatives A and B is less than 5 hectares. The area of North West Leicestershire District is 27,900 hectares. Given that the provision being planned for under both alternatives is limited in scale, significant effects on landscape would not be anticipated.			

**SA13: Land and soil**

	Alternative A: To meet the need arising from only those households that meet the planning definition of traveller	↔	Alternative B: To meet the need arising from those households that meet the planning definition of traveller together with an allowance for 'unknown' households	↔
<b>Nature of effects</b>	Traveller sites can be seen as positively enhancing the environment (for example) by redeveloping previously developed land.			
<b>Sensitivity of receptors</b>	Grade 1 is the best soil type, and does not appear to present in the district.			
<b>Likelihood of effects</b>	The likelihood of effects on land and soil depends upon the choice of sites available to meet needs. Where agricultural land is affected, there would be a permanent loss of this asset that would be difficult to avoid.			
<b>Significance</b>	The amount of land required to meet needs under Alternatives A and B is less than 5 hectares. The area of North West Leicestershire District is 27,900 hectares. Given that the provision being planned for under both alternatives is limited in scale, significant effects on land and soil would not be anticipated.			

**SA14: Natural resources**

	Alternative A: To meet the need arising from only those households that meet the planning definition of traveller	↔	Alternative B: To meet the need arising from those households that meet the planning definition of traveller together with an allowance for 'unknown' households	↔
<b>Nature of effects</b>	New development typically results in an increase in the use of natural resources. Development in areas of minerals value can sterilise mineral resources.			
<b>Sensitivity of receptors</b>	<p>The ability to achieve higher standards of sustainability and resource efficiency in new development is influenced by planning policies, deliverability and viability factors. The development opportunities that would be likely to be allocated under alternative A and B would be likely to be deliverable and viable, or they would not be supported through the DPD.</p> <p>No opportunities for district heating have been identified within North West Leicestershire. The scale and type of growth under each option would not be expected to generate the demand for heat (nor the anchor loads) necessary to support a viable scheme.</p> <p>The scale of growth would not be expected to prejudice opportunities for wind energy schemes.</p>			
<b>Likelihood of effects</b>	There may be opportunities to encourage higher sustainability standards on sites that are more viable, but the likelihood of such higher standards being achieved is low as this would be dependent upon voluntary action.			
<b>Significance</b>	It is considered unlikely that alternative A or alternative B would have a significant effect on the baseline position.			

**SA15: Pollution**

	Alternative A: To meet the need arising from only those households that meet the planning definition of traveller	↔	Alternative B: To meet the need arising from those households that meet the planning definition of traveller together with an allowance for 'unknown' households	↔
<b>Nature of effects</b>	<p>For those who travel, the area outside their home is their workplace and keeping it tidy may not be a priority. Local Authorities provide sites which have proper facilities for rubbish disposal there is usually no problem.</p> <p>Travellers stopping on unofficial encampments may be moved on in the middle of the night and thus not be given the chance to clean up after themselves; leaving areas in a mess.</p> <p>Development within the River Mease catchment area could contribute to increased pressure on water quality in the River Mease.</p>			
<b>Sensitivity of receptors</b>	<p>Development to the north would be sensitive to noise disturbance from aircraft at sites allocated in Castle Donington and Kegworth due to proximity to East-Midlands airport.</p> <p>Development within the River Mease catchment area, in particular in the settlements of Measham, Ashby de la Zouch and Appleby Magna, has the potential to adversely impact on water quality (through increased wastewater discharge) in this sensitive river corridor.</p>			
<b>Likelihood of effects</b>	<p>Both alternatives A and B would reduce the likelihood of illegal sites, which may not be as well-regulated in terms of waste and could increase the risk of pollution.</p> <p>With regards to the River Mease SAC, the Shadow Habitats Regulations Assessment of the Gypsy and Traveller Site Allocations DPD concludes that the DPD is screened out of the need for further assessment. The policies would have no conceivable effect on any European sites at all and no further assessment under the Habitats Regulations is required.</p>			
<b>Significance</b>	<p>It is considered unlikely that alternative A or alternative B would have a significant effect on the baseline position.</p>			

## Appendix C: Initial list of 518 potential sites and broad locations

Site Source	Address	Planning application Ref	Site size (ha)
A. Existing Sites	Station Yard, Station Road, Hemington		0.40
A. Existing Sites	The Ashes, Newton Road, Heather, Coalville, Leicestershire LE67 2RD		
A. Existing Sites	46 Bardon Road, Coalville, Leicestershire LE67 4BH	12/00390/VCU	0.30
A. Existing Sites	Land Adjacent To 81 Shortheath Road, Moira, Swadlincote, Derby DE12 6AP	15/00717/VCI	0.40
A. Existing Sites	Travellers Site, Newton Road, Sweptstone, Leicestershire	13/00664/VCI	0.60
A. Existing Sites	Toons Scrap Yard, 135 Ibstock Road, Ellistown, Coalville, Leicestershire LE67 1EE		0.10
A. Existing Sites	The Haven, Melbourne Road, Ibstock, Coalville, Leicestershire LE67 3JS		0.10
A. Existing Sites	Hemington Park Showman's Site, Rycroft Road, Hemington, Derby Leicestershire DE74 2RE	12/00785/VCI	2.00
A. Existing Sites	Kelham Bridge Farm, Ibstock Road, Ravenstone, Coalville Leicestershire LE67 2AN	09/00982/FULM	1.69
A. Existing Sites	Dorans, 3 Brook Lane, Thringstone, Coalville, Leicestershire LE67 8DD		0.10
A. Existing Sites	Railway Terrace, Station Hill, Swannington, Coalville, Leicestershire LE67 8RJ		0.10
B. Existing Allocation with no Permission	Home Farm 25 Main Street Oakthorpe Swadlincote Derby DE12 7RB	14/00244/OUTM	1.52
B. Existing Housing Allocation with No Permission	Land At Measham Waterside Burton Road Measham Derby	13/00141/OUTM	19.34
B. Existing Housing Allocation with no permission	Land South Of Drift Farm Blackfordby Lane Moira Swadlincote Derby DE12 6EX	14/00175/OUTM	0.83
B. Existing Housing Allocation with no permission	Land At Loughborough Road Thringstone Leicestershire	14/00328/OUTM	2.52
B. Existing Housing/ Employment allocation with no Permission	Land Off Grange Road Grange Road Hugglescote Leicestershire	13/00956/OUTM	179.00
B. Existing Housing/ Employment allocation with no Permission	Land north of Ashby de la Zouch		103.00
B. Existing Housing/ Employment allocation with no Permission	Land off Ashby Road/Leicester Road, Measham		15.00

Site Source	Address	Planning application Ref	Site size (ha)
B. Existing Housing/ Employment allocation with no Permission	Land off Waterworks Road, Coalville		2.60
B. Existing Housing/ Employment allocation with no Permission	Land At Kane Close Coalville Leicestershire LE67 3RF	10/00775/OUTM	0.57
B. Existing Housing/ Employment allocation with no Permission	Slack and Parr Ltd Long Lane Kegworth Derby DE74 2FL	14/01132/FULM	6.03
C. Unimplemented Planning Permission	Land Off Frearson Road Coalville Leicestershire LE67 2XA	11/01054/FULM	6.50
C. Unimplemented Planning Permission	Nos. 1 And 2 Church Yard Ashby De La Zouch Leicestershire LE65 1AA	09/00527/FUL	0.10
C. Unimplemented Planning Permission	181 Crescent Road Hugglescote Coalville Leicestershire LE67 2BF	09/01153/FUL	0.02
C. Unimplemented Planning Permission	Staley Avenue, Ashby de la Zouch	04/01304/OUT	0.11
C. Unimplemented Planning Permission	Land Off Hall Lane Whitwick Coalville Leicestershire LE67 5DW	10/01086/FUL	0.28
C. Unimplemented Planning Permission	95 Ravenstone Road Coalville Leicestershire LE67 3NB	14/00521/FUL	0.12
C. Unimplemented Planning Permission	Land At Canal Street Oakthorpe Derby	14/00557/FUL	0.96
C. Unimplemented Planning Permission	Land Adjacent To 13 Masefield Close Measham Swadlincote Derby DE12 7EF	13/00022/OUT	0.03
C. Unimplemented Planning Permission	White Gates Farm, Wash Lane Ravenstone, Coalville LE67 2AZ	07/00816/FUL	2.77
C. Unimplemented Planning Permissions	Land Adjoining The Spinney, Caravan Site, Ashby Road, Sinope, Leicestershire	09/00891/FUL	0.51
C. Unimplemented Planning Permissions	The Paddock Adjoining M42 Burton Road, Oakthorpe, Swadlincote, Derby	06/00694/FUL	1.00
C. Unimplemented Planning Permissions	Land Between Burton Road And Moir Road Shellbrook Ashby De La Zouch Leicestershire	14/00578/OUTM	14.76
C. Unimplemented Planning Permissions	Land North Of Standard Hill And West Of Highfield Street Coalville Leicestershire	12/00007/OUTM	19.70
C. Unimplemented Planning Permissions	Land To The Rear Of Jackson Street / Wentworth Road Coalville Leicestershire LE67 3NR	12/00688/OUTM	6.11
C. Unimplemented Planning Permissions	Land south of Grange Road Grange Road Hugglescote Leicestershire	14/00354/OUTM	7.30
C. Unimplemented Planning Permissions	60 Market Street Ashby De La Zouch Leicestershire LE65 1AN	09/00486/FUL	0.60
C. Unimplemented Planning Permissions	6 Lower Church Street Ashby-De-La- Zouch Leicestershire LE65 1AB	10/00339/FUL	0.10

Site Source	Address	Planning application Ref	Site size (ha)
C. Unimplemented Planning Permissions	Adjacent To 133 Station Road Hugglescote Coalville Leicestershire LE67 2GB	09/00464/FUL	0.64
C. Unimplemented Planning Permissions	1 Buckley Close Measham Swadlincote Derby DE12 7LX	08/00390/OUT	0.01
C. Unimplemented Planning Permissions	Land Rear Of 69 Occupation Road Albert Village Swadlincote Derby DE11 8HA	10/00628/EXT	0.10
C. Unimplemented Planning Permissions	19 New Street Oakthorpe Swadlincote DE12 7RJ	09/00154/FUL	0.03
C. Unimplemented Planning Permissions	Valley Farm Bosworth Road Snarestone Swadlincote Derby DE12 7DQ	09/00411/FUL	0.12
C. Unimplemented Planning Permissions	Former Highways Depot Main Street Swannington Coalville Leicestershire LE67 8QP	11/00110/OUT	0.17
C. Unimplemented Planning Permissions	16 Hotel Street Coalville Leicestershire LE67 3EP	11/00693/EXT	0.14
C. Unimplemented Planning Permissions	95 Ravenstone Road Coalville Leicestershire LE67 3NB	11/00563/FUL	0.03
C. Unimplemented Planning Permissions	Land Adjacent To 23 Blackwood Coalville Leicestershire LE67 4RG	11/00040/OUT	0.24
C. Unimplemented Planning Permissions	The Golf House Park Lane Castle Donington Derby Leicestershire DE74 2RQ	09/01049/VCU	0.17
C. Unimplemented Planning Permissions	Orchard House Melbourne Road Castle Donington Derby DE74 2RN	11/00801/FUL	0.10
C. Unimplemented Planning Permissions	81 Norris Hill Moira Swadlincote Derby DE12 6ES	11/00911/FUL	0.04
C. Unimplemented Planning Permissions	Oakfield Barn Burton Road Oakthorpe Swadlincote Derby DE12 7QX	13/00650/RET	0.09
C. Unimplemented Planning Permissions	Land at Duflex, Castle Donington	13/00702/FULM	5.00
C. Unimplemented Planning Permissions	Swainspark Occupation Road Albert Village Swadlincote Derby DE12 6JT	14/00713/FUL	5.26
C. Unimplemented Planning Permissions	St Modwen Development Coalville Lane/Ravenstone Road Ravenstone Leicestershire	12/00695/COM	5.50
D. Refused/ Withdrawn Planning Applications	Fair Oak, Burton Road, Oakthorpe, Swadlincote, Derby DE12 7QX	13/00032/FULM	0.83
D. Refused/ Withdrawn Planning Applications	Altons Nook 16A Ashby Road Sinope Coalville Leicestershire LE67 3AY	16/00131/FUL	0.25
D. Refused/ Withdrawn Planning Applications	The Bungalow Wood Road Ellistown Coalville Leicestershire LE67 1GE	08/00734/FUL	0.20
D. Refused/ Withdrawn Planning Applications	Land At Junction Of Measham Road And Appleby Lane Snarestone Swadlincote Derby DE12 7DB	15/00491/OUT	0.41

Site Source	Address	Planning application Ref	Site size (ha)
D. Refused/ Withdrawn Planning Applications	Michael House South Lane Bardon Hill Coalville Leicestershire LE67 1TG	15/01047/OUT	0.18
D. Refused/ Withdrawn Planning Applications	Wilford House Loughborough Road Coleorton Coalville Leicestershire LE67 8HH	15/00822/OUT	0.35
D. Refused/ Withdrawn Planning Applications	Twin Oaks Anchor Lane Coleorton Coalville Leicestershire LE67 8HA	15/00567/OUT	0.10
D. Refused/ Withdrawn Planning Applications	Shelton Cottages Rempstone Road Griffydham Coalville Leicestershire LE67 8HP	15/00597/OUT	0.08
D. Refused/ Withdrawn Planning Applications	Land To The Rear Of 7 Hill Top Castle Donington Derby DE74 2PR	15/00600/OUT	0.18
D. Refused/ Withdrawn Planning Applications	The Cottage Limby Hall Lane Swannington Coalville Leicestershire LE67 8QH	15/00572/OUT	0.19
D. Refused/ Withdrawn Planning Applications	20 Chapel Street Ibstock Coalville Leicestershire LE67 6HE	15/00541/FUL	0.07
D. Refused/ Withdrawn Planning Applications	Moor Lane Farm 58 Moor Lane Coleorton Coalville Leicestershire LE67 8FQ	15/00266/OUT	0.23
D. Refused/ Withdrawn Planning Applications	75 Leicester Road Ibstock Coalville Leicestershire LE67 6HN	15/00268/OUT	0.18
D. Refused/ Withdrawn Planning Applications	Land To The Rear Of 7 And 9 Garden Crescent Castle Donington Derby DE74 2PL	15/00145/OUT	0.08
D. Refused/ Withdrawn Planning Applications	Land To The Rear Of The George Inn Bakewell Lane Coleorton Coalville Leicestershire LE67 8HF	15/00072/OUT	0.08
D. Refused/ Withdrawn Planning Applications	Site Off Main Street Normanton Le Heath Leicestershire	14/01040/OUT	0.54
D. Refused/ Withdrawn Planning Applications	Land Rear Of 9 Clay Lane Ellistown Coalville Leicestershire LE67 1EB	15/00057/OUT	0.10
D. Refused/ Withdrawn Planning Applications	Land East Of 26 And 28 Snarestone Road Appleby Magna Swadlincote Derby DE12 7AJ	14/00866/OUT	0.07
D. Refused/ Withdrawn Planning Applications	Land Adjoining Recreation Ground Measham Road Moira Derby	14/00752/FUL	0.73
D. Refused/ Withdrawn Planning Applications	Land Adjacent 1 Zion Hill Peggs Green Coleorton Coalville Leicestershire LE67 8JP	14/00703/FUL	0.09
D. Refused/ Withdrawn Planning Applications	16 Grange Road Hugglescote Coalville Leicestershire LE67 2BQ	14/00638/FUL	0.08
D. Refused/ Withdrawn Planning Applications	The Shrubberies Twycross Road Snarestone Swadlincote Derby DE12 7BY	14/00351/FUL	0.19
D. Refused/ Withdrawn Planning Applications	Land Adjacent To 30 Ashby Road Packington Ashby De La Zouch Leicestershire LE65 1TD	14/00434/FUL	0.17

Site Source	Address	Planning application Ref	Site size (ha)
D. Refused/ Withdrawn Planning Applications	Land To The Rear 31 The Green Thringstone Coalville Leicestershire LE67 8NR	14/00320/FUL	0.20
D. Refused/ Withdrawn Planning Applications	Land To The Rear Of 65 Leicester Road Ravenstone Coalville Leicestershire LE67 2AR	14/00387/FUL	0.03
D. Refused/ Withdrawn Planning Applications	2/4 Ravenstone Road Ibstock Coalville Leicestershire LE67 6NW	14/00357/OUT	0.60
D. Refused/ Withdrawn Planning Applications	Land To The Rear Of 19 To 63 Church Lane Whitwick Coalville Leicestershire LE67 5DN	14/00326/OUT	0.35
D. Refused/ Withdrawn Planning Applications	18 Meadow Lane Coalville Leicestershire LE67 4DL	14/00188/FUL	0.04
D. Refused/ Withdrawn Planning Applications	191 Loughborough Road Whitwick Coalville Leicestershire LE67 5AS	14/00219/FUL	0.32
D. Refused/ Withdrawn Planning Applications	Land To The South Of 1 Zion Hill Peggs Green Coleorton Coalville Leicestershire LE67 8JP	14/00202/FUL	0.09
D. Refused/ Withdrawn Planning Applications	160 Ashburton Road Hugglescote Coalville Leicestershire LE67 2HD	13/00979/FUL	0.02
D. Refused/ Withdrawn Planning Applications	Land At 6 Queens Street Measham Swadlincote Derby DE12 7JE	13/00969/FUL	0.20
D. Refused/ Withdrawn Planning Applications	The Manor Overton Road Ibstock Coalville Leicestershire LE67 6PD	13/00922/FUL	0.08
D. Refused/ Withdrawn Planning Applications	Land Adjacent To 4 Smisby Road Ashby De La Zouch Leicestershire LE65 2JL	13/00888/FUL	0.04
D. Refused/ Withdrawn Planning Applications	18 Valley Way Whitwick Coalville Leicestershire LE67 5ES	13/00755/OUT	0.08
D. Refused/ Withdrawn Planning Applications	Warren View Agar Nook Lane Coalville Leicestershire LE67 4UB	12/01033/FUL	0.12
D. Refused/ Withdrawn Planning Applications	Boothorpe Hall Boothorpe Lane Boothorpe Swadlincote Derby DE11 8BL	12/00490/FUL	0.01
D. Refused/ Withdrawn Planning Applications	Whitelands Burton Road Oakthorpe Swadlincote Derby DE12 7QX	12/00591/FUL	0.90
D. Refused/ Withdrawn Planning Applications	South View 31 Main Street Snarestone Swadlincote Derby DE12 7DB	13/00005/OUT	0.02
D. Refused/ Withdrawn Planning Applications	Land Adjacent To 219 Nottingham Road Ashby De La Zouch Leicestershire LE65 1DP	12/00324/FUL	0.37
D. Refused/ Withdrawn Planning Applications	Land At Loughborough Road Peggs Green Coleorton Coalville Leicestershire LE67 8HJ	12/00347/OUT	0.36
D. Refused/ Withdrawn Planning Applications	Redhill Farm 97 Top Street Appleby Magna Swadlincote Derby DE12 7AH	12/00204/OUT	0.20

Site Source	Address	Planning application Ref	Site size (ha)
D. Refused/ Withdrawn Planning Applications	Land To The Rear Of Homelea Cottage Cavendish Bridge Shardlow Derby DE72 2HL	12/00160/FUL	0.03
D. Refused/ Withdrawn Planning Applications	25 Spring Lane Swannington Coalville Leicestershire LE67 8QR	12/00012/OUT	0.06
D. Refused/ Withdrawn Planning Applications	74 Pretoria Road Ibstock Coalville Leicestershire LE67 6LN	11/00351/FUL	0.03
D. Refused/ Withdrawn Planning Applications	Rear Of 13 And 15 Chapel Street Ibstock Coalville Leicestershire LE67 6HF	10/00796/FUL	0.01
D. Refused/ Withdrawn Planning Applications	Land At Berryhill Lane Donington Le Heath Coalville Leicestershire LE67 2FB	10/00270/FUL	0.03
D. Refused/ Withdrawn Planning Applications	Arlington House Upper Packington Road Ashby De La Zouch Leicestershire LE65 1EF	10/00008/OUT	0.15
D. Refused/ Withdrawn Planning Applications	Daleacre Farm Rear Of 1 Main Street Lockington Derby DE74 2AB	09/00772/FUL	0.35
D. Refused/ Withdrawn Planning Applications	123 - 125 Atherstone Road Measham Swadlincote Derby DE12 7EJ	09/00519/FUL	0.10
D. Refused/ Withdrawn Planning Applications	3 Hastings Street Castle Donington Derby DE74 2LP	09/00128/FUL	0.02
D. Refused/ Withdrawn Planning Applications	59 And 61 Tamworth Road Ashby De La Zouch Leicestershire LE65 2PX	08/01480/FUL	0.07
D. Refused/ Withdrawn Planning Applications	Beech Way Ashby De La Zouch Leicestershire LE65 2SR	08/01015/FUL	0.01
D. Refused/ Withdrawn Planning Applications	Adjacent To 6 Roesia Close Belton Loughborough Leicestershire LE12 9XT	08/00823/FUL	0.03
D. Refused/ Withdrawn Planning Applications	63 Atherstone Road Measham Swadlincote Derby DE12 7EG	08/00691/OUT	0.04
D. Refused/ Withdrawn Planning Applications	68 Bondgate Castle Donington Derby DE74 2NR	08/00557/FUL	0.05
D. Refused/ Withdrawn Planning Applications	Land At Mill Lane Belton Loughborough Leicestershire LE12 9UJ	08/00499/FUL	0.17
D. Refused/ Withdrawn Planning Applications	Land To The Rear Of 2 The Toft Mill Lane Belton Loughborough Leicestershire LE12 9UL	08/00424/FUL	0.15
D. Refused/ Withdrawn Planning Applications	76 And 78 London Road Coalville Leicestershire LE67 3JA	08/00311/FUL	0.07
D. Refused/ Withdrawn Planning Applications	Lawn Villa Nottingham Road Peggs Green Coleorton Coalville Leicestershire LE67 8JG	08/00262/OUT	0.09
D. Refused/ Withdrawn Planning Applications	Land East Of Hill Farm Hill Farm Spring Lane Packington Ashby-De-La-Zouch Leicestershire LE65 1WU	07/01762/FUL	0.40

Site Source	Address	Planning application Ref	Site size (ha)
D. Refused/ Withdrawn Planning Applications	Hill Farm Spring Lane Packington Ashby De La Zouch Leicestershire LE65 1WU	08/00775/FUL	0.17
D. Refused/ Withdrawn Planning Applications	72 Main Street Osgathorpe Loughborough Leicestershire LE12 9TA	15/01041/OUT	0.45
D. Refused/ Withdrawn Planning Applications	Main Street Osgathorpe Loughborough Leicestershire LE12 9TA	15/00871/OUT	0.59
D. Refused/ Withdrawn Planning Applications	60 Belvoir Road Coalville Leicestershire LE67 3PP	15/00811/FUL	0.02
D. Refused/ Withdrawn Planning Applications	1 Hollow Road Breedon On The Hill Derby DE73 8AU	15/00204/FUL	0.05
D. Refused/ Withdrawn Planning Applications	Land South Of The Warren 6 Chapel Lane Osgathorpe Loughborough Leicestershire LE12 9SX	14/01158/FUL	0.56
D. Refused/ Withdrawn Planning Applications	Land Opposite The Hawthorns Acresford Road Donisthorpe Swadlincote Derby DE12 7PT	14/01081/OUT	0.67
D. Refused/ Withdrawn Planning Applications	181 Loughborough Road Whitwick Coalville Leicestershire LE67 5AS	14/00873/FUL	0.05
D. Refused/ Withdrawn Planning Applications	Land At Junction Of Measham Road And Appleby Lane Snarestone Swadlincote Derby DE12 7DA	14/00760/OUT	0.41
D. Refused/ Withdrawn Planning Applications	Land Adjacent To Weirsmeet House Mill Lane Kegworth Derby DE74 2EJ	14/00423/OUT	0.08
D. Refused/ Withdrawn Planning Applications	Daleacre Farm 1 Main Street Lockington Derby DE74 2RH	13/00884/FUL	0.50
D. Refused/ Withdrawn Planning Applications	Lodge Farm Overton Road Ibstock Coalville Leicestershire LE67 6PD	13/00284/FUL	0.10
D. Refused/ Withdrawn Planning Applications	Canalside Patios 7 Shortheath Road Moira Swadlincote Derby DE12 6AL	12/00491/OUT	0.13
D. Refused/ Withdrawn Planning Applications	1 Oldershaw Avenue Kegworth Derby DE74 2DR	11/00933/OUT	0.09
D. Refused/ Withdrawn Planning Applications	13 West Bank Mews Kegworth Derby DE74 2TX	11/00519/OUT	0.01
D. Refused/ Withdrawn Planning Applications	41 Bridge Road Coalville Leicestershire LE67 3PW	11/00653/FUL	0.01
D. Refused/ Withdrawn Planning Applications	The Halfway House 128 Belvoir Road Coalville Leicestershire LE67 3PQ	11/00414/FUL	0.09
D. Refused/ Withdrawn Planning Applications	Cloudhill Pastures Doctors Lane Breedon On The Hill Derby DE73 8AQ	11/00091/OUT	0.50
D. Refused/ Withdrawn Planning Applications	98 Whatton Road Kegworth Derby DE74 2DT	09/00637/FUL	0.05
D. Refused/ Withdrawn Planning Applications	57 Crescent Road Hugglescote Coalville Leicestershire LE67 2BE	08/00504/OUT	0.06

Site Source	Address	Planning application Ref	Site size (ha)
D. Refused/ Withdrawn Planning Applications	Plot Adjacent 5 Cheribough Road Castle Donington Derby DE74 2RY	08/00401/OUT	0.01
D. Refused/ Withdrawn Planning Applications	Land North Of Butt Lane And East Of Hepworth Road Woodville/Blackfordby Swadlincote DE11 7BY	15/00306/OUTM	3.44
D. Refused/ Withdrawn Planning Applications	Land At Wells Road And Willesley Road Ashby De La Zouch Leicestershire	14/00520/FULM	1.54
D. Refused/ Withdrawn Planning Applications	Land Adjacent To 86 Loughborough Road Whitwick Leicestershire	14/00916/FULM	2.58
D. Refused/ Withdrawn Planning Applications	Land Rear Off Hall Lane Whitwick Leicestershire	14/00800/OUTM	16.60
D. Refused/ Withdrawn Planning Applications	Land Off Ravenstone Road Coalville And Coalville Lane Ravenstone Leicestershire	11/01056/OUTM	6.87
D. Refused/ Withdrawn Planning Applications	Land At Lower Packington Road And Packington Nook Lane Ashby De La Zouch Leicestershire LE65	09/00473/OUTM	5.28
D. Refused/ Withdrawn Planning Applications	Land To The Rear Of 26 Jennys Lane Ravenstone Coalville Leicestershire LE67 2AP	15/01019/OUT	0.29
D. Refused/ Withdrawn Planning Applications	Land At Lily Bank Thringstone Coalville Leicestershire LE67 8NB	15/00009/OUTM	0.98
D. Refused/ Withdrawn Planning Applications	Land Laying To The West Of Whitehill Road And South Of Ibstock Road Ellistown Leicestershire	14/01106/OUTM	19.68
D. Refused/ Withdrawn Planning Applications	207 Leicester Road Ibstock Coalville Leicestershire LE67 6HP	08/01259/FULM	2.00
D. Refused/ Withdrawn Planning Applications	Land At 217 Thornborough Road Whitwick Coalville Leicestershire LE67 3TN	08/00160/FULM	0.38
D. Refused/ Withdrawn Planning Applications	Site Adjacent To Walnut Yard Gelscoe Lane Diseworth Derby DE74 2QQ	09/00089/FULM	3.16
D. Refused/ Withdrawn Planning Permissions	Midsummer Stables, Netherfields Lane, Hemington, Derby DE72 2HP	13/00794/FUL	2.35
E. ELAA	South of Pegasus Business Park, East Midlands Airport		3.80
E. ELAA	Land at Sawley Crossroads, Castle Donington	15/00015/FULM	51.50
E. ELAA	Land at Beveridge Lane, Bardon, Coalville	14/00069/OUTM	5.40
E. ELAA	Donington Park Race Circuit, Castle Donington	08/01356/FULM	25.00
E. ELAA	Land south of Packington Nook, Measham Road, Ashby de la Zouch		25.00
E. ELAA	Land North of Pretoria Road, Whitehill Road, Ellistown		25.30

Site Source	Address	Planning application Ref	Site size (ha)
E. ELAA	Land South of Pretoria Road, Whitehill Road, Ellistown	12/00620/FUL	3.10
E. ELAA	East Midlands Strategic Rail Freight Interchange	TR050002	266.40
E. ELAA	Little Battleflat Farm, Beveridge Lane, Ellistown	13/00249/OUTM	39.50
E. ELAA	Land at Ryecroft Road, Hemington	16/00061/OUTM	7.50
E. ELAA	Land west of South Leicestershire Industrial Estate		1.50
E. ELAA	Land adjacent to Beveridge Lane Employment site		1.60
E. ELAA	South of Interlink	16/00019/OUTM	29.30
E. SHLAA	Land at Occupation Lane, Albert Village		14.90
E. SHLAA	Land at 215 Occupation Road, Albert Village, DE11 8HD	13/00856/OUT	0.22
E. SHLAA	West of Measham Road, Appleby Magna	13/00797/FULM	4.10
E. SHLAA	Measham Road, Appleby Magna	13/00829/OUT	0.40
E. SHLAA	Church Street, Appleby Magna	13/00799/FULM	4.20
E. SHLAA	Top Street, Appleby Magna		1.00
E. SHLAA	Off Top Street, Appleby Magna	13/00697/OUTM	1.10
E. SHLAA	Rear of Didcott Way, Appleby Magna, DE12 7AH	14/00082/OUTM	2.50
E. SHLAA	Land north of Jubilee Business Park, Appleby Magna		3.10
E. SHLAA	East of Jubilee Business Park, Appleby Magna		2.10
E. SHLAA	Land east of Black Horse Hill, Appleby Magna		2.10
E. SHLAA	Jubilee Business Park, Appleby Magna	02/00273/FUL	2.00
E. SHLAA	Land at Bowleys Lane, Appleby Magna		0.04
E. SHLAA	Leicester Road, Ashby de la Zouch	13/00857/OUTM	5.70
E. SHLAA	5 Kilwardby Street, Ashby	07/01508/CON	0.30

Site Source	Address	Planning application Ref	Site size (ha)
E. SHLAA	Land at Hollywell Spring Farm, Ashby de la Zouch	13/00486/OUTM	20.60
E. SHLAA	North of A511, Ashby		2.70
E. SHLAA	Land at Money Hill, Ashby de la Zouch	13/00041/OUTM	128.60
E. SHLAA	Land at Money Hill, Ashby-de-la-Zouch		2.10
E. SHLAA	Packington Nook, Ashby		63.40
E. SHLAA	Millhouse Farm, Lower Packington Road, Ashby		0.90
E. SHLAA	Moira Road, Ashby		2.60
E. SHLAA	Land at Prior Park Road, Ashby de la Zouch	03/01110/FUL	0.30
E. SHLAA	Former Soap Factory, Smisby Road, Ashby de la Zouch	13/00517/FULM	1.70
E. SHLAA	Bed Centre, Derby Road, Ashby		0.10
E. SHLAA	Biscuit Factory, The Callis, Ashby		3.00
E. SHLAA	Sports Ground, Lower Packington Road, Ashby	13/00720/FUL	2.10
E. SHLAA	Land off Prestop Drive/Ingle Drive, Ashby	14/00578/OUTM	5.30
E. SHLAA	East of Mill Farm, Lower Packington Road, Ashby-de-la-Zouch	08/01588/OUTM	4.70
E. SHLAA	Land to the east of Western Close, Ashby	08/01588/OUTM	0.90
E. SHLAA	Arla Dairy, Smisby Road, Ashby	16/00275/OUTM	5.10
E. SHLAA	East of Mill Farm, Lower Packington Road, Ashby-de-la-Zouch	08/01588/OUTM	4.70
E. SHLAA	Land to the east of Western Close, Ashby	08/01588/OUTM	0.90
E. SHLAA	Arla Dairy, Smisby Road, Ashby	16/00275/OUTM	5.10
E. SHLAA	Land at 1 Main Street, Blackfordby		0.20
E. SHLAA	Land Rear of 31 Main Street, Blackfordby	10/00984/FUL	0.80
E. SHLAA	Butt Lane/West of Fenton Avenue, Blackfordby	14/00460/OUTM	7.40

Site Source	Address	Planning application Ref	Site size (ha)
E. SHLAA	Rear of 27 The Crescent, Breedon on the Hill (P)	12/00229/FULM	0.50
E. SHLAA	Limes Farm, Main Street, Breedon on the Hill	11/00462/FUL	0.60
E. SHLAA	Land off Doctors Lane, Breedon on the Hill		0.80
E. SHLAA	Land at Breedon Priory Nursery, Breedon on the Hill	10/00884/CLE	0.70
E. SHLAA	Towles Pasture, Castle Donington		0.50
E. SHLAA	Donington Mill, Station Road, Castle Donington	10/01182/FUL	0.30
E. SHLAA	Upton Close, Castle Donington		3.50
E. SHLAA	Land at Park Lane, Castle Donington	09/01226/OUTM	75.80
E. SHLAA	Land at Hilltop, Castle Donington		0.04
E. SHLAA	Hilltop, Castle Donington	15/00600/OUT	0.20
E. SHLAA	Land between The Spittal and Campion Hill, Castle Donington	16/00027/FULM	1.35
E. SHLAA	Land at St. Mary's Avenue, Donington le Heath		0.30
E. SHLAA	103 - 107 Central Road, Hugglescote		0.30
E. SHLAA	The Old Foundry, Bridge Road, Coalville		0.30
E. SHLAA	Eveden Factory, North Street, Whitwick, Coalville		0.40
E. SHLAA	Land at Minnesota's, Broom Leys Road, Coalville		0.60
E. SHLAA	Land at 192-222 Ashby Road, Coalville		0.30
E. SHLAA	138 - 148 Ashby Road, Coalville		2.20
E. SHLAA	Part of Snibston Discovery Park, Coalville	10/00775/OUTM	0.90
E. SHLAA	Former Council Depot, Highfield Street, Coalville	14/00890/DEM	0.50
E. SHLAA	Erection of 28 residential units with associated access and parking	02/00479/FUL	22.10
E. SHLAA	Enterprise House, Ashby Road, Coalville	14/00767/FUL	0.60

Site Source	Address	Planning application Ref	Site size (ha)
E. SHLAA	Stevenson House, Ashby Road, Coalville	13/00107/OUTM	0.30
E. SHLAA	Land at Snibston Discovery Park, Coalville		1.00
E. SHLAA	46 and land to the rear of London Road, Coalville		0.60
E. SHLAA	Land at Cropston Drive, Coalville	09/01125/FUL	0.30
E. SHLAA	Glebe Road, Thringstone		1.40
E. SHLAA	Land rear of Thornborough Road, Thornborough/New Swannington		18.60
E. SHLAA	Land at Stephenson Green, Coalville	10/01208/OUTM	88.90
E. SHLAA	Land rear of Bardon Road, Coalville		0.40
E. SHLAA	Land off Farm Lane and Townsend Lane, Donington-le-Heath		0.60
E. SHLAA	Land at Wolsey Road, Coalville	08/00363/FULM	2.10
E. SHLAA	Owen Street Allotments, Coalville	12/00688/OUTM	6.00
E. SHLAA	Land at Wolsey Road, Coalville	08/00363/FULM	2.10
E. SHLAA	Owen Street Allotments, Coalville	12/00688/OUTM	6.00
E. SHLAA	Ravenstone Road, Coalville		7.10
E. SHLAA	Land at London Road, Coalville	13/00268/FUL	0.30
E. SHLAA	Land at Greenhill Farm, Greenhill Road, Coalville	14/00614/OUTM	6.90
E. SHLAA	Land at Agar Nook Lane, Coalville	14/00050/FULM	6.10
E. SHLAA	Land at Owen Street Industrial Estate, Coalville	10/00284/FUL	4.10
E. SHLAA	Land at Market Street and Baker Street, Coalville	11/00846/DEM	3.50
E. SHLAA	Land at Scotland's Industrial Estate, Coalville	12/00988/FUL	2.00
E. SHLAA	Land at Church Lane Industrial Estate, Whitwick	13/00371/FUL	0.80
E. SHLAA	Waterworks Road, Coalville	12/00258/OUTM	0.60

Site Source	Address	Planning application Ref	Site size (ha)
E. SHLAA	Land at Standard Hill, Coalville	12/00007/OUTM	19.20
E. SHLAA	Terex Pegson Site, Whitwick Road, Coalville		4.88
E. SHLAA	Land at Fretsom's Field, Lily Bank, Thringstone	15/00009/OUTM	0.70
E. SHLAA	Land off The Green, Donington le Heath	15/00951/OUTM	1.50
E. SHLAA	Land at Redhill Farm, New Swannington		18.30
E. SHLAA	Land at Broomleys Farm, Coalville	09/01042/OUTM	14.20
E. SHLAA	South of Church Lane, New Swannington		14.90
E. SHLAA	St James Vicarage Church & Church Hall, Highfield Street, Coalville	14/00897/FUL	0.40
E. SHLAA	North of Standard Hill, Coalville		3.60
E. SHLAA	Land rear of 138-142 Bardon Road, Coalville	13/00818/OUTM	6.20
E. SHLAA	Snibston Golf Range, Coalville		7.00
E. SHLAA	The Old Foundry, Bridge Road/Scotland's Road, Coalville	03/00401/OUT	0.30
E. SHLAA	Land at North Avenue, Coalville	14/00991/FULM	0.20
E. SHLAA	North of Thringstone	14/00328/OUTM	2.70
E. SHLAA	Snibston Coach Park, Chiswell Drive, Coalville		0.80
E. SHLAA	South of Loughborough Road, Whitwick	14/00916/FULM	2.50
E. SHLAA	Moirs Road, Donisthorpe		0.20
E. SHLAA	Chapel Street, Donisthorpe		10.60
E. SHLAA	Hill Street, Donisthorpe		0.20
E. SHLAA	Donisthorpe Lane, Moira		0.70
E. SHLAA	Acresford Road, Donisthorpe	14/00802/OUTM	4.50
E. SHLAA	Measham Road, Donisthorpe		1.10

Site Source	Address	Planning application Ref	Site size (ha)
E. SHLAA		14/00948/OUT	0.10
E. SHLAA	Land off Ramscliffe Avenue, Donisthorpe	04/01162/OUT	1.30
E. SHLAA	Stephenson College, Thornborough Road, Coalville	03/00010/REM	23.00
E. SHLAA	TNT Premises, Lount		3.70
E. SHLAA	Land at Bardon Road, Coalville		4.60
E. SHLAA	Land off Gracedieu Road, Whitwick	10/01123/FUL	0.50
E. SHLAA	Land South of Sawley Marina, Tamworth Road, Long Eaton	14/00488/FULM	38.90
E. SHLAA	Land rear of Enterprise House, Coalville	13/00561/FUL	0.40
E. SHLAA	TNT Premises, Lount		13.30
E. SHLAA	Money Hill Site, North of Ashby	12/00953/EAS	118.00
E. SHLAA	Swains Park, Occupation Road, Albert Village	14/00060/FULM	6.10
E. SHLAA	North of Derby Road, Kegworth		10.70
E. SHLAA	Redhill Farm, 97 Top Street, Appleby Magna	15/00645/FUL	2.80
E. SHLAA	Coalville Community Resource Centre		0.20
E. SHLAA	Hermitage Industrial Estate, Vulcan Way		1.00
E. SHLAA	Land at 61-63 Ashby Road, Kegworth		0.90
E. SHLAA	Brookes Machine Tools, Derby Road, Kegworth	05/00405/FUL	0.10
E. SHLAA	Slack and Parr, Long Lane, Kegworth	06/00091/OUT	6.00
E. SHLAA	South of Derby Road, Kegworth	14/00541/OUTM	6.10
E. SHLAA	Youth Club/ Land west of High Street, Measham	12/00556/COM	1.40
E. SHLAA	Land r/0 34-54 Chapel Street, Measham	15/00627/OUT	0.80
E. SHLAA	Land off New Street, Measham	13/00516/FULM	1.30

Site Source	Address	Planning application Ref	Site size (ha)
E. SHLAA	Land at Pot Kiln Farm, New Street, Measham	09/00671/FULM	1.20
E. SHLAA	Ashby Road, Measham		0.40
E. SHLAA	Land adjacent Atherstone Road, Measham	01/01152/OUT	34.80
E. SHLAA	Oaktree House, Atherstone Road, Measham	09/00069/FUL	0.40
E. SHLAA	Bosworth Road, Measham		2.60
E. SHLAA	Adjacent A42/ Canal Basin, Measham	13/00141/OUTM	18.90
E. SHLAA	3a New Street, Measham		0.20
E. SHLAA	Leicester Road/ Grassy Land, Measham		12.00
E. SHLAA	Land off Ashby Road, Measham		3.40
E. SHLAA	Land at 14 Station Drive, Moira	06/00498/OUT	0.40
E. SHLAA	Land at 6 Rawdon Road, Moira	15/00692/OUT	0.70
E. SHLAA	Measham Road, Moira	13/00183/FULM	5.40
E. SHLAA	Measham Road, Moira (P)	13/00183/FULM	6.40
E. SHLAA	Pace Print Works, Measham Road, Moira		0.10
E. SHLAA	The Garage, Shortheath Road, Moira	14/00237/FULM	0.70
E. SHLAA	Sarah's Wood, Moira		0.50
E. SHLAA	Sweethill Lodge Farm, Ashby Road, Moira	14/00363/OUTM	2.30
E. SHLAA	Rear of 179-189 Ashby Road, Moira		1.20
E. SHLAA	Land adjacent to Fire Station, Shortheath Road, Moira		0.60
E. SHLAA	Land to the rear of 59-63 Ashby Road, Moira		0.30
E. SHLAA	Leicester Road, New Packington, Ashby	11/00141/AGP	5.70
E. SHLAA	Dawsons Road, Osgathorpe		1.24

Site Source	Address	Planning application Ref	Site size (ha)
E. SHLAA	Land at 90 Main Street, Osgathorpe		0.03
E. SHLAA	Land off Normanton Road, Packington	14/00109/OUT	1.10
E. SHLAA	Church Lane/ Wash Lane, Ravenstone		10.60
E. SHLAA	Land at 32 Melbourne Road, Ravenstone	06/01056/FUL	0.70
E. SHLAA	Melbourne Road, Ravenstone	13/00626/OUTM	7.50
E. SHLAA	Heather Lane, Ravenstone	13/00780/OUTM	2.40
E. SHLAA	Land at 11 Fosbrooke Close, Ravenstone		1.02
E. SHLAA	Adjacent Hall Farm, Ravenstone (P)	13/00110/OUT	1.10
E. SHLAA	Church Lane, Ravenstone		0.70
E. SHLAA	Church Lane/ Main Street, Ravenstone	14/00051/FULM	1.20
E. SHLAA	Land at Church Lane, Ravenstone		2.70
E. SHLAA	North of Leicester Road, Ravenstone		22.60
E. SHLAA	Swannington Recreation Ground, Swannington		0.40
E. SHLAA	Station Hill, Swannington	13/00657/OUTM	0.40
E. SHLAA	Land at St George's Hill, Swannington	14/00005/OUT	0.48
E. SHLAA	Land at St George's Hill, Swannington		0.70
E. SHLAA	Station Hill, Swannington		1.00
E. SHLAA	Hough Hill, Swannington		0.60
E. SHLAA	Land off Clink Lane, Swannington		0.40
E. SHLAA	Site 1, South of Spring Lane, Swannington		0.90
E. SHLAA	Site 2, South of Spring Lane, Swannington		0.60
E. SHLAA	Site 3, South of Spring Lane, Swannington		0.40

Site Source	Address	Planning application Ref	Site size (ha)
E. SHLAA	Adjacent Swannington Primary School, Swannington	07/01165/COM	0.30
E. SHLAA	Mount Pleasant Works, Woodville Woodlands (Phase 5) (P)	13/00355/FULM	5.80
E. SHLAA	Manor Drive, Worthington		13.10
E. SHLAA	Land off Manor Drive, Worthington (P)	13/00061/FULM	0.50
E. SHLAA	Adjacent Breedon Lane, Worthington		1.40
E. SHLAA	East of Manor Drive, Worthington		0.40
E. SHLAA	Nottingham Road, Peggs Green		0.60
E. SHLAA	Land at 68 Loughborough Road, Peggs Green		0.20
E. SHLAA	Loughborough Road, Peggs Green	12/00347/OUT	0.40
E. SHLAA	Land at 87 Loughborough Road, Coleorton		1.60
E. SHLAA	Bakewells Lane, Coleorton		0.40
E. SHLAA	Worthington Lane, Newbold		6.60
E. SHLAA	Gelsmoor Road, Newbold	14/00627/FUL	0.20
E. SHLAA	North of 2 Top Road, Griffydam		0.20
E. SHLAA	South of 2 Top Road, Griffydam		0.20
E. SHLAA	Loughborough Road/ Church Hill, Peggs Green		0.10
E. SHLAA	Lower Moor Road, Coleorton		0.60
E. SHLAA	Land at Bakewells Lane, Coleorton	15/00072/OUT	0.10
E. SHLAA	Land off Loughborough Road, Coleorton		2.20
E. SHLAA	Former Bull & Swan PH, Grimes Gate, Diseworth	15/00291/FUL	0.30
E. SHLAA	Old Hall Farm, Grimes Gate, Diseworth		0.50
E. SHLAA	Works, Nottingham Road, Lount		1.10

Site Source	Address	Planning application Ref	Site size (ha)
E. SHLAA	Nottingham Road, Lount	14/00040/COM	34.60
E. SHLAA	Land west of Rycroft Road, Hemington	15/00694/FUL	6.62
E. SHLAA	North of Hemington	16/00061/OUTM	7.50
E. SHLAA	Oakfield House, Burton Road, Oakthorpe	13/00650/RET	0.80
E. SHLAA	Burton Road, Oakthorpe		4.50
E. SHLAA	Land south of Limby Hall Lodge, Swannington		0.40
E. SHLAA	Land south of Limby Hall Lane, Swannington		0.20
E. SHLAA	Whitehill Road, Ellistown	08/00511/CLE	0.50
E. SHLAA	Francis Way/ David Lees Close, Ellistown		2.10
E. SHLAA	Newton Road, Heather		3.40
E. SHLAA	Sweepstone Road, Heather		5.20
E. SHLAA	Adjacent Sparkenhoe Estate, Heather	03/01629/FUL	6.30
E. SHLAA	Coalfield West, Heather	14/00806/OUT	1.90
E. SHLAA	Land off High Street, Ibstock	09/00471/FUL	1.00
E. SHLAA	Poplar Farm, High Street, Ibstock		0.30
E. SHLAA	North of Highfield House, Ibstock		0.05
E. SHLAA	South of Highfield House, Ibstock		0.30
E. SHLAA	Land at 2-4 Ravenstone Road, Ibstock	14/00357/OUT	0.10
E. SHLAA	Ravenstone Road, Ibstock		2.80
E. SHLAA	Ravenstone Road/ Melbourne Road, Ibstock	14/00632/FULM	3.63
E. SHLAA	Leicester Road, Ibstock		1.00
E. SHLAA	Land at 235A Leicester Road, Ibstock		0.60

Site Source	Address	Planning application Ref	Site size (ha)
E. SHLAA	Rear of Leicester Road, Ibstock		8.30
E. SHLAA	Pretoria Road, Ibstock		5.50
E. SHLAA	High Street, Ibstock		0.20
E. SHLAA	Hinckley Road, Ibstock (east)		1.80
E. SHLAA	Hinckley Road, Ibstock (west)		2.10
E. SHLAA	Station Road (Clare Farm), Ibstock	13/00908/OUTM	4.70
E. SHLAA	South of Ashby Road, Ibstock	12/00453/FULM	8.50
E. SHLAA	North of Ashby Road, Ibstock		7.00
E. SHLAA	Land off Leicester Road, Ibstock	13/00116/FUL	19.90
E. SHLAA	112-128 Melbourne Road	07/01200/OUT	0.20
E. SHLAA	Rear of 111a High Street, Ibstock		1.60
E. SHLAA	Land at Redlands House, Leicester Road, Ibstock		2.00
E. SHLAA	Land adjoining 8 Curzon Street, Ibstock		0.40
E. SHLAA	Land at 58 Station Road, Kegworth	06/01849/OUT	0.20
E. SHLAA	The Computer Centre, Derby Road, Kegworth		3.20
E. SHLAA	Rear of the Computer Centre, Derby Road, Kegworth		3.80
E. SHLAA	Adjacent Cott Factory, Kegworth		3.00
E. SHLAA	Station Road/ Long Lane, Kegworth		6.22
E. SHLAA	Bridgefields, Kegworth		2.00
E. SHLAA	Ashby Road, Kegworth	12/00323/OUTM	1.10
F. Pre-Application Enquiries	Oakfield Barn Burton Road Oakthorpe Swadlincote Derby DE12 7QX	13/00651/FUL	0.20
F. Pre-Application Enquiries	Land Adjoining The Spinney Caravan Site	09/00891/FUL	0.50

Site Source	Address	Planning application Ref	Site size (ha)
	Ashby Road, Sinope Leicestershire		
F. Pre-Application Enquiries	The Globe Inn 6 Main Street Snarestone Swadlincote Derby DE12 7DB	13/00460/FUL	0.70
F. Pre-Application Enquiries	Bridge House Spring Cottage Road Overseal Swadlincote Derby DE12 6NE	08/00693/FUL	0.80
F. Pre-Application Enquiries	Navigation Inn 166 Spring Cottage Road Overseal Swadlincote Derby DE12 6ND	14/00875/FUL	0.40
F. Pre-Application Enquiries	Land at Repton Road, Westminster Industrial Estate, Measham		2.20
F. Pre-Application Enquiries	Whitegates Farm, Wash Lane, Ravenstone	07/00816/FUL	0.20
F. Pre-Application Enquiries	Land at New Street, Measham	01/00789/OUT	0.30
F. Pre-Application Enquiries	Land Adjacent To 81 Shortheath Road Moira Swadlincote Derby DE12 6AP	11/00018/FUL	0.40
F. Pre-Application Enquiries	LCC Depot Wood Road Ellistown Coalville Leicestershire LE67 1GE	15/00413/COM	1.40
F. Pre-Application Enquiries	Aylesbury Gardens, Newton Road, Sweepstone	16/00305/VCU	0.60
F. Pre-Application Inquiries	Field Adjoining Ashby Road, Belton Leicestershire	16/00296/FUL	0.89
G. Sites previously considered as potential Gypsy and Traveller Development	Allotments off Woodside Avenue, Ashby de la Zouch		1.67
G. Sites previously considered as potential Gypsy and Traveller Development	Rear of High Street, Ibstock		1.61
G. Sites previously considered as potential Gypsy and Traveller Development	Allotments Pretoria Road Ibstock Leicestershire LE67 6LN		2.05
G. Sites previously considered as potential Gypsy and Traveller Development			0.00
G. Sites previously considered as potential Gypsy and Traveller Development			0.00

Site Source	Address	Planning application Ref	Site size (ha)
G. Sites previously considered as potential Gypsy and Traveller Development			0.00
G. Sites previously considered as potential Gypsy and Traveller Development			0.00
G. Sites previously considered as potential Gypsy and Traveller Development			0.00
G. Sites previously considered as potential Gypsy and Traveller Development			0.00
G. Sites previously considered as potential Gypsy and Traveller Development			0.00
G. Sites previously considered as potential Gypsy and Traveller Development			0.00
G. Sites previously considered as potential Gypsy and Traveller Development	The Chalet, Foan Hill, Swannington		0.22
G. Sites previously considered as potential Gypsy and Traveller Development	276 and 286 Ashby Road, Coalville LE67 3LE		0.18
H. Property in Councils Ownership	Measham Road, Oakthorpe, DE12 7RG		
H. Property in the Councils Ownership	Bradgate Drive, Coalville, LE67 4HE		
H. Property in the Councils Ownership	Ashby Road, Osgathorpe		
H. Property in the Councils Ownership	Recreational Gardens, Crescent Site, Moira, DE12 6AP		
H. Property in the Councils Ownership	Zion Hill, Peggs Green, Coleorton, LE67 8JP		1.10
H. Property in the Councils Ownership	Forest Road, Coalville, LE67 3SJ		3.90
H. Property in the Councils Ownership	Ashby Road, Coalville, LE67 3LS		1.80
H. Property in the Councils Ownership	Ibstock Road, Ellistown, LE67 1EF		0.07

Site Source	Address	Planning application Ref	Site size (ha)
H. Property in the Councils Ownership	Loughborough Road, Thringstone		0.90
H. Property in the Councils Ownership	Ravenstone Road, Coalville, LE67 3NA		0.30
H. Property in the Councils Ownership	Sharpley Avenue, Coalville, LE67 4DT		
H. Property in the Councils Ownership	Normandy Wood, Measham Road, Packington, LE65 1WQ		
H. Property in the Councils Ownership	Owen Street Pavilion, Owen Street, Coalville, LE67 3RF		2.60
H. Property in the Councils Ownership	High Street, Castle Donington		
H. Property in the Councils Ownership	Ramscliffe Avenue Donisthorpe		
H. Property in the Councils Ownership	Measham Road, Apple		0.50
H. Property in the Councils Ownership	Forest Court, Linden Way, Coalville		
H. Property in the Councils Ownership	Grange Road, Ibstock, LE67 6NT		0.40
H. Property in the Councils Ownership	Botts Hollow, Coalville, LE67 4BT		0.50
H. Property in the Councils Ownership	Hermitage Recreational Grounds		0.30
H. Property in the Councils Ownership	London Road, Coalville, LE67 3JB		3.20
H. Property in the Councils Ownership	Linden Way, Coalville, LE67 3JY		7.00
H. Property in the Councils Ownership	Coalville Cemetery, Meadow Lane, Coalville, LE67 4RF		0.40
H. Property in the Councils Ownership	Hugglescote Cemetery, Station Road, Hugglescote		0.40
H. Property in the Councils Ownership	Scout Site, Measham Road, Appleby Magma		0.40
H. Property in the Councils Ownership	Land off Ashby Road, Coalville, LE67 2LB		0.10
H. Property in the Councils Ownership	Buttercup Drive, Coalville, LE67 4AY		0.10
H. Property in the Councils Ownership	Land off School Street		
H. Property in the Councils Ownership	Land off Measham Road, Measham Road, Moira, DE12 6AJ		
H. Property in the Councils Ownership	The Pines Site, The Pines, Whitwick, LE67 5PY		

Site Source	Address	Planning application Ref	Site size (ha)
H. Property in the Councils Ownership	George Street Site, George Street, Whitwick, LE67 5EA		
H. Property in the Councils Ownership	Sparkenhoe Estate Site, Sparkenhoe Estate, Heather, LE67 2RG		0.10
H. Property in the Councils Ownership	Deepdale Close, Ibstock, LE67 6LW		0.10
H. Property in the Councils Ownership	Meadow Walk Site, Meadow Walk, Ibstock, LE67 6LU		0.10
H. Property in the Councils Ownership	Pretoria Road Site, Pretoria Road, Ibstock, LE67 6LP		0.10
H. Property in the Councils Ownership	Covert Place Site, DE11		
H. Property in the Council's Ownership	Hastings Close, Breedon, DE73 8BN		0.70
H. Property in the Council's Ownership	Pretoria Road, Ibstock, LE67 6LN		1.80
H. Property in the Council's Ownership	Swallowdale, Thringstone, LE67 8LW		
I. Public Sector Land	Land adjacent Newbold Gate (41110), Melbourne Road , Coleorton , Coalville , LE67 8JH		0.10
I. Public Sector Land that is Surplus or likely to be surplus	The Green, Donington le Heath		
I. Public Sector Land that is Surplus or likely to be surplus	Measham Road, Appleby Magna		
I. Public Sector Land that is Surplus or likely to be surplus	Ashby Road, Osgathorpe		
I. Public Sector Land that is Surplus or likely to be surplus	Hastings Avenue, Breedon		
I. Public Sector Land that is Surplus or likely to be surplus	Pretoria Road, Ibstock		
I. Public Sector Land that is Surplus or likely to be surplus	The Pinfold, Newton Burgoland		
I. Public Sector Land that is Surplus or likely to be surplus	North Avenue, Hugglescote		
I. Public Sector Land that is Surplus or likely to be surplus	High Street, Delvin Lane, Castle Donington		
I. Public Sector Land that is Surplus or likely to be surplus	LE65 2UP		

Site Source	Address	Planning application Ref	Site size (ha)
I. Public Sector Land that is Surplus or likely to be surplus	LE65 1RT		
I. Public Sector Land that is Surplus or likely to be surplus	LE67 3JB		
I. Public Sector Land that is Surplus or likely to be surplus	Land off Nottingham Road (Area 2 South)		
I. Public Sector Land that is Surplus or likely to be surplus	Coalville: Part of Charnwood Forest closed railway		
J. Vacant and Derelict Land and Buildings	Church Street, Donisthorpe Land - building plot	14/00948/OUT	0.10
J. Vacant and Derelict Land and Buildings	Units L1 & L2, Westminster Industrial Estate, Measham, DE12 7DS		0.10
J. Vacant and Derelict Land and Buildings	7 High Street, Measham, Swadlincote, Leicestershire, DE12 7HR	14/00746/OUT	0.20
J. Vacant and Derelict Land and Buildings			22.60
J. Vacant and Derelict Land and Buildings			5.10
J. Vacant and Derelict Land and Buildings	Land at Talbot Street, Whitwick, LE67 5AW	13/00060/FUL	0.50
J. Vacant and Derelict Land and Buildings	Quarry Lane, Snarestone, DE12 7DD	11/00211/FUL	1.50
J. Vacant and Derelict Land and Buildings	Building Plot, 217 Ashby Road, Moira, DE12 6DP	15/00810/FUL	0.10
J. Vacant and Derelict Land and Buildings	Residential Building Land, North Street, Whitwick	08/01118/OUT	0.20
J. Vacant and Derelict Land and Buildings	224a Bardon Road, Coalville, Leicestershire		0.40
J. Vacant and Derelict Land and Buildings	Land At Ashby Road Kegworth	12/00323/OUTM	11.10
J. Vacant and Derelict Land and Buildings	Langley Road, Diseworth Leicestershire DE74 2QQ		23.10
J. Vacant and Derelict Land and Buildings	Charterpoint, Ashby Park, Ashby De La Zouch, Leicestershire, LE65 1NF		1.00
J. Vacant and Derelict Land and Buildings	North Avenue, Coalville, LE67 3QX	14/00991/FULM	1.00
J. Vacant and Derelict Land and Buildings	Land At Wood Road, Battram, Leicestershire, LE67 1GE	15/00413/COM	2.50

Site Source	Address	Planning application Ref	Site size (ha)
J. Vacant and Derelict Land and Buildings	Ashby Gateway, Ashby Road, Ashby De La Zouch, Leicestershire LE65 1JG	15/00278/FULM	0.20
J. Vacant and Derelict Land and Buildings	Park Lane, Castle Donington, Leicestershire, DE74 2JF		1.80
J. Vacant and Derelict Land and Buildings	Land Off Ryecroft Road, Ryecroft Road Hemington, Derbyshire DE74 2RE		7.10
J. Vacant and Derelict Land and Buildings	Charter Point, Ashby Business Park, Coalfield Way, Ashby de la Zouch, Leicestershire, LE65 1JF		0.80
J. Vacant and Derelict Land and Buildings	2B, Willow Farm Business Park Castle Donington Derbyshire, DE74 2UD	14/01145/FULM	0.40
J. Vacant and Derelict Land and Buildings	Ashby Park, Junction 13 M42, Ashby de la Zouch, LE65 1NU	07/00821/OUT	0.80
J. Vacant and Derelict Land and Buildings	Prime Link, Interlink Bardon, Leicester LE67 1PB	08/00165/FULM	1.20
J. Vacant and Derelict Land and Buildings	G Park Ashby, Resolution Road Ashby-de-la-Zouch Leicestershire, LE65 1TE		34.80
J. Vacant and Derelict Land and Buildings	Mountpark Bardon Beveridge Lane Bardon Coalville Leicestershire LE67 1FB	13/00249/OUTM	31.20
J. Vacant and Derelict Land and Buildings	224A Bardon Road, Coalville, Leicestershire	15/00504/OUTM	0.40
J. Vacant and Derelict Land and Buildings	3 Belvoir Road, Coalville, Leicestershire, LE67 3RD	14/01056/FUL	0.02
J. Vacant and Derelict Land and Buildings	Lot 5, Eastern Old Parks Farm, Nottingham Road, Ashby de la Zouch		14.70
J. Vacant and Derelict Land and Buildings	Nethercote Farm Wood, Newton Burgoland, Leicestershire LE67 2SN		19.00
J. Vacant and Derelict Land and Buildings	Redholme Farm, Ashby Road, Donisthorpe, Leicestershire DE12 7QG	15/00356/OUT	0.20
J. Vacant and Derelict Land and Buildings	The Woodlands, Ashby Road, Sinope Leicestershire	14/01037/FUL	0.50
J. Vacant and Derelict Land and Buildings	Land To The Rear Of, Ashby Road, Donisthorpe, Swadlincote, Derbyshire	12/00552/FUL	0.30
J. Vacant Land and Buildings	Land South of Forest Road, Forest Road, Coalville		0.98
J. Vacant Land and Buildings	Pumping Station, Rear of The Pines, Hall Lane, Whitwick		1.30

Site Source	Address	Planning application Ref	Site size (ha)
J. Vacant Land and Buildings	Former Transmission Station, Smisby Road, Ashby-de-la-Zouch	13/00386/FULM	2.40
J. Vacant Land and Buildings	Adjacent to 44, Ashby Road, Moira		0.50
J. Vacant Land and Buildings	North of Sovereign House, Smisby Road, Ashby-de-la-Zouch	09/00485/FULM	
J. Vacant Land and Buildings	Old Factories either side of Baker Street, Wolsey Road, Coalville, LE67 3TS		2.10
J. Vacant Land and Buildings	Part of Snibston Discovery Park, Kane Close, Coalville		0.90
J. Vacant Land and Buildings	Picture Bar Youth Club, Former Youth Club and Land		1.40
J. Vacant Land and Buildings	Former Railway, Occupation Lane, Woodville, Swadlincote, DE11 8EX		0.70
J. Vacant Land and Buildings	Former Warehouse, Bridge Road, Coalville, LE67 3PW		0.30
J. Vacant Land and Buildings	The Emporium 61-82, Belvoir Road, Coalville		0.40
J. Vacant Land and Buildings	Stardust Nightclub, Beveridge Lane, Coalville		0.80
J. Vacant Land and Buildings	Nos 6-34, Ashby Road, Coalville		0.50
J. Vacant Land and Buildings	Motors, Coalville Ltd, Hotel Street, Coalville		1.40

## Appendix D: 311 potential sites and broad locations

Initial list of 518 sites revised to exclude:

- sites where there was insufficient information to identify their location;
- duplicate sites;
- small sites; and
- sites with extant planning permission for residential development. The higher alternative use values for residential land are likely to make Gypsy and Traveller development undeliverable.

Site Source	Reference	Address	Planning application Ref	Site size (ha)
A. Existing Sites	CV22	46 Bardon Road, Coalville, Leicestershire LE67 4BH	12/00390/VCU	0.30
A. Existing Sites	CV67	Dorans, 3 Brook Lane, Thringstone, Coalville, Leicestershire LE67 8DD		0.10
A. Existing Sites	EL10	Toons Scrap Yard, 135 Ibstock Road, Ellistown, Coalville, Leicestershire LE67 1EE		0.10
A. Existing Sites	HA2	The Ashes, Newton Road, Heather, Coalville, Leicestershire LE67 2RD		0.10
A. Existing Sites	HE1	Hemington Park Showman's Site, Rycroft Road, Hemington, Derby Leicestershire DE74 2RE	12/00785/VCI	2.00
A. Existing Sites	HE4	Station Yard, Station Road, Hemington		0.40
A. Existing Sites	IB30	The Haven, Melbourne Road, Ibstock, Coalville, Leicestershire LE67 3JS		0.10
A. Existing Sites	MO14	Land Adjacent To 81 Shortheath Road, Moira, Swadlincote, Derby DE12 6AP	15/00717/VCI	0.40
A. Existing Sites	RA2	Kelham Bridge Farm, Ibstock Road, Ravenstone, Coalville Leicestershire LE67 2AN	09/00982/FULM	1.69
A. Existing Sites	SW17	Railway Terrace, Station Hill, Swannington, Coalville, Leicestershire LE67 8RJ		0.10
B. Existing Housing Allocation with no permission	MO11	Land South Of Drift Farm Blackfordby Lane Moira Swadlincote Derby DE12 6EX	14/00175/OUTM	0.83
B. Existing Housing/ Employment allocation with no Permission	CV66	Land off Waterworks Road, Coalville		2.60
B. Existing Housing/ Employment allocation with no Permission	HU1	Land Off Grange Road Grange Road Hugglescote Leicestershire	13/00956/OUTM	179.00
B. Existing Housing/ Employment allocation with no Permission	ME2	Land off Ashby Road/Leicester Road, Measham		15.00
C. Unimplemented Planning Permission	OA2	Land At Canal Street Oakthorpe Derby	14/00557/FUL	0.96

Site Source	Reference	Address	Planning application Ref	Site size (ha)
C. Unimplemented Planning Permission	RA7	White Gates Farm Wash Lane Ravenstone & Snibston Ravenstone Coalville Leicestershire LE67 2AZ	07/00816/FUL	2.77
C. Unimplemented Planning Permission	WH8	Land Off Hall Lane Whitwick Coalville Leicestershire LE67 5DW	10/01086/FUL	0.28
C. Unimplemented Planning Permissions	AZ8	60 Market Street Ashby De La Zouch Leicestershire LE65 1AN	09/00486/FUL	0.60
C. Unimplemented Planning Permissions	CD9	The Golf House Park Lane Castle Donington Derby Leicestershire DE74 2RQ	09/01049/VCU	0.17
C. Unimplemented Planning Permissions	CV46	Land Adjacent To 23 Blackwood Coalville Leicestershire LE67 4RG	11/00040/OUT	0.24
C. Unimplemented Planning Permissions	OA5	The Paddock Adjoining M42 Burton Road, Oakthorpe, Swadlincote, Derby	06/00694/FUL	1.00
C. Unimplemented Planning Permissions	RA3	St Modwen Development Coalville Lane/Ravenstone Road Ravenstone Leicestershire	12/00695/COM	5.50
C. Unimplemented Planning Permissions	SO2	Land Adjoining The Spinney, Caravan Site, Ashby Road, Sinope, Leicestershire	09/00891/FUL	0.51
C. Unimplemented Planning Permissions	SW1	Former Highways Depot Main Street Swannington Coalville Leicestershire LE67 8QP	11/00110/OUT	0.17
D. Refused/ Withdrawn Planning Applications	AZ1	Land At Wells Road And Willesley Road Ashby De La Zouch Leicestershire	14/00520/FULM	1.54
D. Refused/ Withdrawn Planning Applications	AZ9	Land Adjacent To 219 Nottingham Road Ashby De La Zouch Leicestershire LE65 1DP	12/00324/FUL	0.37
D. Refused/ Withdrawn Planning Applications	BE1	Land At Mill Lane Belton Loughborough Leicestershire LE12 9UJ	08/00499/FUL	0.17
D. Refused/ Withdrawn Planning Applications	BH1	South Lane Bardon Hill Coalville Leicestershire LE67 1TG	15/01047/OUT	0.18

Site Source	Reference	Address	Planning application Ref	Site size (ha)
D. Refused/ Withdrawn Planning Applications	BR3	Cloudhill Pastures Doctors Lane Breedon On The Hill Derby DE73 8AQ	11/00091/OUT	0.50
D. Refused/ Withdrawn Planning Applications	CO1	Wilford House Loughborough Road Coleorton Coalville Leicestershire LE67 8HH	15/00822/OUT	0.35
D. Refused/ Withdrawn Planning Applications	CO2	Moor Lane Farm 58 Moor Lane Coleorton Coalville Leicestershire LE67 8FQ	15/00266/OUT	0.23
D. Refused/ Withdrawn Planning Applications	DI2	Site Adjacent To Walnut Yard Gelscoe Lane Diseworth Derby DE74 2QQ	09/00089/FULM	3.16
D. Refused/ Withdrawn Planning Applications	EL1	Land Laying To The West Of Whitehill Road And South Of Ibstock Road Ellistown Leicestershire	14/01106/OUTM	19.68
D. Refused/ Withdrawn Planning Applications	EL5	The Bungalow Wood Road Ellistown Coalville Leicestershire LE67 1GE	08/00734/FUL	0.20
D. Refused/ Withdrawn Planning Applications	IB20	207 Leicester Road Ibstock Coalville Leicestershire LE67 6HP	08/01259/FULM	2.00
D. Refused/ Withdrawn Planning Applications	IB28	75 Leicester Road Ibstock Coalville Leicestershire LE67 6HN	15/00268/OUT	0.18
D. Refused/ Withdrawn Planning Applications	LK1	Daleacre Farm 1 Main Street Lockington Derby DE74 2RH	13/00884/FUL	0.50
D. Refused/ Withdrawn Planning Applications	ME3	Land At 6 Queens Street Measham Swadlincote Derby DE12 7JE	13/00969/FUL	0.20
D. Refused/ Withdrawn Planning Applications	MO8	Land Adjoining Recreation Ground Measham Road Moira Derby	14/00752/FUL	0.73
D. Refused/ Withdrawn Planning Applications	NO1	Site Off Main Street Normanton Le Heath Leicestershire	14/01040/OUT	0.54
D. Refused/ Withdrawn Planning Applications	OA3	Whitelands Burton Road Oakthorpe Swadlincote Derby DE12 7QX	12/00591/FUL	0.90

Site Source	Reference	Address	Planning application Ref	Site size (ha)
D. Refused/ Withdrawn Planning Applications	OA6	Fair Oak, Burton Road, Oakthorpe, Swadlincote, Derby DE12 7QX	13/00032/FULM	0.83
D. Refused/ Withdrawn Planning Applications	OS1	72 Main Street Osgathorpe Loughborough Leicestershire LE12 9TA	15/01041/OUT	0.45
D. Refused/ Withdrawn Planning Applications	OS2	Main Street Osgathorpe Loughborough Leicestershire LE12 9TA	15/00871/OUT	0.59
D. Refused/ Withdrawn Planning Applications	OS4	Land South Of The Warren 6 Chapel Lane Osgathorpe Loughborough Leicestershire LE12 9SX	14/01158/FUL	0.56
D. Refused/ Withdrawn Planning Applications	PA2	Land East Of Hill Farm Hill Farm Spring Lane Packington Ashby- De-La-Zouch Leicestershire LE65 1WU	07/01762/FUL	0.40
D. Refused/ Withdrawn Planning Applications	PA5	Land Adjacent To 30 Ashby Road Packington Ashby De La Zouch Leicestershire LE65 1TD	14/00434/FUL	0.17
D. Refused/ Withdrawn Planning Applications	RA1	Land To The Rear Of 26 Jennys Lane Ravenstone Coalville Leicestershire LE67 2AP	15/01019/OUT	0.29
D. Refused/ Withdrawn Planning Applications	SN1	Land At Junction Of Measham Road And Appleby Lane Snarestone Swadlincote Derby DE12 7DB	15/00491/OUT	0.41
D. Refused/ Withdrawn Planning Applications	SN4	The Shrubberies Twycross Road Snarestone Swadlincote Derby DE12 7BY	14/00351/FUL	0.19
D. Refused/ Withdrawn Planning Applications	SO1	Altons Nook 16A Ashby Road Sinope Coalville Leicestershire LE67 3AY	16/00131/FUL	0.25
D. Refused/ Withdrawn Planning Applications	SW7	The Cottage Limby Hall Lane Swannington Coalville Leicestershire LE67 8QH	15/00572/OUT	0.19
D. Refused/ Withdrawn Planning Applications	TH3	Land To The Rear 31 The Green Thringstone Coalville Leicestershire LE67 8NR	14/00320/FUL	0.20

Site Source	Reference	Address	Planning application Ref	Site size (ha)
D. Refused/ Withdrawn Planning Applications	WH12	Land At 217 Thornborough Road Whitwick Coalville Leicestershire LE67 3TN	08/00160/FULM	0.38
D. Refused/ Withdrawn Planning Applications	WH13	191 Loughborough Road Whitwick Coalville Leicestershire LE67 5AS	14/00219/FUL	0.32
D. Refused/ Withdrawn Planning Applications	WH14	Land To The Rear Of 19 To 63 Church Lane Whitwick Coalville Leicestershire LE67 5DN	14/00326/OUT	0.35
D. Refused/ Withdrawn Planning Applications	WO2	Land North Of Butt Lane And East Of Hepworth Road Woodville/Blackfordby Swadlincote DE11 7BY	15/00306/OUTM	3.44
D. Refused/ Withdrawn Planning Permissions	HE2	Midsummer Stables, Netherfields Lane, Hemington, Derby DE72 2HP	13/00794/FUL	2.35
E. ELAA	AZ17	Land south of Packington Nook, Measham Road, Ashby de la Zouch		25.00
E. ELAA	CD10	Donington Park Race Circuit, Castle Donington	08/01356/FULM	25.00
E. ELAA	CD7	South of Pegasus Business Park, East Midlands Airport		3.80
E. ELAA	EL2	Land adjacent to Beveridge Lane Employment site		1.60
E. ELAA	EL3	Land North of Pretoria Road, Whitehill Road, Ellistown		25.30
E. ELAA	EL6	South of Interlink	16/00019/OUTM	29.30
E. ELAA	EL7	Land west of South Leicestershire Industrial Estate		1.50
E. ELAA	EL8	Land South of Pretoria Road, Whitehill Road, Ellistown	12/00620/FUL	3.10
E. SHLAA	AL1	Land at Occupation Lane, Albert Village		14.90
E. SHLAA	AL2	Land at 215 Occupation Road, Albert Village, DE11 8HD	13/00856/OUT	0.22
E. SHLAA	AM1	West of Measham Road, Appleby Magna	13/00797/FULM	4.10

Site Source	Reference	Address	Planning application Ref	Site size (ha)
E. SHLAA	AM12	Top Street, Appleby Magna	12/00204/OUT	1.00
E. SHLAA	AM2	Jubilee Business Park, Appleby Magna	02/00273/FUL	2.00
E. SHLAA	AM4	East of Jubilee Business Park, Appleby Magna		2.10
E. SHLAA	AM5	Land north of Jubilee Business Park, Appleby Magna		3.10
E. SHLAA	AM6	Rear of Didcott Way, Appleby Magna, DE12 7AH	14/00082/OUTM	2.50
E. SHLAA	AM7	Land east of Black Horse Hill, Appleby Magna		2.10
E. SHLAA	AM9	Church Street, Appleby Magna	13/00799/FULM	4.20
E. SHLAA	AZ18	Moirs Road, Ashby		2.60
E. SHLAA	AZ19	Arla Dairy, Smisby Road, Ashby	16/00275/OUTM	5.10
E. SHLAA	AZ20	Land to the east of Western Close, Ashby	08/01588/OUTM	0.90
E. SHLAA	AZ21	East of Mill Farm, Lower Packington Road, Ashby-de-la-Zouch	08/01588/OUTM	4.70
E. SHLAA	AZ25	Sports Ground, Lower Packington Road, Ashby	13/00720/FUL	2.10
E. SHLAA	AZ26	Biscuit Factory, The Callis, Ashby		3.00
E. SHLAA	AZ27	Land Rear of 31 Main Street, Blackfordby	10/00984/FUL	0.80
E. SHLAA	AZ28	Land at Prior Park Road, Ashby de la Zouch	03/01110/FUL	0.30
E. SHLAA	AZ30	Millhouse Farm, Lower Packington Road, Ashby		0.90
E. SHLAA	AZ32	Land at Money Hill, Ashby-de-la-Zouch		2.10
E. SHLAA	AZ34	North of A511, Ashby		2.70
E. SHLAA	AZ35	5 Kilwardby Street, Ashby	07/01508/CON	0.30
E. SHLAA	AZ37	Packington Nook, Ashby	09/00473/OUTM	63.40
E. SHLAA	AZ6	Money Hill Site, North of Ashby	12/00953/EAS	118.00

Site Source	Reference	Address	Planning application Ref	Site size (ha)
E. SHLAA	BR4	Land off Doctors Lane, Breedon on the Hill		0.80
E. SHLAA	BR5	Land at Breedon Priory Nursery, Breedon on the Hill	10/00884/CLE	0.70
E. SHLAA	BY1	Land at 1 Main Street, Blackfordby		0.20
E. SHLAA	BY3	Butt Lane/West of Fenton Avenue, Blackfordby	14/00460/OUTM	7.40
E. SHLAA	CD3	Hilltop, Castle Donington	15/00600/OUT	0.20
E. SHLAA	CD5	Upton Close, Castle Donington		3.50
E. SHLAA	CD8	Land between The Spittal and Campion Hill, Castle Donington	16/00027/FULM	1.35
E. SHLAA	CO5	Lower Moor Road, Coleorton		0.60
E. SHLAA	CO6	Land at 87 Loughborough Road, Coleorton		1.60
E. SHLAA	CO7	Land off Loughborough Road, Coleorton		2.20
E. SHLAA	CO8	Loughborough Road, Peggs Green	12/00347/OUT	0.40
E. SHLAA	CO9	Bakewells Lane, Coleorton		0.40
E. SHLAA	CV12	Part of Snibston Discovery Park, Coalville	10/00775/OUTM	0.90
E. SHLAA	CV13	Stevenson House, Ashby Road, Coalville	13/00107/OUTM	0.30
E. SHLAA	CV14	North of Standard Hill, Coalville		3.60
E. SHLAA	CV15	Snibston Golf Range, Coalville		7.00
E. SHLAA	CV16	The Old Foundry, Bridge Road/Scotland's Road, Coalville	03/00401/OUT	0.30
E. SHLAA	CV17	Snibston Coach Park, Chiswell Drive, Coalville		0.80

Site Source	Reference	Address	Planning application Ref	Site size (ha)
E. SHLAA	CV19	Land adjoining Stephensons College, Coalville	02/00479/FUL	22.10
E. SHLAA	CV2	Land at Minnesota's, Broom Leys Road, Coalville		0.60
E. SHLAA	CV20	Land off The Green, Donington le Heath	15/00951/OUTM	1.50
E. SHLAA	CV21	138 - 148 Ashby Road, Coalville		2.20
E. SHLAA	CV23	Land at Bardon Road, Coalville		4.60
E. SHLAA	CV28	Land at Greenhill Farm, Greenhill Road, Coalville	14/00614/OUTM	6.90
E. SHLAA	CV3	Land rear of Bardon Road, Coalville		0.40
E. SHLAA	CV31	Land at Stephenson Green, Coalville	10/01208/OUTM	88.90
E. SHLAA	CV32	Land at Cropston Drive, Coalville	09/01125/FUL	0.30
E. SHLAA	CV34	Land at Wolsey Road, Coalville	08/00363/FULM	2.10
E. SHLAA	CV35	Land at Broomleys Farm, Coalville	09/01042/OUTM	14.20
E. SHLAA	CV36	Land at London Road, Coalville	13/00268/FUL	0.30
E. SHLAA	CV37	Land at Snibston Discovery Park, Coalville		1.00
E. SHLAA	CV38	Land at Owen Street Industrial Estate, Coalville	10/00284/FUL	4.10
E. SHLAA	CV39	Land at Market Street and Baker Street, Coalville	11/00846/DEM	3.50
E. SHLAA	CV4	Coalville Community Resource Centre		0.20
E. SHLAA	CV40	Land at Scotland's Industrial Estate, Coalville	12/00988/FUL	2.00
E. SHLAA	CV41	Terex Pegson Site, Whitwick Road, Coalville		4.88

Site Source	Reference	Address	Planning application Ref	Site size (ha)
E. SHLAA	CV42	46 and land to the rear of London Road, Coalville		0.60
E. SHLAA	CV44	Ravenstone Road, Coalville		7.10
E. SHLAA	CV5	Hermitage Industrial Estate, Vulcan Way, Coalville, Leicestershire, LE67 3FR		1.00
E. SHLAA	CV58	Land at 192-222 Ashby Road, Coalville		0.30
E. SHLAA	CV6	Land at St. Mary's Avenue, Donington le Heath		0.30
E. SHLAA	CV7	103 - 107 Central Road, Hugglescote		0.30
E. SHLAA	CV8	The Old Foundry, Bridge Road, Coalville		0.30
E. SHLAA	CV9	Eveden Factory, North Street, Whitwick, Coalville		0.40
E. SHLAA	DH2	Land off Farm Lane and Townsend Lane, Donington-le-Heath		0.60
E. SHLAA	DI3	Old Hall Farm, Grimes Gate, Diseworth		0.50
E. SHLAA	DO1	Land Opposite The Hawthorns Acresford Road Donisthorpe Swadlincote Derby DE12 7PT	14/01081/OUT	0.67
E. SHLAA	DO3	Hill Street, Donisthorpe		0.20
E. SHLAA	DO4	Chapel Street, Donisthorpe		10.60
E. SHLAA	DO5	Measham Road, Donisthorpe		1.10
E. SHLAA	DO6	Moira Road, Donisthorpe		0.20
E. SHLAA	DO7	Land off Ramscliffe Avenue, Donisthorpe	04/01162/OUT	1.30
E. SHLAA	EL4	Whitehill Road, Ellistown	08/00511/CLE	0.50

Site Source	Reference	Address	Planning application Ref	Site size (ha)
E. SHLAA	EL9	Francis Way/ David Lees Close, Ellistown		2.10
E. SHLAA	GR1	North of 2 Top Road, Griffydam		0.20
E. SHLAA	GR2	South of 2 Top Road, Griffydam		0.20
E. SHLAA	HA1	Newton Road, Heather		3.40
E. SHLAA	HA3	Sweepstone Road, Heather		5.20
E. SHLAA	HA4	Adjacent Sparkenhoe Estate, Heather	03/01629/FUL	6.30
E. SHLAA	HE5	North of Hemington	16/00061/OUTM	7.50
E. SHLAA	HE6	Land west of Rycroft Road, Hemington	15/00694/FUL	6.62
E. SHLAA	IB1	Hinckley Road, Ibstock (east)		1.80
E. SHLAA	IB11	High Street, Ibstock		0.20
E. SHLAA	IB12	Land off High Street, Ibstock	09/00471/FUL	1.00
E. SHLAA	IB13	Hinckley Road, Ibstock (west)		2.10
E. SHLAA	IB14	North of Ashby Road, Ibstock		7.00
E. SHLAA	IB15	Land off Leicester Road, Ibstock	13/00116/FUL	19.90
E. SHLAA	IB16	112-128 Melbourne Road	07/01200/OUT	0.20
E. SHLAA	IB17	Rear of 111a High Street, Ibstock		1.60
E. SHLAA	IB18	Land at Redlands House, Leicester Road, Ibstock		2.00
E. SHLAA	IB19	Land adjoining 8 Curzon Street, Ibstock		0.40
E. SHLAA	IB2	Poplar Farm, High Street, Ibstock		0.30
E. SHLAA	IB21	Pretoria Road, Ibstock		5.50
E. SHLAA	IB5	South of Highfield House, Ibstock		0.30
E. SHLAA	IB6	Ravenstone Road, Ibstock		2.80
E. SHLAA	IB7	Leicester Road, Ibstock		1.00
E. SHLAA	IB8	Land at 235A Leicester Road, Ibstock		0.60

Site Source	Reference	Address	Planning application Ref	Site size (ha)
E. SHLAA	IB9	Rear of Leicester Road, Ibstock		8.30
E. SHLAA	KE1	Bridgefields, Kegworth		2.00
E. SHLAA	KE10	Ashby Road, Kegworth	12/00323/OUTM	1.10
E. SHLAA	KE2	Station Road/ Long Lane, Kegworth		6.22
E. SHLAA	KE3	Adjacent Cott Factory, Kegworth		3.00
E. SHLAA	KE4	Rear of the Computer Centre, Derby Road, Kegworth		3.80
E. SHLAA	KE5	The Computer Centre, Derby Road, Kegworth		3.20
E. SHLAA	KE6	North of Derby Road, Kegworth		10.70
E. SHLAA	KE7	South of Derby Road, Kegworth	14/00541/OUTM	6.10
E. SHLAA	KE8	Land at 61-63 Ashby Road, Kegworth		0.90
E. SHLAA	KE9	Slack and Parr, Long Lane, Kegworth	06/00091/OUT	6.00
E. SHLAA	LO1	Works, Nottingham Road, Lount		1.10
E. SHLAA	LO2	TNT Premises, Lount		13.30
E. SHLAA	LO3	TNT Premises, Lount		3.70
E. SHLAA	LO4	Nottingham Road, Lount	14/00040/COM	34.60
E. SHLAA	ME15	Youth Club/ Land west of High Street, Measham	12/00556/COM	1.40
E. SHLAA	ME5	3a New Street, Measham		0.20
E. SHLAA	ME6	Bosworth Road, Measham		2.60
E. SHLAA	ME7	Oaktree House, Atherstone Road, Measham	09/00069/FUL	0.40
E. SHLAA	ME8	Ashby Road, Measham		0.40
E. SHLAA	ME9	Land r/0 34-54 Chapel Street, Measham	15/00627/OUT	0.80
E. SHLAA	MO1	Rear of 179-189 Ashby Road, Moira		1.20
E. SHLAA	MO10	Donisthorpe Lane, Moira		0.70

Site Source	Reference	Address	Planning application Ref	Site size (ha)
E. SHLAA	MO2	Land adjacent to Fire Station, Shortheath Road, Moira		0.60
E. SHLAA	MO3	Land to the rear of 59-63 Ashby Road, Moira		0.30
E. SHLAA	MO4	Sarah's Wood, Moira		0.50
E. SHLAA	MO5	Land at 14 Station Drive, Moira	06/00498/OUT	0.40
E. SHLAA	MO9	Sweethill Lodge Farm, Ashby Road, Moira	14/00363/OUTM	2.30
E. SHLAA	NE1	Worthington Lane, Newbold		6.60
E. SHLAA	OA4	Burton Road, Oakthorpe		4.50
E. SHLAA	OS5	Dawsons Road, Osgathorpe		1.24
E. SHLAA	PA4	Leicester Road, New Packington, Ashby	11/00141/AGP	5.70
E. SHLAA	PG1	Land at 68 Loughborough Road, Peggs Green		0.20
E. SHLAA	PG2	Nottingham Road, Peggs Green		0.60
E. SHLAA	RA11	Land at 11 Fosbrooke Close, Ravenstone		1.02
E. SHLAA	RA4	Land at 32 Melbourne Road, Ravenstone	06/01056/FUL	0.70
E. SHLAA	RA5	Church Lane/ Wash Lane, Ravenstone		10.60
E. SHLAA	RA6	Church Lane, Ravenstone		0.70
E. SHLAA	RA8	Land at Church Lane, Ravenstone		2.70
E. SHLAA	RA9	North of Leicester Road, Ravenstone		22.60
E. SHLAA	SW10	Site 2, South of Spring Lane, Swannington		0.60
E. SHLAA	SW11	Station Hill, Swannington	13/00657/OUTM	0.40
E. SHLAA	SW12	Site 3, South of Spring Lane, Swannington		0.40
E. SHLAA	SW13	Site 1, South of Spring Lane, Swannington		0.90

Site Source	Reference	Address	Planning application Ref	Site size (ha)
E. SHLAA	SW15	Adjacent Swannington Primary School, Swannington	07/01165/COM	0.30
E. SHLAA	SW16	Land south of Limby Hall Lodge, Swannington		0.40
E. SHLAA	SW2	Swannington Recreation Ground, Swannington		0.40
E. SHLAA	SW3	Land at St George's Hill, Swannington	14/00005/OUT	0.48
E. SHLAA	SW4	Land at St George's Hill, Swannington		0.70
E. SHLAA	SW5	Station Hill, Swannington		1.00
E. SHLAA	SW6	Hough Hill, Swannington		0.60
E. SHLAA	SW8	Land off Clink Lane, Swannington		0.40
E. SHLAA	SW9	Land south of Limby Hall Lane, Swannington		0.20
E. SHLAA	TB1	Land rear of Thornborough Road, Thornborough/New Swannington		18.60
E. SHLAA	TH1	Land at Fretsom's Field, Lily Bank, Thringstone	15/00009/OUTM	0.70
E. SHLAA	TH4	Glebe Road, Thringstone		1.40
E. SHLAA	WH3	Land at Redhill Farm, New Swannington		18.30
E. SHLAA	WH4	South of Church Lane, New Swannington		14.90
E. SHLAA	WH5	South of Loughborough Road, Whitwick	14/00916/FULM	2.50
E. SHLAA	WH9	Land off Gracedieu Road, Whitwick	10/01123/FUL	0.50
E. SHLAA	WR1	Adjacent Breedon Lane, Worthington		1.40
E. SHLAA	WR2	Manor Drive, Worthington		13.10
E. SHLAA	WR3	East of Manor Drive, Worthington		0.40
F. Pre-Application Enquiries	ME16	Land at New Street, Measham	01/00789/OUT	0.30

Site Source	Reference	Address	Planning application Ref	Site size (ha)
F. Pre-Application Enquiries	ME17	Land at Repton Road, Westminster Industrial Estate, Measham		2.20
F. Pre-Application Enquiries	OV1	Navigation Inn 166 Spring Cottage Road Overseal Swadlincote Derby DE12 6ND	14/00875/FUL	0.40
F. Pre-Application Enquiries	OV2	Bridge House Spring Cottage Road Overseal Swadlincote Derby DE12 6NE	08/00693/FUL	0.80
F. Pre-Application Enquiries	SN3	The Globe Inn 6 Main Street Snarestone Swadlincote Derby DE12 7DB	13/00460/FUL	0.70
F. Pre-Application Enquiries	SP1	Aylesbury Gardens, Newton Road, Sweptstone	16/00305/VCU	0.60
F. Pre-Application Inquiries	BE2	Field Adjoining Ashby Road, Belton Leicestershire	16/00296/FUL	0.89
G. Sites previously considered as potential Gypsy and Traveller Development	AZ31	Allotments off Woodside Avenue, Ashby de la Zouch		1.67
G. Sites previously considered as potential Gypsy and Traveller Development	CV11	276 and 286 Ashby Road, Coalville LE67 3LE		0.18
G. Sites previously considered as potential Gypsy and Traveller Development	IB10	Allotments Pretoria Road Ibstock Leicestershire LE67 6LN		2.05
G. Sites previously considered as potential Gypsy and Traveller Development	IB25	Land to the rear of Allotments, Pretoria Road, Ibstock Leicestershire LE67 6LN		0.00
G. Sites previously considered as potential Gypsy and Traveller Development	SW14	The Chalet, Foan Hill, Swannington		0.22

Site Source	Reference	Address	Planning application Ref	Site size (ha)
H. Property in Councils Ownership	AL3	Covert Place Site, DE11		
H. Property in Councils Ownership	CV47	Forest Road, Coalville, LE67 3SJ		3.90
H. Property in Councils Ownership	CV55	London Road, Coalville, LE67 3JB		3.20
H. Property in Councils Ownership	DO2	Ramscliffe Avenue Donisthorpe		
H. Property in Councils Ownership	OA1	Measham Road, Oakthorpe, DE12 7RG		
H. Property in Councils Ownership	WH6	George Street Site, George Street, Whitwick, LE67 5EA		
H. Property in the Councils Ownership	AM11	Scout Site, Measham Road, Appleby Magma		0.40
H. Property in the Councils Ownership	AM8	Measham Road, Apple		0.50
H. Property in the Councils Ownership	CD1	High Street, Castle Donington		
H. Property in the Councils Ownership	CO3	Zion Hill, Peggs Green, Coleorton, LE67 8JP		1.10
H. Property in the Councils Ownership	CV30	Bradgate Drive, Coalville, LE67 4HE		
H. Property in the Councils Ownership	CV45	Linden Way, Coalville, LE67 3JY		7.00
H. Property in the Councils Ownership	CV48	Ashby Road, Coalville, LE67 3LS		1.80
H. Property in the Councils Ownership	CV50	Ravenstone Road, Coalville, LE67 3NA		0.30
H. Property in the Councils Ownership	CV51	Sharpley Avenue, Coalville, LE67 4DT		
H. Property in the Councils Ownership	CV52	Owen Street Pavilion, Owen Street, Coalville, LE67 3RF		2.60
H. Property in the Councils Ownership	CV53	Forest Court, Linden Way, Coalville		

Site Source	Reference	Address	Planning application Ref	Site size (ha)
H. Property in the Councils Ownership	CV54	Botts Hollow, Coalville, LE67 4BT		0.50
H. Property in the Councils Ownership	CV57	Coalville Cemetery, Meadow Lane, Coalville, LE67 4RF		0.40
H. Property in the Councils Ownership	HU2	Hugglescote Cemetery, Station Road, Hugglescote		0.40
H. Property in the Councils Ownership	IB29	Grange Road, Ibstock, LE67 6NT		0.40
H. Property in the Councils Ownership	MO13	Recreational Gardens, Crescent Site, Moira, DE12 6AP		
H. Property in the Councils Ownership	MO15	Land off Measham Road, Measham Road, Moira, DE12 6AJ		
H. Property in the Councils Ownership	MO6	Land off School Street		
H. Property in the Councils Ownership	OS3	Ashby Road, Osgathorpe		
H. Property in the Councils Ownership	PA3	Normandy Wood, Measham Road, Packington, LE65 1WQ		
H. Property in the Councils Ownership	WH10	Hermitage Recreational Grounds		0.30
H. Property in the Councils Ownership	WH7	The Pines Site, The Pines, Whitwick, LE67 5PY		
H. Property in the Council's Ownership	BR6	Hastings Close, Breedon, DE73 8BN		0.70
H. Property in the Council's Ownership	IB23	Pretoria Road, Ibstock, LE67 6LN		1.80
H. Property in the Council's Ownership	TH2	Swallowdale, Thringstone, LE67 8LW		
H. Property in the Councils Ownership	CV49	Loughborough Road, Thringstone		0.90
I. Public Sector Land that is Surplus or likely to be surplus	AM3	Measham Road, Appleby Magna		

Site Source	Reference	Address	Planning application Ref	Site size (ha)
I. Public Sector Land that is Surplus or likely to be surplus	AZ33	Land off Nottingham Road (Area 2 South)		
I. Public Sector Land that is Surplus or likely to be surplus	AZ5	LE65 2UP		
I. Public Sector Land that is Surplus or likely to be surplus	AZ7	LE65 1RT		
I. Public Sector Land that is Surplus or likely to be surplus	BR2	Hastings Avenue, Breedon		
I. Public Sector Land that is Surplus or likely to be surplus	CD6	High Street, Delvin Lane, Castle Donington		
I. Public Sector Land that is Surplus or likely to be surplus	CV27	Coalville: Part of Charnwood Forest closed railway		
I. Public Sector Land that is Surplus or likely to be surplus	DH1	The Green, Donington le Heath		
I. Public Sector Land that is Surplus or likely to be surplus	HU4	North Avenue, Hugglescote		
I. Public Sector Land that is Surplus or likely to be surplus	IB24	LE67 3JB		
I. Public Sector Land that is Surplus or likely to be surplus	IB3	Pretoria Road, Ibstock		
I. Public Sector Land that is Surplus or likely to be surplus	NB2	The Pinfold, Newton Burgoland		
I. Public Sector Land that is Surplus or likely to be surplus	OS6	Ashby Road, Osgathorpe		
J. Vacant and Derelict Land and Buildings	AZ10	Lot 5, Eastern Old Parks Farm, Nottingham Road, Ashby de la Zouch		14.70

Site Source	Reference	Address	Planning application Ref	Site size (ha)
J. Vacant and Derelict Land and Buildings	AZ11	Arable and Woodland Eastern Old Parks Farm, Ashby-de-la-Zouch		22.60
J. Vacant and Derelict Land and Buildings	AZ12	G Park Ashby, Resolution Road Ashby-de-la-Zouch Leicestershire, LE65 1TE		34.80
J. Vacant and Derelict Land and Buildings	AZ14	Ashby Park, Junction 13 M42, Ashby de la Zouch, LE65 1NU	07/00821/OUT	0.80
J. Vacant and Derelict Land and Buildings	AZ16	Ashby Gateway, Ashby Road, Ashby De La Zouch, Leicestershire LE65 1JG	15/00278/FULM	0.20
J. Vacant and Derelict Land and Buildings	BA1	Land At Wood Road, Battram, Leicestershire, LE67 1GE	15/00413/COM	2.50
J. Vacant and Derelict Land and Buildings	BR1	Rear of 27 The Crescent, Breedon on the Hill (P)		5.10
J. Vacant and Derelict Land and Buildings	CD4	Park Lane, Castle Donington, Leicestershire, DE74 2JF		1.80
J. Vacant and Derelict Land and Buildings	CV10	224a Bardon Road, Coalville, Leicestershire		0.40
J. Vacant and Derelict Land and Buildings	DI1	Langley Road, Diseworth Leicestershire DE74 2QQ		23.10
J. Vacant and Derelict Land and Buildings	NB1	Nethercote Farm Wood, Newton Burgoland, Leicestershire LE67 2SN		19.00
J. Vacant and Derelict Land and Buildings	SN2	Quarry Lane, Snarestone, DE12 7DD	11/00211/FUL	1.50
J. Vacant and Derelict Land and Buildings	WH11	Residential Building Land, North Street, Whitwick	08/01118/OUT	0.20
J. Vacant Land and Buildings	CV24	Nos 6-34, Ashby Road, Coalville		0.50
J. Vacant Land and Buildings	CV25	Stardust Nightclub, Beveridge Lane, Coalville		0.80

Site Source	Reference	Address	Planning application Ref	Site size (ha)
J. Vacant Land and Buildings	CV26	The Emporium 61-82, Belvoir Road, Coalville		0.40
J. Vacant Land and Buildings	CV43	Motors, Coalville Ltd, Hotel Street, Coalville		1.40
J. Vacant Land and Buildings	CV59	Land South of Forest Road, Forest Road, Coalville		0.98
J. Vacant Land and Buildings	CV61	Part of Snibston Discovery Park, Kane Close, Coalville		0.90
J. Vacant Land and Buildings	CV62	Old Factories either side of Baker Street, Wolsey Road, Coalville, LE67 3TS		2.10
J. Vacant Land and Buildings	ME14	Picture Bar Youth Club, Former Youth Club and Land		1.40
J. Vacant Land and Buildings	MO12	Adjacent to 44, Ashby Road, Moira		0.50
J. Vacant Land and Buildings	WH7	Pumping Station, Rear of The Pines, Hall Lane, Whitwick		1.30
J. Vacant Land and Buildings	WO1	Former Railway, Occupation Lane, Woodville, Swadlincote, DE11 8EX		0.70

Appendix E: 135 potential sites remaining from data sources A, C, D, F, G, H, I and J.

Site Source	Reference	Address	Planning application Ref	Site size (ha)
A. Existing Sites	CV22	46 Bardon Road, Coalville, Leicestershire LE67 4BH	12/00390/VCU	0.30
A. Existing Sites	CV67	Dorans, 3 Brook Lane, Thringstone, Coalville, Leicestershire LE67 8DD		0.10
A. Existing Sites	EL10	Toons Scrap Yard, 135 Ibstock Road, Ellistown, Coalville, Leicestershire LE67 1EE		0.10
A. Existing Sites	HA2	The Ashes, Newton Road, Heather, Coalville, Leicestershire LE67 2RD		0.10
A. Existing Sites	HE1	Hemington Park Showman's Site, Rycroft Road, Hemington, Derby Leicestershire DE74 2RE	12/00785/VCI	2.00
A. Existing Sites	HE4	Station Yard, Station Road, Hemington		0.40
A. Existing Sites	IB30	The Haven, Melbourne Road, Ibstock, Coalville, Leicestershire LE67 3JS		0.10
A. Existing Sites	MO14	Land Adjacent To 81 Shortheath Road, Moira, Swadlincote, Derby DE12 6AP	15/00717/VCI	0.40
A. Existing Sites	RA2	Kelham Bridge Farm, Ibstock Road, Ravenstone, Coalville Leicestershire LE67 2AN	09/00982/FULM	1.69
A. Existing Sites	SW17	Railway Terrace, Station Hill, Swannington, Coalville, Leicestershire LE67 8RJ		0.10
C. Unimplemented Planning Permission	OA2	Land At Canal Street Oakthorpe Derby	14/00557/FUL	0.96

Site Source	Reference	Address	Planning application Ref	Site size (ha)
C. Unimplemented Planning Permission	RA7	White Gates Farm Wash Lane Ravenstone & Snibston Ravenstone Coalville Leicestershire LE67 2AZ	07/00816/FUL	2.77
C. Unimplemented Planning Permission	WH8	Land Off Hall Lane Whitwick Coalville Leicestershire LE67 5DW	10/01086/FUL	0.28
C. Unimplemented Planning Permissions	AZ8	60 Market Street Ashby De La Zouch Leicestershire LE65 1AN	09/00486/FUL	0.60
C. Unimplemented Planning Permissions	CD9	The Golf House Park Lane Castle Donington Derby Leicestershire DE74 2RQ	09/01049/VCU	0.17
C. Unimplemented Planning Permissions	CV46	Land Adjacent To 23 Blackwood Coalville Leicestershire LE67 4RG	11/00040/OUT	0.24
C. Unimplemented Planning Permissions	OA5	The Paddock Adjoining M42 Burton Road, Oakthorpe, Swadlincote, Derby	06/00694/FUL	1.00
C. Unimplemented Planning Permissions	RA3	St Modwen Development Coalville Lane/Ravenstone Road Ravenstone Leicestershire	12/00695/COM	5.50
C. Unimplemented Planning Permissions	SO2	Land Adjoining The Spinney, Caravan Site, Ashby Road, Sinope, Leicestershire	09/00891/FUL	0.51
C. Unimplemented Planning Permissions	SW1	Former Highways Depot Main Street Swannington Coalville Leicestershire LE67 8QP	11/00110/OUT	0.17
D. Refused/ Withdrawn Planning Applications	AZ1	Land At Wells Road And Willesley Road Ashby De La Zouch Leicestershire	14/00520/FULM	1.54

Site Source	Reference	Address	Planning application Ref	Site size (ha)
D. Refused/ Withdrawn Planning Applications	AZ9	Land Adjacent To 219 Nottingham Road Ashby De La Zouch Leicestershire LE65 1DP	12/00324/FUL	0.37
D. Refused/ Withdrawn Planning Applications	BE1	Land At Mill Lane Belton Loughborough Leicestershire LE12 9UJ	08/00499/FUL	0.17
D. Refused/ Withdrawn Planning Applications	BH1	South Lane Bardon Hill Coalville Leicestershire LE67 1TG	15/01047/OUT	0.18
D. Refused/ Withdrawn Planning Applications	BR3	Cloudhill Pastures Doctors Lane Breedon On The Hill Derby DE73 8AQ	11/00091/OUT	0.50
D. Refused/ Withdrawn Planning Applications	CO1	Wilford House Loughborough Road Coleorton Coalville Leicestershire LE67 8HH	15/00822/OUT	0.35
D. Refused/ Withdrawn Planning Applications	CO2	Moor Lane Farm 58 Moor Lane Coleorton Coalville Leicestershire LE67 8FQ	15/00266/OUT	0.23
D. Refused/ Withdrawn Planning Applications	DI2	Site Adjacent To Walnut Yard Gelscoe Lane Diseworth Derby DE74 2QQ	09/00089/FULM	3.16
D. Refused/ Withdrawn Planning Applications	EL1	Land Laying To The West Of Whitehill Road And South Of Ibstock Road Ellistown Leicestershire	14/01106/OUTM	19.68
D. Refused/ Withdrawn Planning Applications	EL5	The Bungalow Wood Road Ellistown Coalville Leicestershire LE67 1GE	08/00734/FUL	0.20
D. Refused/ Withdrawn Planning Applications	IB20	207 Leicester Road Ibstock Coalville Leicestershire LE67 6HP	08/01259/FULM	2.00
D. Refused/ Withdrawn Planning Applications	IB28	75 Leicester Road Ibstock Coalville Leicestershire LE67 6HN	15/00268/OUT	0.18
D. Refused/ Withdrawn	LK1	Daleacre Farm 1 Main Street Lockington Derby DE74 2RH	13/00884/FUL	0.50

Site Source	Reference	Address	Planning application Ref	Site size (ha)
Planning Applications				
D. Refused/ Withdrawn Planning Applications	ME3	Land At 6 Queens Street Measham Swadlincote Derby DE12 7JE	13/00969/FUL	0.20
D. Refused/ Withdrawn Planning Applications	MO8	Land Adjoining Recreation Ground Measham Road Moira Derby	14/00752/FUL	0.73
D. Refused/ Withdrawn Planning Applications	NO1	Site Off Main Street Normanton Le Heath Leicestershire	14/01040/OUT	0.54
D. Refused/ Withdrawn Planning Applications	OA3	Whitelands Burton Road Oakthorpe Swadlincote Derby DE12 7QX	12/00591/FUL	0.90
D. Refused/ Withdrawn Planning Applications	OA6	Fair Oak, Burton Road, Oakthorpe, Swadlincote, Derby DE12 7QX	13/00032/FULM	0.83
D. Refused/ Withdrawn Planning Applications	OS1	72 Main Street Osgathorpe Loughborough Leicestershire LE12 9TA	15/01041/OUT	0.45
D. Refused/ Withdrawn Planning Applications	OS2	Main Street Osgathorpe Loughborough Leicestershire LE12 9TA	15/00871/OUT	0.59
D. Refused/ Withdrawn Planning Applications	OS4	Land South Of The Warren 6 Chapel Lane Osgathorpe Loughborough Leicestershire LE12 9SX	14/01158/FUL	0.56
D. Refused/ Withdrawn Planning Applications	PA2	Land East Of Hill Farm Hill Farm Spring Lane Packington Ashby- De-La-Zouch Leicestershire LE65 1WU	07/01762/FUL	0.40
D. Refused/ Withdrawn Planning Applications	PA5	Land Adjacent To 30 Ashby Road Packington Ashby De La Zouch Leicestershire LE65 1TD	14/00434/FUL	0.17

Site Source	Reference	Address	Planning application Ref	Site size (ha)
D. Refused/ Withdrawn Planning Applications	RA1	Land To The Rear Of 26 Jennys Lane Ravenstone Coalville Leicestershire LE67 2AP	15/01019/OUT	0.29
D. Refused/ Withdrawn Planning Applications	SN1	Land At Junction Of Measham Road And Appleby Lane Snarestone Swadlincote Derby DE12 7DB	15/00491/OUT	0.41
D. Refused/ Withdrawn Planning Applications	SN4	The Shrubberies Twycross Road Snarestone Swadlincote Derby DE12 7BY	14/00351/FUL	0.19
D. Refused/ Withdrawn Planning Applications	SO1	Altons Nook 16A Ashby Road Sinope Coalville Leicestershire LE67 3AY	16/00131/FUL	0.25
D. Refused/ Withdrawn Planning Applications	SW7	The Cottage Limby Hall Lane Swannington Coalville Leicestershire LE67 8QH	15/00572/OUT	0.19
D. Refused/ Withdrawn Planning Applications	TH3	Land To The Rear 31 The Green Thringstone Coalville Leicestershire LE67 8NR	14/00320/FUL	0.20
D. Refused/ Withdrawn Planning Applications	WH12	Land At 217 Thornborough Road Whitwick Coalville Leicestershire LE67 3TN	08/00160/FULM	0.38
D. Refused/ Withdrawn Planning Applications	WH13	191 Loughborough Road Whitwick Coalville Leicestershire LE67 5AS	14/00219/FUL	0.32
D. Refused/ Withdrawn Planning Applications	WH14	Land To The Rear Of 19 To 63 Church Lane Whitwick Coalville Leicestershire LE67 5DN	14/00326/OUT	0.35
D. Refused/ Withdrawn Planning Applications	WO2	Land North Of Butt Lane And East Of Hepworth Road Woodville/Blackfordby Swadlincote DE11 7BY	15/00306/OUTM	3.44

Site Source	Reference	Address	Planning application Ref	Site size (ha)
D. Refused/ Withdrawn Planning Permissions	HE2	Midsummer Stables, Netherfields Lane, Hemington, Derby DE72 2HP	13/00794/FUL	2.35
F. Pre-Application Enquiries	ME16	Land at New Street, Measham	01/00789/OUT	0.30
F. Pre-Application Enquiries	ME17	Land at Repton Road, Westminster Industrial Estate, Measham		2.20
F. Pre-Application Enquiries	OV1	Navigation Inn 166 Spring Cottage Road Overseal Swadlincote Derby DE12 6ND	14/00875/FUL	0.40
F. Pre-Application Enquiries	OV2	Bridge House Spring Cottage Road Overseal Swadlincote Derby DE12 6NE	08/00693/FUL	0.80
F. Pre-Application Enquiries	SN3	The Globe Inn 6 Main Street Snarestone Swadlincote Derby DE12 7DB	13/00460/FUL	0.70
F. Pre-Application Enquiries	SP1	Aylesbury Gardens, Newton Road, Sweptstone	16/00305/VCU	0.60
F. Pre-Application Inquiries	BE2	Field Adjoining Ashby Road, Belton Leicestershire	16/00296/FUL	0.89
G. Sites previously considered as potential Gypsy and Traveller Development	AZ31	Allotments off Woodside Avenue, Ashby de la Zouch		1.67
G. Sites previously considered as potential Gypsy and Traveller Development	CV11	276 and 286 Ashby Road, Coalville LE67 3LE		0.18
G. Sites previously considered as potential Gypsy and Traveller Development	IB10	Allotments Pretoria Road Ibstock Leicestershire LE67 6LN		2.05
G. Sites previously considered as potential Gypsy and Traveller Development	IB25	Land to the rear of Allotments, Pretoria Road, Ibstock Leicestershire LE67 6LN		0.00

Site Source	Reference	Address	Planning application Ref	Site size (ha)
G. Sites previously considered as potential Gypsy and Traveller Development	SW14	The Chalet, Foan Hill, Swannington		0.22
H. Property in Councils Ownership	AL3	Covert Place Site, DE11		
H. Property in Councils Ownership	CV47	Forest Road, Coalville, LE67 3SJ		3.90
H. Property in Councils Ownership	CV55	London Road, Coalville, LE67 3JB		3.20
H. Property in Councils Ownership	DO2	Ramscliffe Avenue Donisthorpe		
H. Property in Councils Ownership	OA1	Measham Road, Oakthorpe, DE12 7RG		
H. Property in Councils Ownership	WH6	George Street Site, George Street, Whitwick, LE67 5EA		
H. Property in the Councils Ownership	AM11	Scout Site, Measham Road, Appleby Magma		0.40
H. Property in the Councils Ownership	AM8	Measham Road, Apple		0.50
H. Property in the Councils Ownership	CD1	High Street, Castle Donington		
H. Property in the Councils Ownership	CO3	Zion Hill, Peggs Green, Coleorton, LE67 8JP		1.10
H. Property in the Councils Ownership	CV30	Bradgate Drive, Coalville, LE67 4HE		
H. Property in the Councils Ownership	CV45	Linden Way, Coalville, LE67 3JY		7.00
H. Property in the Councils Ownership	CV48	Ashby Road, Coalville, LE67 3LS		1.80
H. Property in the Councils Ownership	CV50	Ravenstone Road, Coalville, LE67 3NA		0.30
H. Property in the Councils Ownership	CV51	Sharpley Avenue, Coalville, LE67 4DT		

Site Source	Reference	Address	Planning application Ref	Site size (ha)
H. Property in the Councils Ownership	CV52	Owen Street Pavilion, Owen Street, Coalville, LE67 3RF		2.60
H. Property in the Councils Ownership	CV53	Forest Court, Linden Way, Coalville		
H. Property in the Councils Ownership	CV54	Botts Hollow, Coalville, LE67 4BT		0.50
H. Property in the Councils Ownership	CV57	Coalville Cemetery, Meadow Lane, Coalville, LE67 4RF		0.40
H. Property in the Councils Ownership	HU2	Hugglescote Cemetery, Station Road, Hugglescote		0.40
H. Property in the Councils Ownership	IB29	Grange Road, Ibstock, LE67 6NT		0.40
H. Property in the Councils Ownership	MO13	Recreational Gardens, Crescent Site, Moira, DE12 6AP		
H. Property in the Councils Ownership	MO15	Land off Measham Road, Measham Road, Moira, DE12 6AJ		
H. Property in the Councils Ownership	MO6	Land off School Street		
H. Property in the Councils Ownership	OS3	Ashby Road, Osgathorpe		
H. Property in the Councils Ownership	PA3	Normandy Wood, Measham Road, Packington, LE65 1WQ		
H. Property in the Councils Ownership	WH10	Hermitage Recreational Grounds		0.30
H. Property in the Councils Ownership	WH7	The Pines Site, The Pines, Whitwick, LE67 5PY		
H. Property in the Council's Ownership	BR6	Hastings Close, Breedon, DE73 8BN		0.70
H. Property in the Council's Ownership	IB23	Pretoria Road, Ibstock, LE67 6LN		1.80
H. Property in the Council's Ownership	TH2	Swallowdale, Thringstone, LE67 8LW		

Site Source	Reference	Address	Planning application Ref	Site size (ha)
H. Property in the Councils Ownership	CV49	Loughborough Road, Thringstone		0.90
I. Public Sector Land that is Surplus or likely to be surplus	AM3	Measham Road, Appleby Magna		
I. Public Sector Land that is Surplus or likely to be surplus	AZ33	Land off Nottingham Road (Area 2 South)		
I. Public Sector Land that is Surplus or likely to be surplus	AZ5	LE65 2UP		
I. Public Sector Land that is Surplus or likely to be surplus	AZ7	LE65 1RT		
I. Public Sector Land that is Surplus or likely to be surplus	BR2	Hastings Avenue, Breedon		
I. Public Sector Land that is Surplus or likely to be surplus	CD6	High Street, Delvin Lane, Castle Donington		
I. Public Sector Land that is Surplus or likely to be surplus	CV27	Coalville: Part of Charnwood Forest closed railway		
I. Public Sector Land that is Surplus or likely to be surplus	DH1	The Green, Donington le Heath		
I. Public Sector Land that is Surplus or likely to be surplus	HU4	North Avenue, Hugglescote		
I. Public Sector Land that is Surplus or likely to be surplus	IB24	LE67 3JB		
I. Public Sector Land that is Surplus or likely to be surplus	IB3	Pretoria Road, Ibstock		
I. Public Sector Land that is Surplus or likely to be surplus	NB2	The Pinfold, Newton Burgoland		

Site Source	Reference	Address	Planning application Ref	Site size (ha)
I. Public Sector Land that is Surplus or likely to be surplus	OS6	Ashby Road, Osgathorpe		
J. Vacant and Derelict Land and Buildings	AZ10	Lot 5, Eastern Old Parks Farm, Nottingham Road, Ashby de la Zouch		14.70
J. Vacant and Derelict Land and Buildings	AZ11	Arable and Woodland Eastern Old Parks Farm, Ashby-de-la-Zouch		22.60
J. Vacant and Derelict Land and Buildings	AZ12	G Park Ashby, Resolution Road Ashby-de-la-Zouch Leicestershire, LE65 1TE		34.80
J. Vacant and Derelict Land and Buildings	AZ14	Ashby Park, Junction 13 M42, Ashby de la Zouch, LE65 1NU	07/00821/OUT	0.80
J. Vacant and Derelict Land and Buildings	AZ16	Ashby Gateway, Ashby Road, Ashby De La Zouch, Leicestershire LE65 1JG	15/00278/FULM	0.20
J. Vacant and Derelict Land and Buildings	BA1	Land At Wood Road, Battram, Leicestershire, LE67 1GE	15/00413/COM	2.50
J. Vacant and Derelict Land and Buildings	BR1	Rear of 27 The Crescent, Breedon on the Hill (P)		5.10
J. Vacant and Derelict Land and Buildings	CD4	Park Lane, Castle Donington, Leicestershire, DE74 2JF		1.80
J. Vacant and Derelict Land and Buildings	CV10	224a Bardon Road, Coalville, Leicestershire		0.40
J. Vacant and Derelict Land and Buildings	DI1	Langley Road, Diseworth Leicestershire DE74 2QQ		23.10
J. Vacant and Derelict Land and Buildings	NB1	Nethercote Farm Wood, Newton Burgoland, Leicestershire LE67 2SN		19.00
J. Vacant and Derelict Land and Buildings	SN2	Quarry Lane, Snarestone, DE12 7DD	11/00211/FUL	1.50

Site Source	Reference	Address	Planning application Ref	Site size (ha)
J. Vacant and Derelict Land and Buildings	WH11	Residential Building Land, North Street, Whitwick	08/01118/OUT	0.20
J. Vacant Land and Buildings	CV24	Nos 6-34, Ashby Road, Coalville		0.50
J. Vacant Land and Buildings	CV25	Stardust Nightclub, Beveridge Lane, Coalville		0.80
J. Vacant Land and Buildings	CV26	The Emporium 61-82, Belvoir Road, Coalville		0.40
J. Vacant Land and Buildings	CV43	Motors, Coalville Ltd, Hotel Street, Coalville		1.40
J. Vacant Land and Buildings	CV59	Land South of Forest Road, Forest Road, Coalville		0.98
J. Vacant Land and Buildings	CV61	Part of Snibston Discovery Park, Kane Close, Coalville		0.90
J. Vacant Land and Buildings	CV62	Old Factories either side of Baker Street, Wolsey Road, Coalville, LE67 3TS		2.10
J. Vacant Land and Buildings	ME14	Picture Bar Youth Club, Former Youth Club and Land		1.40
J. Vacant Land and Buildings	MO12	Adjacent to 44, Ashby Road, Moira		0.50
J. Vacant Land and Buildings	WH7	Pumping Station, Rear of The Pines, Hall Lane, Whitwick		1.30
J. Vacant Land and Buildings	WO1	Former Railway, Occupation Lane, Woodville, Swadlincote, DE11 8EX		0.70

## Appendix F: 72

Reference	Address	Site size (Ha)	Comments
AZ1	Land At Wells Road And Willesley Road Ashby De La Zouch Leicestershire	1.54	There have been two recent applications on site for housing, both of which have been refused. Both applications were refused on the grounds that development was outside the limits to development boundary. Potential impact on the amenity of properties on Wells Road and Willesley Gardens. Harm would be caused to the character and appearance of the countryside and it would not be ideally located in terms of accessibility. Site rejected.
AZ31	Allotments off Woodside Avenue, Ashby de la Zouch	1.67	Site is in active use as an allotment site, maybe scope to develop a small part of the site for Gypsy and Traveller use. Site would also have an unacceptable impact on the amenity of local residents. Site rejected.
AZ33	Land off Nottingham Road (Area 2 South)	3.05	Former Coal Authority land transferred to Homes and Communities Agency for disposal. Take forward for further consideration.
AZ8	60 Market Street Ashby De La Zouch Leicestershire LE65 1AN	0.6	Site is in the heart of Ashby Town Centre. Grade II* Listed Building and outbuildings. Given the site's location in the town centre, heritage issues, poor access and impact on the amenity of surrounding land uses, this site is unsuitable, not available and not achievable within the plan period. Site rejected.
AZ9	Land Adjacent To 219 Nottingham Road Ashby De La Zouch Leicestershire LE65 1DP	0.37	Planning appeal for three detached dwellings dismissed on appeal due the site lying outside the confines of the village and lack of information about what impact the development would have on adjacent trees. A gas pipeline cuts across the north eastern part of the site. Site rejected.
BE1	Land At Mill Lane Belton Loughborough Leicestershire LE12 9UJ	0.17	Site is currently in active use as a joinery manufacturers. Development would have a degree of impact on the amenity of nearby residents. Whilst the site is potentially suitable as a Gypsy and Traveller site, is not currently available. Site rejected.
BE2	Field Adjoining Ashby Road, Belton Leicestershire	0.89	16/00296/FUL- Change of use from agricultural field to showman's yard. Appeal dismissed: 'substantial harm to the character and appearance of the surrounding countryside and considerable harm to highway safety'. Site rejected.

Reference	Address	Site size (Ha)	Comments
BH1	South Lane Bardon Hill Coalville Leicestershire LE67 1TG	0.18	Potential great crested newts (known from nearby ponds). Noise source from nearby industrial unit and quarry. Take forward for further consideration.
BR3	Cloudhill Pastures Doctors Lane Breedon On The Hill Derby DE73 8AQ	0.5	Site is currently in active use as an equestrian business. Site rejected.
CD9	The Golf House Park Lane Castle Donington Derby Leicestershire DE74 2RQ	0.17	Grade II* Listed Building. TPO areas on site. Development would be overlooked by buildings on site. Any application on this site is likely to have an impact upon the setting and character of the listed building. Site rejected.
CO1	Wilford House Loughborough Road Coleorton Coalville Leicestershire LE67 8HH	0.35	16/00311/OUT- Erection of two detached dwellings and garages permitted. Reserved matters approved and development commenced. Site rejected.
CO2	Moor Lane Farm 58 Moor Lane Coleorton Coalville Leicestershire LE67 8FQ	0.23	Site is currently in active use as ancillary barns to Moor Farm and is therefore unsuitable and unavailable for Gypsy and Travellers. 15/01188/FUL- Proposed erection of agricultural grain/machinery store and agricultural farm office/workshop permitted. Majority of the site falls within a Local Wildlife Site. Site can only be accessed via a narrow country lane. Site rejected.
CV11	276 and 286 Ashby Road, Coalville LE67 3LE	0.18	Two detached residential properties and associated gardens. Multi Agency Traveller Unit stated that the bungalows have had caravans outside for 'many years'. Whilst this may have been for a family member, there is no scope for further intensification. Site rejected.
CV22	46 Bardon Road, Coalville, Leicestershire LE67 4BH	0.3	Traveller site to rear of existing bungalow. Site cannot accommodate any more caravans than the five that are currently on site. Expansion eastwards or westwards is unlikely to obtain planning permission due to the unacceptable impact this would have on the amenity of residential properties in this area. Site rejected.
CV25	Stardust Nightclub, Beveridge Lane, Coalville	0.8	Site being marketed by APB as a retail/trade park scheme. Not available for traveller use. Site rejected.

Reference	Address	Site size (Ha)	Comments
CV46	Land Adjacent To 23 Blackwood Coalville Leicestershire LE67 4RG	0.24	Residential property and gardens. Site is unsuitable, unavailable and unachievable for Gypsy and Traveller development due to poor access to site, impact upon residential amenity. Site rejected.
CV59	Land South of Forest Road, Forest Road, Coalville	0.98	This site is located off Forest Road and provides football pitches with changing facilities and access to the bowling green at the far end of the site home to Scotland's Bowls Club. Currently in use as a recreation ground. Adjoins existing residential properties on Forest Road and London Road, so site would impact upon residential amenity. Site rejected.
CV62	Old Factories either side of Baker Street, Wolsey Road, Coalville, LE67 3TS	2.1	Site being marketed by Fisher German as a mixed-use development opportunity. Not available for traveller use. Site rejected.
CV67	Dorans, 3 Brook Lane, Thringstone, Coalville, Leicestershire LE67 8DD	0.1	Site is already in active use as a scrapyard and Gypsy and Traveller site. No scope to expand the site further. Following discussions with the Multi Agency Traveller Unit and National Federation of Gypsy Liaison Groups, a decision was taken to take forward for further consideration a nearby traveller site- 36 Brooks Lane, Whitwick (Ref: CV68).
DI2	Site Adjacent To Walnut Yard Gelscoe Lane Diseworth Derby DE74 2QQ	3.16	Site developed as solar farm. Following discussions with the Multi Agency Traveller Unit and National Federation of Gypsy Liaison Groups, a decision was taken to take forward for further consideration a nearby greenfield site near the A453/A42 junction (Ref: DI2a).
DO2	Ramscliffe Avenue Donisthorpe		Parts of the site could be suitable for Gypsy and Traveller development when located away from the residential properties. Take forward for further consideration.
EL1	Land Laying To The West Of Whitehill Road And South Of Ibstock Road Ellistown Leicestershire	19.68	There are known Great Crested Newts in the ponds to the south, circa 150m away. There is the potential for badgers to be on site. Access issues within Ellistown at the double mini roundabouts. 2017 SHLAA site (E3). Site rejected.

Reference	Address	Site size (Ha)	Comments
EL10	Toons Scrap Yard, 135 Ibstock Road, Ellistown, Coalville, Leicestershire LE67 1EE	0.1	There is the potential to fit an additional Traveller/ Transit pitch on site but no more due to site orientation. Residential properties to the east, west and north. Site rejected.
EL5	The Bungalow Wood Road Ellistown Coalville Leicestershire LE67 1GE	0.2	08/00734/FUL- Change of use of land from use as a single dwelling to a mixed use as a single dwelling and as a residential gypsy caravan site for stationing of 5 No caravans- appeal dismissed on highways grounds, but the principle of Gypsies and Traveller on this site was accepted. If the transport and access issues on this site could be overcome, the site is deemed to be suitable, achievable and available. Planning permission was granted in 2012 on site for one dwelling but this has since expired. Take forward for further consideration.
HA2	The Ashes, Newton Road, Heather, Coalville, Leicestershire LE67 2RD	0.1	There is very limited scope to expand the site. Site lies within an area of archaeological interest. No planning permission history on site, therefore assumed that the site is unauthorised but tolerated. Site rejected.
HE1	Hemington Park Showman's Site, Rycroft Road, Hemington, Derby Leicestershire DE74 2RE	2	Maybe scope for slight intensification of the site to allow an increase in travelling showpeople on site. Expansion of the site unlikely to be granted permission due to site and surrounds lying wholly within Flood Risk Zones 2 and 3. Site rejected.
HE2	Midsummer Stables, Netherfields Lane, Hemington, Derby DE72 2HP	2.35	Site lies wholly within Flood Risk Zones 2 and 3. Recent application was refused on the grounds that would be within the flood plain and hardstanding would increase risk of flooding on site and elsewhere. Previous applications on the site have been refused for similar reasons. Site rejected.
HE4	Station Yard, Station Road, Hemington	0.4	The site is owned and managed by Leicestershire County Council and permission for its use as a traveller site was granted in 2002. Site consists of one double pitch. Multi Agency Traveller Unit confirm that due to contamination issues it is unable to accommodate additional pitches. Site rejected.

Reference	Address	Site size (Ha)	Comments
IB10	Allotments Pretoria Road Ibstock Leicestershire LE67 6LN	2.05	Existing allotment site. Following discussions with the Multi Agency Traveller Unit and National Federation of Gypsy Liaison Groups, a decision was taken to take forward for further consideration a nearby greenfield site near on Pretoria Road (Ref: IB10a).
IB20	207 Leicester Road Ibstock Coalville Leicestershire LE67 6HP	2	Whole site is in active use as an employment site and while the site is suitable, it is not available and therefore not achievable within the plan period. Site rejected.
IB25		0	Site adjoins allotments on the southern side of Pretoria Road and forms part of an adjoining field. Whilst there are some constraints to overcome on this site (Access, Ownership, development in the Open Countryside, Amenity of Allotment users) these could be overcome. Unlikely that development of the majority of the site for Gypsy and Travellers would be accepted but a smaller scale development that is well screened could be possible.
IB28	75 Leicester Road Ibstock Coalville Leicestershire LE67 6HN	0.18	15/00268/OUT- Proposed demolition of existing bungalow and former taxi garage and erection of four dwellings- appeal dismissed. 'Significant harm to the character and appearance of the area'. Protected species potentially present on site. Access and proximity of residential properties to the site represents a major constraint to development. Site rejected.
IB30	The Haven, Melbourne Road, Ibstock, Coalville, Leicestershire LE67 3JS	0.1	The site has a history of being used for the parking of showman's vehicles (caravans and vehicles) and the repair and maintenance of them. Site is too small for the intensification of the number of plots/ pitches. There is no scope to expand the site as the whole area around the site is built out. Site rejected.

Reference	Address	Site size (Ha)	Comments
LK1	Daleacre Farm 1 Main Street Lockington Derby DE74 2RH	0.5	Grade II Listed Residential building. Development of this site unlikely to be granted planning permission as whole of the site forms a Listed Building and its curtilage and is wholly within the Lockington Conservation Area. Previous applications have been refused for this reason. Site rejected.
ME16	Land at New Street, Measham	0.3	Site owner has stated that they have had numerous visit from Gypsies and Travellers wishing to purchase the site but is unwilling to sell to them. In the Pre-Application advice they wished to build a small holding with dwelling. Site is potentially suitable for Gypsies and Travellers. Take forward for further consideration.
ME17	Land at Repton Road, Westminster Industrial Estate, Measham	2.2	Development would not be permitted on south west corner of the site due to SSSI and Flood Risk. Site also lies within the River Mease SAC. Subject to High Speed Two Phase 2b: West Midlands to Leeds Safeguarding Direction. Following discussions with the Multi Agency Traveller Unit and National Federation of Gypsy Liaison Groups, a decision was taken to take forward for further consideration a nearby brownfield site at the former Measham Mine (Ref: ME18).
ME3	Land At 6 Queens Street Measham Swadlincote Derby DE12 7JE	0.2	Village centre location. 15/01005/FUL Demolition of existing buildings and erection of 7 no. dwellings and associated infrastructure permitted. Traveller development would have detrimental impact on the amenity of surrounding properties. Site rejected.
MO14	Land Adjacent To 81 Shortheath Road, Moira, Swadlincote, Derby DE12 6AP	0.4	Occupied Traveller site allowed on appeal. Opportunity for intensification of site. Take forward for further consideration.

Reference	Address	Site size (Ha)	Comments
MO8	Land Adjoining Recreation Ground Measham Road Moira Derby	0.73	Gypsy and Traveller site to the south east establishes that Gypsy and Travellers in this location are tolerated. 14/01111/FUL- Erection of one detached dwelling and creation of new access. Site Adjoining Recreation Ground Measham Road Moira Derby- permitted. Following discussions with the Multi Agency Traveller Unit and National Federation of Gypsy Liaison Groups, a decision was taken to take forward for further consideration a nearby greenfield site elsewhere on Measham Road (Ref: MO6a).
NO1	Site Off Main Street Normanton Le Heath Leicestershire	0.54	Part of site has planning permission for one no dwelling. Potential for the north-western corner of the site could be developed as a Gypsy and Traveller site. In order to access the site a new access road would need to be built or the driveway that will be used to access the existing dwelling would be used. A Listed Building lies to the south east of the site. Adverse impact on amenities of adjoining properties. Site rejected.
OA2	Land At Canal Street Oakthorpe Derby	0.96	Site has been previously occupied by Gypsies and Travellers. Site is in the open countryside, but is well screened and has no major physical constraints. Two temporary units are under construction on site. 4/00557/FUL- Siting of log cabin for tourist accommodation- permitted. Take forward for further consideration.
OA3	Whitelands Burton Road Oakthorpe Swadlincote Derby DE12 7QX	0.9	Garage and garden of the residential property. 12/00591/FUL- Conversion of, and first floor extension over, existing triple garage with single storey side extension to form 1 no. two bedroomed dwelling with integral garage and ground floor and balcony area at first floor- appeal dismissed. Highway safety issues, prominent in rural location. Site rejected.
OA5	The Paddock Adjoining M42 Burton Road, Oakthorpe, Swadlincote, Derby	1	06/00694/FUL   Change of use to transit gypsy site for 12 pitches- permitted but unimplemented. It is unclear the reasons why the planning permission was not implemented, but it is assumed that the site is still available. Take forward for further consideration.

Reference	Address	Site size (Ha)	Comments
OA6	Fair Oak, Burton Road, Oakthorpe, Swadlincote, Derby DE12 7QX	0.83	13/00032/FULM- Change of Use to Permanent Residential Mobile Home Park from travelling showpeople plots- appeal dismissed. 'Whilst there would not be harm to the living conditions of future occupiers these matters do not outweigh my conclusions with regard to the loss of plots for travelling showpeople or the inappropriate location in the countryside for a mobile home park...'
OS1	72 Main Street Osgathorpe Loughborough Leicestershire LE12 9TA	0.45	The western part of the site could be suitable for a single Gypsy and Traveller plot. 17/01137/OUT Outline application for the erection of a dwelling undetermined. Therefore assumed site is unavailable. Site rejected.
OS2	Main Street Osgathorpe Loughborough Leicestershire LE12 9TA	0.59	16/00043/OUT Erection of 9 dwellings permitted. Site rejected.
OS4	Land South Of The Warren 6 Chapel Lane Osgathorpe Loughborough Leicestershire LE12 9SX	0.56	Farm Buildings and part of adjoining field. Any Gypsy and Traveller development on this site is unlikely to be acceptable due to the impact it would have on the nearby Grade II Listed Building. Site rejected.
OV1	Navigation Inn 166 Spring Cottage Road Overseal Swadlincote Derby DE12 6ND	0.4	Site has planning permission for 10 no mobile homes. Ashby Woulds Residential Park Homes marketed as a boutique park home estate offering a choice of luxurious 2, 3 and 4 bedrooomed homes for residents aged 45 plus. Site rejected.
OV2	Bridge House Spring Cottage Road Overseal Swadlincote Derby DE12 6NE	0.8	13/00832/CLP Certificate of Lawful proposed development for the occupation of static caravans by owner occupiers as holiday accommodation without any limitation on the time. 15/00563/VCI- Variation of condition 11 of planning permission 08/00693/FUL to allow full residential occupation - permitted. Site rejected.
PA2	Land East Of Hill Farm Hill Farm Spring Lane Packington Ashby-De-La-Zouch Leicestershire LE65 1WU	0.4	Site is unsuitable for Gypsy and Travellers due to lack of suitable access. Site rejected.

Reference	Address	Site size (Ha)	Comments
PA5	Land Adjacent To 30 Ashby Road Packington Ashby De La Zouch Leicestershire LE65 1TD	0.17	16/00718/OUT Erection of up to seven detached single storey dwellings- refused. Harm to rural character. Site lies within the catchment area of the River Mease Special Area of Conservation. Impact on adjoining properties. Site rejected.
RA1	Land To The Rear Of 26 Jennys Lane Ravenstone Coalville Leicestershire LE67 2AP	0.29	17/00240/OUT Erection of nine dwellings including demolition of 26 and 28 Jenny's Lane- permitted. Site rejected.
RA2	Kelham Bridge Farm, Ibstock Road, Ravenstone, Coalville Leicestershire LE67 2AN	1.69	Existing permanent showmen's quarters allowed on appeal. There is potential for intensification of the existing site to accommodate additional showman plots. Take forward for further consideration.
RA3	St Modwen Development Coalville Lane/Ravenstone Road Ravenstone Leicestershire	5.5	Site has extant planning permission for 190 dwellings which is currently under construction. Site rejected.
RA7	White Gates Farm Wash Lane Ravenstone Coalville Leicestershire LE67 2AZ	2.77	Part of the site has been used previously by Travelling Showmen as their winter quarters. Take forward for further consideration.
SN1	Land At Junction Of Measham Road And Appleby Lane Snarestone Swadlincote Derby DE12 7DB	0.41	16/00364/OUT   Residential development of up to 4 no. dwellings - appeal dismissed. Proposal would cause harm to designated heritage assets. Potential impact on the River Mease SAC and Site of Special Scientific Interest (SSSI) and the character and appearance of the area. Site rejected.
SN3	The Globe Inn 6 Main Street Snarestone Swadlincote Derby DE12 7DB	0.7	Principle of caravans is supported in planning terms on site. However site is currently for holiday use and camping. Site rejected.
SN4	The Shrubberies Twycross Road Snarestone Swadlincote Derby DE12 7BY	0.19	Farm buildings with prior approval notification for change of use from agricultural buildings to three dwellings. Site rejected.

Reference	Address	Site size (Ha)	Comments
SO1	Altons Nook 16A Ashby Road Sinope Coalville Leicestershire LE67 3AY	0.25	Previous applications for siting of four Gypsy caravans have been refused due to transport issues and access being unsuitable for turning of heavy vehicles. Take forward for further consideration.
SO2	Land Adjoining The Spinney, Caravan Site, Ashby Road, Sinope, Leicestershire	0.51	Principle of Gypsy and Travellers was established on this site on Appeal, therefore site is suitable for Gypsy and Travellers. Currently vacant. Take forward for further consideration.
SP1	Aylesbury Gardens, Newton Road, Sweepstone	0.6	Temporary planning permission granted for four years (until 15 April 2017) on appeal for new travellers site with six touring caravans. Take forward for further consideration.
SW1	Former Highways Depot Main Street Swannington Coalville Leicestershire LE67 8QP	0.17	Timber yard with permission for construction of offices and storage building (15/00387/FUL). Site is not available for Gypsy and Traveller use.
SW14	The Chalet, Foan Hill, Swannington	0.22	Site is unsuitable as no suitable access and unacceptable impact on the amenity of surrounding properties. Site rejected.
SW17	Railway Terrace, Station Hill, Swannington, Coalville, Leicestershire LE67 8RJ	0.1	A retired Showman's Site. The site has been occupied for such a long period of time and has become established. There is no scope to intensify the number of caravans on site as site is at capacity. There is no scope to expand the site as it lies in the middle of a built up area. Site rejected.
SW7	The Cottage Limby Hall Lane Swannington Coalville Leicestershire LE67 8QH	0.19	15/00572/OUT Erection of a detached dwelling. Application was refused on a number of grounds, including poor access to local services, impact on the openness of the rural environment, lack of information as to how trees would be incorporated into the development and the impact of removing trees from the site would have on biodiversity. Site rejected.
TH3	Land To The Rear 31 The Green Thringstone Coalville Leicestershire LE67 8NR	0.2	14/00320/FUL Erection of a detached dwelling- appeal dismissed. Harm to the character and appearance of the area. Traveller site would impact on amenities of adjoining occupiers. Site rejected.

Reference	Address	Site size (Ha)	Comments
WH12	Land At 217 Thornborough Road Whitwick Coalville Leicestershire LE67 3TN	0.38	Site is unsuitable due to lack of access and unacceptable impact on residential amenity. Site rejected.
WH13	191 Loughborough Road Whitwick Coalville Leicestershire LE67 5AS	0.32	14/00933/OUTM Residential development of up to 7 dwellings permitted. Site rejected.
WH14	Land To The Rear Of 19 To 63 Church Lane Whitwick Coalville Leicestershire LE67 5DN	0.35	14/00326/OUT Erection of 5 dwellings and associated access, garaging and parking. Appeal dismissed- impact on adjoining properties. Trees protected by a group Tree Preservation Order. Site rejected.
WH7	Pumping Station, Rear of The Pines, Hall Lane, Whitwick	1.3	Development of part of this site is potentially possible if located away from the residential areas and the existing building on site is no longer in use. Take forward for further consideration.
WH8	Land Off Hall Lane Whitwick Coalville Leicestershire LE67 5DW	0.28	Site developed. Site rejected.
WO2	Land North Of Butt Lane And East Of Hepworth Road Woodville/Blackfordby Swadlincote DE11 7BY	3.44	15/01078/OUTM Residential development (up to 91 dwellings) and associated infrastructure permitted. Site rejected.

## Appendix G: Site appraisal proformas

<b>Site ID</b>	AZ33	<b>Site Name</b>	Land off Nottingham Road, Ashby de la Zouch
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**Site Description**

Pasture and plantation.  
Road related service facilities to southwest. A42 to southeast. Tolgate Cottage to northeast.  
Nottingham Road to northwest beyond which lie a small number of residential properties.

<b>Criteria</b>	<b>Decision rules</b>	<b>Appraisal findings</b>
<b>Deliverability of sites</b>	<p>The site is considered to be available and/or achievable</p> <p>The site is considered to be potentially available and/or potentially achievable.</p> <p>The site is not considered to be available and/or achievable.</p>	Former Coal Authority land transferred to Homes and Communities Agency for disposal.
<b>Access to open space</b>	<p>Within 800m walking distance of facilities</p> <p>Within 1200m walking distance of facilities</p> <p>More than 1200m walking distance of facilities</p>	800m to Birch Road Play Area
<b>Access food shop</b>	<p>Within 400m of a food shop / scale of development would support new services</p> <p>Within 800m of a food shop</p> <p>Within 1200m of a food shop</p>	700m to ALDI, Dents Rd, Ashby-de-la-Zouch
<b>Access to a GP / health centre</b>	<p>Less than a 30 minute journey to a GP/Health centre by foot and/or public transport</p> <p>30-45 minute journey to a GP/Health centre by foot and public transport</p> <p>More than 45 minute journey to a GP/Health centre on public transport</p>	38mins to Castle Medical Group, 118 Burton Rd, Ashby-de-la-Zouch
<b>Amenity</b>	<p>Development is unlikely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.</p> <p>Development has the potential to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas unless mitigated.</p> <p>Development is likely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.</p>	The nearest receptor is the Premier Inn which has substantial sound insulation. The nearest residential dwelling is approx. 145m away, given the noise from the A42 the nearest residential dwelling should not be affected.

Criteria	Decision rules	Appraisal findings
Access to a village / community hall	<p>Within 800m walking distance of facilities</p> <p>Within 1200m walking distance of facilities</p> <p>More than 1200m walking distance of facilities</p>	1.9km Hood Park Leisure Centre, North St, Ashby-de-la-Zouch
Loss of employment land	<p>Yes, employment land still in use</p> <p>Yes, employment land not in use</p> <p>No</p>	Pasture and plantation
Proximity to public transport	<p>Regular bus service within 800m (3 per hour)</p> <p>Low frequency bus service within 400m</p> <p>Regular bus service within 800m-1200m</p> <p>Low frequency bus service within 400-800m</p> <p>Bus service over 1200m away</p> <p>Low frequency bus service more than 800m away</p>	<p>800m to bus stop.</p> <p>29 Arriva Coalville - Ashby de la Zouch - Swadlincote - Burton upon Trent hourly</p> <p>129 Paul S. Winson Ashby de la Zouch - Loughborough infrequent</p>
Access to key employment sites locally	<p>&lt;800m</p> <p>800m-1200m</p> <p>&gt;1200m</p>	600m to Ashfield Business Centre, Ashfield House, Resolution Road, Ashby-de-la-Zouch
Access to schools	<p>Within 500m walking distance of a primary school / scale of development supports new facilities</p> <p>Within 1200m walking distance of a secondary school</p> <p>Within 500-1000m walking distance of a primary school</p> <p>Within 2000m of a Secondary school</p> <p>More than 1000m walking distance from a primary school</p> <p>More than 2000m from secondary school</p>	<p>2.2km to Ashby C Of E Primary School, Burton Rd, Ashby-de-la-Zouch</p> <p>1.3km to Ashby School, Range Rd, Ashby-de-la-Zouch</p>
Fluvial flood risk	<p>Site is located entirely within Flood Zone 1</p> <p>Some of the site is in Flood Zones 2 or 3 (up to 50%)</p> <p>Most of the site is in Flood Zones 2 or 3 (more than 50%)</p>	Flood Zone 1
Impacts upon biodiversity on site		<p>Within River Mease Catchment.</p> <p>Plantation broad-leaved woodland, approx. 10yr old.</p> <p>Planted over grassland. Broad-leaved semi-natural woodland.</p> <p>Also Long narrow strip, semi-</p>

Criteria	Decision rules	Appraisal findings
		mature along Nottingham Road frontage. Possible badger; possible otter/water vole along brook. Potential species-rich grassland; new plantation woodland. Need further survey before making decision.
<b>Proximity to designated Biodiversity and Geodiversity sites</b>	Measure distance to the following: SSSI European sites Local wildlife sites / priority species <b>Effects unlikely</b> <ul style="list-style-type: none"> <li>▪ Over 400m from a SSSI, SAC or SPA</li> <li>▪ Over 100m from a local wildlife site.</li> </ul> <b>Potential effects</b> <ul style="list-style-type: none"> <li>▪ Within 400m of a SSSI, SAC or SPA</li> <li>▪ Within the River Mease Catchment</li> <li>▪ Within 100m of a local wildlife site, priority species or habitats</li> </ul> <b>Effects likely</b> <ul style="list-style-type: none"> <li>▪ Contains or adjacent (50m) to a SSSI</li> <li>▪ Loss of Local Wildlife Site.</li> <li>▪ Contains priority species</li> <li>▪ Significant development (&gt;1500 dwellings) in the River Mease Catchment</li> </ul>	Within River Mease Catchment. Ashby Meadow Proposed LWS more than 100m but within 400m. Ashby A511 Roundabout Grassland Proposed LWS part within 100-400m. Coleorton Hall Parkland Proposed LWS outside 100m and a small part with 400m.
<b>Assessment of heritage impacts</b>	<ul style="list-style-type: none"> <li>▪ Is the site within a conservation area?</li> <li>▪ Does the site adjoin a conservation area?</li> <li>▪ Is there a conservation area within the settlement concerned and if so how does the site relate to it?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument on the site?</li> <li>▪ Does the site adjoin a listed building or Scheduled Ancient Monument?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument close to the site and if so how does the site relate to it?</li> </ul> <b>Significant effects on the heritage assets and their settings are unlikely / potential for enhancement.</b> <b>Moderate potential to achieve suitable mitigation /effects on heritage assets and their settings</b>	No known heritage assets on or in close proximity to the site

Criteria	Decision rules	Appraisal findings
	Significant effects on heritage assets or their settings are likely/ mitigation measures unlikely to prevent harm.	
<b>Landscape impact</b>	High potential of achieving suitable landscape mitigation or enhancement Moderate and Moderate/High potential of achieving suitable landscape mitigation. Low potential of achieving suitable landscape mitigation.	Leicestershire and South Derbyshire Coalfield. National Forest. North West Leicestershire Settlement Fringe Analysis- adjoins Ashby 2. Potential to Achieve mitigation- moderate.
<b>PDL</b>	Site is largely Brownfield (>70%) Site is a mix of Brownfield and Greenfield land Site is largely Greenfield (>70%)	The site is predominantly Greenfield and does not appear to have been subject to previous development.
<b>Agricultural land classification</b>	Majority of the site (>70%) is Grade 1 or 2 Significant loss (more than 20ha) of Grade 1,2 or 3 Majority of site is Grade 3 (>70%) Majority of site is not Grade 1, 2 or 3 (>70%)	Grade 4
<b>Potential effect on air quality</b>	Development unlikely to have a significant effect on congestion at key junctions Housing development likely to contribute to increased congestion at key junctions	The site is very close to the A42 an air quality assessment would be required to ensure that an AQMA is not created

<b>Site ID</b>	BH1	<b>Site Name</b>	South Lane, Bardon Hill
<b>Site Description</b>			
Vacant Greenfield/ agricultural field. Greenfield land to the east and north.			

<b>Criteria</b>	<b>Decision rules</b>	<b>Appraisal findings</b>
<b>Deliverability of sites</b>	<p>The site is considered to be available and/or achievable</p> <p>The site is considered to be potentially available and/or potentially achievable.</p> <p>The site is not considered to be available and/or achievable.</p>	No known legal or ownership issues.
<b>Access to open space</b>	<p>Within 800m walking distance of facilities</p> <p>Within 1200m walking distance of facilities</p> <p>More than 1200m walking distance of facilities</p>	2.6km to Bardon Hill Sports Club, Coalville
<b>Access food shop</b>	<p>Within 400m of a food shop / scale of development would support new services</p> <p>Within 800m of a food shop</p> <p>Within 1200m of a food shop</p>	3.7km to Ellistown Post Office & Store, 190 Whitehill Rd, Ellistown
<b>Access to a GP / health centre</b>	<p>Less than a 30 minute journey to a GP/Health centre by foot and/or public transport</p> <p>30-45 minute journey to a GP/Health centre by foot and public transport</p> <p>More than 45 minute journey to a GP/Health centre on public transport</p>	43mins to Hugglescote Surgery, 151 Grange Rd, Hugglescote
<b>Amenity</b>	<p>Development is unlikely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.</p> <p>Development has the potential to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas unless mitigated.</p> <p>Development is likely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.</p>	The nearest residential dwelling is approx. 100 from the site. The movement of vehicles on the site and people noise may cause a disturbance to nearby residential properties.
<b>Access to a village / community hall</b>	<p>Within 800m walking distance of facilities</p>	4.1km to Hugglescote Community Centre, Grange Rd, Hugglescote

Criteria	Decision rules	Appraisal findings
	<p>Within 1200m walking distance of facilities</p> <p>More than 1200m walking distance of facilities</p>	
<b>Loss of employment land</b>	<p>Yes, employment land still in use</p> <p>Yes, employment land not in use</p> <p>No</p>	Vacant Greenfield/ agricultural field
<b>Proximity to public transport</b>	<p>Regular bus service within 800m (3 per hour)</p> <p>Low frequency bus service within 400m</p> <p>Regular bus service within 800m-1200m</p> <p>Low frequency bus service within 400-800m</p> <p>Bus service over 1200m away</p> <p>Low frequency bus service more than 800m away</p>	650m to bus stop. 29 Arriva COALVILLE - Leicester via Whitwick 20/40 mins
<b>Access to key employment sites locally</b>	<p>&lt;800m</p> <p>800m-1200m</p> <p>&gt;1200m</p>	100m Bardon Hill
<b>Access to schools</b>	<p>Within 500m walking distance of a primary school / scale of development supports new facilities</p> <p>Within 1200m walking distance of a secondary school</p> <p>Within 500-1000m walking distance of a primary school</p> <p>Within 2000m of a Secondary school</p> <p>More than 1000m walking distance from a primary school</p> <p>More than 2000m from secondary school</p>	<p>2.2km to Stanton Under Bardon Community Primary School, Main St, Stanton under Bardon, Markfield</p> <p>4.3km to Newbridge High School, Forest Rd, Leicestershire, Coalville</p>
<b>Fluvial flood risk</b>	<p>Site is located entirely within Flood Zone 1</p> <p>Some of the site is in Flood Zones 2 or 3 (up to 50%)</p> <p>Most of the site is in Flood Zones 2 or 3 (more than 50%)</p>	Flood Zone 1
<b>Impacts upon biodiversity on site</b>		<p>Potential great crested newts (known from nearby ponds).</p> <p>Potential species-rich grassland; hedge. Need further survey before making decision.</p>
<b>Proximity to designated Biodiversity and Geodiversity sites</b>	<p>Measure distance to the following:</p> <p>SSSI</p> <p>European sites</p> <p>Local wildlife sites / priority species</p> <p>Effects unlikely</p>	No SSSI or LWS within 400m

Criteria	Decision rules	Appraisal findings
	<ul style="list-style-type: none"> <li>▪ Over 400m from a SSSI, SAC or SPA</li> <li>▪ Over 100m from a local wildlife site.</li> </ul> <p><b>Potential effects</b></p> <ul style="list-style-type: none"> <li>▪ Within 400m of a SSSI, SAC or SPA</li> <li>▪ Within the River Mease Catchment</li> <li>▪ Within 100m of a local wildlife site, priority species or habitats</li> </ul> <p><b>Effects likely</b></p> <ul style="list-style-type: none"> <li>▪ Contains or adjacent (50m) to a SSSI</li> <li>▪ Loss of Local Wildlife Site.</li> <li>▪ Contains priority species</li> <li>▪ Significant development (&gt;1500 dwellings) in the River Mease Catchment</li> </ul>	
<b>Assessment of heritage impacts</b>	<ul style="list-style-type: none"> <li>▪ Is the site within a conservation area?</li> <li>▪ Does the site adjoin a conservation area?</li> <li>▪ Is there a conservation area within the settlement concerned and if so how does the site relate to it?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument on the site?</li> <li>▪ Does the site adjoin a listed building or Scheduled Ancient Monument?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument close to the site and if so how does the site relate to it?</li> </ul> <p>Significant effects on the heritage assets and their settings are unlikely / potential for enhancement.</p> <p>Moderate potential to achieve suitable mitigation /effects on heritage assets and their settings</p> <p>Significant effects on heritage assets or their settings are likely/ mitigation measures unlikely to prevent harm.</p>	No known heritage assets on or in close proximity to the site
<b>Landscape impact</b>	<p>High potential of achieving suitable landscape mitigation or enhancement</p> <p>Moderate and Moderate/High potential of achieving suitable landscape mitigation.</p> <p>Low potential of achieving suitable landscape mitigation.</p>	Site is located outside the confines of the village in the open countryside.
<b>PDL</b>	<p>Site is largely Brownfield (&gt;70%)</p> <p>Site is a mix of Brownfield and Greenfield land</p> <p>Site is largely Greenfield (&gt;70%)</p>	The site is predominantly Greenfield and does not appear to have been subject to previous development.

Criteria	Decision rules	Appraisal findings
<b>Agricultural land classification</b>	<p>Majority of the site (&gt;70%) is Grade 1 or 2</p> <p>Significant loss (more than 20ha) of Grade 1,2 or 3</p> <p>Majority of site is Grade 3 (&gt;70%)</p> <p>Majority of site is not Grade 1, 2 or 3 (&gt;70%)</p>	Grade 3
<b>Potential effect on air quality</b>	<p>Development unlikely to have a significant effect on congestion at key junctions</p> <p>Development likely to contribute to increased congestion at key junctions</p>	Potential noise source from nearby industrial unit and quarry in Hinckley and Bosworth. Depending on the noise generated by these businesses this is potentially an issue given the construction of the caravans and trailers.

<b>Site ID</b>	CV68	<b>Site Name</b>	36 Brooks Lane Whitwick Coalville
<b>Site Description</b>			
Existing Gypsy site			

<b>Criteria</b>	<b>Decision rules</b>	<b>Appraisal findings</b>
<b>Deliverability of sites</b>	The site is considered to be available and/or achievable The site is considered to be potentially available and/or potentially achievable. The site is not considered to be available and/or achievable.	No known legal or ownership issues.
<b>Access to open space</b>	Within 800m walking distance of facilities Within 1200m walking distance of facilities More than 1200m walking distance of facilities	400m to Briers Way Recreation Ground
<b>Access food shop</b>	Within 400m of a food shop / scale of development would support new services Within 800m of a food shop Within 1200m of a food shop	200m to Londis, 1 Talbot St, Whitwick
<b>Access to a GP / health centre</b>	Less than a 30 minute journey to a GP/Health centre by foot and/or public transport 30-45 minute journey to a GP/Health centre by foot and public transport More than 45 minute journey to a GP/Health centre on public transport	6mins to Dr A M Lewis & Partners, North Street, Whitwick , Leicestershire, LE67 5HX
<b>Amenity</b>	Development is unlikely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas. Development has the potential to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas unless mitigated. Development is likely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.	This is a densely populated area and the proposed site in central to several residential properties. The movement of vehicles and people noise is likely to affect nearby residential properties
<b>Access to a village / community hall</b>	Within 800m walking distance of facilities Within 1200m walking distance of facilities	450m to Whitwick Community Enterprises, 72 North St, Whitwick

Criteria	Decision rules	Appraisal findings
	More than 1200m walking distance of facilities	
Loss of employment land	Yes, employment land still in use Yes, employment land not in use No	No
Proximity to public transport	Regular bus service within 800m (3 per hour) Low frequency bus service within 400m Regular bus service within 800m-1200m Low frequency bus service within 400-800m Bus service over 1200m away Low frequency bus service more than 800m away	57m to bus stop. 29 Arriva Coalville - Ashby de la Zouch - Swadlincote - Burton upon Trent hourly. 29A Arriva Leicester - Groby - Markfield - Whitwick - Coalville hourly Skylink Trent Barton Coalville/Loughborough - East Midlands Airport - Castle Donington - Nottingham 20 mins EMA - Nottingham hourly EMA - Coalville/ Loughborough
Access to key employment sites locally	<800m 800m-1200m >1200m	1.5km to Thornborough Road Industrial Estate
Access to schools	Within 500m walking distance of a primary school / scale of development supports new facilities Within 1200m walking distance of a secondary school Within 500-1000m walking distance of a primary school Within 2000m of a Secondary school More than 1000m walking distance from a primary school More than 2000m from secondary school	600m to Whitwick St John The Baptist C Of E Primary School, Parsonwood Hill, Whitwick  1.3km to Stephenson Studio School, Thornborough Rd, Coalville
Fluvial flood risk	Site is located entirely within Flood Zone 1 Some of the site is in Flood Zones 2 or 3 (up to 50%) Most of the site is in Flood Zones 2 or 3 (more than 50%)	Flood Zone 1
Impacts upon biodiversity on site		None
Proximity to designated	Measure distance to the following: SSSI	No SSSI or LWS within 400m.

Criteria	Decision rules	Appraisal findings
<b>Biodiversity and Geodiversity sites</b>	<p>European sites Local wildlife sites / priority species</p> <p><b>Effects unlikely</b></p> <ul style="list-style-type: none"> <li>Over 400m from a SSSI, SAC or SPA</li> <li>Over 100m from a local wildlife site.</li> </ul> <p><b>Potential effects</b></p> <ul style="list-style-type: none"> <li>Within 400m of a SSSI, SAC or SPA</li> <li>Within the River Mease Catchment</li> <li>Within 100m of a local wildlife site, priority species or habitats</li> </ul> <p><b>Effects likely</b></p> <ul style="list-style-type: none"> <li>Contains or adjacent (50m) to a SSSI</li> <li>Loss of Local Wildlife Site.</li> <li>Contains priority species</li> <li>Significant development (&gt;1500 dwellings) in the River Mease Catchment</li> </ul>	
<b>Assessment of heritage impacts</b>	<ul style="list-style-type: none"> <li>Is the site within a conservation area?</li> <li>Does the site adjoin a conservation area?</li> <li>Is there a conservation area within the settlement concerned and if so how does the site relate to it?</li> <li>Is there a listed building or Scheduled Ancient Monument on the site?</li> <li>Does the site adjoin a listed building or Scheduled Ancient Monument?</li> <li>Is there a listed building or Scheduled Ancient Monument close to the site and if so how does the site relate to it?</li> </ul> <p>Significant effects on the heritage assets and their settings are unlikely / potential for enhancement.</p> <p>Moderate potential to achieve suitable mitigation /effects on heritage assets and their settings</p> <p>Significant effects on heritage assets or their settings are likely/ mitigation measures unlikely to prevent harm.</p>	No known heritage assets on or in close proximity to the site
<b>Landscape impact</b>	<p>High potential of achieving suitable landscape mitigation or enhancement</p> <p>Moderate and Moderate/High potential of achieving suitable landscape mitigation.</p> <p>Low potential of achieving suitable landscape mitigation.</p>	Site lies within a built up area
<b>PDL</b>	Site is largely Brownfield (>70%)	Site is largely Brownfield

Criteria	Decision rules	Appraisal findings
	<p>Site is a mix of Brownfield and Greenfield land</p> <p>Site is largely Greenfield (&gt;70%)</p>	
<b>Agricultural land classification</b>	<p>Majority of the site (&gt;70%) is Grade 1 or 2</p> <p>Significant loss (more than 20ha) of Grade 1,2 or 3</p> <p>Majority of site is Grade 3 (&gt;70%)</p> <p>Majority of site is not Grade 1, 2 or 3 (&gt;70%)</p>	Not in agricultural use
<b>Potential effect on air quality</b>	<p>Development unlikely to have a significant effect on congestion at key junctions</p> <p>Development likely to contribute to increased congestion at key junctions</p>	<p>No identified noise sources nearby. This is a densely populated area and the proposed site is central to several residential properties. The movement of vehicles and people noise is likely to affect nearby residential properties.</p>

<b>Site ID</b>	DI2a	<b>Site Name</b>	A453, Derby, Leicestershire, DE73 8BE
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**Site Description**

Vacant Greenfield site currently used as grazing land for sheep. Telephone mast on site's north eastern border.

Site is surrounded by Greenfield/ agricultural land. A42 marks the southern boundary.

<b>Criteria</b>	<b>Decision rules</b>	<b>Appraisal findings</b>
<b>Deliverability of sites</b>	<p>The site is considered to be available and/or achievable</p> <p>The site is considered to be potentially available and/or potentially achievable.</p> <p>The site is not considered to be available and/or achievable.</p>	Unwilling landowner
<b>Access to open space</b>	<p>Within 800m walking distance of facilities</p> <p>Within 1200m walking distance of facilities</p> <p>More than 1200m walking distance of facilities</p>	2.6km to The Green, Breedon on the Hill
<b>Access food shop</b>	<p>Within 400m of a food shop / scale of development would support new services</p> <p>Within 800m of a food shop</p> <p>Within 1200m of a food shop</p>	2.1km to Pinnacle Store, Main St, Breedon on the Hill
<b>Access to a GP / health centre</b>	<p>Less than a 30 minute journey to a GP/Health centre by foot and/or public transport</p> <p>30-45 minute journey to a GP/Health centre by foot and public transport</p> <p>More than 45 minute journey to a GP/Health centre on public transport</p>	41mins to Belton Surgery, Mill Ln, Belton
<b>Amenity</b>	<p>Development is unlikely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.</p> <p>Development has the potential to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas unless mitigated.</p> <p>Development is likely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.</p>	Site is well screened and no built development located next to the site.

Criteria	Decision rules	Appraisal findings
Access to a village / community hall	<p>Within 800m walking distance of facilities</p> <p>Within 1200m walking distance of facilities</p> <p>More than 1200m walking distance of facilities</p>	3.3km to Belton Village Hall
Loss of employment land	<p>Yes, employment land still in use</p> <p>Yes, employment land not in use</p> <p>No</p>	No
Proximity to public transport	<p>Regular bus service within 800m (3 per hour)</p> <p>Low frequency bus service within 400m</p> <p>Regular bus service within 800m-1200m</p> <p>Low frequency bus service within 400-800m</p> <p>Bus service over 1200m away</p> <p>Low frequency bus service more than 800m away</p>	1km to bus stop. Airlink 155 Roberts Coaches Coalville - East Midlands Airport - Castle Donington 2 hourly
Access to key employment sites locally	<p>&lt;800m</p> <p>800m-1200m</p> <p>&gt;1200m</p>	3.9km to DHL, E Midlands Airport, Castle Donington
Access to schools	<p>Within 500m walking distance of a primary school / scale of development supports new facilities</p> <p>Within 1200m walking distance of a secondary school</p> <p>Within 500-1000m walking distance of a primary school</p> <p>Within 2000m of a Secondary school</p> <p>More than 1000m walking distance from a primary school</p> <p>More than 2000m from secondary school</p>	<p>2.2km to St Hardulph's C of E Primary School, Main St, Breedon on the Hill</p> <p>6.6km to Castle Donington College, Mount Pleasant, Castle Donington</p>
Fluvial flood risk	<p>Site is located entirely within Flood Zone 1</p> <p>Some of the site is in Flood Zones 2 or 3 (up to 50%)</p> <p>Most of the site is in Flood Zones 2 or 3 (more than 50%)</p>	<p>Flood Zone 1</p> <p>The site is bordered by 2 watercourses for which we do not hold any information in respect of flooding. It would be prudent to undertake investigation to see whether the site is liable to flood.</p>
Impacts upon biodiversity on site		<p>Possible badger; possible otter/water vole along brook. Arable/improved grassland, poor. Hedge/stream to east, along Parish boundary. OK with mitigation</p>

Criteria	Decision rules	Appraisal findings
<b>Proximity to designated Biodiversity and Geodiversity sites</b>	<p>Measure distance to the following:</p> <p>SSSI</p> <p>European sites</p> <p>Local wildlife sites / priority species</p> <p><b>Effects unlikely</b></p> <ul style="list-style-type: none"> <li>▪ Over 400m from a SSSI, SAC or SPA</li> <li>▪ Over 100m from a local wildlife site.</li> </ul> <p><b>Potential effects</b></p> <ul style="list-style-type: none"> <li>▪ Within 400m of a SSSI, SAC or SPA</li> <li>▪ Within the River Mease Catchment</li> <li>▪ Within 100m of a local wildlife site, priority species or habitats</li> </ul> <p><b>Effects likely</b></p> <ul style="list-style-type: none"> <li>▪ Contains or adjacent (50m) to a SSSI</li> <li>▪ Loss of Local Wildlife Site.</li> <li>▪ Contains priority species</li> <li>▪ Significant development (&gt;1500 dwellings) in the River Mease Catchment</li> </ul>	<b>No SSSI or LWS within 400m</b>
<b>Assessment of heritage impacts</b>	<ul style="list-style-type: none"> <li>▪ Is the site within a conservation area?</li> <li>▪ Does the site adjoin a conservation area?</li> <li>▪ Is there a conservation area within the settlement concerned and if so how does the site relate to it?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument on the site?</li> <li>▪ Does the site adjoin a listed building or Scheduled Ancient Monument?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument close to the site and if so how does the site relate to it?</li> </ul> <p><b>Significant effects on the heritage assets and their settings are unlikely / potential for enhancement.</b></p> <p><b>Moderate potential to achieve suitable mitigation /effects on heritage assets and their settings</b></p> <p><b>Significant effects on heritage assets or their settings are likely/ mitigation measures unlikely to prevent harm.</b></p>	<b>No known heritage assets on or in close proximity to the site</b>
<b>Landscape impact</b>	<p><b>High potential of achieving suitable landscape mitigation or enhancement</b></p> <p><b>Moderate and Moderate/High potential of achieving suitable landscape mitigation.</b></p> <p><b>Low potential of achieving suitable landscape mitigation.</b></p>	<b>Whilst the site is in the open countryside, it is well screened</b>

Criteria	Decision rules	Appraisal findings
<b>PDL</b>	<p>Site is largely Brownfield (&gt;70%)</p> <p>Site is a mix of Brownfield and Greenfield land</p> <p>Site is largely Greenfield (&gt;70%)</p>	<b>Greenfield</b>
<b>Agricultural land classification</b>	<p>Majority of the site (&gt;70%) is Grade 1 or 2</p> <p>Significant loss (more than 20ha) of Grade 1,2 or 3</p> <p>Majority of site is Grade 3 (&gt;70%)</p> <p>Majority of site is not Grade 1, 2 or 3 (&gt;70%)</p>	<b>Grade 3</b>
<b>Potential effect on air quality</b>	<p>Development unlikely to have a significant effect on congestion at key junctions</p> <p>Development likely to contribute to increased congestion at key junctions</p>	The site is very close to the A42 an air quality assessment would be required to ensure that an AQMA is not created.

<b>Site ID</b>	DO2	<b>Site Name</b>	Ramscliffe Avenue Donisthorpe
<b>Site Description</b>			
Grazing for horses. Greenfield site. Residential properties to the east and south, listed building (church) to the west, graveyard and greenspace to the north, greenspace to the south and west			

<b>Criteria</b>	<b>Decision rules</b>	<b>Appraisal findings</b>
<b>Deliverability of sites</b>	The site is considered to be available and/or achievable The site is considered to be potentially available and/or potentially achievable. The site is not considered to be available and/or achievable.	The site is considered to be potentially available and/or potentially achievable.
<b>Access to open space</b>	Within 800m walking distance of facilities Within 1200m walking distance of facilities More than 1200m walking distance of facilities	110m to Ramscliffe Ave play area
<b>Access food shop</b>	Within 400m of a food shop / scale of development would support new services Within 800m of a food shop Within 1200m of a food shop	550m to Steve's Village Store, 1 Ashby Rd, Donisthorpe
<b>Access to a GP / health centre</b>	Less than a 30 minute journey to a GP/Health centre by foot and/or public transport 30-45 minute journey to a GP/Health centre by foot and public transport More than 45 minute journey to a GP/Health centre on public transport	40mins to Overseal Surgery, Hallcroft Avenue, Overseal
<b>Amenity</b>	Development is unlikely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas. Development has the potential to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas unless mitigated. Development is likely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.	The site is located approx. 50m from the nearest residential property. The movement of vehicles on the site and people noise may cause a disturbance to nearby residential properties.

Criteria	Decision rules	Appraisal findings
Access to a village / community hall	<p>Within 800m walking distance of facilities</p> <p>Within 1200m walking distance of facilities</p> <p>More than 1200m walking distance of facilities</p>	240m to Donisthorpe Community Centre. Ramscliffe Ave.
Loss of employment land	<p>Yes, employment land still in use</p> <p>Yes, employment land not in use</p> <p>No</p>	No
Proximity to public transport	<p>Regular bus service within 800m (3 per hour)</p> <p>Low frequency bus service within 400m</p> <p>Regular bus service within 800m-1200m</p> <p>Low frequency bus service within 400-800m</p> <p>Bus service over 1200m away</p> <p>Low frequency bus service more than 800m away</p>	150m to bus stop- 19/19A Midland Classic Ashby de la Zouch - Measham - Burton upon Trent - Queens Hospital hourly
Access to key employment sites locally	<p>&lt;800m</p> <p>800m-1200m</p> <p>&gt;1200m</p>	2.5km to Westman Industrial Estate, Tamworth Rd, Measham
Access to schools	<p>Within 500m walking distance of a primary school / scale of development supports new facilities</p> <p>Within 1200m walking distance of a secondary school</p> <p>Within 500-1000m walking distance of a primary school</p> <p>Within 2000m of a Secondary school</p> <p>More than 1000m walking distance from a primary school</p> <p>More than 2000m from secondary school</p>	<p>850m to Donisthorpe Primary School, 47 Ashby Rd, Donisthorpe</p> <p>5.8km to Ivanhoe College, North St, Ashby-de-la-Zouch</p>
Fluvial flood risk	<p>Site is located entirely within Flood Zone 1</p> <p>Some of the site is in Flood Zones 2 or 3 (up to 50%)</p> <p>Most of the site is in Flood Zones 2 or 3 (more than 50%)</p>	Flood Zone 1
Impacts upon biodiversity on site		Possible badger. Rough grassland, good hedge/tree belt to W. OK with mitigation.
Proximity to designated Biodiversity and Geodiversity sites	<p>Measure distance to the following:</p> <p>SSSI</p> <p>European sites</p> <p>Local wildlife sites / priority species</p> <p>Effects unlikely</p>	<p>Within River Mease catchment.</p> <p>Donisthorpe Cemetery</p> <p>Proposed LWS part within 100m rest within 400m.</p>

Criteria	Decision rules	Appraisal findings
	<ul style="list-style-type: none"> <li>▪ Over 400m from a SSSI, SAC or SPA</li> <li>▪ Over 100m from a local wildlife site.</li> </ul> <p><b>Potential effects</b></p> <ul style="list-style-type: none"> <li>▪ Within 400m of a SSSI, SAC or SPA</li> <li>▪ Within the River Mease Catchment</li> <li>▪ Within 100m of a local wildlife site, priority species or habitats</li> </ul> <p><b>Effects likely</b></p> <ul style="list-style-type: none"> <li>▪ Contains or adjacent (50m) to a SSSI</li> <li>▪ Loss of Local Wildlife Site.</li> <li>▪ Contains priority species</li> <li>▪ Significant development (&gt;1500 dwellings) in the River Mease Catchment</li> </ul>	<p>Donisthorpe Hedge Proposed LWS 100-400m.</p> <p>Donisthorpe wet woodland Proposed LWS partly within 400m.</p> <p>Saltersford Wood lakes and grassland Proposed LWS partially within 400m</p>
<b>Assessment of heritage impacts</b>	<ul style="list-style-type: none"> <li>▪ Is the site within a conservation area?</li> <li>▪ Does the site adjoin a conservation area?</li> <li>▪ Is there a conservation area within the settlement concerned and if so how does the site relate to it?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument on the site?</li> <li>▪ Does the site adjoin a listed building or Scheduled Ancient Monument?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument close to the site and if so how does the site relate to it?</li> </ul> <p>Significant effects on the heritage assets and their settings are unlikely / potential for enhancement.</p> <p>Moderate potential to achieve suitable mitigation /effects on heritage assets and their settings</p> <p>Significant effects on heritage assets or their settings are likely/ mitigation measures unlikely to prevent harm.</p>	<p>No known heritage assets on site. There is a listed church to the west of the site.</p>
<b>Landscape impact</b>	<p>High potential of achieving suitable landscape mitigation or enhancement</p> <p>Moderate and Moderate/High potential of achieving suitable landscape mitigation.</p> <p>Low potential of achieving suitable landscape mitigation.</p>	<p>Site lies in a built up area. Depending on where a potential Gypsy and Traveller site is located however, it may be fairly prominent if located on a hill.</p>
<b>PDL</b>	<p>Site is largely Brownfield (&gt;70%)</p> <p>Site is a mix of Brownfield and Greenfield land</p> <p>Site is largely Greenfield (&gt;70%)</p>	<p>Greenfield</p>
<b>Agricultural land classification</b>	<p>Majority of the site (&gt;70%) is Grade 1 or 2</p>	<p>Grade 4</p>

Criteria	Decision rules	Appraisal findings
	<p>Significant loss (more than 20ha) of Grade 1,2 or 3</p> <p>Majority of site is Grade 3 (&gt;70%)</p> <p>Majority of site is not Grade 1, 2 or 3 (&gt;70%)</p>	
<p><b>Potential effect on air quality</b></p>	<p>Development unlikely to have a significant effect on congestion at key junctions</p> <p>Development likely to contribute to increased congestion at key junctions</p>	<p>N/A</p>

<b>Site ID</b>	EL5	<b>Site Name</b>	The Bungalow Wood Road Ellistown Coalville Leicestershire LE67 1GE
<b>Site Description</b>			
Vacant Greenfield/ Agricultural Residential properties to the north and east; greenfield/ agricultural fields to the west and south			

<b>Criteria</b>	<b>Decision rules</b>	<b>Appraisal findings</b>
<b>Deliverability of sites</b>	The site is considered to be available and/or achievable The site is considered to be potentially available and/or potentially achievable. The site is not considered to be available and/or achievable.	The site is considered to be potentially available and/or potentially achievable.
<b>Access to open space</b>	Within 800m walking distance of facilities Within 1200m walking distance of facilities More than 1200m walking distance of facilities	700m to Mattram Road Play Area
<b>Access food shop</b>	Within 400m of a food shop / scale of development would support new services Within 800m of a food shop Within 1200m of a food shop	5km to Ibstock Community Post Office, 118 High St, Ibstock
<b>Access to a GP / health centre</b>	Less than a 30 minute journey to a GP/Health centre by foot and/or public transport 30-45 minute journey to a GP/Health centre by foot and public transport More than 45 minute journey to a GP/Health centre on public transport	1hr 1min to Ibstock House Surgery, 132 High Street, Ibstock
<b>Amenity</b>	Development is unlikely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas. Development has the potential to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas unless mitigated. Development is likely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.	Site is in open countryside. The site is well screened from the nearby restaurant and residential properties.

Criteria	Decision rules	Appraisal findings
Access to a village / community hall	<p>Within 800m walking distance of facilities</p> <p>Within 1200m walking distance of facilities</p> <p>More than 1200m walking distance of facilities</p>	750m to Battram Village Hall, 65 Battram Rd, Ellistown
Loss of employment land	<p>Yes, employment land still in use</p> <p>Yes, employment land not in use</p> <p>No</p>	No
Proximity to public transport	<p>Regular bus service within 800m (3 per hour)</p> <p>Low frequency bus service within 400m</p> <p>Regular bus service within 800m-1200m</p> <p>Low frequency bus service within 400-800m</p> <p>Bus service over 1200m away</p> <p>Low frequency bus service more than 800m away</p>	1.9km to bus stop for 26 Arriva Leicester - Ratby - Botcheston - Thornton - Bagworth - Coalville hourly
Access to key employment sites locally	<p>&lt;800m</p> <p>800m-1200m</p> <p>&gt;1200m</p>	1.5km to Pall-Ex Group, Pall-Ex House, Victoria Rd, Ellistown
Access to schools	<p>Within 500m walking distance of a primary school / scale of development supports new facilities</p> <p>Within 1200m walking distance of a secondary school</p> <p>Within 500-1000m walking distance of a primary school</p> <p>Within 2000m of a Secondary school</p> <p>More than 1000m walking distance from a primary school</p> <p>More than 2000m from secondary school</p>	<p>2.8km to Ellistown School, 83 Whitehill Rd, Ellistown</p> <p>4.9km to Ibstock Community College, Central Ave, Ibstock</p>
Fluvial flood risk	<p>Site is located entirely within Flood Zone 1</p> <p>Some of the site is in Flood Zones 2 or 3 (up to 50%)</p> <p>Most of the site is in Flood Zones 2 or 3 (more than 50%)</p>	Flood Zone 1
Impacts upon biodiversity on site		None
Proximity to designated Biodiversity and Geodiversity sites	<p>Measure distance to the following:</p> <p>SSSI</p> <p>European sites</p> <p>Local wildlife sites / priority species</p> <p>Effects unlikely</p> <p>▪ Over 400m from a SSSI, SAC or SPA</p>	No SSSI or LWS within 400m

Criteria	Decision rules	Appraisal findings
	<ul style="list-style-type: none"> <li>▪ Over 100m from a local wildlife site.</li> </ul> <p><b>Potential effects</b></p> <ul style="list-style-type: none"> <li>▪ Within 400m of a SSSI, SAC or SPA</li> <li>▪ Within the River Mease Catchment</li> <li>▪ Within 100m of a local wildlife site, priority species or habitats</li> </ul> <p><b>Effects likely</b></p> <ul style="list-style-type: none"> <li>▪ Contains or adjacent (50m) to a SSSI</li> <li>▪ Loss of Local Wildlife Site.</li> <li>▪ Contains priority species</li> <li>▪ Significant development (&gt;1500 dwellings) in the River Mease Catchment</li> </ul>	
<b>Assessment of heritage impacts</b>	<ul style="list-style-type: none"> <li>▪ Is the site within a conservation area?</li> <li>▪ Does the site adjoin a conservation area?</li> <li>▪ Is there a conservation area within the settlement concerned and if so how does the site relate to it?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument on the site?</li> <li>▪ Does the site adjoin a listed building or Scheduled Ancient Monument?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument close to the site and if so how does the site relate to it?</li> </ul> <p>Significant effects on the heritage assets and their settings are unlikely / potential for enhancement.</p> <p>Moderate potential to achieve suitable mitigation /effects on heritage assets and their settings</p> <p>Significant effects on heritage assets or their settings are likely/ mitigation measures unlikely to prevent harm.</p>	No known heritage assets either on or in close proximity to the site.
<b>Landscape impact</b>	<p>High potential of achieving suitable landscape mitigation or enhancement</p> <p>Moderate and Moderate/High potential of achieving suitable landscape mitigation.</p> <p>Low potential of achieving suitable landscape mitigation.</p>	Whilst the site is in the open countryside the site is well screened. In the appeal decision the inspector outlined that the principle of Gypsy and Traveller development was acceptable in this location
<b>PDL</b>	<p>Site is largely Brownfield (&gt;70%)</p> <p>Site is a mix of Brownfield and Greenfield land</p> <p>Site is largely Greenfield (&gt;70%)</p>	Brownfield
<b>Agricultural land classification</b>	Majority of the site (>70%) is Grade 1 or 2	Not in agricultural use

Criteria	Decision rules	Appraisal findings
	<p>Significant loss (more than 20ha) of Grade 1,2 or 3</p> <p>Majority of site is Grade 3 (&gt;70%)</p> <p>Majority of site is not Grade 1, 2 or 3 (&gt;70%)</p>	
<b>Potential effect on air quality</b>	<p>Development unlikely to have a significant effect on congestion at key junctions</p> <p>Development likely to contribute to increased congestion at key junctions</p>	N/A

<b>Site ID</b>	IB10a	<b>Site Name</b>	Curzon St, Ibstock
<b>Site Description</b>			
Grazing land for cattle. Allotments to the east, industrial units and residential development to the west, residential development to the north, Greenfield/ Open Space to the south			

<b>Criteria</b>	<b>Decision rules</b>	<b>Appraisal findings</b>
<b>Deliverability of sites</b>	The site is considered to be available and/or achievable The site is considered to be potentially available and/or potentially achievable. The site is not considered to be available and/or achievable.	The site is considered to be potentially available and/or potentially achievable.
<b>Access to open space</b>	Within 800m walking distance of facilities Within 1200m walking distance of facilities More than 1200m walking distance of facilities	800m to Ibstock Miners Welfare Sports & Social Club, Leicester Rd, Ibstock
<b>Access food shop</b>	Within 400m of a food shop / scale of development would support new services Within 800m of a food shop Within 1200m of a food shop	550m to Haydons, 77 High St, Ibstock
<b>Access to a GP / health centre</b>	Less than a 30 minute journey to a GP/Health centre by foot and/or public transport 30-45 minute journey to a GP/Health centre by foot and public transport More than 45 minute journey to a GP/Health centre on public transport	10mins to Ibstock Surgery, Ibstock House, 132 High St, Ibstock
<b>Amenity</b>	Development is unlikely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas. Development has the potential to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas unless mitigated. Development is likely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.	The site is located within 50m of the nearest residential property. There is the potential for noise disturbance from vehicle movements and people noise.
<b>Access to a village / community hall</b>	Within 800m walking distance of facilities	350m to The Palace Community Centre Ltd, High St, Ibstock

Criteria	Decision rules	Appraisal findings
	<p>Within 1200m walking distance of facilities</p> <p>More than 1200m walking distance of facilities</p>	
<b>Loss of employment land</b>	<p>Yes, employment land still in use</p> <p>Yes, employment land not in use</p> <p>No</p>	No
<b>Proximity to public transport</b>	<p>Regular bus service within 800m (3 per hour)</p> <p>Low frequency bus service within 400m</p> <p>Regular bus service within 800m-1200m</p> <p>Low frequency bus service within 400-800m</p> <p>Bus service over 1200m away</p> <p>Low frequency bus service more than 800m away</p>	<p>350m to bus stop for 15 service. 15 Arriva Coalville - Ellistown - Ibstock 20 mins (30 mins Saturday)</p>
<b>Access to key employment sites locally</b>	<p>&lt;800m</p> <p>800m-1200m</p> <p>&gt;1200m</p>	<p>140m to Spring Road industrial area</p>
<b>Access to schools</b>	<p>Within 500m walking distance of a primary school / scale of development supports new facilities</p> <p>Within 1200m walking distance of a secondary school</p> <p>Within 500-1000m walking distance of a primary school</p> <p>Within 2000m of a Secondary school</p> <p>More than 1000m walking distance from a primary school</p> <p>More than 2000m from secondary school</p>	<p>1.3km to St Denys C Of E Infant School, Laud Cl, Ibstock.</p> <p>700m to Ibstock Community College, Central Ave, Ibstock</p>
<b>Fluvial flood risk</b>	<p>Site is located entirely within Flood Zone 1</p> <p>Some of the site is in Flood Zones 2 or 3 (up to 50%)</p> <p>Most of the site is in Flood Zones 2 or 3 (more than 50%)</p>	Flood Zone 1
<b>Impacts upon biodiversity on site</b>		<p>Possible badger /otter /water vole along brook. Possible species-rich grassland; watercourse with trees; hedge. Need further survey before making decision.</p>
<b>Proximity to designated Biodiversity and Geodiversity sites</b>	<p>Measure distance to the following:</p> <p>SSSI</p> <p>European sites</p> <p>Local wildlife sites / priority species</p>	<p>Ibstock cemetery grassland Proposed LWS 100-400m</p> <p>Ibstock claypit pond Proposed LWS 100-400m</p>

Criteria	Decision rules	Appraisal findings
	<p><b>Effects unlikely</b></p> <ul style="list-style-type: none"> <li>Over 400m from a SSSI, SAC or SPA</li> <li>Over 100m from a local wildlife site.</li> </ul> <p><b>Potential effects</b></p> <ul style="list-style-type: none"> <li>Within 400m of a SSSI, SAC or SPA</li> <li>Within the River Mease Catchment</li> <li>Within 100m of a local wildlife site, priority species or habitats</li> </ul> <p><b>Effects likely</b></p> <ul style="list-style-type: none"> <li>Contains or adjacent (50m) to a SSSI</li> <li>Loss of Local Wildlife Site.</li> <li>Contains priority species</li> <li>Significant development (&gt;1500 dwellings) in the River Mease Catchment</li> </ul>	<p><b>Ibstock claypit grassland</b></p> <p><b>Proposed LWS partially within 400m</b></p>
<b>Assessment of heritage impacts</b>	<ul style="list-style-type: none"> <li>Is the site within a conservation area?</li> <li>Does the site adjoin a conservation area?</li> <li>Is there a conservation area within the settlement concerned and if so how does the site relate to it?</li> <li>Is there a listed building or Scheduled Ancient Monument on the site?</li> <li>Does the site adjoin a listed building or Scheduled Ancient Monument?</li> <li>Is there a listed building or Scheduled Ancient Monument close to the site and if so how does the site relate to it?</li> </ul> <p>Significant effects on the heritage assets and their settings are unlikely / potential for enhancement.</p> <p>Moderate potential to achieve suitable mitigation /effects on heritage assets and their settings</p> <p>Significant effects on heritage assets or their settings are likely/ mitigation measures unlikely to prevent harm.</p>	<p>No known heritage assets either on or in close proximity to the site.</p>
<b>Landscape impact</b>	<p>High potential of achieving suitable landscape mitigation or enhancement</p> <p>Moderate and Moderate/High potential of achieving suitable landscape mitigation.</p> <p>Low potential of achieving suitable landscape mitigation.</p>	<p>Northern part of the site lies within the limits of development, southern part lies outside in the open countryside.</p>
<b>PDL</b>	<p>Site is largely Brownfield (&gt;70%)</p> <p>Site is a mix of Brownfield and Greenfield land</p> <p>Site is largely Greenfield (&gt;70%)</p>	<p><b>Greenfield</b></p>

Criteria	Decision rules	Appraisal findings
<b>Agricultural land classification</b>	<p>Majority of the site (&gt;70%) is Grade 1 or 2</p> <p>Significant loss (more than 20ha) of Grade 1,2 or 3</p> <p>Majority of site is Grade 3 (&gt;70%)</p> <p>Majority of site is not Grade 1, 2 or 3 (&gt;70%)</p>	Grade 3
<b>Potential effect on air quality</b>	<p>Development unlikely to have a significant effect on congestion at key junctions</p> <p>Development likely to contribute to increased congestion at key junctions</p>	N/A

<b>Site ID</b>	ME16	<b>Site Name</b>	Land at New Street, Measham
<b>Site Description</b>			
Site is predominantly surrounded by Greenfield Land. There is a residential property to the north of the site.			

<b>Criteria</b>	<b>Decision rules</b>	<b>Appraisal findings</b>
<b>Deliverability of sites</b>	<p>The site is considered to be available and/or achievable</p> <p>The site is considered to be potentially available and/or potentially achievable.</p> <p>The site is not considered to be available and/or achievable.</p>	The site is considered to be available and/or achievable
<b>Access to open space</b>	<p>Within 800m walking distance of facilities</p> <p>Within 1200m walking distance of facilities</p> <p>More than 1200m walking distance of facilities</p>	550m to Oakthorpe Community Leisure Centre, Measham Rd, Oakthorpe
<b>Access food shop</b>	<p>Within 400m of a food shop / scale of development would support new services</p> <p>Within 800m of a food shop</p> <p>Within 1200m of a food shop</p>	350m to Tony's Village Store, 47 Measham Rd, Oakthorpe
<b>Access to a GP / health centre</b>	<p>Less than a 30 minute journey to a GP/Health centre by foot and/or public transport</p> <p>30-45 minute journey to a GP/Health centre by foot and public transport</p> <p>More than 45 minute journey to a GP/Health centre on public transport</p>	18mins to Measham Medical Unit, High St, Measham
<b>Amenity</b>	<p>Development is unlikely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.</p> <p>Development has the potential to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas unless mitigated.</p> <p>Development is likely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.</p>	The nearest receptor is located across the road approx. 100m from the site. Given the noise from the A42 it is unlikely that noise will be an issue at receptors.
<b>Access to a village / community hall</b>	Within 800m walking distance of facilities	550m to Oakthorpe Community Leisure Centre, Measham Rd, Oakthorpe

Criteria	Decision rules	Appraisal findings
	<p>Within 1200m walking distance of facilities</p> <p>More than 1200m walking distance of facilities</p>	
Loss of employment land	<p>Yes, employment land still in use</p> <p>Yes, employment land not in use</p> <p>No</p>	No
Proximity to public transport	<p>Regular bus service within 800m (3 per hour)</p> <p>Low frequency bus service within 400m</p> <p>Regular bus service within 800m-1200m</p> <p>Low frequency bus service within 400-800m</p> <p>Bus service over 1200m away</p> <p>Low frequency bus service more than 800m away</p>	450m to bus stop for 19C service- Moira - Measham - Linton - Burton
Access to key employment sites locally	<p>&lt;800m</p> <p>800m-1200m</p> <p>&gt;1200m</p>	750m to Bloor Homes
Access to schools	<p>Within 500m walking distance of a primary school / scale of development supports new facilities</p> <p>Within 1200m walking distance of a secondary school</p> <p>Within 500-1000m walking distance of a primary school</p> <p>Within 2000m of a Secondary school</p> <p>More than 1000m walking distance from a primary school</p> <p>More than 2000m from secondary school</p>	<p>700m to Oakthorpe Primary School</p> <p>6.2km to Ivanhoe College, North St, Ashby-de-la-Zouch</p>
Fluvial flood risk	<p>Site is located entirely within Flood Zone 1</p> <p>Some of the site is in Flood Zones 2 or 3 (up to 50%)</p> <p>Most of the site is in Flood Zones 2 or 3 (more than 50%)</p>	Flood Zone 1
Impacts upon biodiversity on site		Hedge. OK with mitigation.
Proximity to designated Biodiversity and Geodiversity sites	<p>Measure distance to the following:</p> <p>SSSI</p> <p>European sites</p> <p>Local wildlife sites / priority species</p> <p>Effects unlikely</p> <ul style="list-style-type: none"> <li>▪ Over 400m from a SSSI, SAC or SPA</li> <li>▪ Over 100m from a local wildlife site.</li> </ul> <p>Potential effects</p>	Within River Mease catchment.

Criteria	Decision rules	Appraisal findings
	<ul style="list-style-type: none"> <li>▪ Within 400m of a SSSI, SAC or SPA</li> <li>▪ Within the River Mease Catchment</li> <li>▪ Within 100m of a local wildlife site, priority species or habitats</li> </ul> <p><b>Effects likely</b></p> <ul style="list-style-type: none"> <li>▪ Contains or adjacent (50m) to a SSSI</li> <li>▪ Loss of Local Wildlife Site.</li> <li>▪ Contains priority species</li> <li>▪ Significant development (&gt;1500 dwellings) in the River Mease Catchment</li> </ul>	
<b>Assessment of heritage impacts</b>	<ul style="list-style-type: none"> <li>▪ Is the site within a conservation area?</li> <li>▪ Does the site adjoin a conservation area?</li> <li>▪ Is there a conservation area within the settlement concerned and if so how does the site relate to it?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument on the site?</li> <li>▪ Does the site adjoin a listed building or Scheduled Ancient Monument?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument close to the site and if so how does the site relate to it?</li> </ul> <p>Significant effects on the heritage assets and their settings are unlikely / potential for enhancement.</p> <p>Moderate potential to achieve suitable mitigation /effects on heritage assets and their settings</p> <p>Significant effects on heritage assets or their settings are likely/ mitigation measures unlikely to prevent harm.</p>	No known heritage assets either on or in close proximity to the site.
<b>Landscape impact</b>	<p>High potential of achieving suitable landscape mitigation or enhancement</p> <p>Moderate and Moderate/High potential of achieving suitable landscape mitigation.</p> <p>Low potential of achieving suitable landscape mitigation.</p>	Site lies outside the village confines and in the open countryside, but is well screened.
<b>PDL</b>	<p>Site is largely Brownfield (&gt;70%)</p> <p>Site is a mix of Brownfield and Greenfield land</p> <p>Site is largely Greenfield (&gt;70%)</p>	Greenfield
<b>Agricultural land classification</b>	<p>Majority of the site (&gt;70%) is Grade 1 or 2</p> <p>Significant loss (more than 20ha) of Grade 1,2 or 3</p> <p>Majority of site is Grade 3 (&gt;70%)</p>	Grade 4

Criteria	Decision rules	Appraisal findings
	Majority of site is not Grade 1, 2 or 3 (>70%)	
<b>Potential effect on air quality</b>	<p>Development unlikely to have a significant effect on congestion at key junctions</p> <p>Development might contribute to increased congestion at key junctions</p> <p>Development likely to contribute to increased congestion at key junctions</p>	<p>The site is very close to the A42 an air quality assessment would be required to ensure that an AQMA is not created. The nearest receptor is located across the road approx. 100m from the site. Given the noise from the A42 it is unlikely that noise will be an issue at receptors.</p>

<b>Site ID</b>	ME18	<b>Site Name</b>	Former Measham Mine, Sweptstone Rd
<b>Site Description</b>			
Former mine site, now vacant with some trailer parking and materials storage. Site being levelled.			

<b>Criteria</b>	<b>Decision rules</b>	<b>Appraisal findings</b>
<b>Deliverability of sites</b>	<p>The site is considered to be available and/or achievable</p> <p>The site is considered to be potentially available and/or potentially achievable.</p> <p>The site is not considered to be available and/or achievable.</p>	The site is considered to be available and/or achievable
<b>Access to open space</b>	<p>Within 800m walking distance of facilities</p> <p>Within 1200m walking distance of facilities</p> <p>More than 1200m walking distance of facilities</p>	1.6km to Recreation Ground, Bosworth Road, Measham
<b>Access food shop</b>	<p>Within 400m of a food shop / scale of development would support new services</p> <p>Within 800m of a food shop</p> <p>Within 1200m of a food shop</p>	1.8km to Tesco Express, High St, Measham
<b>Access to a GP / health centre</b>	<p>Less than a 30 minute journey to a GP/Health centre by foot and/or public transport</p> <p>30-45 minute journey to a GP/Health centre by foot and public transport</p> <p>More than 45 minute journey to a GP/Health centre on public transport</p>	25min to Measham Medical Unit, High Street, Measham
<b>Amenity</b>	<p>Development is unlikely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.</p> <p>Development has the potential to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas unless mitigated.</p> <p>Development is likely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.</p>	The site is a considerable distance from the nearest residential receptor and not likely to cause any disturbance.
<b>Access to a village / community hall</b>	<p>Within 800m walking distance of facilities</p> <p>Within 1200m walking distance of facilities</p>	1.7km to Measham Village Hall, Queen's St, Measham

Criteria	Decision rules	Appraisal findings
	More than 1200m walking distance of facilities	
Loss of employment land	Yes, employment land still in use Yes, employment land not in use No	No
Proximity to public transport	Regular bus service within 800m (3 per hour) Low frequency bus service within 400m Regular bus service within 800m-1200m Low frequency bus service within 400-800m Bus service over 1200m away Low frequency bus service more than 800m away	1.6km to bus stop for 19, 19B, 19S. 19/19A Midland Classic Ashby de la Zouch - Measham - Burton upon Trent - Queens Hospital hourly.
Access to key employment sites locally	<800m 800m-1200m >1200m	1.3km to Measham Quarry
Access to schools	Within 500m walking distance of a primary school / scale of development supports new facilities Within 1200m walking distance of a secondary school Within 500-1000m walking distance of a primary school Within 2000m of a Secondary school More than 1000m walking distance from a primary school More than 2000m from secondary school	1.6km to Measham C Of E Primary School, Bosworth Rd, Measham  6.2km to Ivanhoe College, North St, Ashby-de-la-Zouch
Fluvial flood risk	Site is located entirely within Flood Zone 1 Some of the site is in Flood Zones 2 or 3 (up to 50%) Most of the site is in Flood Zones 2 or 3 (more than 50%)	Flood Zone 1
Impacts upon biodiversity on site		Cleared site
Proximity to designated Biodiversity and Geodiversity sites	Measure distance to the following: SSSI European sites Local wildlife sites / priority species Effects unlikely <ul style="list-style-type: none"> <li>▪ Over 400m from a SSSI, SAC or SPA</li> <li>▪ Over 100m from a local wildlife site.</li> </ul> Potential effects <ul style="list-style-type: none"> <li>▪ Within 400m of a SSSI, SAC or SPA</li> <li>▪ Within the River Mease Catchment</li> </ul>	Within River Mease Catchment. Part of Swebstone Road wetland Proposed LWS within 400m Part of Measham Grassy Spoil Proposed LWS within 400m

Criteria	Decision rules	Appraisal findings
	<ul style="list-style-type: none"> <li>▪ Within 100m of a local wildlife site, priority species or habitats</li> <li><b>Effects likely</b></li> <li>▪ Contains or adjacent (50m) to a SSSI</li> <li>▪ Loss of Local Wildlife Site.</li> <li>▪ Contains priority species</li> <li>▪ Significant development (&gt;1500 dwellings) in the River Mease Catchment</li> </ul>	
<b>Assessment of heritage impacts</b>	<ul style="list-style-type: none"> <li>▪ Is the site within a conservation area?</li> <li>▪ Does the site adjoin a conservation area?</li> <li>▪ Is there a conservation area within the settlement concerned and if so how does the site relate to it?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument on the site?</li> <li>▪ Does the site adjoin a listed building or Scheduled Ancient Monument?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument close to the site and if so how does the site relate to it?</li> </ul> <p>Significant effects on the heritage assets and their settings are unlikely / potential for enhancement.</p> <p>Moderate potential to achieve suitable mitigation /effects on heritage assets and their settings</p> <p>Significant effects on heritage assets or their settings are likely/ mitigation measures unlikely to prevent harm.</p>	No known heritage assets either on or in close proximity to the site.
<b>Landscape impact</b>	<p>High potential of achieving suitable landscape mitigation or enhancement</p> <p>Moderate and Moderate/High potential of achieving suitable landscape mitigation.</p> <p>Low potential of achieving suitable landscape mitigation.</p>	High potential of achieving suitable landscape mitigation or enhancement
<b>PDL</b>	<p>Site is largely Brownfield (&gt;70%)</p> <p>Site is a mix of Brownfield and Greenfield land</p> <p>Site is largely Greenfield (&gt;70%)</p>	Greenfield
<b>Agricultural land classification</b>	<p>Majority of the site (&gt;70%) is Grade 1 or 2</p> <p>Significant loss (more than 20ha) of Grade 1,2 or 3</p> <p>Majority of site is Grade 3 (&gt;70%)</p> <p>Majority of site is not Grade 1, 2 or 3 (&gt;70%)</p>	Grade 3

Criteria	Decision rules	Appraisal findings
<b>Potential effect on air quality</b>	<p>Development unlikely to have a significant effect on congestion at key junctions</p> <p>Development might contribute to increased congestion at key junctions</p> <p>Development likely to contribute to increased congestion at key junctions</p>	<p>Development unlikely to have a significant effect on congestion at key junctions</p>

<b>Site ID</b>	MO6a	<b>Site Name</b>	Land at Measham Rd, Moira
<b>Site Description</b>			
Vacant Greenfield site. Methodist church to the south, residential properties/ farm to the north, recreational ground to the west, greenfield/ agricultural land to the east.			

<b>Criteria</b>	<b>Decision rules</b>	<b>Appraisal findings</b>
<b>Deliverability of sites</b>	The site is considered to be available and/or achievable The site is considered to be potentially available and/or potentially achievable. The site is not considered to be available and/or achievable.	The site is considered to be potentially available and/or potentially achievable.
<b>Access to open space</b>	Within 800m walking distance of facilities Within 1200m walking distance of facilities More than 1200m walking distance of facilities	66m to Recreation Ground Measham Road, Moira
<b>Access food shop</b>	Within 400m of a food shop / scale of development would support new services Within 800m of a food shop Within 1200m of a food shop	700m to Moira - Shortheath Road Co-op
<b>Access to a GP / health centre</b>	Less than a 30 minute journey to a GP/Health centre by foot and/or public transport 30-45 minute journey to a GP/Health centre by foot and public transport More than 45 minute journey to a GP/Health centre on public transport	32mins to Overseal Surgery, Hallcroft Avenue, Overseal,, Swadlincote DE12 6JF
<b>Amenity</b>	Development is unlikely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas. Development has the potential to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas unless mitigated. Development is likely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.	The nearest residential properties are approx. 100m from the site. Depending on the layout of site noise could be reduced so as not to be an issue at residential properties.
<b>Access to a village / community hall</b>	Within 800m walking distance of facilities	1.4km to Moira Village Hall, 1 Daybell Rd, Moira

Criteria	Decision rules	Appraisal findings
	<p>Within 1200m walking distance of facilities</p> <p>More than 1200m walking distance of facilities</p>	
Loss of employment land	<p>Yes, employment land still in use</p> <p>Yes, employment land not in use</p> <p>No</p>	No
Proximity to public transport	<p>Regular bus service within 800m (3 per hour)</p> <p>Low frequency bus service within 400m</p> <p>Regular bus service within 800m-1200m</p> <p>Low frequency bus service within 400-800m</p> <p>Bus service over 1200m away</p> <p>Low frequency bus service more than 800m away</p>	550m to 19B stop. Burton - Swadlincote - Netherseal - Moira
Access to key employment sites locally	<p>&lt;800m</p> <p>800m-1200m</p> <p>&gt;1200m</p>	900m to Rawdon Road employment area, Moira
Access to schools	<p>Within 500m walking distance of a primary school / scale of development supports new facilities</p> <p>Within 1200m walking distance of a secondary school</p> <p>Within 500-1000m walking distance of a primary school</p> <p>Within 2000m of a Secondary school</p> <p>More than 1000m walking distance from a primary school</p> <p>More than 2000m from secondary school</p>	<p>2.6km to Moira Primary School</p> <p>5.6km to Ivanhoe College, North St, Ashby-de-la-Zouch</p>
Fluvial flood risk	<p>Site is located entirely within Flood Zone 1</p> <p>Some of the site is in Flood Zones 2 or 3 (up to 50%)</p> <p>Most of the site is in Flood Zones 2 or 3 (more than 50%)</p>	Flood Zone 1
Impacts upon biodiversity on site		Possible badger along hedges. Hedges - arable field of low value. OK with mitigation.
Proximity to designated Biodiversity and Geodiversity sites	<p>Measure distance to the following:</p> <p>SSSI</p> <p>European sites</p> <p>Local wildlife sites / priority species</p> <p>Effects unlikely</p> <ul style="list-style-type: none"> <li>▪ Over 400m from a SSSI, SAC or SPA</li> <li>▪ Over 100m from a local wildlife site.</li> </ul>	<p>Within River Mease Catchment.</p> <p>Stonepit Field and Stonerows Proposed LWS partially within 100m and all within 400m.</p> <p>Moira Acidic Grassland and scrub Proposed LWS partially</p>

Criteria	Decision rules	Appraisal findings
	<p><b>Potential effects</b></p> <ul style="list-style-type: none"> <li>▪ Within 400m of a SSSI, SAC or SPA</li> <li>▪ Within the River Mease Catchment</li> <li>▪ Within 100m of a local wildlife site, priority species or habitats</li> </ul> <p><b>Effects likely</b></p> <ul style="list-style-type: none"> <li>▪ Contains or adjacent (50m) to a SSSI</li> <li>▪ Loss of Local Wildlife Site.</li> <li>▪ Contains priority species</li> <li>▪ Significant development (&gt;1500 dwellings) in the River Mease Catchment</li> </ul>	<p>within 100m and wholly within 400m.</p> <p>Moira scrub and ponds Proposed LWS part within 400m</p> <p>Ashby Canal Proposed LWS largely within 400m.</p> <p>Moira furnace park grassland Proposed LWS partly within 400m</p> <p>Donisthorpe Woodland Park created woodland within 400m</p>
<b>Assessment of heritage impacts</b>	<ul style="list-style-type: none"> <li>▪ Is the site within a conservation area?</li> <li>▪ Does the site adjoin a conservation area?</li> <li>▪ Is there a conservation area within the settlement concerned and if so how does the site relate to it?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument on the site?</li> <li>▪ Does the site adjoin a listed building or Scheduled Ancient Monument?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument close to the site and if so how does the site relate to it?</li> </ul> <p>Significant effects on the heritage assets and their settings are unlikely / potential for enhancement.</p> <p>Moderate potential to achieve suitable mitigation /effects on heritage assets and their settings</p> <p>Significant effects on heritage assets or their settings are likely/ mitigation measures unlikely to prevent harm.</p>	<p>No known heritage assets on or in close proximity to the site.</p>
<b>Landscape impact</b>	<p>High potential of achieving suitable landscape mitigation or enhancement</p> <p>Moderate and Moderate/High potential of achieving suitable landscape mitigation.</p> <p>Low potential of achieving suitable landscape mitigation.</p>	<p>Site is in the open countryside. Although the site is well screened from the road would be visible from the Methodist church and a number of properties to the north</p>
<b>PDL</b>	<p>Site is largely Brownfield (&gt;70%)</p> <p>Site is a mix of Brownfield and Greenfield land</p> <p>Site is largely Greenfield (&gt;70%)</p>	<p>Greenfield</p>
<b>Agricultural land classification</b>	<p>Majority of the site (&gt;70%) is Grade 1 or 2</p>	<p>Not in agricultural use</p>

Criteria	Decision rules	Appraisal findings
	<p>Significant loss (more than 20ha) of Grade 1,2 or 3</p> <p>Majority of site is Grade 3 (&gt;70%)</p> <p>Majority of site is not Grade 1, 2 or 3 (&gt;70%)</p>	
<b>Potential effect on air quality</b>	<p>Development unlikely to have a significant effect on congestion at key junctions</p> <p>Development might contribute to increased congestion at key junctions</p> <p>Development likely to contribute to increased congestion at key junctions</p>	<p>Development unlikely to have a significant effect on congestion at key junctions</p>

<b>Site ID</b>	MO14	<b>Site Name</b>	Land Adjacent To 81 Shortheath Road, Moira
<b>Site Description</b>			
Occupied Traveller site. Between 75 – 81 Shortheath Road and the former railway embankment which now carries part of the Moira – Measham Heritage Trail.			

<b>Criteria</b>	<b>Decision rules</b>	<b>Appraisal findings</b>
<b>Deliverability of sites</b>	The site is considered to be available and/or achievable The site is considered to be potentially available and/or potentially achievable. The site is not considered to be available and/or achievable.	The site is considered to be available and/or achievable
<b>Access to open space</b>	Within 800m walking distance of facilities Within 1200m walking distance of facilities More than 1200m walking distance of facilities	340m to Moira Sports and Social Club
<b>Access food shop</b>	Within 400m of a food shop / scale of development would support new services Within 800m of a food shop Within 1200m of a food shop	510m to Shortheath Road Co-op
<b>Access to a GP / health centre</b>	Less than a 30 minute journey to a GP/Health centre by foot and/or public transport 30-45 minute journey to a GP/Health centre by foot and public transport More than 45 minute journey to a GP/Health centre on public transport	1.6km (20mins) to Overseal surgery
<b>Amenity</b>	Development is unlikely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas. Development has the potential to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas unless mitigated. Development is likely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.	Site has been in operation and no complaints have been received. Increasing intensity on the site should not result in noise issues at receptors.

Criteria	Decision rules	Appraisal findings
Access to a village / community hall	<p>Within 800m walking distance of facilities</p> <p>Within 1200m walking distance of facilities</p> <p>More than 1200m walking distance of facilities</p>	462m to Moira Sports and Social Club
Loss of employment land	<p>Yes, employment land still in use</p> <p>Yes, employment land not in use</p> <p>No</p>	No
Proximity to public transport	<p>Regular bus service within 800m (3 per hour)</p> <p>Low frequency bus service within 400m</p> <p>Regular bus service within 800m-1200m</p> <p>Low frequency bus service within 400-800m</p> <p>Bus service over 1200m away</p> <p>Low frequency bus service more than 800m away</p>	338m to 19C bus stop on Donisthorpe Lane
Access to key employment sites locally	<p>&lt;800m</p> <p>800m-1200m</p> <p>&gt;1200m</p>	1km to Reabrook etc. on Rawdon Road.
Access to schools	<p>Within 500m walking distance of a primary school / scale of development supports new facilities</p> <p>Within 1200m walking distance of a secondary school</p> <p>Within 500-1000m walking distance of a primary school</p> <p>Within 2000m of a Secondary school</p> <p>More than 1000m walking distance from a primary school</p> <p>More than 2000m from secondary school</p>	<p>3.7km to Moira Primary School</p> <p>5.7km to Ivanhoe College, North St, Ashby-de-la-Zouch</p>
Fluvial flood risk	<p>Site is located entirely within Flood Zone 1</p> <p>Some of the site is in Flood Zones 2 or 3 (up to 50%)</p> <p>Most of the site is in Flood Zones 2 or 3 (more than 50%)</p>	Flood Zone 1
Impacts upon biodiversity on site		Any ecological interest in the site has been severely damaged. OK with mitigation.
Proximity to designated Biodiversity and Geodiversity sites	<p>Measure distance to the following:</p> <p>SSSI</p> <p>European sites</p> <p>Local wildlife sites / priority species</p> <p>Effects unlikely</p>	<p>Within River Mease Catchment</p> <p>Moira Furnace Grassland part within 100m- all within 400m</p> <p>Moira long thin pasture</p> <p>Proposed LWS within site.</p>

Criteria	Decision rules	Appraisal findings
	<ul style="list-style-type: none"> <li>▪ Over 400m from a SSSI, SAC or SPA</li> <li>▪ Over 100m from a local wildlife site.</li> </ul> <p><b>Potential effects</b></p> <ul style="list-style-type: none"> <li>▪ Within 400m of a SSSI, SAC or SPA</li> <li>▪ Within the River Mease Catchment</li> <li>▪ Within 100m of a local wildlife site, priority species or habitats</li> </ul> <p><b>Effects likely</b></p> <ul style="list-style-type: none"> <li>▪ Contains or adjacent (50m) to a SSSI</li> <li>▪ Loss of Local Wildlife Site.</li> <li>▪ Contains priority species</li> <li>▪ Significant development (&gt;1500 dwellings) in the River Mease Catchment</li> </ul>	<p>Bath Lane railway track LWS part within 400m.</p> <p>Sarah's wood Grassland, canal and woodland Proposed LWS part within 400m.</p> <p>Donisthorpe-Moira grassland Proposed LWS part within 400m</p> <p>Ashby Canal Proposed LWS part within 400m.</p>
<b>Assessment of heritage impacts</b>	<ul style="list-style-type: none"> <li>▪ Is the site within a conservation area?</li> <li>▪ Does the site adjoin a conservation area?</li> <li>▪ Is there a conservation area within the settlement concerned and if so how does the site relate to it?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument on the site?</li> <li>▪ Does the site adjoin a listed building or Scheduled Ancient Monument?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument close to the site and if so how does the site relate to it?</li> </ul> <p>Significant effects on the heritage assets and their settings are unlikely / potential for enhancement.</p> <p>Moderate potential to achieve suitable mitigation /effects on heritage assets and their settings</p> <p>Significant effects on heritage assets or their settings are likely/ mitigation measures unlikely to prevent harm.</p>	<p>Presence of nearby Grade II Listed Buildings. The value of these historic assets and their setting would not be impaired.</p>
<b>Landscape impact</b>	<p>High potential of achieving suitable landscape mitigation or enhancement</p> <p>Moderate and Moderate/High potential of achieving suitable landscape mitigation.</p> <p>Low potential of achieving suitable landscape mitigation.</p>	<p>The proposed development as a whole would result in the loss of open land which contributes to the semi-rural qualities of the area. However, the impact would not be unduly marked, as the site is not particularly prominent.</p>
<b>PDL</b>	<p>Site is largely Brownfield (&gt;70%)</p> <p>Site is a mix of Brownfield and Greenfield land</p> <p>Site is largely Greenfield (&gt;70%)</p>	<p>Greenfield</p>

Criteria	Decision rules	Appraisal findings
<b>Agricultural land classification</b>	<p>Majority of the site (&gt;70%) is Grade 1 or 2</p> <p>Significant loss (more than 20ha) of Grade 1,2 or 3</p> <p>Majority of site is Grade 3 (&gt;70%)</p> <p>Majority of site is not Grade 1, 2 or 3 (&gt;70%)</p>	Not in agricultural use
<b>Potential effect on air quality</b>	<p>Development unlikely to have a significant effect on congestion at key junctions</p> <p>Development might contribute to increased congestion at key junctions</p> <p>Development likely to contribute to increased congestion at key junctions</p>	Development unlikely to have a significant effect on congestion at key junctions

<b>Site ID</b>	OA2	<b>Site Name</b>	Land At Canal Street Oakthorpe
<b>Site Description</b>			
Vacant Greenfield/ Agricultural Land Site is in the middle of the open countryside - Small lake to the north of the site.			

<b>Criteria</b>	<b>Decision rules</b>	<b>Appraisal findings</b>
<b>Deliverability of sites</b>	The site is considered to be available and/or achievable The site is considered to be potentially available and/or potentially achievable. The site is not considered to be available and/or achievable.	The site is considered to be potentially available and/or potentially achievable.
<b>Access to open space</b>	Within 800m walking distance of facilities Within 1200m walking distance of facilities More than 1200m walking distance of facilities	600m to Oakthorpe Community Leisure Centre, Measham Rd, Oakthorpe
<b>Access food shop</b>	Within 400m of a food shop / scale of development would support new services Within 800m of a food shop Within 1200m of a food shop	700m to Tony's Village Store, 47 Measham Rd, Oakthorpe
<b>Access to a GP / health centre</b>	Less than a 30 minute journey to a GP/Health centre by foot and/or public transport 30-45 minute journey to a GP/Health centre by foot and public transport More than 45 minute journey to a GP/Health centre on public transport	31mins to Measham Medical Unit, High Street, Measham
<b>Amenity</b>	Development is unlikely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas. Development has the potential to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas unless mitigated. Development is likely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.	From the operation of the site it is unlikely that noise will be an issue at receptors. However some consideration will need to be given to vehicle access to the site as vehicles may need to pass through a built up area.
<b>Access to a village / community hall</b>	Within 800m walking distance of facilities	600m to Oakthorpe Community Leisure Centre, Measham Rd, Oakthorpe

Criteria	Decision rules	Appraisal findings
	<p>Within 1200m walking distance of facilities</p> <p>More than 1200m walking distance of facilities</p>	
<b>Loss of employment land</b>	<p>Yes, employment land still in use</p> <p>Yes, employment land not in use</p> <p>No</p>	No
<b>Proximity to public transport</b>	<p>Regular bus service within 800m (3 per hour)</p> <p>Low frequency bus service within 400m</p> <p>Regular bus service within 800m-1200m</p> <p>Low frequency bus service within 400-800m</p> <p>Bus service over 1200m away</p> <p>Low frequency bus service more than 800m away</p>	<p>250m to bus stop. 19/19A Midland Classic Ashby de la Zouch - Measham - Burton upon Trent - Queens Hospital hourly</p>
<b>Access to key employment sites locally</b>	<p>&lt;800m</p> <p>800m-1200m</p> <p>&gt;1200m</p>	<p>1.8km to Westman Industrial Estate, Tamworth Rd, Measham</p>
<b>Access to schools</b>	<p>Within 500m walking distance of a primary school / scale of development supports new facilities</p> <p>Within 1200m walking distance of a secondary school</p> <p>Within 500-1000m walking distance of a primary school</p> <p>Within 2000m of a Secondary school</p> <p>More than 1000m walking distance from a primary school</p> <p>More than 2000m from secondary school</p>	<p>350m to Oakthorpe Primary School, School St</p> <p>6.8km to Ivanhoe College, North St, Ashby-de-la-Zouch</p>
<b>Fluvial flood risk</b>	<p>Site is located entirely within Flood Zone 1</p> <p>Some of the site is in Flood Zones 2 or 3 (up to 50%)</p> <p>Most of the site is in Flood Zones 2 or 3 (more than 50%)</p>	Flood Zone 1
<b>Impacts upon biodiversity on site</b>		<p>Possible badger, GCN. Rough grassland, potentially species-rich; large pond; hedges/scrub. Need further survey before making decision.</p>
<b>Proximity to designated Biodiversity and Geodiversity sites</b>	<p>Measure distance to the following:</p> <p>SSSI</p> <p>European sites</p> <p>Local wildlife sites / priority species</p> <p>Effects unlikely</p>	<p>Within River Mease Catchment.</p> <p>Saltersford Wood lakes, grassland Proposed LWS within 100m. Much of</p>

Criteria	Decision rules	Appraisal findings
	<ul style="list-style-type: none"> <li>▪ Over 400m from a SSSI, SAC or SPA</li> <li>▪ Over 100m from a local wildlife site.</li> </ul> <p><b>Potential effects</b></p> <ul style="list-style-type: none"> <li>▪ Within 400m of a SSSI, SAC or SPA</li> <li>▪ Within the River Mease Catchment</li> <li>▪ Within 100m of a local wildlife site, priority species or habitats</li> </ul> <p><b>Effects likely</b></p> <ul style="list-style-type: none"> <li>▪ Contains or adjacent (50m) to a SSSI</li> <li>▪ Loss of Local Wildlife Site.</li> <li>▪ Contains priority species</li> <li>▪ Significant development (&gt;1500 dwellings) in the River Mease Catchment</li> </ul>	<p>remainder of Proposed LWS within 400m.</p> <p>Oakthorpe Woodland Proposed LWS part within 400m.</p>
<b>Assessment of heritage impacts</b>	<ul style="list-style-type: none"> <li>▪ Is the site within a conservation area?</li> <li>▪ Does the site adjoin a conservation area?</li> <li>▪ Is there a conservation area within the settlement concerned and if so how does the site relate to it?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument on the site?</li> <li>▪ Does the site adjoin a listed building or Scheduled Ancient Monument?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument close to the site and if so how does the site relate to it?</li> </ul> <p>Significant effects on the heritage assets and their settings are unlikely / potential for enhancement.</p> <p>Moderate potential to achieve suitable mitigation /effects on heritage assets and their settings</p> <p>Significant effects on heritage assets or their settings are likely/ mitigation measures unlikely to prevent harm.</p>	<p>No known heritage assets on or in close proximity to the site.</p>
<b>Landscape impact</b>	<p>High potential of achieving suitable landscape mitigation or enhancement</p> <p>Moderate and Moderate/High potential of achieving suitable landscape mitigation.</p> <p>Low potential of achieving suitable landscape mitigation.</p>	<p>Site is in open countryside but is well screened.</p>
<b>PDL</b>	<p>Site is largely Brownfield (&gt;70%)</p> <p>Site is a mix of Brownfield and Greenfield land</p> <p>Site is largely Greenfield (&gt;70%)</p>	<p>Greenfield</p>
<b>Agricultural land classification</b>	<p>Majority of the site (&gt;70%) is Grade 1 or 2</p>	<p>Grade 4</p>

Criteria	Decision rules	Appraisal findings
	<p>Significant loss (more than 20ha) of Grade 1,2 or 3</p> <p>Majority of site is Grade 3 (&gt;70%)</p> <p>Majority of site is not Grade 1, 2 or 3 (&gt;70%)</p>	
<b>Potential effect on air quality</b>	<p>Development unlikely to have a significant effect on congestion at key junctions</p> <p>Development might contribute to increased congestion at key junctions</p> <p>Development likely to contribute to increased congestion at key junctions</p>	<p>No noise sources identified. From the operation of the site it is unlikely that noise will be an issue at receptors. However some consideration will need to be given to vehicle access to the site as vehicles may need to pass through a built up area.</p>

<b>Site ID</b>	OA5	<b>Site Name</b>	The Paddock Adjoining M42 Burton Road, Oakthorpe
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**Site Description**

Vacant Greenfield/ Agricultural Land  
Commercial development to the south and east, A42 to the north, Disuses railway line to the north, Greenfield/ Agricultural Fields to the north and west

<b>Criteria</b>	<b>Decision rules</b>	<b>Appraisal findings</b>
<b>Deliverability of sites</b>	<p>The site is considered to be available and/or achievable</p> <p>The site is considered to be potentially available and/or potentially achievable.</p> <p>The site is not considered to be available and/or achievable.</p>	<p>The site is considered to be potentially available and/or potentially achievable.</p>
<b>Access to open space</b>	<p>Within 800m walking distance of facilities</p> <p>Within 1200m walking distance of facilities</p> <p>More than 1200m walking distance of facilities</p>	<p>1.1km to Measham Leisure Centre, 22 High St, Measham</p>
<b>Access food shop</b>	<p>Within 400m of a food shop / scale of development would support new services</p> <p>Within 800m of a food shop</p> <p>Within 1200m of a food shop</p>	<p>1.1km to Central England Co-operative Swadlincote Supermarket, 19 High St, Measham</p>
<b>Access to a GP / health centre</b>	<p>Less than a 30 minute journey to a GP/Health centre by foot and/or public transport</p> <p>30-45 minute journey to a GP/Health centre by foot and public transport</p> <p>More than 45 minute journey to a GP/Health centre on public transport</p>	<p>13mins to Measham Medical Unit, High Street, Measham</p>
<b>Amenity</b>	<p>Development is unlikely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.</p> <p>Development has the potential to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas unless mitigated.</p> <p>Development is likely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.</p>	<p>There is a considerable distance between the site and the nearest residential receptor.</p>

Criteria	Decision rules	Appraisal findings
Access to a village / community hall	<p>Within 800m walking distance of facilities</p> <p>Within 1200m walking distance of facilities</p> <p>More than 1200m walking distance of facilities</p>	1.1km to Measham Leisure Centre, 22 High St, Measham
Loss of employment land	<p>Yes, employment land still in use</p> <p>Yes, employment land not in use</p> <p>No</p>	No
Proximity to public transport	<p>Regular bus service within 800m (3 per hour)</p> <p>Low frequency bus service within 400m</p> <p>Regular bus service within 800m-1200m</p> <p>Low frequency bus service within 400-800m</p> <p>Bus service over 1200m away</p> <p>Low frequency bus service more than 800m away</p>	350m to bus stop. 19/19A Midland Classic Ashby de la Zouch - Measham - Burton upon Trent - Queens Hospital hourly
Access to key employment sites locally	<p>&lt;800m</p> <p>800m-1200m</p> <p>&gt;1200m</p>	450m to Westman Industrial Estate, Tamworth Rd, Measham
Access to schools	<p>Within 500m walking distance of a primary school / scale of development supports new facilities</p> <p>Within 1200m walking distance of a secondary school</p> <p>Within 500-1000m walking distance of a primary school</p> <p>Within 2000m of a Secondary school</p> <p>More than 1000m walking distance from a primary school</p> <p>More than 2000m from secondary school</p>	<p>1.5km to Measham C Of E Primary School, Bosworth Rd, Measham</p> <p>7.2km to Ivanhoe College, North St, Ashby-de-la-Zouch</p>
Fluvial flood risk	<p>Site is located entirely within Flood Zone 1</p> <p>Some of the site is in Flood Zones 2 or 3 (up to 50%)</p> <p>Most of the site is in Flood Zones 2 or 3 (more than 50%)</p>	Flood Zone 1
Impacts upon biodiversity on site		Possible Badger. Site part cleared but may be grassland to South; railway line disused to SW; hedges. OK with mitigation.
Proximity to designated Biodiversity and	Measure distance to the following: SSSI European sites	Within river Mease Catchment.

Criteria	Decision rules	Appraisal findings
<b>Geodiversity sites</b>	<p>Local wildlife sites / priority species</p> <p><b>Effects unlikely</b></p> <ul style="list-style-type: none"> <li>Over 400m from a SSSI, SAC or SPA</li> <li>Over 100m from a local wildlife site.</li> </ul> <p><b>Potential effects</b></p> <ul style="list-style-type: none"> <li>Within 400m of a SSSI, SAC or SPA</li> <li>Within the River Mease Catchment</li> <li>Within 100m of a local wildlife site, priority species or habitats</li> </ul> <p><b>Effects likely</b></p> <ul style="list-style-type: none"> <li>Contains or adjacent (50m) to a SSSI</li> <li>Loss of Local Wildlife Site.</li> <li>Contains priority species</li> <li>Significant development (&gt;1500 dwellings) in the River Mease Catchment</li> </ul>	<p>Measham Grassland Proposed LWS partly within 400m.</p>
<b>Assessment of heritage impacts</b>	<ul style="list-style-type: none"> <li>Is the site within a conservation area?</li> <li>Does the site adjoin a conservation area?</li> <li>Is there a conservation area within the settlement concerned and if so how does the site relate to it?</li> <li>Is there a listed building or Scheduled Ancient Monument on the site?</li> <li>Does the site adjoin a listed building or Scheduled Ancient Monument?</li> <li>Is there a listed building or Scheduled Ancient Monument close to the site and if so how does the site relate to it?</li> </ul> <p>Significant effects on the heritage assets and their settings are unlikely / potential for enhancement.</p> <p>Moderate potential to achieve suitable mitigation /effects on heritage assets and their settings</p> <p>Significant effects on heritage assets or their settings are likely/ mitigation measures unlikely to prevent harm.</p>	<p>No heritage assets on site. Site is adjacent to a Grade II listed building.</p>
<b>Landscape impact</b>	<p>High potential of achieving suitable landscape mitigation or enhancement</p> <p>Moderate and Moderate/High potential of achieving suitable landscape mitigation.</p> <p>Low potential of achieving suitable landscape mitigation.</p>	<p>Site lies outside the village confines in the open countryside but is well screened</p>
<b>PDL</b>	<p>Site is largely Brownfield (&gt;70%)</p> <p>Site is a mix of Brownfield and Greenfield land</p> <p>Site is largely Greenfield (&gt;70%)</p>	<p>Brownfield</p>

Criteria	Decision rules	Appraisal findings
<b>Agricultural land classification</b>	<p>Majority of the site (&gt;70%) is Grade 1 or 2</p> <p>Significant loss (more than 20ha) of Grade 1,2 or 3</p> <p>Majority of site is Grade 3 (&gt;70%)</p> <p>Majority of site is not Grade 1, 2 or 3 (&gt;70%)</p>	Not in agricultural use
<b>Potential effect on air quality</b>	<p>Development unlikely to have a significant effect on congestion at key junctions</p> <p>Development might contribute to increased congestion at key junctions</p> <p>Development likely to contribute to increased congestion at key junctions</p>	The site is very close to the A42 an air quality assessment would be required to ensure that an AQMA is not created.

<b>Site ID</b>	RA2	<b>Site Name</b>	Kelham Bridge Farm, Ibstock Road, Ravenstone
<b>Site Description</b>			
<p>The site is well-contained and secluded.</p> <p>It is in the countryside and it lies within part of the designated National Forest. There are fields to the south and west, and a thick belt of trees to the north (adjoining a footpath) and to the east (adjoining the A447).</p> <p>Planning permission was granted at appeal for the use of the land as permanent showmen's quarters for 4 plots (09/00982/FUL). Permission granted on 14/7/2010. Potential for intensification.</p>			

<b>Criteria</b>	<b>Decision rules</b>	<b>Appraisal findings</b>
<b>Deliverability of sites</b>	<p>The site is considered to be available and/or achievable</p> <p>The site is considered to be potentially available and/or potentially achievable.</p> <p>The site is not considered to be available and/or achievable.</p>	The site is considered to be potentially available and/or potentially achievable.
<b>Access to open space</b>	<p>Within 800m walking distance of facilities</p> <p>Within 1200m walking distance of facilities</p> <p>More than 1200m walking distance of facilities</p>	1.1km to Leicester Road, Ravenstone play area
<b>Access food shop</b>	<p>Within 400m of a food shop / scale of development would support new services</p> <p>Within 800m of a food shop</p> <p>Within 1200m of a food shop</p>	1.1km to Ravenstone Post Office & Premier Convenience Store, 24 Leicester Rd, Ravenstone
<b>Access to a GP / health centre</b>	<p>Less than a 30 minute journey to a GP/Health centre by foot and/or public transport</p> <p>30-45 minute journey to a GP/Health centre by foot and public transport</p> <p>More than 45 minute journey to a GP/Health centre on public transport</p>	Dr Hammond & Partners, 1 Market St, Coalville 2.2miles (44mins)
<b>Amenity</b>	<p>Development is unlikely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.</p> <p>Development has the potential to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas unless mitigated.</p>	The site is over 100m from the nearest residential receptor.

Criteria	Decision rules	Appraisal findings
	Development is likely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.	
Access to a village / community hall	<p>Within 800m walking distance of facilities</p> <p>Within 1200m walking distance of facilities</p> <p>More than 1200m walking distance of facilities</p>	1km to Ravenstone Village Institute
Loss of employment land	<p>Yes, employment land still in use</p> <p>Yes, employment land not in use</p> <p>No</p>	No
Proximity to public transport	<p>Regular bus service within 800m (3 per hour)</p> <p>Low frequency bus service within 400m</p> <p>Regular bus service within 800m-1200m</p> <p>Low frequency bus service within 400-800m</p> <p>Bus service over 1200m away</p> <p>Low frequency bus service more than 800m away</p>	1.1Km to no 29A bus stop. 29A Arriva Coalville - Ashby de la Zouch - Swadlincote - Burton upon Trent hourly
Access to key employment sites locally	<p>&lt;800m</p> <p>800m-1200m</p> <p>&gt;1200m</p>	3.1km to Stephenson Industrial Estate, Coalville
Access to schools	<p>Within 500m walking distance of a primary school / scale of development supports new facilities</p> <p>Within 1200m walking distance of a secondary school</p> <p>Within 500-1000m walking distance of a primary school</p> <p>Within 2000m of a Secondary school</p> <p>More than 1000m walking distance from a primary school</p> <p>More than 2000m from secondary school</p>	<p>1.5km to Woodstone Community Primary School, Heather Ln, Ravenstone</p> <p>2.4km to Ibstock Community College, Central Ave, Ibstock</p>
Fluvial flood risk	<p>Site is located entirely within Flood Zone 1</p> <p>Some of the site is in Flood Zones 2 or 3 (up to 50%)</p> <p>Most of the site is in Flood Zones 2 or 3 (more than 50%)</p>	Flood Zone 1
Impacts upon biodiversity on site		Possible badger; possible GCN ponds to SW and W. Site mostly hardstanding, with tree

Criteria	Decision rules	Appraisal findings
		belt to N and along road. OK with mitigation.
<b>Proximity to designated Biodiversity and Geodiversity sites</b>	<p>Measure distance to the following:  SSSI  European sites  Local wildlife sites / priority species</p> <p><b>Effects unlikely</b></p> <ul style="list-style-type: none"> <li>▪ Over 400m from a SSSI, SAC or SPA</li> <li>▪ Over 100m from a local wildlife site.</li> </ul> <p><b>Potential effects</b></p> <ul style="list-style-type: none"> <li>▪ Within 400m of a SSSI, SAC or SPA</li> <li>▪ Within the River Mease Catchment</li> <li>▪ Within 100m of a local wildlife site, priority species or habitats</li> </ul> <p><b>Effects likely</b></p> <ul style="list-style-type: none"> <li>▪ Contains or adjacent (50m) to a SSSI</li> <li>▪ Loss of Local Wildlife Site.</li> <li>▪ Contains priority species</li> <li>▪ Significant development (&gt;1500 dwellings) in the River Mease Catchment</li> </ul>	No SSSIs or LWS within 400m.
<b>Assessment of heritage impacts</b>	<ul style="list-style-type: none"> <li>▪ Is the site within a conservation area?</li> <li>▪ Does the site adjoin a conservation area?</li> <li>▪ Is there a conservation area within the settlement concerned and if so how does the site relate to it?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument on the site?</li> <li>▪ Does the site adjoin a listed building or Scheduled Ancient Monument?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument close to the site and if so how does the site relate to it?</li> </ul> <p>Significant effects on the heritage assets and their settings are unlikely / potential for enhancement.</p> <p>Moderate potential to achieve suitable mitigation /effects on heritage assets and their settings</p> <p>Significant effects on heritage assets or their settings are likely/ mitigation measures unlikely to prevent harm.</p>	No known heritage assets on or in close proximity to the site
<b>Landscape impact</b>	<p>High potential of achieving suitable landscape mitigation or enhancement</p> <p>Moderate and Moderate/High potential of achieving suitable landscape mitigation.</p>	It is in the countryside and it lies within part of the designated National Forest. There are fields to the south and west, and a thick belt of trees to the north (adjoining a

Criteria	Decision rules	Appraisal findings
	Low potential of achieving suitable landscape mitigation.	footpath) and to the east (adjoining the A447). The visual impact of the development would not be harmful to the character and appearance of the site's surroundings.
PDL	Site is largely Brownfield (>70%) Site is a mix of Brownfield and Greenfield land Site is largely Greenfield (>70%)	Brownfield
Agricultural land classification	Majority of the site (>70%) is Grade 1 or 2 Significant loss (more than 20ha) of Grade 1,2 or 3 Majority of site is Grade 3 (>70%) Majority of site is not Grade 1, 2 or 3 (>70%)	Not in agricultural use
Potential effect on air quality	Development unlikely to have a significant effect on congestion at key junctions Development might contribute to increased congestion at key junctions Development likely to contribute to increased congestion at key junctions	Development unlikely to have a significant effect on congestion at key junctions

<b>Site ID</b>	RA7	<b>Site Name</b>	White Gates Farm Wash Lane Ravenstone
<b>Site Description</b>			
Farm and associated outbuildings Greenfield to the east and south, A447 and Greenfield/ agricultural to the west, residential properties to the north			

<b>Criteria</b>	<b>Decision rules</b>	<b>Appraisal findings</b>
<b>Deliverability of sites</b>	The site is considered to be available and/or achievable The site is considered to be potentially available and/or potentially achievable. The site is not considered to be available and/or achievable.	The site is considered to be potentially available and/or potentially achievable.
<b>Access to open space</b>	Within 800m walking distance of facilities Within 1200m walking distance of facilities More than 1200m walking distance of facilities	750m to Leicester Road, Ravenstone play area
<b>Access food shop</b>	Within 400m of a food shop / scale of development would support new services Within 800m of a food shop Within 1200m of a food shop	650m to Ravenstone Post Office & Premier Convenience Store, 24 Leicester Rd, Ravenstone
<b>Access to a GP / health centre</b>	Less than a 30 minute journey to a GP/Health centre by foot and/or public transport 30-45 minute journey to a GP/Health centre by foot and public transport More than 45 minute journey to a GP/Health centre on public transport	26mins to Dr Hammond & Partners, 1 Market St, Coalville LE67 3DX
<b>Amenity</b>	Development is unlikely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas. Development has the potential to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas unless mitigated. Development is likely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.	The site is over 100m from the nearest residential receptor.

Criteria	Decision rules	Appraisal findings
Access to a village / community hall	<p>Within 800m walking distance of facilities</p> <p>Within 1200m walking distance of facilities</p> <p>More than 1200m walking distance of facilities</p>	450m to Ravenstone Village Institute
Loss of employment land	<p>Yes, employment land still in use</p> <p>Yes, employment land not in use</p> <p>No</p>	No
Proximity to public transport	<p>Regular bus service within 800m (3 per hour)</p> <p>Low frequency bus service within 400m</p> <p>Regular bus service within 800m-1200m</p> <p>Low frequency bus service within 400-800m</p> <p>Bus service over 1200m away</p> <p>Low frequency bus service more than 800m away</p>	230m to bus stop. 29A Arriva Coalville - Ashby de la Zouch - Swadlincote - Burton upon Trent hourly
Access to key employment sites locally	<p>&lt;800m</p> <p>800m-1200m</p> <p>&gt;1200m</p>	900m to Snibston Drive Industrial Estate
Access to schools	<p>Within 500m walking distance of a primary school / scale of development supports new facilities</p> <p>Within 1200m walking distance of a secondary school</p> <p>Within 500-1000m walking distance of a primary school</p> <p>Within 2000m of a Secondary school</p> <p>More than 1000m walking distance from a primary school</p> <p>More than 2000m from secondary school</p>	<p>1.1km to Woodstone Community Primary School, Heather Ln, Ravenstone</p> <p>3.2km to Newbridge High School, Forest Rd, Coalville</p>
Fluvial flood risk	<p>Site is located entirely within Flood Zone 1</p> <p>Some of the site is in Flood Zones 2 or 3 (up to 50%)</p> <p>Most of the site is in Flood Zones 2 or 3 (more than 50%)</p>	Flood Zone 1
Impacts upon biodiversity on site		<p>Possible badger; Possible GCNs in on-site pond; possible bats in farm buildings and house. Site mostly hardstanding, with scrub/garden to N, large pond. Parish boundary hedge to E. OK with mitigation.</p>

Criteria	Decision rules	Appraisal findings
<b>Proximity to designated Biodiversity and Geodiversity sites</b>	Measure distance to the following: SSSI European sites Local wildlife sites / priority species <b>Effects unlikely</b> <ul style="list-style-type: none"> <li>▪ Over 400m from a SSSI, SAC or SPA</li> <li>▪ Over 100m from a local wildlife site.</li> </ul> <b>Potential effects</b> <ul style="list-style-type: none"> <li>▪ Within 400m of a SSSI, SAC or SPA</li> <li>▪ Within the River Mease Catchment</li> <li>▪ Within 100m of a local wildlife site, priority species or habitats</li> </ul> <b>Effects likely</b> <ul style="list-style-type: none"> <li>▪ Contains or adjacent (50m) to a SSSI</li> <li>▪ Loss of Local Wildlife Site.</li> <li>▪ Contains priority species</li> <li>▪ Significant development (&gt;1500 dwellings) in the River Mease Catchment</li> </ul>	No SSSI or LWS within 400m.
<b>Assessment of heritage impacts</b>	<ul style="list-style-type: none"> <li>▪ Is the site within a conservation area?</li> <li>▪ Does the site adjoin a conservation area?</li> <li>▪ Is there a conservation area within the settlement concerned and if so how does the site relate to it?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument on the site?</li> <li>▪ Does the site adjoin a listed building or Scheduled Ancient Monument?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument close to the site and if so how does the site relate to it?</li> </ul> <b>Significant effects on the heritage assets and their settings are unlikely / potential for enhancement.</b> <b>Moderate potential to achieve suitable mitigation /effects on heritage assets and their settings</b> <b>Significant effects on heritage assets or their settings are likely/ mitigation measures unlikely to prevent harm.</b>	No known heritage assets on or in close proximity to the site
<b>Landscape impact</b>	<b>High potential of achieving suitable landscape mitigation or enhancement</b> <b>Moderate and Moderate/High potential of achieving suitable landscape mitigation.</b> <b>Low potential of achieving suitable landscape mitigation.</b>	High potential of achieving suitable landscape mitigation or enhancement
<b>PDL</b>	Site is largely Brownfield (>70%)	Brownfield

Criteria	Decision rules	Appraisal findings
	<p>Site is a mix of Brownfield and Greenfield land</p> <p>Site is largely Greenfield (&gt;70%)</p>	
<b>Agricultural land classification</b>	<p>Majority of the site (&gt;70%) is Grade 1 or 2</p> <p>Significant loss (more than 20ha) of Grade 1,2 or 3</p> <p>Majority of site is Grade 3 (&gt;70%)</p> <p>Majority of site is not Grade 1, 2 or 3 (&gt;70%)</p>	<b>Grade 2</b>
<b>Potential effect on air quality</b>	<p>Development unlikely to have a significant effect on congestion at key junctions</p> <p>Development might contribute to increased congestion at key junctions</p> <p>Development likely to contribute to increased congestion at key junctions</p>	Development unlikely to have a significant effect on congestion at key junctions

<b>Site ID</b>	SO1	<b>Site Name</b>	Altons Nook 16A Ashby Road Sinope
<b>Site Description</b>			
Existing Gypsy and Traveller Site Caravan park to the west and south, Greenfield/ Agricultural Fields to the east, railway line and Greenfield/ Agricultural Fields to the north			

<b>Criteria</b>	<b>Decision rules</b>	<b>Appraisal findings</b>
<b>Deliverability of sites</b>	The site is considered to be available and/or achievable The site is considered to be potentially available and/or potentially achievable. The site is not considered to be available and/or achievable.	The site is considered to be available and/or achievable
<b>Access to open space</b>	Within 800m walking distance of facilities Within 1200m walking distance of facilities More than 1200m walking distance of facilities	2km to Charles Street Recreation Ground
<b>Access food shop</b>	Within 400m of a food shop / scale of development would support new services Within 800m of a food shop Within 1200m of a food shop	1.4km to Ashby Road Stores
<b>Access to a GP / health centre</b>	Less than a 30 minute journey to a GP/Health centre by foot and/or public transport 30-45 minute journey to a GP/Health centre by foot and public transport More than 45 minute journey to a GP/Health centre on public transport	1.6miles to Dr Hammond & Partners, 1 Market Street, Coalville (32mins)
<b>Amenity</b>	Development is unlikely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas. Development has the potential to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas unless mitigated. Development is likely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.	Site has existing traveller settlement and no complaints have been received. The site does back onto a residential park home site. The movement of vehicles and people noise may cause an issue at residential dwellings.
<b>Access to a village / community hall</b>	Within 800m walking distance of facilities	2.5km to Swannington Village Hall

Criteria	Decision rules	Appraisal findings
	<p>Within 1200m walking distance of facilities</p> <p>More than 1200m walking distance of facilities</p>	
Loss of employment land	<p>Yes, employment land still in use</p> <p>Yes, employment land not in use</p> <p>No</p>	No
Proximity to public transport	<p>Regular bus service within 800m (3 per hour)</p> <p>Low frequency bus service within 400m</p> <p>Regular bus service within 800m-1200m</p> <p>Low frequency bus service within 400-800m</p> <p>Bus service over 1200m away</p> <p>Low frequency bus service more than 800m away</p>	<p>238m to nos. 29 and 155 bus stop.</p> <p>Airlink 155 Roberts Coaches Coalville - East Midlands</p> <p>Airport - Castle Donington 2 hourly</p> <p>29 Arriva Coalville - Ashby de la Zouch - Swadlincote - Burton upon Trent hourly</p>
Access to key employment sites locally	<p>&lt;800m</p> <p>800m-1200m</p> <p>&gt;1200m</p>	<p>1.5km to Stephenson Industrial Estate, Coalville</p>
Access to schools	<p>Within 500m walking distance of a primary school / scale of development supports new facilities</p> <p>Within 1200m walking distance of a secondary school</p> <p>Within 500-1000m walking distance of a primary school</p> <p>Within 2000m of a Secondary school</p> <p>More than 1000m walking distance from a primary school</p> <p>More than 2000m from secondary school</p>	<p>1.7km to All Saints C Of E Primary School, Ashby Rd, Coalville</p> <p>2.6km to Stephenson College, Thornborough Rd, Coalville LE67 3TN</p>
Fluvial flood risk	<p>Site is located entirely within Flood Zone 1</p> <p>Some of the site is in Flood Zones 2 or 3 (up to 50%)</p> <p>Most of the site is in Flood Zones 2 or 3 (more than 50%)</p>	Flood Zone 1
Impacts upon biodiversity on site		Garden/paddock. OK with mitigation
Proximity to designated Biodiversity and Geodiversity sites	<p>Measure distance to the following:</p> <p>SSSI</p> <p>European sites</p> <p>Local wildlife sites / priority species</p> <p>Effects unlikely</p> <ul style="list-style-type: none"> <li>▪ Over 400m from a SSSI, SAC or SPA</li> <li>▪ Over 100m from a local wildlife site.</li> </ul> <p>Potential effects</p>	No SSSI or LWS within 400m.

Criteria	Decision rules	Appraisal findings
	<ul style="list-style-type: none"> <li>▪ Within 400m of a SSSI, SAC or SPA</li> <li>▪ Within the River Mease Catchment</li> <li>▪ Within 100m of a local wildlife site, priority species or habitats</li> </ul> <p><b>Effects likely</b></p> <ul style="list-style-type: none"> <li>▪ Contains or adjacent (50m) to a SSSI</li> <li>▪ Loss of Local Wildlife Site.</li> <li>▪ Contains priority species</li> <li>▪ Significant development (&gt;1500 dwellings) in the River Mease Catchment</li> </ul>	
<b>Assessment of heritage impacts</b>	<ul style="list-style-type: none"> <li>▪ Is the site within a conservation area?</li> <li>▪ Does the site adjoin a conservation area?</li> <li>▪ Is there a conservation area within the settlement concerned and if so how does the site relate to it?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument on the site?</li> <li>▪ Does the site adjoin a listed building or Scheduled Ancient Monument?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument close to the site and if so how does the site relate to it?</li> </ul> <p>Significant effects on the heritage assets and their settings are unlikely / potential for enhancement.</p> <p>Moderate potential to achieve suitable mitigation /effects on heritage assets and their settings</p> <p>Significant effects on heritage assets or their settings are likely/ mitigation measures unlikely to prevent harm.</p>	No known heritage assets on or in close proximity to the site
<b>Landscape impact</b>	<p>High potential of achieving suitable landscape mitigation or enhancement</p> <p>Moderate and Moderate/High potential of achieving suitable landscape mitigation.</p> <p>Low potential of achieving suitable landscape mitigation.</p>	N/A - Site is already developed/ brownfield site
<b>PDL</b>	<p>Site is largely Brownfield (&gt;70%)</p> <p>Site is a mix of Brownfield and Greenfield land</p> <p>Site is largely Greenfield (&gt;70%)</p>	Brownfield
<b>Agricultural land classification</b>	<p>Majority of the site (&gt;70%) is Grade 1 or 2</p> <p>Significant loss (more than 20ha) of Grade 1,2 or 3</p> <p>Majority of site is Grade 3 (&gt;70%)</p>	Not in agricultural use

Criteria	Decision rules	Appraisal findings
	Majority of site is not Grade 1, 2 or 3 (>70%)	
<b>Potential effect on air quality</b>	<p>Development unlikely to have a significant effect on congestion at key junctions</p> <p>Development might contribute to increased congestion at key junctions</p> <p>Development likely to contribute to increased congestion at key junctions</p>	Development unlikely to have a significant effect on congestion at key junctions

<b>Site ID</b>	SO2	<b>Site Name</b>	Land Adjoining The Spinney, Caravan Site, Ashby Road, Sinope
<b>Site Description</b>			
<p>Vacant field</p> <p>Along its northern boundary is a railway cutting, whilst to the south and east there are two existing residential caravan sites (The Moorlands &amp; The Spinney) accessed along Old Ashby Road. To the west Old Ashby Road joins a road known as The Moorlands. To the north The Moorlands crosses a bridge over the railway, beyond which there is a sizeable housing area, whilst to the south it joins with Ashby Road (A511), a heavily trafficked principal road. On the southern side of Ashby Road there is open countryside. Apart from along its south west corner the appeal site is enclosed by mature hedgerows and trees.</p>			

<b>Criteria</b>	<b>Decision rules</b>	<b>Appraisal findings</b>
<b>Deliverability of sites</b>	<p>The site is considered to be available and/or achievable</p> <p>The site is considered to be potentially available and/or potentially achievable.</p> <p>The site is not considered to be available and/or achievable.</p>	The site is considered to be available and/or achievable
<b>Access to open space</b>	<p>Within 800m walking distance of facilities</p> <p>Within 1200m walking distance of facilities</p> <p>More than 1200m walking distance of facilities</p>	2km to Charles Street Recreation Ground
<b>Access food shop</b>	<p>Within 400m of a food shop / scale of development would support new services</p> <p>Within 800m of a food shop</p> <p>Within 1200m of a food shop</p>	1.4km to Ashby Road Stores
<b>Access to a GP / health centre</b>	<p>Less than a 30 minute journey to a GP/Health centre by foot and/or public transport</p> <p>30-45 minute journey to a GP/Health centre by foot and public transport</p> <p>More than 45 minute journey to a GP/Health centre on public transport</p>	1.6miles to Dr Hammond & Partners, 1 Market Street, Coalville (32mins)
<b>Amenity</b>	<p>Development is unlikely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.</p> <p>Development has the potential to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas unless mitigated.</p>	The site does border a residential park home site. The movement of vehicles and people noise may cause an issue at residential dwellings.

Criteria	Decision rules	Appraisal findings
	Development is likely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.	
Access to a village / community hall	Within 800m walking distance of facilities Within 1200m walking distance of facilities More than 1200m walking distance of facilities	2.5km to Swannington Village Hall
Loss of employment land	Yes, employment land still in use Yes, employment land not in use No	No
Proximity to public transport	Regular bus service within 800m (3 per hour) Low frequency bus service within 400m Regular bus service within 800m-1200m Low frequency bus service within 400-800m Bus service over 1200m away Low frequency bus service more than 800m away	238m to nos. 29 and 155 bus stop. Airlink 155 Roberts Coaches Coalville - East Midlands Airport - Castle Donington 2 hourly 29 Arriva Coalville - Ashby de la Zouch - Swadlincote - Burton upon Trent hourly
Access to key employment sites locally	<800m 800m-1200m >1200m	1.5km to Stephenson Industrial Estate, Coalville
Access to schools	Within 500m walking distance of a primary school / scale of development supports new facilities Within 1200m walking distance of a secondary school Within 500-1000m walking distance of a primary school Within 2000m of a Secondary school More than 1000m walking distance from a primary school More than 2000m from secondary school	1.7km to All Saints C Of E Primary School, Ashby Rd, Coalville  2.8km to Stephenson College, Thornborough Rd, Coalville
Fluvial flood risk	Site is located entirely within Flood Zone 1 Some of the site is in Flood Zones 2 or 3 (up to 50%) Most of the site is in Flood Zones 2 or 3 (more than 50%)	Flood Zone 1
Impacts upon biodiversity on site		Possible badger. Recently cleared. OK with mitigation.
Proximity to designated Biodiversity and	Measure distance to the following: SSSI European sites	No SSSI or LWs within 400m.

Criteria	Decision rules	Appraisal findings
<b>Geodiversity sites</b>	<p>Local wildlife sites / priority species</p> <p><b>Effects unlikely</b></p> <ul style="list-style-type: none"> <li>▪ Over 400m from a SSSI, SAC or SPA</li> <li>▪ Over 100m from a local wildlife site.</li> </ul> <p><b>Potential effects</b></p> <ul style="list-style-type: none"> <li>▪ Within 400m of a SSSI, SAC or SPA</li> <li>▪ Within the River Mease Catchment</li> <li>▪ Within 100m of a local wildlife site, priority species or habitats</li> </ul> <p><b>Effects likely</b></p> <ul style="list-style-type: none"> <li>▪ Contains or adjacent (50m) to a SSSI</li> <li>▪ Loss of Local Wildlife Site.</li> <li>▪ Contains priority species</li> <li>▪ Significant development (&gt;1500 dwellings) in the River Mease Catchment</li> </ul>	
<b>Assessment of heritage impacts</b>	<ul style="list-style-type: none"> <li>▪ Is the site within a conservation area?</li> <li>▪ Does the site adjoin a conservation area?</li> <li>▪ Is there a conservation area within the settlement concerned and if so how does the site relate to it?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument on the site?</li> <li>▪ Does the site adjoin a listed building or Scheduled Ancient Monument?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument close to the site and if so how does the site relate to it?</li> </ul> <p><b>Significant effects on the heritage assets and their settings are unlikely / potential for enhancement.</b></p> <p><b>Moderate potential to achieve suitable mitigation /effects on heritage assets and their settings</b></p> <p><b>Significant effects on heritage assets or their settings are likely/ mitigation measures unlikely to prevent harm.</b></p>	<b>No known heritage assets on or in close proximity to the site</b>
<b>Landscape impact</b>	<p><b>High potential of achieving suitable landscape mitigation or enhancement</b></p> <p><b>Moderate and Moderate/High potential of achieving suitable landscape mitigation.</b></p> <p><b>Low potential of achieving suitable landscape mitigation.</b></p>	<p>From the public domain to the north views of the site are largely obscured by the railway-bridge and vegetation. There are views of the site from Ashby Road, but for the most part it is hidden behind The Moorlands caravan site. As the site is cut off from open countryside the site makes</p>

Criteria	Decision rules	Appraisal findings
		little contribution to the wider rural landscape.
<b>PDL</b>	<p>Site is largely Brownfield (&gt;70%)</p> <p>Site is a mix of Brownfield and Greenfield land</p> <p>Site is largely Greenfield (&gt;70%)</p>	Brownfield
<b>Agricultural land classification</b>	<p>Majority of the site (&gt;70%) is Grade 1 or 2</p> <p>Significant loss (more than 20ha) of Grade 1,2 or 3</p> <p>Majority of site is Grade 3 (&gt;70%)</p> <p>Majority of site is not Grade 1, 2 or 3 (&gt;70%)</p>	Not in agricultural use
<b>Potential effect on air quality</b>	<p>Development unlikely to have a significant effect on congestion at key junctions</p> <p>Development might contribute to increased congestion at key junctions</p> <p>Development likely to contribute to increased congestion at key junctions</p>	Development unlikely to have a significant effect on congestion at key junctions

<b>Site ID</b>	SP1	<b>Site Name</b>	Aylesbury Gardens, Newton Road, Swepstone
<b>Site Description</b>			
Existing Gypsy and Traveller Site Site is surrounded by Greenfield/ Agricultural Fields			

<b>Criteria</b>	<b>Decision rules</b>	<b>Appraisal findings</b>
<b>Deliverability of sites</b>	The site is considered to be available and/or achievable The site is considered to be potentially available and/or potentially achievable. The site is not considered to be available and/or achievable.	The site is considered to be available and/or achievable
<b>Access to open space</b>	Within 800m walking distance of facilities Within 1200m walking distance of facilities More than 1200m walking distance of facilities	2.4km to Swepstone Road, Heather recreation Ground
<b>Access food shop</b>	Within 400m of a food shop / scale of development would support new services Within 800m of a food shop Within 1200m of a food shop	1km to Newton Burgoland Post Office Stores, 3-4 The Green
<b>Access to a GP / health centre</b>	Less than a 30 minute journey to a GP/Health centre by foot and/or public transport 30-45 minute journey to a GP/Health centre by foot and public transport More than 45 minute journey to a GP/Health centre on public transport	1hr 8mins to Ibstock Surgery, Ibstock House, 132 High St, Ibstock
<b>Amenity</b>	Development is unlikely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas. Development has the potential to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas unless mitigated. Development is likely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.	There are no receptors within 200m of the site.
<b>Access to a village / community hall</b>	Within 800m walking distance of facilities	1km to Congregational Church, Coalville LE67 2SS

Criteria	Decision rules	Appraisal findings
	<p>Within 1200m walking distance of facilities</p> <p>More than 1200m walking distance of facilities</p>	
Loss of employment land	<p>Yes, employment land still in use</p> <p>Yes, employment land not in use</p> <p>No</p>	No
Proximity to public transport	<p>Regular bus service within 800m (3 per hour)</p> <p>Low frequency bus service within 400m</p> <p>Regular bus service within 800m-1200m</p> <p>Low frequency bus service within 400-800m</p> <p>Bus service over 1200m away</p> <p>Low frequency bus service more than 800m away</p>	<p>550m to bus stop. 7 Roberts Coaches Measham - Atherstone - Fenny Drayton 2 hourly</p>
Access to key employment sites locally	<p>&lt;800m</p> <p>800m-1200m</p> <p>&gt;1200m</p>	<p>5.2km to Hanson brick, Measham</p>
Access to schools	<p>Within 500m walking distance of a primary school / scale of development supports new facilities</p> <p>Within 1200m walking distance of a secondary school</p> <p>Within 500-1000m walking distance of a primary school</p> <p>Within 2000m of a Secondary school</p> <p>More than 1000m walking distance from a primary school</p> <p>More than 2000m from secondary school</p>	<p>900m to Newton Burgoland Primary School.</p> <p>5.4km to Ibstock Community College, Central Ave, Ibstock LE67 6NE</p>
Fluvial flood risk	<p>Site is located entirely within Flood Zone 1</p> <p>Some of the site is in Flood Zones 2 or 3 (up to 50%)</p> <p>Most of the site is in Flood Zones 2 or 3 (more than 50%)</p>	Flood Zone 1
Impacts upon biodiversity on site		Possible badger. Recently cleared. OK with mitigation.
Proximity to designated Biodiversity and Geodiversity sites	<p>Measure distance to the following:</p> <p>SSSI</p> <p>European sites</p> <p>Local wildlife sites / priority species</p> <p>Effects unlikely</p> <ul style="list-style-type: none"> <li>▪ Over 400m from a SSSI, SAC or SPA</li> <li>▪ Over 100m from a local wildlife site.</li> </ul> <p>Potential effects</p>	<p>Within River Mease Catchment.</p> <p>No SSSIs or LWS within 400m.</p>

Criteria	Decision rules	Appraisal findings
	<ul style="list-style-type: none"> <li>▪ Within 400m of a SSSI, SAC or SPA</li> <li>▪ Within the River Mease Catchment</li> <li>▪ Within 100m of a local wildlife site, priority species or habitats</li> </ul> <p><b>Effects likely</b></p> <ul style="list-style-type: none"> <li>▪ Contains or adjacent (50m) to a SSSI</li> <li>▪ Loss of Local Wildlife Site.</li> <li>▪ Contains priority species</li> <li>▪ Significant development (&gt;1500 dwellings) in the River Mease Catchment</li> </ul>	
<b>Assessment of heritage impacts</b>	<ul style="list-style-type: none"> <li>▪ Is the site within a conservation area?</li> <li>▪ Does the site adjoin a conservation area?</li> <li>▪ Is there a conservation area within the settlement concerned and if so how does the site relate to it?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument on the site?</li> <li>▪ Does the site adjoin a listed building or Scheduled Ancient Monument?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument close to the site and if so how does the site relate to it?</li> </ul> <p>Significant effects on the heritage assets and their settings are unlikely / potential for enhancement.</p> <p>Moderate potential to achieve suitable mitigation /effects on heritage assets and their settings</p> <p>Significant effects on heritage assets or their settings are likely/ mitigation measures unlikely to prevent harm.</p>	No known heritage assets on or in close proximity to the site
<b>Landscape impact</b>	<p>High potential of achieving suitable landscape mitigation or enhancement</p> <p>Moderate and Moderate/High potential of achieving suitable landscape mitigation.</p> <p>Low potential of achieving suitable landscape mitigation.</p>	Site is adjacent to but lies outside the National Forest. No other known constraints
<b>PDL</b>	<p>Site is largely Brownfield (&gt;70%)</p> <p>Site is a mix of Brownfield and Greenfield land</p> <p>Site is largely Greenfield (&gt;70%)</p>	Greenfield
<b>Agricultural land classification</b>	<p>Majority of the site (&gt;70%) is Grade 1 or 2</p> <p>Significant loss (more than 20ha) of Grade 1,2 or 3</p> <p>Majority of site is Grade 3 (&gt;70%)</p>	Not in agricultural use

Criteria	Decision rules	Appraisal findings
	Majority of site is not Grade 1, 2 or 3 (>70%)	
<b>Potential effect on air quality</b>	<p>Development unlikely to have a significant effect on congestion at key junctions</p> <p>Development might contribute to increased congestion at key junctions</p> <p>Development likely to contribute to increased congestion at key junctions</p>	Development unlikely to have a significant effect on congestion at key junctions

<b>Site ID</b>	WH7	<b>Site Name</b>	The Pines Site, The Pines, Whitwick
<b>Site Description</b>			
Former Council depot, Severn Trent utility building and greenfield site Residential properties to the west, south and north. Open Space/ Greenfield to the east			

<b>Criteria</b>	<b>Decision rules</b>	<b>Appraisal findings</b>
<b>Deliverability of sites</b>	The site is considered to be available and/or achievable The site is considered to be potentially available and/or potentially achievable. The site is not considered to be available and/or achievable.	The site is considered to be potentially available and/or potentially achievable.
<b>Access to open space</b>	Within 800m walking distance of facilities Within 1200m walking distance of facilities More than 1200m walking distance of facilities	700m to Hilary Crescent play space
<b>Access food shop</b>	Within 400m of a food shop / scale of development would support new services Within 800m of a food shop Within 1200m of a food shop	1.1km to Midlands Co-operative Food, 88 Meadow Ln, Coalville LE67 4DP
<b>Access to a GP / health centre</b>	Less than a 30 minute journey to a GP/Health centre by foot and/or public transport 30-45 minute journey to a GP/Health centre by foot and public transport More than 45 minute journey to a GP/Health centre on public transport	17mins to Dr A M Lewis, Whitwick Health Centre, 67 North St, Whitwick, Coalville LE67 5HX
<b>Amenity</b>	Development is unlikely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas. Development has the potential to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas unless mitigated. Development is likely to adversely affect the environmental/amenities experienced by would-be occupiers and/or neighbouring areas.	The site is located in a populated area.
<b>Access to a village / community hall</b>	Within 800m walking distance of facilities	1.4km to Whitwick Community Enterprises, 72 North St, Whitwick, Coalville LE67 5HA

Criteria	Decision rules	Appraisal findings
	<p>Within 1200m walking distance of facilities</p> <p>More than 1200m walking distance of facilities</p>	
Loss of employment land	<p>Yes, employment land still in use</p> <p>Yes, employment land not in use</p> <p>No</p>	No
Proximity to public transport	<p>Regular bus service within 800m (3 per hour)</p> <p>Low frequency bus service within 400m</p> <p>Regular bus service within 800m-1200m</p> <p>Low frequency bus service within 400-800m</p> <p>Bus service over 1200m away</p> <p>Low frequency bus service more than 800m away</p>	93m to bus stop. 29 Arriva Leicester - Groby - Markfield - Whitwick - Coalville 20/40 mins
Access to key employment sites locally	<p>&lt;800m</p> <p>800m-1200m</p> <p>&gt;1200m</p>	1.7km to Sampson Road, Coalville
Access to schools	<p>Within 500m walking distance of a primary school / scale of development supports new facilities</p> <p>Within 1200m walking distance of a secondary school</p> <p>Within 500-1000m walking distance of a primary school</p> <p>Within 2000m of a Secondary school</p> <p>More than 1000m walking distance from a primary school</p> <p>More than 2000m from secondary school</p>	<p>1.8km to Whitwick St John The Baptist C Of E Primary School, Parsonwood Hill, Whitwick</p> <p>2km to Castle Rock High School, Meadow Ln, Coalville LE67 4BR</p>
Fluvial flood risk	<p>Site is located entirely within Flood Zone 1</p> <p>Some of the site is in Flood Zones 2 or 3 (up to 50%)</p> <p>Most of the site is in Flood Zones 2 or 3 (more than 50%)</p>	Flood Zone 1
Impacts upon biodiversity on site		Possible badger. Amenity grassland and scrub woodland. OK with mitigation.
Proximity to designated Biodiversity and Geodiversity sites	<p>Measure distance to the following:</p> <p>SSSI</p> <p>European sites</p> <p>Local wildlife sites / priority species</p> <p>Effects unlikely</p> <ul style="list-style-type: none"> <li>▪ Over 400m from a SSSI, SAC or SPA</li> <li>▪ Over 100m from a local wildlife site.</li> </ul>	Coalville Meadow SSSI within 400m

Criteria	Decision rules	Appraisal findings
	<p><b>Potential effects</b></p> <ul style="list-style-type: none"> <li>▪ Within 400m of a SSSI, SAC or SPA</li> <li>▪ Within the River Mease Catchment</li> <li>▪ Within 100m of a local wildlife site, priority species or habitats</li> </ul> <p><b>Effects likely</b></p> <ul style="list-style-type: none"> <li>▪ Contains or adjacent (50m) to a SSSI</li> <li>▪ Loss of Local Wildlife Site.</li> <li>▪ Contains priority species</li> <li>▪ Significant development (&gt;1500 dwellings) in the River Mease Catchment</li> </ul>	
<b>Assessment of heritage impacts</b>	<ul style="list-style-type: none"> <li>▪ Is the site within a conservation area?</li> <li>▪ Does the site adjoin a conservation area?</li> <li>▪ Is there a conservation area within the settlement concerned and if so how does the site relate to it?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument on the site?</li> <li>▪ Does the site adjoin a listed building or Scheduled Ancient Monument?</li> <li>▪ Is there a listed building or Scheduled Ancient Monument close to the site and if so how does the site relate to it?</li> </ul> <p>Significant effects on the heritage assets and their settings are unlikely / potential for enhancement.</p> <p>Moderate potential to achieve suitable mitigation /effects on heritage assets and their settings</p> <p>Significant effects on heritage assets or their settings are likely/ mitigation measures unlikely to prevent harm.</p>	No known heritage assets on or in close proximity to the site
<b>Landscape impact</b>	<p>High potential of achieving suitable landscape mitigation or enhancement</p> <p>Moderate and Moderate/High potential of achieving suitable landscape mitigation.</p> <p>Low potential of achieving suitable landscape mitigation.</p>	None - Site is in the built up area
<b>PDL</b>	<p>Site is largely Brownfield (&gt;70%)</p> <p>Site is a mix of Brownfield and Greenfield land</p> <p>Site is largely Greenfield (&gt;70%)</p>	Greenfield
<b>Agricultural land classification</b>	<p>Majority of the site (&gt;70%) is Grade 1 or 2</p> <p>Significant loss (more than 20ha) of Grade 1,2 or 3</p>	Not in agricultural use

Criteria	Decision rules	Appraisal findings
	<p>Majority of site is Grade 3 (&gt;70%)</p> <p>Majority of site is not Grade 1, 2 or 3 (&gt;70%)</p>	
<p><b>Potential effect on air quality</b></p>	<p>Development unlikely to have a significant effect on congestion at key junctions</p> <p>Development might contribute to increased congestion at key junctions</p> <p>Development likely to contribute to increased congestion at key junctions</p>	<p>Development unlikely to have a significant effect on congestion at key junctions</p>

## Appendix H: Appraisal of individual DPD policies

Policy GT1	Permanent Gypsy and Traveller Site Allocation at Old Ashby Road, Sinope	SA Objectives														
		SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	S11	SA12	SA13	SA14	SA15
		↑	↑	↑	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↑
<p>By planning for at least six permanent Gypsy and Traveller pitches, it is likely that the accommodation needs arising in the District will be met in full so a significant positive effect on SA1: Housing is predicted. This need is already met by a committed site which is deliverable, which means that the likelihood of development being delivered should be higher (than if planning consent had to be sought).</p> <p>Gypsies and Travellers are amongst the most socially excluded groups in society and research has consistently confirmed the link between the lack of good quality sites and poor health outcomes. The allocated site is within 32mins walk of a local health centre. This policy would therefore have not significant positive effect on health (SA2: Health and wellbeing).</p> <p>Providing formal pitches is supportive of the Gypsy and Traveller community. The site lies in relatively close proximity to Coalville where a wide range of services and facilities are available. Inhabitants of the new site should have access to health and community services. The establishment of a caravan site will affect those living nearby to some degree. However, there is sufficient distance and vegetation between the nearest residential properties and the site to ensure that occupiers retain a reasonable outlook and level of privacy, and are not subject to undue noise disturbance. Overall, a not significant positive effect on SA3: Communities is predicted.</p> <p>The site is not in economic use, so it is unlikely to affect economic growth or the provision of employment opportunities. Therefore, the policy is unlikely to have an effect on the economy (SA4: Economy).</p> <p>The development would not change the employment base of the district. Research has consistently confirmed the link between the lack of good quality sites and poor education outcomes, so the provision of a site with access to education, could have some benefits to Traveller children. However, overall the impact on SA5: Employment is neutral.</p> <p>While occupants may use town centre services and facilities, the impact on the vitality and viability of Coalville Town Centre (the nearest centre to the allocated site) would be neutral (SA6: Town and village centres).</p> <p>The daily traffic generation from 6 pitches would add little additional traffic to the existing daily traffic flows on Ashby Road (A511), a heavily trafficked principal road, and would make no material change to traffic congestion (SA7: Travel).</p>																

The likely scale of development is unlikely to significantly change the low carbon baseline (SA8: Low carbon energy).

The proposed site has a low risk of fluvial flooding and is within Flood Zone 1, hence a neutral effect is predicted on flooding (SA9: Flooding).

Effects on designated Biodiversity and Geodiversity sites are unlikely (SA10: Biodiversity and geodiversity). There are no SSSI or Local Wildlife Sites within 400m. This site falls out-with the catchment of the River Mease so effects associated with the disposal of wastewater can therefore be excluded. The site is located some 4km from the River Mease SAC and there are no conceivable risks from disturbance to otter or other emissions to air water or soil. The site is beyond the Cannock Chase 15km zone and 6 pitches will have no meaningful influence over recreational pressure.

There are no known heritage assets on or in close proximity to the site, so impacts on SA11: Built and historic environment are neutral.

From the public domain to the north views of the site are largely obscured by the railway-bridge and vegetation. There are views of the site from Ashby Road, but for the most part it is hidden behind The Moorlands caravan site. As the site is cut off from open countryside the site makes little contribution to the wider rural landscape (SA12: Landscape).

The site is brownfield and of no agricultural value. Impact on SA13: Land and soil is minimal.

The policy will reduce the likelihood of illegal sites, which may not be as well-regulated in terms of waste. This policy would have a not significant positive effect on promoting more sustainable waste treatment (SA14: Natural resources).

This policy will have a neutral effect on SA15: Pollution.

Policy GT2	Gypsy and Traveller Transit Site	SA Objectives														
		SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	S11	SA12	SA13	SA14	SA15
		↑	↑	↑	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↑
<p>By planning to meet the requirement for Gypsy and Traveller transit provision, it is likely that the accommodation needs arising in the District will be met in full so a significant positive effect on SA1: Housing is predicted. The site is former Coal Authority land transferred to Homes and Communities Agency for disposal.</p> <p>Gypsies and Travellers are amongst the most socially excluded groups in society and research has consistently confirmed the link between the lack of good quality sites and poor health outcomes. The allocated site is within 45mins walk of a local health centre. Recreation has many health benefits and the allocated site is 800m to Birch Road Play Area. This policy would therefore have not significant positive effect on health (SA2: Health and wellbeing).</p> <p>Providing formal pitches is supportive of the Gypsy and Traveller community. The nearest residential dwelling is approx. 145m away, given the noise from the A42 the settled community should not be affected. The proposed transit site is located on the edge of Ashby de la Zouch and has access to a range of services and welfare facilities and public transport. Inhabitants of the new site should have access to health and community services. Overall, a not significant positive effect on SA3: Communities is predicted.</p> <p>The site is not in economic use, so it is unlikely to affect economic growth or the provision of employment opportunities. Therefore, the policy is unlikely to have an effect on the economy (SA4: Economy).</p> <p>The development would not change the employment base of the district. Research has consistently confirmed the link between the lack of good quality sites and poor education outcomes, so the provision of a site with access to education, could have some benefits to Traveller children. However, overall the impact on SA5: Employment is neutral.</p> <p>While occupants may use town centre services and facilities, the impact on the vitality and viability of Ashby Town Centre (the nearest centre to the allocated site) would be neutral (SA6: Town and village centres).</p> <p>The daily traffic generation from 12 pitches would only add 0.5% additional traffic to the existing daily traffic flows on Nottingham Road, Ashby de la Zouch which would make no material change to traffic congestion (SA7: Travel).</p> <p>The likely scale of development is unlikely to significantly change the low carbon baseline (SA8: Low carbon energy).</p>																

The proposed site has a low risk of fluvial flooding and is within Flood Zone 1, hence a neutral effect is predicted on flooding (SA9: Flooding).

Effects on designated Biodiversity and Geodiversity sites are unlikely (SA10: Biodiversity and geodiversity). Ashby Meadow Proposed Local Wildlife Site is more than 100m but within 400m. Ashby A511 Roundabout Grassland Proposed Local Wildlife Site is partly within 100-400m. Coleorton Hall Parkland Proposed Local Wildlife Site is outside 100m and a small part with 400m. Should it ever come forward, the site is located some 3.3km from the River Mease SAC and there are no conceivable risks from disturbance to otter or other emissions to air water or soil. The site is beyond the Cannock Chase 15km zone and 12 pitches will have no meaningful influence over recreational pressure.

The proposed site is the location of a plantation of broad-leaved woodland, approx. 10yr old. There is also a long narrow strip of semi-mature along the Nottingham Road frontage. Possible badger; possible otter/water vole along brook. Potential species-rich grassland; new plantation woodland. Need further survey before making decision.

There are no known heritage assets on or in close proximity to the site, so impacts on SA11: Built and historic environment are neutral.

The site lies within the Leicestershire and South Derbyshire Coalfield Landscape Character Area and the National Forest. The North West Leicestershire Settlement Fringe Analysis shows the site as adjoining Ashby 2 where the potential to achieve mitigation is moderate (SA12: Landscape).

The site is greenfield and does not appear to have been subject to previous development. It is of low agricultural value. The site is just 3.05 hectares so the impact on SA13: Land and soil is minimal.

The policy will reduce the likelihood of illegal sites, which may not be as well-regulated in terms of waste. This policy would have a not significant positive effect on promoting more sustainable waste treatment (SA14: Natural resources).

The provision falls within the catchment of the River Mease but policy GT4 specifies that all development which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2 of the Local Plan and the River Mease Developer Contributions Scheme so effects associated with the disposal of wastewater can therefore be excluded. The site is very close to the A42 so an air quality assessment would be required. This policy will overall have a neutral effect on SA15: Pollution.

Policy GT3	Travelling Showpeople Site Allocations	SA Objectives														
		SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15
		↑	↑	↑	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
<p>By planning for at least 20 Travelling Showpeople plots, it is likely that the full accommodation needs arising in the District will be met in full so a significant positive effect on SA1: Housing is predicted. The land allocated could be purchased by individuals to meet their family needs or self-manage.</p> <p>In part, this need may be met by the extension or intensification of existing Travelling Showpeople sites, which means that the likelihood of development being delivered should be higher. Further, as these sites already exist, neutral effects are predicted across all the remaining SA Objectives (SA2-SA15) for this element of the Travelling Showpeople provision (see also note on impact on River Mease below).</p> <p>The proposed Travelling Showpeople site is located at the former Measham Mine, Swepstone Road, near Measham. The allocated site is within 25mins walk of a local health centre. This policy would therefore have not significant positive effect on health (SA2: Health and wellbeing).</p> <p>Providing formal plots is supportive of the Travelling Showpeople community. The site is a considerable distance from the nearest residential receptor and not likely to cause any disturbance. The proposed Travelling Showpeople site is located on the edge of Measham with a footway to a range of services and welfare facilities and public transport. Inhabitants of the new site should have access to health and community services. Overall, a not significant positive effect on SA3: Communities is predicted.</p> <p>Showpeople travel the country, often with their families, holding fairs. Although their work is of a mobile nature, showpeople nevertheless require secure, permanent bases for the storage of their equipment. Although the policy is unlikely to have an effect on the economy (SA4: Economy), it is supportive of employment (SA5: Employment), though the impact would not be significant to the base conditions. While occupants may use town centre services and facilities, the impact on the vitality and viability of Measham Village Centre (the nearest centre to the allocated site) would be neutral (SA6: Town and village centres).</p> <p>The daily traffic generation from 20 plots would add little additional traffic to the existing daily traffic flows on Swepstone Road. Further, the site is not expected to be used for large parts of the year as the work of travelling showpeople is mobile in nature. There would be no material change to traffic congestion (SA7: Travel).</p>																

The likely scale of development is unlikely to significantly change the low carbon baseline (SA8: Low carbon energy).

The proposed site has a low risk of fluvial flooding and is within Flood Zone 1, hence a neutral effect is predicted on flooding (SA9: Flooding).

Effects on designated Biodiversity and Geodiversity sites are unlikely (SA10: Biodiversity and geodiversity). There are no SSSI or Local Wildlife Sites within 400m. This site is located 500m from the Gilwiskaw Brook which forms part of the River Mease SAC. There is no public access down to the Brook itself and no hydraulic continuity between the site and the River Mease SAC meaning there are no conceivable risks from disturbance to otter or other emissions to air, water or soil. All the existing and proposed sites are beyond the Cannock Chase 15km zone and 20 plots will have no meaningful influence over recreational pressure.

There are no known heritage assets on or in close proximity to the site, so impacts on SA11: Built and historic environment are neutral.

Formerly the Measham Mine, there is potential of achieving suitable landscape mitigation or enhancement (SA12: Landscape).

The site involves the redevelopment of brownfield land. The site is just 3.73 hectares so the impact on SA13: Land and soil is minimal.

There are 7 existing Travelling Showpeople sites in the district, six of which are located in the Coalville/Castle Donnington areas. All six of these sites are out-with the catchment of the River Mease so effects associated with the disposal of wastewater can therefore be excluded. They are likewise all located at least 4km from the River Mease SAC and there are no conceivable risks from disturbance to otter or other emissions to air, water or soil.

The 7th site is located 700m from the River Mease SAC and falls within the catchment of the River Mease but policy GT4 specifies that all development which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2 of the Local Plan and the River Mease Developer Contributions Scheme so effects associated with the disposal of wastewater can therefore be excluded. The land between the site and the river is under private ownership meaning there is no public access down to the river itself. There is no hydraulic continuity between the site and the River Mease SAC meaning there are no conceivable risks from disturbance to otter or other emissions to air, water or soil.

This allocated site is located 500m from the Gilwiskaw Brook which forms part of the River Mease SAC. Again here effects associated with the disposal of wastewater can be excluded through the GT4 link to the Local Plan and the Developer Contributions Scheme, and the land between the site and the brook is under private ownership.

Therefore, this policy would have a not significant effect on SA14: Natural resources.

This policy will overall have a neutral effect on SA15: Pollution.

Policy GT4	Detailed Planning Considerations	SA Objectives														
		SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	S11	SA12	SA13	SA14	SA15
		↔	↑	↑	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
<p>Policy GT4 encourages Traveller development to achieve a good standard of design. This will help to improve the design of new Traveller sites, with knock on effects on safety for residents, visual and acoustic privacy (both for people living on the site and those living nearby), aesthetic compatibility with the local environment and scope for social integration with the local community.</p> <p>There is unlikely to be any effect on housing as this is provided by Travellers’ caravans rather than the design of a site (SA1: Housing).</p> <p>Not significant positive effects are predicted for SA2: Health and wellbeing. Given the likelihood of a high density of children on sites and relatively high levels of vehicle ownership amongst some groups of Gypsies and Travellers for towing caravans and employment purposes, Policy GT4 will provide some health and safety benefits for residents, and in particular children.</p> <p>Site layout can play an important role in avoiding a sense of enclosure and isolation amongst Gypsies and Travellers. The policy aims to ‘design out’ crime and social exclusion and ‘design in’ community safety and social inclusion giving rise to not significant positive effects on community development (SA3: Communities).</p> <p>Well-designed developments can support traditional means of employment. However, this is not considered to be a significant factor in securing business investment in North West Leicestershire or new jobs, and overall a neutral effect is predicted for the economy and employment (SA4 and SA5).</p> <p>Policy GT4 is unlikely to have an effect on town centres and villages (SA6: Town and village centres) as sites are likely to be confined to rural or edge of settlement locations.</p> <p>The effects on travel (SA7: Travel) are also considered to be neutral, as the amount of additional sites that would be made available would not be substantial enough to affect congestion levels.</p>																

The Policy seeks to reduce exposure to severe weather and encourages the use of renewable energy systems such as wind or solar energy. However, these are not obligations and the likely scale of development is unlikely to significantly change the low carbon baseline (SA8: Low carbon energy).

Policy GT4 encourages the use of Sustainable Urban Drainage Systems (SUDs), but the likely scale of development should have a neutral effect in contributing to managing flood risk (SA9: Flooding).

Good design, ought to be positive in terms of protecting the historic and natural environment (SA10-SA15). However, Policy GT4 does not set out any specific measures that would lead to significant changes to the baseline for any of these factors. A neutral effect is predicted (for SA10-SA15).