

Strategic Growth Options and Constraints Mapping for Leicester and Leicestershire

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Quality information

Prepared by	Checked by	Verified by	Approved by
David Carlisle Associate Director	Ian McCluskey	David Carlisle	Ben Castell
Kerry Parr Housing			
Zach Cole Economics			
Sarah Littlewood Flooding			
Louise Coles Environment			
Vanessa Johnson Landscape			
Nigel Weir Landscape			
Mark Service Heritage			
Ben Latcham Utilities			
Joseph Platt Transport			
Eleanor Van Der Klugt Social Infrastructure			
Elena Butterworth Consultant Planner			
Anthony Whitaker Principal Planner			
Ian McCluskey Associate Planner			
Louisa Lyons GIS			
Simon Drummond-Hay HDH Planning and Development Ltd			

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Prepared by:

AECOM Limited
Unit 1 Wellbrook Court
Girton
Cambridge CB3 0NA
United Kingdom

T: +44 1223 488 000
aecom.com

Prepared in association with:

HDH Planning and Development Ltd

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Executive Summary

Background

- 1.1 Leicester City Council, Leicestershire County Council, the seven local Borough & District authorities in Leicestershire (Blaby District, Charnwood Borough, Hinckley & Bosworth Borough, Harborough District, Melton Borough, North West Leicestershire District and Oadby & Wigston Borough) and the Leicester and Leicestershire Enterprise Partnership (LLEP) have formed a partnership to look at Strategic Planning Matters across the City and County area. This study assesses 42 Strategic Growth Options (individually and cumulatively) to determine whether they offer suitable and appropriate solutions to deliver sustainable locations for new communities and economic growth, capable of meeting identified needs for homes and employment land. Strategic Growth Options are defined as locations capable of delivering in excess of 1,000 homes and/or 25 hectares of employment land.
- 1.2 There is a shortage of suitable land available for new housing and employment growth in Leicester City itself. This is compounded by the uplift in housing need for Leicester as one of the 20 authorities which contain the largest proportion of the city or urban centre population nationally. As such Leicester has had a 35 per cent uplift applied to its Local Housing Need starting point, 'to make the most of previously developed brownfield land over and above that in the existing standard method'¹. The distribution and advanced manufacturing sectors are important contributors to the Leicester and Leicestershire economy. This is creating demand for large scale employment growth in locations with good access to motorways and other infrastructure.
- 1.3 The Leicester and Leicestershire Strategic Growth Plan (SGP) identifies an approach to development that moves away from providing incremental growth of existing settlements to a greater focus on locating a substantial amount of new growth in major strategic locations thereby reducing the amount that takes place in existing towns, villages and rural areas. This implies that strategic sites will be a significant part of the long-term solution in terms of delivering new homes, employment and associated infrastructure.
- 1.4 The SGP does not specify the locations of potential strategic sites other than identifying broad areas/corridors for growth. In addition, no assessment has been carried out to date in relation to the interconnectedness of potential strategic sites including their ability to cumulatively deliver the social, physical, utilities and transport infrastructure required to support growth.
- 1.5 This study will be used as part of the evidence base to support the next tranche of Local Plans. This study can be utilised for the purposes of drafting future Statements of Common Ground and is evidence of on-going joint working on

¹ Government response to the local housing need proposals in "Changes to the current planning system"
Updated 1 April 2021. Accessed at: <https://www.gov.uk/government/consultations/changes-to-the-current-planning-system/outcome/government-response-to-the-local-housing-need-proposals-in-changes-to-the-current-planning-system>

cross-boundary strategic matters. This study objectively assesses potential strategic sites in isolation and in combination with neighbouring or linked sites.

- 1.6 The SGP's policies are discounted from our site assessments. However, the implications of this report's assessments will help to inform later iterations of the SGP.
- 1.7 Alongside this study, the partnership has also commissioned for the preparation of the Housing and Economic Needs Assessment (HENA), the Strategic Transport Assessment (STA) and the Sustainability Appraisal (SA). These various components of the evidence base will be brought together to inform the future strategy for the scale and distribution of growth within the area with reasonable alternatives to be tested through the plan-making process.

Study approach

- 1.8 The study utilises secondary sources of information for the preparation of a baseline chapter. This is supplemented by constraints and opportunities mapping and the individual assessment of each of the 42 Strategic Growth Options. The study concludes with a section that considers the cumulative impacts and opportunities presented by the Strategic Growth Options in combination.
- 1.9 The baseline section summarises salient information for a series of themes: Housing; Economy; Environment; Transport; Utilities and Infrastructure; and Deliverability. For each theme a commentary is included summarising the strategic constraints and opportunities observed and how this may support or inhibit strategic growth up to 2050.
- 1.10 Constraints and opportunities mapping is used to ascertain, at a high-level, whether the Strategic Growth Options are suitable in broad planning terms and capable of delivering the necessary critical mass (for meeting the size threshold requirements) and the objective to be self-contained new settlements or sustainable urban extensions. A GIS model has been applied to the study area to judge relative land suitability and proximity to existing economic clusters, transport corridors/hubs and locations with existing services and concentrations of existing social infrastructure.
- 1.11 Each of the 42 Strategic Growth Options is scored based on performance against standard criteria derived from and measured against national policy, having regard to the unique local characteristics of the study area and utilising a standard proforma and RAG assessment synthesising secondary sources, GIS data and professional judgements of the project team. In addition, site visits (see Appendix A), a deliverability analysis (Appendix B) and consultation with statutory consultees (Appendix C) feeds into this assessment with a summary of salient points in respect of each site highlighted alongside a composite judgement of overall suitability for growth.
- 1.12 This study provides a high-level technical assessment of Strategic Growth Options based on publicly available information at the time of writing. Locations identified as being potentially suitable in this study should not be taken to imply that they will or should be allocated for housing development, nor that they would be approved if submitted as a planning application to the Local Planning

Authorities in Leicester and Leicestershire. Conversely, the exclusion or omission of a particular location or judgement that a growth option is potentially unsuitable (for strategic-scale growth) does not mean that sites could not come forward in this location, providing that the constraints identified could be satisfactorily overcome and sustainable development is possible with commensurate infrastructure reinforcements and/or mitigation.

Strategic Growth Options Assessment

1.13 The Strategic Growth Option assessments are summarised in the below table alongside an indication of the likely development typology based on the option's site capacity and a review of each site's context and relationship to nearby settlements or employment areas. The accompanying assessment summary map (overleaf) demonstrates that there are a number of suitable and potentially suitable options in each Local Authority. There are a number of options judged to be unsuitable for strategic growth in the west and north of the study area where there is a higher incidence of environmental designations and more detached locations outside of economic clusters and/or existing transport networks. The highest concentrations of suitable and potentially suitable locations can be found in the south of the study area where locations benefit from good communications to and from Leicester and comparably fewer constraints. In addition, the Leicestershire International Gateway includes a concentration of potentially suitable employment-led options with opportunities to bring forward additional housing.

Strategic Growth Options Summary

Ref	Strategic Growth Option	Local Authority	Typology Option(s)	Strategic Growth Options Summary
Strategic Growth Options Suitable for Strategic Growth (6 SGOs)				
3d	Newton Harcourt	Harborough	Garden Village	Suitable Area for Strategic Growth
3f	Land West of Lutterworth	Harborough	Urban Extension	Suitable Area for Strategic Growth
3g	Land north of Market Harborough	Harborough	Garden Village	Suitable Area for Strategic Growth
4d	Hinckley North	Hinckley & Bosworth	Urban Extension	Suitable Area for Strategic Growth
7a	Land South of Wigston (West of the A6)	Oadby and Wigston	Urban Extension	Suitable Area for Strategic Growth
7b	Land East of Oadby	Oadby and Wigston	Urban Extension	Suitable Area for Strategic Growth
Strategic Growth Options Potentially Suitable for Strategic Growth (27 SGOs)				
1a	Whetstone Pastures*	Blaby	Autonomous / Co-dependent/ Garden Village/ Employment Site	Potential Area for Strategic Growth

Ref	Strategic Growth Option	Local Authority	Typology Option(s)	Strategic Growth Options Summary
1b	West of Stoney Stanton	Blaby	Garden Village / Village Expansion	Potential Area for Strategic Growth
1c	Hinckley NRFI and Land North of the Railway*	Blaby / Hinckley & Bosworth	Employment Site / Garden Village	Potential Area for Strategic Growth
1d	Land at Hospital Lane, Blaby	Blaby / Oadby and Wigston	Garden Village	Potential Area for Strategic Growth
2a	Burton on the Wolds & Wymeswold	Charnwood	Autonomous / Garden Village	Potential Area for Strategic Growth
2b	Cotes	Charnwood	Garden Village / Village Expansion	Potential Area for Strategic Growth
2c	Seagrave	Charnwood	Autonomous / Garden Village	Potential Area for Strategic Growth
2e	South of Sileby	Charnwood	Garden Village / Village Expansion	Potential Area for Strategic Growth
3a	Land East of Scraptoft	Harborough	Urban Extension	Potential Area for Strategic Growth
3b	Farmcare Stoughton/Stretton Hall*	Harborough / Oadby and Wigston	Autonomous / Co-dependent / Garden Village / Urban Extension / Village Expansion	Potential Area for Strategic Growth
3c	Whetstone Pastures Plus	Harborough / Blaby	Autonomous / Co-Dependent / Garden Village	Potential Area for Strategic Growth
3e	Land north and east of Kibworth Harcourt*	Harborough	Garden Village / Village Expansion / Employment Site	Potential Area for Strategic Growth
3h	Warren Farm, Misterton*	Harborough	Employment Site	Potential Area for Strategic Growth
4a	Soarbrook, South of Burbage	Hinckley & Bosworth	Garden Village	Potential Area for Strategic Growth
4c	Fenny Drayton*	Hinckley & Bosworth	Garden Village / Village Expansion / Employment Site	Potential Area for Strategic Growth
4e	Groby, North of the A50*	Hinckley & Bosworth	Employment Site	Potential Area for Strategic Growth
4f	West of Dodwells, North of the A5*	Hinckley & Bosworth	Employment Site	Potential Area for Strategic Growth
5a	Melton Mowbray East	Melton	Urban Extension	Potential Area for Strategic Growth
5b	Melton Airfield	Melton	Urban Extension	Potential Area for Strategic Growth
5c	Six Hills	Melton	Autonomous / Co-Dependent / Garden Village	Potential Area for Strategic Growth

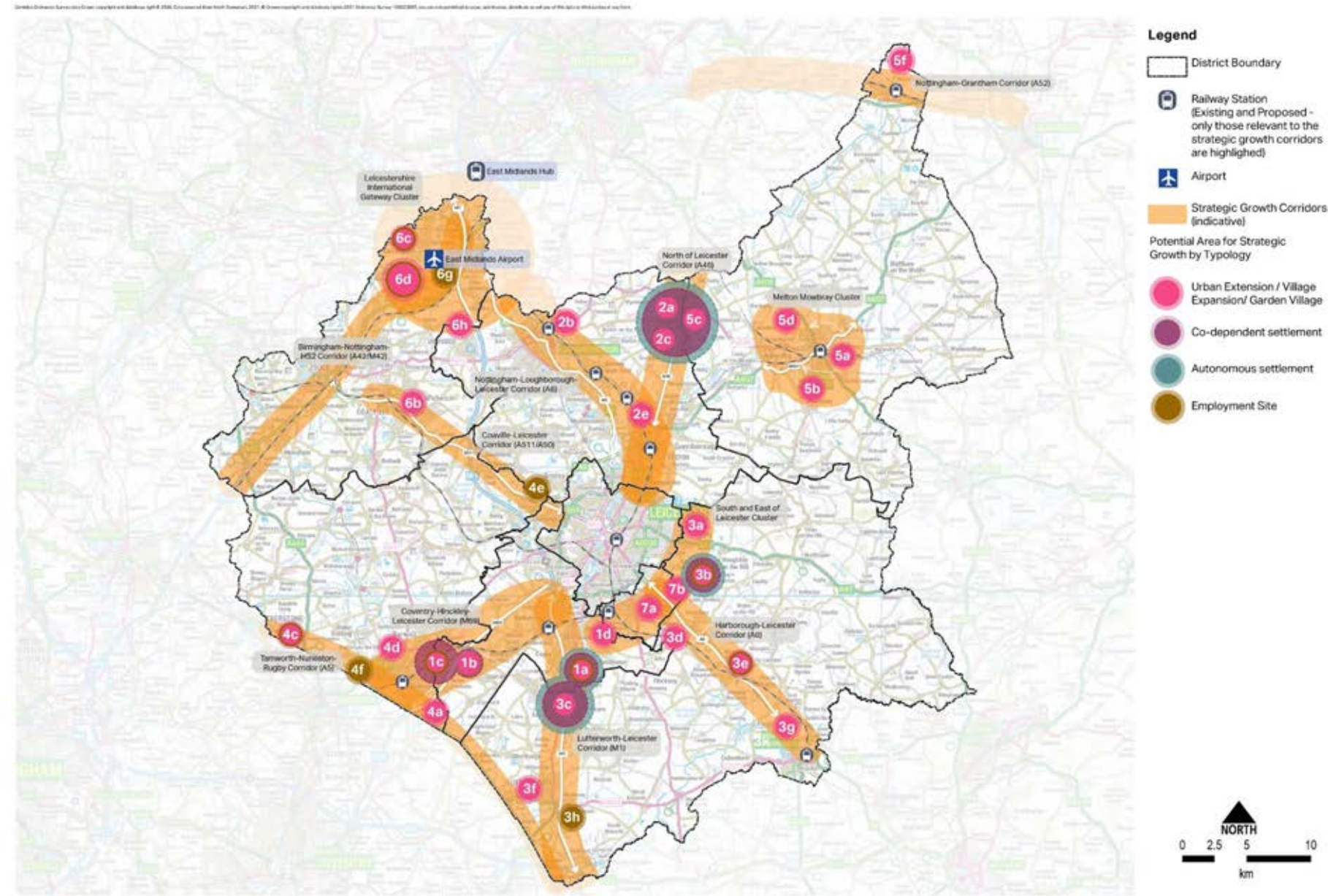
Ref	Strategic Growth Option	Local Authority	Typology Option(s)	Strategic Growth Options Summary
5d	Land off St Bartholomew's Way, Welby	Melton	Garden Village	Potential Area for Strategic Growth
5f	Normanton	Melton	Garden Village	Potential Area for Strategic Growth
6b	Land at Stephenson Way, Coalville*	North West Leicestershire	Urban Extension / Employment Site	Potential Area for Strategic Growth
6c	Land North and South of Park Lane*	North West Leicestershire	Urban Extension / Employment Site	Potential Area for Strategic Growth
6d	Land South of Isley Walton & East Midlands Airport*	North West Leicestershire	Garden Village / Employment Site	Potential Area for Strategic Growth
6g	Land South of EMA*	North West Leicestershire	Employment Site	Potential Area for Strategic Growth
6h	Land North of Shepshed	North West Leicestershire / Charnwood	Urban Extension / Garden Village	Potential Area for Strategic Growth
Strategic Growth Options Unsuitable for Strategic Growth (9 SGOs)				
1e	Land north of Glenfield	Blaby / Hinckley & Bosworth	Urban Extension	Unsuitable Area for Strategic Growth
2d	South East of Syston	Charnwood	Urban Extension	Unsuitable Area for Strategic Growth
2f	Wymeswold Airfield	Charnwood	Garden Village	Unsuitable Area for Strategic Growth
3i	South of Cotesbach*	Harborough	Employment Site	Unsuitable Area for Strategic Growth
4b	Norton Juxta Twycross	Hinckley & Bosworth BC	Garden Village / Village Expansion	Unsuitable Area for Strategic Growth
5e	Melton Mowbray West	Melton	Urban Extension	Unsuitable Area for Strategic Growth
6a	Land South East of Ashby de la Zouch*	North West Leicestershire	Urban Extension / Employment Site	Unsuitable Area for Strategic Growth
6e	Land at A42/M42*	North West Leicestershire	Garden Village / Employment Site	Unsuitable Area for Strategic Growth

Ref	Strategic Growth Option	Local Authority	Typology Option(s)	Strategic Growth Options Summary
6f	Land East of Ashby*	North West Leicestershire	Employment Site	Unsuitable Area for Strategic Growth

**Significant proportion of employment land/standalone employment site (>25 Ha)*

1.14 The figure (overleaf) illustrates the corridors and clusters that the Strategic Growth Options fall within, as informed by a constraints and opportunities mapping process. Strategic Growth Options judged to be suitable/potentially suitable.

Growth Corridors and Clusters



Conclusions

- 1.15 The study has assessed land in excess of what is likely to be required to meet local needs within Leicestershire up to 2050 and meet Leicester City's unmet needs. This study's findings present potential locations for growth that can be considered further as part of the development of the constituent Local Plans and on-going joint working on cross-boundary strategic matters. This report sets the framework for the choices and the options that can be made at the strategic scale.
- 1.16 It is not feasible to focus all growth on Leicester City alone (within the built up area and as part of urban extensions. The towns and villages of Leicestershire will also need to accommodate a share of future growth. Sites close to the 1,000 home strategic site threshold, where isolated, won't offer the greatest opportunities for modal shift or infrastructure funding. The 1,000 dwelling threshold was selected due to the level of social infrastructure that can be delivered at this scale – any smaller and it would be challenging to provide facilities such as a primary school. However, any strategic sites (even the smaller urban extension and co-dependent options) should be able to demonstrate a level of self-containment that would reduce car-borne transport.
- 1.17 The study considers strategic opportunities for growth outside of the Leicester City Council boundary. However, the role of the City will be key for those opportunities with a close functional relationships with Leicester (including urban extensions to the City or new settlements with an umbilical/co-dependent relationship with the City). In addition, urban sites (whether infill or redevelopment opportunities) and smaller sites (<1,000 dwellings) throughout the study area have a critical role to play in the study area up to 2050.
- 1.18 Furthermore, the Strategic Growth Options assessment has been undertaken without reference to the detailed housing needs for Leicestershire or the individual authority areas. The housing need for the next tranche of the Local Plans is likely to be subject to a revised standard method for calculating need and the discussions that will follow between the local planning authorities. Work will need to be undertaken to understand the amount of need that can be accommodated within the urban areas and on Strategic Growth Options. However, it is important to note that the area of land identified by this study is likely to be several times more than what is needed to accommodate future housing need (representing in excess of 120,000 homes and 1,000 hectares of employment land). Therefore, choices over where the growth should go can be informed by this report and other technical evidence base documents as part of the wider plan preparation process, which will build in the views of local people and other stakeholders.
- 1.19 This Strategic Growth Options Study is not the Strategic Growth Plan, it is not a policy document. It is part of the wider evidence base from which the local authorities can draw upon to inform their future plan making activities. The judgements included in this study are based on a snapshot in time. Individual Local Plans may arrive at alternative assessments and classifications (including the identification of typologies and growth corridor/cluster) as part of an administration's chosen strategy, or to meet certain local requirements.

Recommendations

1.20 Based on the assessment and analysis contained within this study (including the review of the various alternative typologies that would be potentially suitable/deliverable in each cluster and corridor across the HMA), our view is that there are a series of corridors and clusters that offer the greatest potential to achieve good sustainable growth if allied with focused investment and coordinated delivery. These locations are as follows (not in any order of preference or rank):

- **South and East of Leicester Cluster**
 - 1d Land at Hospital Lane, Blaby (Blaby / Oadby and Wigston)
 - 3a Land East of Scraptoft (Harborough)
 - 3b Farmcare Stoughton/Stretton Hall (Harborough / Oadby and Wigston)
 - 7a Land South of Wigston, West of the A6 (Oadby and Wigston)
 - 7b Land East of Oadby (Oadby and Wigston)
- **Lutterworth-Leicester Corridor (M1)**
 - 1a Whetstone Pastures (Blaby)
 - 3c Whetstone Pastures Plus (Harborough / Blaby)
 - 3f Land West of Lutterworth (Harborough)
 - 3h Warren Farm, Misterton (Harborough)
- **North of Leicester Corridor (A46)**
 - 2a Burton on the Wolds & Wymeswold (Charnwood)
 - 2c Seagrave (Charnwood)
 - 5c Six Hills (Melton)
- **Leicester International Gateway Cluster**
 - 6c Land North and South of Park Lane (North West Leicestershire)
 - 6d Land South of Isley Walton & East Midlands Airport (NW Leicestershire)
 - 6g Land South of EMA (North West Leicestershire)
 - 6h Land North of Shepshed (North West Leicestershire / Charnwood)

1.21 Corridors and clusters that offer medium potential to achieve good sustainable growth if allied with focused investment and coordinated delivery are as follows (not in any order of preference or rank):

- **Harborough-Leicester Corridor (A6)**
 - 3d Newton Harcourt
 - 3e Land north and east of Kibworth Harcourt
 - 3g Land north of Market Harborough
- **Coventry-Hinkley-Leicester Corridor (M69)**
 - 1b West of Stoney Stanton (Blaby)
 - 1c Hinckley NRFI and Land North of the Railway (Blaby / Hinckley & Bosworth)
 - 4d Hinckley North (Hinckley & Bosworth)
 - 4f West of Dodwells, North of the A5 (Hinckley & Bosworth)

- **Coalville-Leicester Corridor (A551)**
 - 4e Groby, North of the A50
 - 6b Land at Stephenson Way, Coalville (North West Leicestershire)
- **Nottingham-Loughborough-Leicester Corridor (A6)**
 - 2b Cotes (Charnwood)
 - 2e South of Sileby (Charnwood)
- **Melton Mowbray Cluster**
 - 5a Melton Mowbray East
 - 5b Melton Airfield
 - 5d Land off St Bartholomew's Way, Welby

1.22 Corridors and clusters that offer comparatively lower potential to achieve good sustainable growth if allied with focused investment and coordinated delivery are as follows (not in any order of preference or rank):

- **Tamworth-Nuneaton-Rugby Corridor (A5)**
 - 4a Soarbrook, South of Burbage (Hinckley & Bosworth)
 - 4c Fenny Drayton (Hinckley & Bosworth)
- **Nottingham-Grantham Corridor (A52)**
 - 5f Normanton (Melton)

1.23 On the basis of the analysis (contained within the report), there are three locations that offer the greatest potential for residential-led new autonomous/large-scale co-dependent new settlements (located in and around the following Strategic Growth Options: Farmcare Stoughton/Stretton Hall; Whetstone Pastures/Whetstone Pastures Plus; and Six Hills) based on their cumulative scale, relative proximity to Leicester and potential to deliver transformational strategic growth.

1.24 From an economic perspective there were several high performing employment sites that would deliver good growth in isolation (e.g. in the south of the County), however, there are obvious benefits in pursuing a strategy that seeks to maximise the locational advantages afforded by the Leicester International Gateway Cluster in the north leveraging the existing infrastructure investment in that location and drivers such as HS2. All four clusters and corridors (Farmcare Stoughton/Stretton Hall; Whetstone Pastures/Whetstone Pastures Plus; Six Hills; and the Leicester International Gateway Cluster) have been shown through our analysis to offer the highest potential to deliver good growth over the long term.

How to use this document

Section 1 - Introduction

- 1.25 This sets out the purpose of the study, the local policy background and relevant national policies.

Section 2 – Approach

- 1.26 This section outlines the methodology, including a description of the objectives, principles and typologies used to quantify and assess the strategic growth opportunities.

Section 3 - Baseline

- 1.27 This chapter illustrates the main constraints and opportunities found in the study area based upon physical features, designations and feedback from statutory consultees surveyed in September 2021.

Section 4 - Constraints and Opportunities Mapping

- 1.28 This section includes the outputs of the GIS modelling, including: constraints assumptions; composite constraints mapping; opportunities assumptions; composite opportunities mapping; a combined land suitability and opportunities map; and identification of additional areas of search.

Section 5 - Strategic Growth Options Assessment

- 1.29 In this chapter the 42 identified Strategic Growth Options are subject to an in-depth assessment. Each location is then classified using a composite professional judgement (illustrated using a RAG rating): **Suitable Area for Strategic Growth**; **Potential Area for Strategic Growth**; or **Unsuitable Area for Strategic Growth**.
- 1.30 The technical teams utilised GIS mapping to conduct desk-based assessments. These were supplemented by site visits (see **Appendix A**). This section also builds in an analysis of the property market and high-level deliverability assessment (see **Appendix B**).
- 1.31 The inclusion of locations as being potentially suitable in this study should not be taken to imply that they will or should be allocated for housing development, nor that they would be approved if submitted as a planning application to the Local Planning Authorities in Leicester and Leicestershire. Conversely, the exclusion or omission of a particular location or judgement that a growth options is potentially unsuitable (for strategic-scale growth) does not mean that sites could not come forward in this location, providing that the constraints identified could be satisfactorily overcome and sustainable development is possible with commensurate reinforcement and/or mitigation in local infrastructure.

Section 6 Conclusions

- 1.32 The concluding section summarises the study findings and highlights the potential areas for strategic growth. The areas deemed suitable and potentially suitable for strategic growth are illustrated spatially and overlaid on the identified strategic corridors and clusters found in the study area. This section includes consideration of site/infrastructure capacity, a review of cumulative

impacts found in growth corridors and clusters; and an appraisal of the likely typologies of growth and their ability to deliver sustainable 'good growth'. The study concludes with a series of recommendations and next steps for consideration.

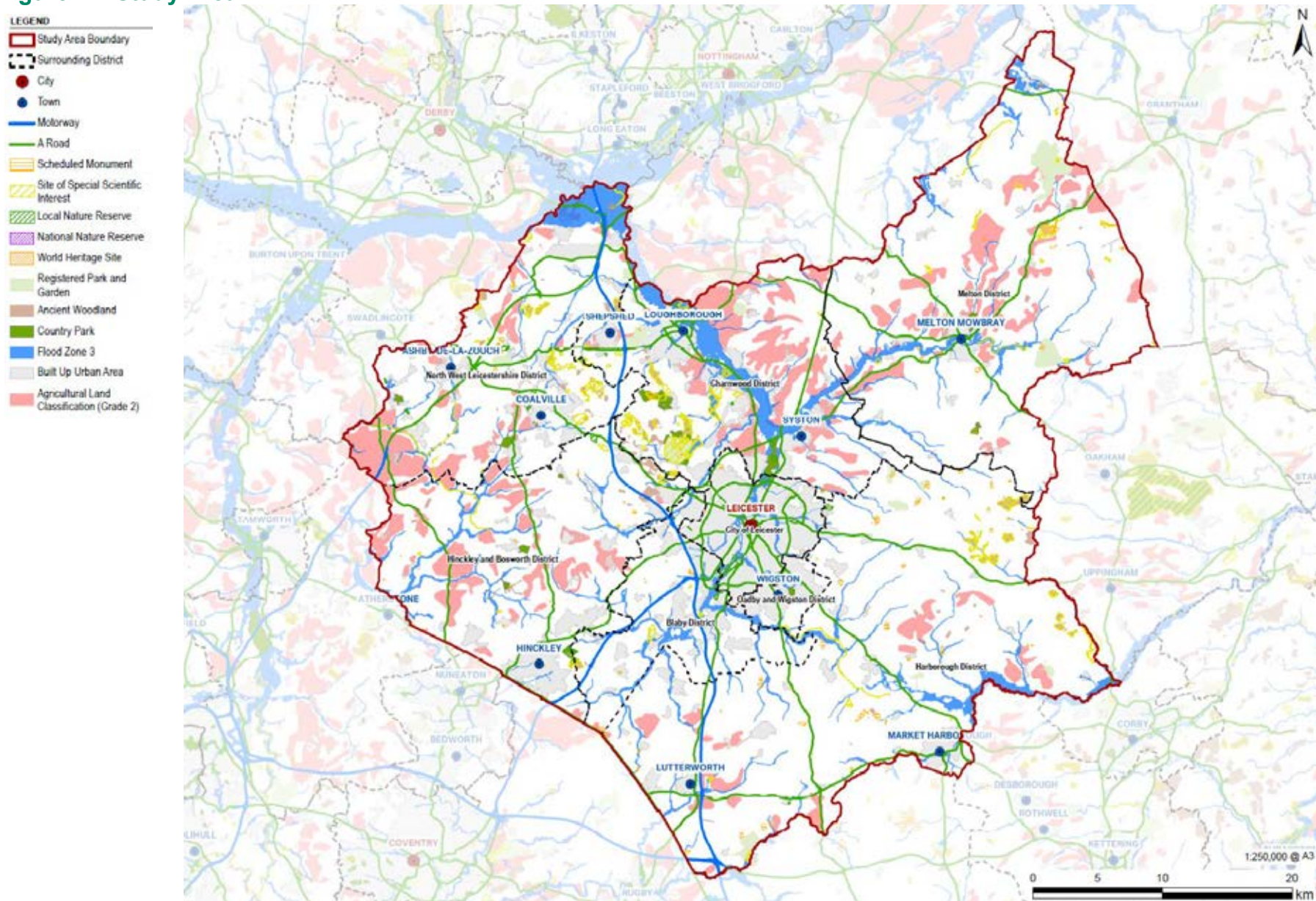
Appendices

- 1.33 Appendix A includes feedback received from the statutory consultees.
- 1.34 Appendix B sets out the Infrastructure Model Planning Benchmarks utilised in the study.
- 1.35 Appendix C includes the detailed Strategic Growth Option assessments summarised in Section 5.
- 1.36 Appendix D summarises promoter feedback on the Strategic Growth Options.
- 1.37 Appendix E includes site photos captured during site visits.
- 1.38 Appendix F includes the high-level viability modelling and analysis of Strategic Growth Option typologies.

1. Introduction

- 1.1 Leicester City Council, Leicestershire County Council, the seven local Borough & District authorities in Leicestershire (Blaby District, Charnwood Borough, Hinckley & Bosworth Borough, Harborough District, Melton Borough, North West Leicestershire District and Oadby & Wigston Borough) along with the Leicester and Leicestershire Enterprise Partnership (LLEP) have formed a partnership to look at Strategic Planning Matters across the City and County area. This study assesses 42 Strategic Growth Options (individually and cumulatively) to determine whether they offer suitable and appropriate solutions to deliver sustainable locations for new communities and economic growth, capable of meeting identified needs for homes and employment land. Strategic growth options are defined as locations capable of delivering in excess of 1,000 homes and/or 25 hectares of employment land (see section 2 Approach). The assessments and analysis help to identify, at a high level, what infrastructure is required (and where) to support locations identified as suitable for growth.
- 1.2 **Figure 1.1** (overleaf) highlights a series of key features found in the study area including river corridors, flood zones, transport routes and environmental designations.

Figure 1.1 Study Area



- 1.3 The partnership agreed and signed up to a non-statutory Strategic Growth Plan (SGP) in December 2018². The SGP sets a framework for long term delivery of growth and associated infrastructure delivery up to 2050 through statutory Local Plans. The evidence presented in this report will help the partnership to inform future updates to the SGP and be utilised in Duty to Co-operate discussions between the Local Planning Authority (LPA) partners.
- 1.4 Alongside this study, the partnership has also commissioned for the preparation of the Housing and Economic Needs Assessment (HENA), the Strategic Transport Assessment (STA) and the Sustainability Appraisal (SA). These various components of the evidence base will be brought together to inform the future strategy for the scale and distribution of growth within the area with reasonable alternatives to be tested through the plan-making process.
- 1.5 The 42 Strategic Growth Options identified by the Local Planning Authorities (LPAs) subject to assessment in this report are listed below in **Table 1** and displayed on the map in **Figure 1.2**.
- 1.6 The inclusion of locations as being potentially suitable in this study should not be taken to imply that they will or should be allocated for development, nor that they would be approved if submitted as a planning application to the Local Planning Authorities in Leicester and Leicestershire. Conversely, the exclusion or omission of a particular location or judgement that a growth options is potentially unsuitable (for strategic-scale growth) does not mean that sites could not come forward in this location, providing that the constraints identified could be satisfactorily overcome and sustainable development is possible with commensurate reinforcement and/or mitigation in local infrastructure. This study objectively assesses potential strategic sites in isolation and in combination, the SGP's policies are discounted from the site assessments. The assessments contained in this study are 'policy off' and so do not exclude sites on the basis of policy considerations (e.g. Green Belt in neighbouring authorities). All sites are considered on their own merits and land subject to extant Local Plan policies (e.g. areas of separation) within the partner authorities' Development Plans are not excluded from consideration.

Table 1 Strategic Growth Options

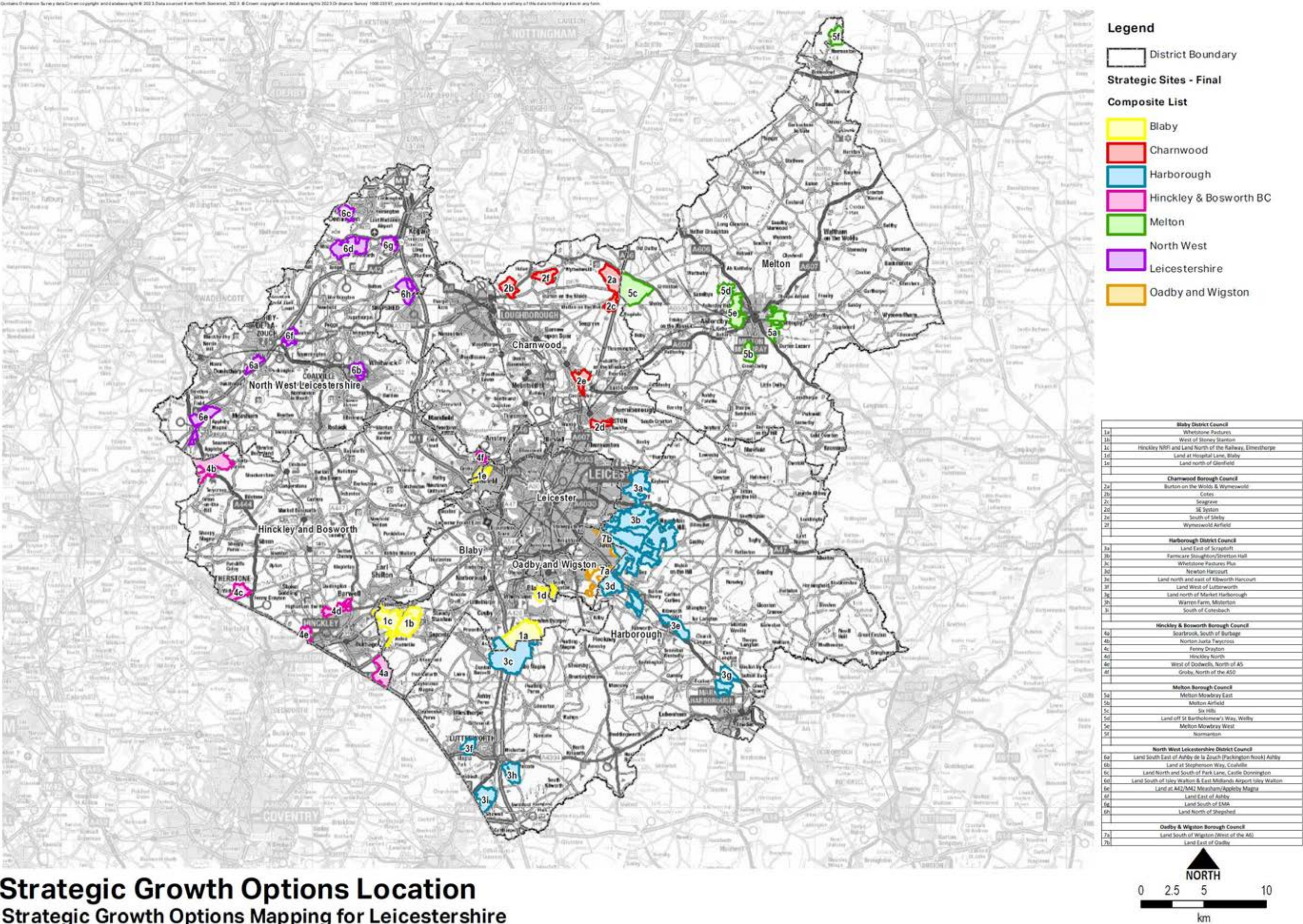
Ref	Strategic Growth Options	Local Authority
1a	Whetstone Pastures*	Blaby
1b	West of Stoney Stanton	Blaby
1c	Hinckley NRFI and Land North of the Railway*	Blaby / Hinckley & Bosworth
1d	Land at Hospital Lane, Blaby	Blaby / Oadby and Wigston
1e	Land north of Glenfield*	Blaby / Hinckley & Bosworth
2a	Burton on the Wolds & Wymeswold	Charnwood
2b	Cotes	Charnwood
2c	Seagrave	Charnwood
2d	South East of Syston	Charnwood
2e	South of Sileby	Charnwood
2f	Wymeswold Airfield	Charnwood
3a	Land East of Scraptoft	Harborough

² Accessed at: <https://www.lstrategicgrowthplan.org.uk/the-plan/stage-three/>

Ref	Strategic Growth Options	Local Authority
3b	Farmcare Stoughton/Stretton Hall*	Harborough / Oadby and Wigston
3c	Whetstone Pastures Plus	Harborough / Blaby
3d	Newton Harcourt	Harborough
3e	Land north and east of Kibworth Harcourt*	Harborough
3f	Land West of Lutterworth	Harborough
3g	Land north of Market Harborough	Harborough
3h	Warren Farm, Misterton*	Harborough
3i	South of Cotesbach*	Harborough
4a	Soarbrook, South of Burbage	Hinckley & Bosworth
4b	Norton Juxta Twycross	Hinckley & Bosworth
4c	Fenny Drayton*	Hinckley & Bosworth
4d	Hinckley North	Hinckley & Bosworth
4e	Groby, North of the A50	Hinckley & Bosworth
4f	West of Dodwells, North of the A5	Hinckley & Bosworth
5a	Melton Mowbray East	Melton
5b	Melton Airfield	Melton
5c	Six Hills	Melton
5d	Land off St Bartholomew's Way, Welby	Melton
5e	Melton Mowbray West	Melton
5f	Normanton	Melton
6a	Land South East of Ashby de la Zouch*	North West Leicestershire
6b	Land at Stephenson Way, Coalville	North West Leicestershire
6c	Land North and South of Park Lane*	North West Leicestershire
6d	Land South of Isley Walton & East Midlands Airport*	North West Leicestershire
6e	Land at A42/M42*	North West Leicestershire
6f	Land East of Ashby*	North West Leicestershire
6g	Land South of EMA*	North West Leicestershire
6h	Land North of Shepshed	North West Leicestershire / Charnwood
7a	Land South of Wigston (West of the A6)	Oadby and Wigston
7b	Land East of Oadby	Oadby and Wigston

**Significant proportion of employment land /standalone employment site (>25 Ha)
(see Table 25 for the land area promoted for employment use)*

Figure 1.2 Strategic Growth Options Locations



Context

- 1.7 There is a shortage of suitable land available for new housing and employment growth in Leicester City itself. This is compounded by the uplift in housing need for Leicester as one of the 20 authorities which contain the largest proportion of the city or urban centre population nationally. As such Leicester has a 35 per cent uplift applied to its Local Housing Need starting point, *‘to make the most of previously developed brownfield land over and above that in the existing standard method’*.³
- 1.8 The distribution and storage as well as advanced manufacturing sectors are important contributors to the regional economy. However, this is creating demand for large scale employment growth in locations with good access to motorways and other infrastructure.
- 1.9 Congestion on orbital and arterial routes in and near to Leicester City is a major issue, and this is reflected in the presence of Air Quality Management Areas.
- 1.10 Broadly speaking, levels of multiple deprivation are low across Leicestershire but there are pockets of high levels of multiple deprivation in Leicester City. There are smaller pockets of deprivation in some of the Market Towns, but with the exception of Loughborough, Coalville and Hinckley, these are still not within the top 20% most deprived communities in the country. It should therefore be noted that many of the Strategic Growth Options subject to assessment in this report are located in affluent areas e.g. the urban fringes of Leicester within Blaby District, Harborough District, and the Borough of Oadby and Wigston.
- 1.11 Leicestershire consists of relatively low levels of Grade 1 agricultural land. Though there are parcels of Grade 2 land, these too are relatively sparse. As a consequence, much of the land associated with the strategic sites is Grade 3. Further site specific surveying is required to determine whether this is best and most versatile land (Grade 3a) or not (Grade 3b).
- 1.12 The River Mease has been designated as a Special Area of Conservation (SAC) valued for its ability to support freshwater fish species with a restricted distribution in England. Poor water quality in the River Mease Catchment is a major constraint to new development in parts of North West Leicestershire. Until sewerage treatment works have been completed, any additional development would likely be unacceptable without significant mitigation.
- 1.13 The National Forest spans large parts of North West Leicestershire and Charnwood, providing extensive green infrastructure networks of strategic importance and the potential to achieve environmental net gains. The landscape character at the fringes of the national forest are sensitive and align with a strong network of biodiversity habitats. Where strategic sites sit within or between strategic corridors, there may be potential to secure enhanced linkages through enabling development and net gain. Conversely, development could act as a severance if planned unsensitively, on-site enhancement should be encouraged wherever possible.

³ Government response to the local housing need proposals in “Changes to the current planning system” Updated 1 April 2021. Accessed at: <https://www.gov.uk/government/consultations/changes-to-the-current-planning-system/outcome/government-response-to-the-local-housing-need-proposals-in-changes-to-the-current-planning-system>

- 1.14 Much of Leicestershire is characterised by many smaller settlements that have a countryside setting and strong identity. Even small changes to these settlements could give rise to negative effects upon the character of the built and natural environment. The rural nature of these areas also makes large new settlements likely to give rise to significant effects in terms of landscape character and a loss of soil resources.
- 1.15 Accessibility (e.g. passenger transport) is generally poor in the rural parts of Leicestershire with high rates of private car use, and the scale of growth would need to be significant to support sustainable growth with improvements in more sustainable modes of transport to encourage modal shift. Many of the strategic sites explored, in isolation, would not be of a scale to overcome these issues.

Local policy background

- 1.16 The SGP identifies a new approach to development that moves away from providing incremental growth to existing settlements to a greater focus on locating a substantial amount of new growth in major strategic locations thereby reducing the amount that takes place in existing towns, villages and rural areas. This implies that strategic sites will be a significant part of the long-term solution in terms of delivering new homes, employment and associated infrastructure.
- 1.17 The SGP does not specify the locations of potential strategic sites other than identifying broad areas/corridors for growth. In addition, no assessment has been carried out in relation to the interconnectedness of potential growth locations, including their ability to cumulatively deliver the social, physical, utilities and transport infrastructure required to support growth.
- 1.18 The approved SGP and any subsequent updates will be used to help shape the Local Plans that the city, borough and district councils are preparing or reviewing. It will also be used to support bids for Government funding to deliver the infrastructure needed to support growth. Below is an overview of the LPA's Local Plan and plan making status.

Blaby District

- 1.19 The current adopted development plan for Blaby District is the Core Strategy (2013) and the Delivery DPD (Part 2 Plan) (2019). The Council undertook an Issues and Options Consultation on a new Local Plan in July 2019 and a New Local Plan Options Consultation in January 2021. According to the most recent Local Development Scheme (2023) the Local Plan is anticipated to be adopted in March 2026 following Publication consultation in September/October 2024

Charnwood Borough

- 1.20 The current adopted development plan for Charnwood Borough is the Core Strategy (2015) and the saved policies of the Borough of Charnwood Local Plan (2004). A new Local Plan was submitted for examination in December 2021 and hearing sessions concluded in February 2023. According to the most recent Local Development Scheme (April 2023), adoption was anticipated in September 2023 although it is now more likely to be a few months after this.

Harborough District

- 1.21 The Harborough Local Plan was adopted by Harborough District Council in April 2019 covering the plan period to 2011-2031. The latest Local Development Scheme (July 2022) outlines that a new Local Plan is being

prepared as a full update with an intention to submit in June 2025 with adoption anticipated in April 2026.

Hinckley & Bosworth Borough

- 1.22 The adopted development plan for Hinckley & Bosworth Borough Council is the Core Strategy (2009), the Hinckley Town Centre Area Action Plan (2011), the Earl Shilton and Barwell Area Action Plan (2014) and the Site Allocations and Development Management Policies DPD (2016). The Council has undertaken a Scope, Issues and Options Consultation (January 2018), New Directions for Growth Consultation (March 2019), a Regulation 18 Draft Plan consultation (June 2021) and a Regulation 19 Submission Draft Plan Consultation (February 2022). According to the most recent Local Development Scheme (December 2022), a second Regulation 19 Submission Draft Plan Consultation is anticipated in May–June 2024 following the completion of outstanding evidence. The target date for submission is August 2024 and adoption is August 2025.

Leicester City

- 1.23 The adopted development plan for Leicester City Council is the Core Strategy (2014) and the saved policies of the 2006 City of Leicester Local Plan. A Draft Local Plan (Reg 18) was published for consultation in September 2020. The Plan was published for Reg 19 consultation between January – February 2023. The Plan will be submitted in summer 2023 and will be adopted later in 2024.

North West Leicestershire District

- 1.24 The North West Leicestershire Local Plan was adopted in 2017. A Partial Review of the plan, which updated Policy S1 and supporting text, was adopted in March 2021. Work on a New Local Plan is underway and will address the future development needs of the district up to 2040 by identifying site allocations and specific development management policies. A Development Strategy and Policy Options consultation (Regulation 18) took place between January and March 2022. The next stage is to consult on proposed housing and employment allocations, which is anticipated to take place later in 2023.

Melton Borough

- 1.25 The Melton Local Plan 2011-2036 was adopted by Full Council on October 10, 2018. The Local Development Scheme was updated in December 2022 reflecting the Council's progress made since the adoption of the Local Plan and setting out an initial timetable for the review of the Local Plan. This timetable suggests a Regulation 18 consultation by mid-2023, a Regulation 19 consultation by mid-2024, submission in the first half of 2025 and adoption in the first half of 2026. At this stage, it is expected for the review and consequential update to be partial and limited to specific topics.

Oadby & Wigston Borough

- 1.26 The Borough of Oadby and Wigston Local Plan was adopted in April 2019 and covers the period 2011-2031. Consultation took place on a Regulation 18 Issues and Options consultation for a New Local Plan (2022 – 2041) in September 2021 and the Winter 2022 Local Development Scheme document outlines that a second Regulation 18 (preferred options) consultation is planned to take place in Summer 2023 with a Regulation 22 Submission document to be submitted in Spring 2024. However, the Council is awaiting publication of the new National Planning Policy Framework (expected 2023) and subject to

timescales set out in that, the Council may look to subsequently revise timescales via an update to its Local Development Scheme.

Leicestershire County Council

1.27 Leicestershire County Council is the Mineral and Waste Planning Authority for the county of Leicestershire and as such is responsible for preparing DPDs for mineral and waste planning in Leicestershire. The County Council formally adopted the Leicestershire Minerals and Waste Local Plan up to 2031 on 25 September 2019. An early review was carried out in 2022 to consider the impact of local and national changes. It concluded that the Plan's policies, vision and objectives remain effective and up to date and its implementation is delivering sustainable mineral and waste development in Leicestershire, as intended.

National Planning Policy Framework

1.28 The latest National Planning Policy Framework (NPPF)⁴ document was issued in July 2021. This introduced updates and additions to policy pertinent to this study and replaces the previous NPPF document issued in 2019. The following updates are directly related to this study:

- Measures to improve design quality - including a requirement to produce local design codes or guides
- Adjusting the presumption in favour of sustainable development - paragraph 11a states: *"all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects"*.
- Encouraging faster delivery of further education colleges, hospitals and prisons - new paragraph 96, states: *"To ensure faster delivery of other public service infrastructure such as further education colleges, hospitals and criminal justice accommodation, local planning authorities should also work proactively and positively with promoters, delivery partners and statutory bodies to plan for required facilities and resolve key planning issues before applications are submitted."*
- Development plan policies for proposed large new settlements should have a 30-year timescale rather than the usual 15 - paragraph 22 includes a new sentence: *"Where larger scale developments such as new settlements or significant extensions to existing villages and towns form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery."*
- A new transport test for new settlements and urban extensions - paragraph 73 includes a new requirement for new settlements and urban extensions to include: "a genuine choice of transport modes".

1.29 Chapter 3 of the NPPF sets down how plan making should be conducted and how strategic policies should be prepared. The requirements of paragraph 35, to ensure Local Plans satisfy the tests of soundness (positively prepared, justified, effective and consistent with national policy), have informed the proposed methodology. Due to the nature of this commission and requirement to support sub-regional joint planning efforts, paragraphs 24-27 of the NPPF (maintaining effective cooperation) are of particular importance. The requirement to prepare Statements of Common Ground, for the purposes of discharging the legal Duty to Cooperate, is also apposite to the brief and the work that will follow this study.

1.30 The NPPF sets out the Government's economic, environmental and social planning policies as well as their requirements for the planning system. Paragraph 73 supports the creation of *"new settlements or significant extensions to existing villages and towns"* to plan for larger scale development and provide new homes. These initiatives should be brought forward with the support of local communities and include clear expectations for quality

⁴ <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

(including Garden City principles where appropriate). Development should consider existing or planned infrastructure investment opportunities, an area's economic potential and scope of environmental net gain. As part of this study a number of the statutory consultees have been consulted to help understand strategic constraints and opportunities in the study area.

- 1.31 Furthermore, Paragraph 73 (b) adds that a larger-scale development should ensure that its size and location will support a sustainable community, with sufficient access to services and employment opportunities within the development itself (without expecting an unrealistic level of self-containment), or in larger towns to which there is good access. Paragraph 73 (d) states that a realistic assessment of likely rates of delivery should be made and opportunities for rapid implementations identified, such as joint ventures or development corporations.
- 1.32 Footnote 37, attached to paragraph 73, specifies that: *“the delivery of large scale developments may need to extend beyond an individual plan period, and the associated infrastructure requirements may not be capable of being identified fully at the outset. Anticipated rates of delivery and infrastructure requirements should, therefore, be kept under review and reflected as policies are updated”*. This study addresses some of these aspects and will be supplemented by detailed evidence studies that will come forward alongside the next tranche of Local Plans, including Infrastructure Delivery Plans and detailed viability studies.
- 1.33 Paragraph 130 promotes the need to maintain a strong sense of place, optimising a site's potential by delivering appropriate density and mix of development, supporting local facilities and transport networks.
- 1.34 New communities/settlements will need to be identified and allocated through the Local Plan process and so they must be in conformity with the above mentioned policies as well as being capable of passing the soundness tests (effective/justified/positively prepared) and the legal Duty to Cooperate⁵. This study should be utilised for the purposes of drafting future Statements of Common Ground (required under paragraph 27 of the NPPF). This study is evidence of on-going joint working and can be used to help document the cross-boundary matters being addressed and progressed.

Levelling-up and Regeneration Bill 2022

- 1.35 Below follows a brief summary of the key changes to the planning system outlined in the Levelling-Up and Regeneration Bill 2022.
 - National Development Management Policies (Sections 183/4) – The intention to control development at a national as well as a local level through the designation of “national development management policies”.
 - Planning permissions (Part 3 – chapter 4) - A new power for the Secretary of State (SoS) to create a system of “street votes” (Section 96) by which residents can either propose development or vote on whether or not

⁵ The duty to cooperate was introduced by the Localism Act 2011 and is set out in the Planning and Compulsory Purchase Act 2004. Local Planning Authorities are bound by the statutory duty to cooperate.

permission should be granted. A “completion notice” process (Section 100), which allows LPAs to revoke permission if development has stalled.

- Neighbourhood Planning (Part 3 – Chapter 4) – Section 89 has changed the basic conditions which Neighbourhood Plans must meet. The amendment prevents Neighbourhood Plans or Neighbourhood Development Orders being made if they would result in fewer homes being delivered in the LPA area or prevent other development taking place.
- Infrastructure Levy (Part 4) – not full detail yet on the form the levy will take, but the bill sets out powers for the SoS to replace CIL with an Infrastructure Levy for England (except London mayoral CIL, which will remain). Every authority will be required to produce a charging schedule, so this will be more universal than CIL.
- Environmental Outcome Reports (EORs) (Part 5) – this appears to simplify the current requirements for environmental assessment. Section 120 suggests that public consultation could be more limited and Section 127 suggests that the EORs could largely replace existing EIA/SEA/HRA reports.
- Content of Local Plans (Schedule 7 (15C)) outlines briefer Local Plans as it requires LPAs to only produce one (i.e. no split between strategic policies and site allocations), and prevents them repeating “national development management policies” (see above).
- Local Plan examinations (Schedule 7 (15D)) removes the ability of LPAs to withdraw their plans whilst at examination and sets out requirements for pauses to be time-limited rather than indefinite.
- Design codes (Schedule 7 (15F)) requires LPAs to produce a set of design codes or requirements that would need to be met for development to be acceptable.
- There are also changes to Development Corporations legislation which appear much more flexible in terms of allowing local authorities or groups of local authorities to create them and, importantly, borrow in order to fund new towns, so could result in more new town corporations coming forward.

1.36 As at September 2022 the Bill is at the Committee Stage. The committee stage is where detailed examination of the Bill takes place. Once committee stage is finished, the Bill returns to the floor of the House of Commons for its report stage, where the amended Bill can be debated and further amendments proposed. At the time of writing it is unclear whether the new Government will further amend the Bill to reflect the priorities outlined in the ‘Growth Plan’ (see below).

The Growth Plan (HM Treasury, September 2022)

1.37 The Chancellor of the Exchequer presented his Growth Plan to Parliament on Friday 23rd September 2022. The government’s ‘Growth Plan’ sets out a range of measures intended to boost the economy, including:

- New “investment zones”⁶ with “radically streamlined” planning regimes are to be created across the UK, intended to “drive growth and unlock

⁶ <https://www.gov.uk/government/publications/investment-zones-in-england/investment-zones-in-england>

housing". The government states it is in "early discussions" with 38 mayoral combined authorities and upper tier local authorities to host an investment zone in their areas (including Leicestershire County Council).

- The government intends to publish new legislation (the Planning and Infrastructure Bill) to accelerate priority major infrastructure projects across England, by: minimising the burden of environmental assessments; making consultation requirements more proportionate; reforming habitats and species regulation; and increasing flexibility to make changes to a Development Consent Order once it has been submitted.
- The government is considering changes to the judicial review system to avoid claims which cause unnecessary delays to delivery.
- The government intends to 'prioritise' the delivery of new national policy statements (NPSs) for energy, water resources and national networks and bringing onshore wind planning policy in line with other infrastructure to allow it to be deployed more easily in England. A cross-government action plan for reform of the Nationally Significant Infrastructure planning system was also highlighted.
- The government has identified 138 'priority' infrastructure projects (including The A511 Growth Corridor Scheme).
- The government is to "promote the disposal of surplus public sector land by allowing departments greater flexibility to reinvest the proceeds of land sales" and local growth funds are to be 'streamlined'.

1.38 The Charnwood Campus⁷ in Loughborough is listed in Appendix A of the 'Growth Plan' as an interest area for an Investment Zone. The sites listed may have the potential to accelerate growth and deliver housing in the way the Investment Zone programme envisages.

1.39 The A511 Growth Corridor Scheme⁸ is listed among the infrastructure projects in Appendix B of the 'Growth Plan'. The list sets out infrastructure projects which will be accelerated as fast as possible, aiming to get the vast majority starting construction by the end of 2023. These projects may benefit from acceleration through planning reform, regulatory reform, improved processes or other options to speed up their development and construction. The government temper this somewhat by stating the presence on this list does not guarantee, where applicable, funding, planning consent or approval for other regulatory or permitting processes and the list is non-exhaustive of all projects which may benefit from acceleration. Where local authorities or agencies are the delivery leads, it is the government's intent to support where possible in acceleration.

⁷ <https://charnwoodcampus.com/where-we-are/>

⁸ <https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/a511-growth-corridor-scheme>

2. Approach

Site identification

- 2.1 The Strategic Growth Options were identified by the Local Planning Authorities (LPAs) through information received from their respective Call for Sites process and known potential opportunities. The site size threshold for the Strategic Growth Options was agreed between the LPA partners, based on the calculation of development potential using the Leicester and Leicestershire SHELAA Joint Methodology Paper (February 2019)⁹, and set at:
- Housing – 1,000 homes
 - Employment – 25 hectares
 - Mixed use – Exceeding either of the above thresholds
- 2.2 Many of the sites have been assessed in isolation (in full or in part) by LPAs through their Housing and Economic Land Availability Assessments and other evidence base studies, typically following submission of the sites by site promoters and landowners (through separate call for sites processes).
- 2.3 For the purposes of this study, sites and groupings of sites have been assessed on a cross boundary basis utilising a common assessment methodology to explore their constraints, opportunities and potential for collective infrastructure improvements and other benefits.

Methodology

- 2.4 The methodology for the three main sections of this report (including: Baseline; Constraints and Opportunities Mapping; and the Strategic Growth Options Assessment) is set out in this section.

Baseline

- 2.5 A baseline analysis of existing available information (section 3) is presented in this section setting out the salient information for the study area ordered by a series of themes:
- Housing
 - Economy
 - Environment
 - Transport
 - Utilities and Infrastructure
 - Deliverability
- 2.6 For each theme a commentary is included summarising the strategic constraints and opportunities observed and how this may support or inhibit strategic growth up to 2050. Each theme's analysis has utilised existing

⁹ Available at https://www.harborough.gov.uk/downloads/file/6701/shelaa_joint_methodology_feb_2019

available evidence and a desk-based GIS analysis to identify the overarching drivers within the study area and wider region.

Constraints and Opportunities Mapping

- 2.7 To ascertain, at a high-level, whether locations are potentially suitable for strategic-scale growth in broad planning terms, a GIS model has been applied to the study area to judge relative land suitability and proximity to existing economic clusters, transport corridors/hubs and locations with existing services and concentrations of existing social infrastructure (Section 4). The GIS model has also been used to overlay the Strategic Growth Options to assess if they are broadly located in areas that may be appropriate locations for new sustainable settlements or sustainable urban extensions.
- 2.8 This analysis also identifies areas of search for future growth that can be assessed in more detail by the LPA partners as part of their Local Plans moving forward.
- 2.9 Locations that are subject to significant constraints will be less suitable for strategic growth. The GIS modelling synthesises a variety of national, regional and local data to highlight relative land suitability at the study area level.
- 2.10 Proximity to existing settlements (and their social infrastructure and transport networks) is also a determinant of the likely settlement typology e.g. urban extension, village expansion or a new town or village. For example, a smaller urban extension is highly likely to utilise the services and facilities available in a nearby town where it is within easy commuting distance, whereas a new large autonomous settlement will need to provide its own services and facilities, especially if located at a greater distance from the nearest town or Leicester. Differing buffer sizes are applied to existing settlements according to their level of social infrastructure to try and demonstrate the distances that residents would be willing to travel to access services.
- 2.11 In addition, proximity to existing transport infrastructure (including rail, transport hubs and the strategic road network (SRN) and proposed transport infrastructure improvements have been reviewed to help identify areas that may benefit or will benefit from current and future transport links.
- 2.12 Applying these rules within the GIS model provides a high-level proximity analysis, which can be used as a starting point to discussions among the district, borough and city councils, as well as Leicestershire County Council. For example, should some of the Strategic Growth Options proceed as draft allocations, it will be necessary to then drill down into the specific accessibility and transport constraints and opportunities assessment for each Strategic Growth Option – including detailed transport modelling and design of on-site and off-site transport reinforcements and mitigation.
- 2.13 Green coloured areas on the final composite constraints and opportunities map (Figure 4.16) provide an indication of well-connected locations to transport and services and generally represent areas less constrained by environmental features or designations (based on concentrations and applied weightings); and in theory they are areas with the most capacity for growth (pending further assessment). The Red areas on the map denote areas that score lowest in the proximity and suitability analysis. Amber coloured areas are more mixed and

could have potential as suitable locations pending further investigations and appropriate mitigation and reinforcements.

- 2.14 Our model is subject to qualitative appraisal. Not all Red areas should be screened out at this stage as it is possible that strategic infrastructure improvements (including green and blue infrastructure) can improve their proximity to sustainable transport modes, services and overall accessibility, as well as provide opportunities to enhance the natural and historic environment. The detailed assessment of Strategic Growth Options explores these factors in more detail. The suitability and proximity GIS analysis is deployed as a high-level measure in order to help identify possible areas of potential growth (Additional Areas of Search – section 4). This exercise will also help to identify additional areas of search that the LPAs may wish to explore via their own plan making and engagement with statutory consultees, landowners and promoters.

Strategic Growth Options Assessment

- 2.15 Each strategic growth option is assessed based on performance against standard criteria (see Table 2) derived from and measured against national policy, having regard to the unique local characteristics of the study area and utilising a standard proforma and RAG assessment synthesising secondary sources, GIS data and professional judgements of the project team (**Section 5**).
- 2.16 In addition, site visits (see **Appendix A**), an assessment of the viability of the Strategic Growth Options (**Appendix B**) and consultation with the statutory consultees (**Appendix C**) feed into this assessment with a summary of salient points in respect of each site highlighted alongside a composite judgement of overall suitability for growth. Specialist technical expertise from a multidisciplinary project team has fed into this process alongside the site visits conducted in September and October 2021.

Conclusions

- 2.17 The concluding chapter (**Section 6**) brings together the preceding analysis to provide advice on potential relationships between Strategic Growth Options, by virtue of their proximity and potential joint delivery of infrastructure.
- 2.18 The conclusions chapter considers potential functional relationships in identified growth corridors (e.g. A5) and growth clusters (e.g. Leicestershire International Gateway) and whether the proximity of Strategic Growth Options offer economies of scale and other potential benefits such as opportunities for environmental net gains or agglomeration benefits.
- 2.19 The cumulative impacts of options, including the need for joined up mitigation and impact on markets where Strategic Growth Options are close together, are discussed, including recommendations for how developments could contribute towards the delivery of essential infrastructure.

Assessment Criteria

- 2.20 Each of the 42 Strategic Growth Options are assessed against the criteria below, with analysis presented in an assessment proforma (see Appendix E) which considers the strategic suitability for growth for each criterion.
- 2.21 Table 2 (Thematic assessment criteria) has been utilised by technical experts as a framework for providing overall qualitative professional judgements and composite assessment scoring for each theme (described below). The qualitative assessments utilise a Red, Amber Green scoring system. For strategic-scale assessments of this nature, that consider long-term development potential, the study has not employed a quantitative scoring assessment. The more quantitative elements of this study are set out in Chapter 4 (Spatial Analysis: Constraints and Opportunities Mapping) where the study employs a more quantitative approach.

Environment

- 2.22 The assessment of environmental considerations includes impact on internationally protected ecological sites¹⁰, national wildlife sites¹¹ and other local wildlife or ecological designations¹² and nearby factors that could have an environmental impact on growth of an area that could need appropriate mitigation (e.g. air quality issues in proximity to Air Quality Management Areas). The analysis reviews flood risk issues in line with strategic flood risk assessments, and considers how these might be mitigated¹³, taking into account flood zones and the extent to which areas are affected by surface water, ground water or reservoir flooding. The review outlines the extent of best and most versatile agricultural land where growth is more favourable on Agricultural Land Classification Grades 3b, 4 and 5 rather than Grades 1, 2 and 3a, to the extent that this is consistent with the achievement of sustainable development and on other relevant criteria¹⁴.

Geo-environmental

- 2.23 Environment also encompasses geo-environmental considerations. This criterion covers a range of geological and environmental constraints to new development¹⁵. In most cases geo-environmental constraints are not absolute, and regulatory systems are in place to cover those that emerge. For example, Building Regulations cover radon protection measures for new development. However, these constraints have potential to increase development cost and lead time. For each strategic growth option, potential constraints are highlighted, including occurrence of made ground formed by filling in natural or artificial pits found in Strategic Growth Options where development has occurred historically, the natural occurrence of radon gas, potential sources of

¹⁰ The following habitat sites are protected under the Birds Directive, Habitats Directive and Ramsar Convention respectively: Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar sites. The NPPF affords the same protection as habitat sites to potential Special Protection Areas and possible Special Areas of Conservation, listed or proposed Ramsar sites, and sites identified, or required, as compensatory measures for adverse effects on all the above.

¹¹ Sites of Special Scientific Interest and National Nature Reserves.

¹² Consistent with NPPF paragraph 179, which states that plans should distinguish between the hierarchy of international, national and locally designated sites.

¹³ See NPPF paragraphs 159-162

¹⁴ In line with NPPF paragraph 174 and Footnote 58

¹⁵ See NPPF paragraph 183 and mitigation measures as per Building Regulations

contamination, historic landfilling, the hydrogeological sensitivity of aquifers and groundwater protection zones¹⁶.

- 2.24 Regionally Important Geological and Geomorphological Sites (RIGS), are locally designated sites of local, national and regional importance for geodiversity (geology and geomorphology), that should be considered for improved access and interpretation wherever possible.
- 2.25 The presence of Mineral Safeguarding Areas (MSA)/ Mineral Consultation Areas (MCA) or Mineral Sites means any development that is proposed in these areas should be accompanied by a Minerals Assessment and considered against Policy M11 (Safeguarding of Mineral Resources) and/or Policy M12 (Safeguarding of Existing Mineral Sites and Associated Minerals Infrastructure) of the Leicestershire Minerals and Waste Local Plan (LMWLP)¹⁷, unless exempt from safeguarding (see Table 4 of Policy M11). Where development risks sterilisation of a mineral resource, prior extraction of that resource could be undertaken provided it is economically viable to do so.

Placemaking

Landscape

- 2.26 For each strategic growth option, the sensitivity of the local landscape to development was assessed with reference to the relevant local landscape data and Local Plan evidence base.
- 2.27 In some instances the professional judgements of AECOM's landscape architects may diverge from published landscape evidence. This study assesses extensive areas and explores site-specific matters with reference to the other factors described in this chapter. Therefore, the conclusions on landscape and visual sensitivity within our report may not always align with locally-held evidence. The landscape assessments highlight areas that may not be suitable for development and/or identify areas that will require more in-depth field to field analysis and landscape and visual impacts assessment.

Heritage

- 2.28 In a similar way to the approach for environmental designations, and in line with paragraph 190 and section 16 of the NPPF, the assessment of Strategic Growth Options seeks to avoid development in areas where it would adversely impact on designated heritage assets and their settings¹⁸. In line with paragraph 190 of the NPPF, however, heritage assets can present an opportunity for development to make a positive contribution to sustaining and enhancing heritage assets at risk through neglect, decay or other threats. Designated heritage assets are defined by the NPPF as including World Heritage Sites, scheduled monuments, listed buildings, registered parks and gardens, registered battlefields and conservation areas.
- 2.29 It is noted that the designated resource represents a small proportion of the wider historic environment as a whole, and that as yet unrecognised or poorly understood heritage assets may have a bearing on the delivery and capacity of individual sites to meet their development objectives. The presence of

¹⁶ i.e. potential for groundwater contamination as assessed through Environment Agency-designated Source Protection Zones

¹⁷ Accessed at: <https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2019/10/3/Leicestershire-Minerals-and-Waste-Local-Plan-Up-to-2031-Adopted-2019.pdf>

¹⁸ In line with paragraph 190 of the NPPF.

designated assets within or in close proximity to a given site seeks to capture all assets that may be impacted by future proposals. Detailed Heritage Impact Assessments and site level masterplanning will be required for any locations that may proceed as allocations through the plan making stage.

Transport

2.30 The transport and accessibility criterion aims to identify the configuration, capacity and quality of existing transport networks and facilities¹⁹. It also identifies corridors and nodes presenting opportunities for extension or enhancement based on assumed travel patterns associated with the planned growth. The criterion covers accessibility (including on foot and by cycle), passenger transport routes and their potential capacity and constraints, and the location of potential areas for growth in terms of their ability to be served by all modes of travel, but with an emphasis on minimising travel by car. The study takes account of the National Cycle Network and the county-wide Key Cycle Network which is present in the study area.

Utilities and Infrastructure

2.31 Infrastructure covers a range of services and facilities provided by public and private bodies, including social and community infrastructure: health and education, and utilities infrastructure. For social and community and green infrastructure, it has been assumed that large scale development would necessitate new infrastructure such as schools²⁰, health services²¹ and open space²². This is discussed in detail within the Baseline section.

2.32 For each strategic growth option, the utilities analysis has helped to identify any key areas of concern that will require mitigation, the potential capacity of existing physical infrastructure to absorb new development, the extent to which new infrastructure would be required, and if so, what type.

2.33 Some aspects of existing infrastructure are less relevant for identifying future growth locations. For example, given that the broad development locations are identified for sites of over 1,000 dwellings (minimum), this would be sufficient growth to support a new primary school. It is unlikely that this level of demand could be absorbed into existing nearby primary schools.

2.34 The presence of safeguarded waste management facilities should be considered against Policy W9 (Safeguarding Waste Management Facilities) of the Leicestershire Minerals and Waste Local Plan.

Housing

2.35 Strategic growth options where demand for housing is highest (as determined through data on house prices, as well as local authorities' evidence on affordability) were interpreted as being suitable for housing development on this criterion, on the grounds that an increased supply of housing in the area could

¹⁹ In line with NPPF paragraph 104

²⁰ Data from School and College Register: <https://get-information-schools.service.gov.uk/>

²¹ Data sources: GPs (FTE and Patient Numbers source: Patients Registered at a GP Practice, NHS Digital, June 2019): <https://digital.nhs.uk/data-and-information/publications/statistical/general-and-personal-medical-services/final-30-june-2019> and NHS England data collection – KH03 - Average daily number of available and occupied beds open overnight by sector (November 2019): <https://www.england.nhs.uk/statistics/statistical-work-areas/bed-availability-and-occupancy/bed-data-overnight/>

²² Data from Ordnance Survey

help correct existing mismatches between supply and demand. In the same way, those Strategic Growth Options where affordability pressures are less severe were considered less suitable for housing development on this criterion, as demand for housing is lower in these locations. Affordability ratios and relative viability of new build development is also considered under this theme. To reflect ambitions to 'level up' and improve areas in weaker housing markets, the economy criterion (below) highlights where interventions and new growth would help to address areas of deprivation. Weaker housing markets have not been excluded from our analysis or the areas of search.

Economy

- 2.36 The regeneration potential for each strategic growth option was reviewed using the Indices of Multiple Deprivation 2019, which provides an indication of deprivation for specific settlements and Strategic Growth Options. If settlements and Strategic Growth Options showed high levels of deprivation, the adjacency argument (whereby new development, if designed and implemented in a sustainable and careful way, can have beneficial effects on existing communities) would indicate that new development has the potential to lift the area and generate positive effects in terms of employment, health, education and other indicators of well-being. By contrast, where there are lower levels of deprivation, it is unlikely that new development would have a significant effect on local deprivation rankings. A key indicator of regeneration potential is also brownfield site availability.
- 2.37 This criterion also relates to the location of employment and is based on the principle that homes should be built close to places of work in order to reduce commuting distances and thus reduce the need to travel. Each Strategic Growth Option was assessed on its existing attractiveness to employers, using workplace data on employment from Census 2011²³ that reflects existing major employment locations, as well as the local authorities' current evidence base on economic development and economic drivers evident in the Leicester and Leicestershire Enterprise Partnership's Strategic Economic Plan. It was assumed that potential for future economic development was higher in Strategic Growth Options in areas with a track record of being attractive locations to major employers.
- 2.38 The breakdown of employment in the local area of each site is determined by aggregating data for each of the Lower Super Output Areas that lie within a 1km radius of the site boundary. This is considered to be representative of the kinds of employment undertaken in the immediate vicinity of the site to elucidate local industrial specialisms of the workforce that the presence of a business park or headquarters would indicate, for example. It is recognised that this approach may be limited by the local job's density or geographical extent of data collection, however when considered in conjunction with all other sites, these statistics demonstrate indicatively the presence of industrial specialisms.
- 2.39 This criterion also considers existing and planned transport infrastructure in each Strategic Growth Option and therefore interacts with the transport criterion to some extent. Employers tend to demand good access to road, rail and air transport. It may be, therefore, that some Strategic Growth Options with low

²³ The Census 2011 is now over ten years old, it is acknowledged that the new forthcoming Census data should be utilised, when available, to inform future plan making. Available at: <https://census.gov.uk/>

levels of existing economic activity may be ‘unlocked’ for economic development if new transport infrastructure is delivered.

Assessment approach summary

- 2.40 **Table 2** overleaf is a summary of the detailed criteria that have been factored into each thematic assessment and composite judgements. Not all criteria will be applicable to each site, for example, employment-only sites are not assessed on their ability to deliver housing. The Strategic Growth Option assessments were undertaken by technical specialists applying qualitative professional judgements that utilised the appraisal framework overleaf. The project team then combined the thematic assessments to arrive at an overall judgement of suitability, including an indication on the possible development typology and principal constraints and opportunities.
- 2.41 The qualitative assessments utilise a Red, Amber Green scoring system. For strategic-scale assessments of this nature, that consider long-term development potential, the study has not employed a quantitative scoring assessment. The more quantitative elements of this study are set out in Chapter 4 (Spatial Analysis: Constraints and Opportunities Mapping) where the study employs a more quantitative approach.

Table 2 Thematic assessment criteria

	Theme		Criteria Description	Criteria Scoring Considerations
1		A	Location of the settlement includes low incidence of absolute natural constraints (SSSI, Ancient Woodland, European sites etc.) and County Wildlife sites and ecological networks (using local biodiversity evidence).	Lower suitability = High incidence Medium suitability = Medium incidence Higher suitability = Low incidence
		B	Location of settlement offers clear proximity potential for betterment for environmental/biodiversity net gain or ecosystem services enhanced at a strategic scale (e.g. supports a key green infrastructure link identified locally or by LCC or new substantial public open space such as a Country Park/nature reserve).	Lower suitability = Low net gain potential Medium suitability = Medium net gain potential Higher suitability = High net gain potential
		C	Climate change resilience - is the location sustainable/resilient to climate change (e.g. flood risk, utilities capacity/potential). For example, is the site sequentially preferable in relation to flood risk, potable water, water quality, air quality. Additional considerations - does the location offer potential for renewable/low carbon energy generation, access to existing WWTW, improvements to AQMAs etc. Location avoids areas with high soil quality/best and most versatile agricultural land	Lower suitability = high risk area with lower potential for adaptation/mitigation Medium suitability = Medium risk / potential Higher suitability = low risk area with potential for adaptation/mitigation
2		A	Location offers potential to embed the new settlement into a distinctive landscape (avoiding mundane settlements e.g. flat airfield). Enabling the new settlement to instil a distinct character and cultural heritage grounded in natural features.	Lower suitability = Undistinctive /mundane/nowhere place'. Disconnected/ severed from existing green/blue network. Good/Moderate: Good/ Strong; Moderate/Strong Medium suitability = Potential exists to tie it in with local heritage/landscape. Connected to green/blue network. Good/Weak; Moderate/Moderate; Poor/Strong Higher suitability = Location offers significant potential to build brand/heritage/place. Sitting within existing important green/blue network. Moderate/Weak; Poor/Weak; Poor/Moderate
		B	Generosity of space whilst avoiding sprawl and coalescence (existing GI assets) - the interplay between landscape, townscape and the human experience (wellbeing/health) for existing and new residents. The location allows room for opportunities to comprehensively design appropriate high quality effective multifunctional GI (based on the land budget for settlement typology) e.g. Open spaces, Country Parks, SUDs features, PROW. The more the settlement site is constrained by physical and protected natural features the more its design may be reliant on harder infrastructure solutions or impact upon the character of existing nearby settlements.	Lower suitability = Largely constrained / High risk of impact on existing character of nearby settlement(s) and valued landscapes (i.e. significant coalescence risks and/or lack of defensible boundaries) Medium suitability = Partly constrained / Some risk of impact on existing character of nearby settlement(s) and valued landscapes (i.e. some coalescence risks and/or some defensible boundaries) Higher suitability = Unconstrained / Low risk of impact on existing character of nearby settlement(s) and valued landscapes (i.e. minimal coalescence risks and/or a greater number of defensible boundaries)
		C	The location offers potential to preserve and integrate the historic environment without unacceptable harm to designated and non designated assets.	Lower suitability - High potential for harmful impacts on the historic environment. Low potential for integration of assets. Medium suitability - Medium potential for harmful impacts on the historic environment. Medium potential for integration of assets. Higher suitability - Low potential for harmful impacts on the historic environment. High potential for integration of assets.
3		A	Access to existing or new sustainable transport links and services to facilitate sustainable movements between new settlements and neighbouring towns. To what extent may the location enable strategic links between certain key corridors/destinations – an opportunity to use a new settlement to help deliver a new strategic link/connection. A proximity and capacity judgement based on existing conditions and potential for modal shift.	Lower suitability = Poor access opportunities Medium suitability = Fairly good access opportunities Higher suitability = Very good access opportunities
		B	Settlements accessible via rail have the potential to generate greater land value uplift as they guarantee that fixed infrastructure is in place for future private sector investment. Settlements solely reliant on traditional local buses will not experience the same land value capture results.	Lower suitability = Local Bus Medium suitability = High Quality Bus Rapid Transit/Trackless Tram Higher suitability = Heavy Rail / Light Rail
		C	Proximity to existing or proposed active modes networks supports healthy lifestyles. This helps create walkable settlements and offers easy access to safe and comprehensive cycle networks. In addition, those options with employment (or employment only) need to support the movement of goods, therefore new settlements and/or employment areas should be located close to existing and proposed strategic transport connections.	Lower suitability = Poor connection Medium suitability = Fairly good connection Higher suitability = Very Good connection
4		A	Capacity of utilities networks and social infrastructure to accept new development and likely requirements to increase capacity of existing physical infrastructure. The extent to which new infrastructure would be required, and if so, what type.	Lower suitability = Low capacity exists and/or the ability to reinforce utilities networks and social infrastructure commensurate to growth is challenging. Medium suitability = Some capacity exists and/or the ability to reinforce utilities networks and social infrastructure commensurate to growth is broadly feasible. Higher suitability = Capacity exists and/or the ability to reinforce utilities networks and social infrastructure commensurate to growth is feasible.
		B	The overall strategic infrastructure needs and upfront costs will be influenced by the size of the new settlement. Freestanding settlements provide the necessary scale and critical mass but are also likely to require greater investment in strategic infrastructure. Whereas a garden village satellite is more reliant on larger nearby settlement and so potentially may require less infrastructure	Lower suitability = detached large new settlement Medium suitability = super-size existing settlement Higher suitability = garden village satellite
		C	Detached new settlements offer the greatest scope for land value capture where the existing use value is based on agricultural land value. Urban extensions directly adjacent to urban areas provide less scope for land value capture as it is likely to be optioned or have a existing use value reflecting its potential for urban extensions. Similarly if land is low value (industrial brownfield land requiring remediation) with existing low development potential then you can also capture more uplift if comprehensively redeveloped as part of a new settlements (e.g. ex-Minerals sites in Leicestershire etc.).	Lower suitability = greenfield adjacent to existing settlement or including existing strategic housing allocations Medium suitability = brownfield site (industrial) / partially detached from settlement Higher suitability = greenfield detached from existing settlement
5		A	Housing demand - data on house prices, as well as 'local authorities' evidence base on demand are reviewed to indicate where increased supply of housing in the area could help correct existing mismatches between supply and demand.	Lower suitability = Low demand Medium suitability = Medium demand Higher suitability = High demand
		B	Housing affordability - areas deemed to be more suitable where affordability pressures are most severe.	Lower suitability = Housing is relatively affordable within the study area Medium suitability = Housing is marginally affordable within the study area Higher suitability = Housing is relatively unaffordable within the study area
		C	Relative viability of new development based upon the analysis and typology appraisals conducted in Appendix B.	Lower suitability = Unviable based upon typology outputs from Appendix B Medium suitability = Marginal viability based upon typology outputs from Appendix B Higher suitability = Viable based upon typology outputs from Appendix B
6		A	Economic development rationale - To what extent could new settlement complement or connect into any Strategic employment locations	Low = Location is less suitable in terms of accessibility for existing and / or future employment opportunities (relates to only one strategic location) Medium = Location is suitable to some extent in terms of accessibility for existing and / or future employment opportunities (related to at least two strategic locations) High = Location is more suitable in terms of accessibility for existing and /or future employment opportunities (would relate to more than two)
		B	Economies of scale - Ability to limit out commuting and offer scope to act as its own employment hub with a critical mass on a similar scale to larger settlements etc. i.e. not just a dormitory with proliferation of out commuting. To what extent would the scale provide a sufficient critical mass for new shops/services and new (and varied) employment e.g. commercial and industrial properties and also home working hubs/innovation centres found in higher density urban centres	Low Suitability = up to 5,000 units (e.g. Garden Village) Medium Suitability = 5,000 to 25,000 units (e.g. market town) High suitability = 25,000+ units (e.g. new town)
		C	Regeneration/addressing deprivation potential - If the character area showed high levels of deprivation, the adjacency argument (whereby new development, if designed and implemented in a sustainable and careful way, can have beneficial effects on existing development) would indicate that new development has the potential to lift the area and generate positive effects in terms of employment, health, education and other indicators of well-being. By contrast, where there are lower levels of deprivation, it is likely that new development would be unlikely to have a significant effect on local deprivation rankings.	Low potential = little or no potential for regeneration according to the Indices of Multiple Deprivation Medium potential = some potential for regeneration according to the Indices of Multiple Deprivation High Potential = significant potential for regeneration according to Indices of Multiple Deprivation

Key study principles

- 2.42 This study defines Strategic Growth Options as being capable of accommodating a minimum of approximately 1,000 homes based on a Gross to Net Development Ratio of 50% (for sites over 35Ha) and density of 35 dwellings per hectare. This represents the typical minimum size of development that could accommodate a primary school and other necessary social infrastructure.
- 2.43 For employment sites a size threshold of 25 hectares is utilised and mixed-use schemes exceeding either of the above thresholds are also considered.
- 2.44 It is important to recognise that there can be no such thing as an entirely quantitative growth study. The study, like all other site assessments, needs to also make qualitative judgements of site suitability on criteria (such as landscape and heritage) based upon the professional judgements of the multidisciplinary AECOM team.
- 2.45 Assessors have sought to maximise the defensibility of such assessment through having appropriate regard to relevant national and local policy and evidence, including, where applicable, relevant best practice precedents and/or case law. The study thereby seeks to ensure that other appropriately qualified parties replicating the assessment exercise would come to the same, or substantially similar, conclusions.
- 2.46 The study is 'policy off', albeit cognisant of the Coventry Green Belt and the Nottingham and Derby Green Belt. This is to say that proximity to the Green Belts does not render sites unsuitable for strategic development. However, the Green Belts' purposes in paragraph 138 of the NPPF, are reflected (in part) in the analysis of landscape and spatial planning factors considered as part of each site assessment. For example, preventing neighbouring towns merging into one another and safeguarding the countryside from encroachment, are built into the wider considerations of each site.
- 2.47 Although the focus of this assessment exercise is on land outside existing built up areas and/or settlement boundaries, it is only one part of the wider Leicester and Leicestershire evidence base to help the LPAs identify suitable, available, and achievable land for development. Urban sites, whether infill or redevelopment opportunities, and smaller sites also have an important role to play up to 2050 and the fact that this exercise focusses only on Strategic Growth Options on land outside existing urban areas should not be considered to supersede the important role of brownfield regeneration and smaller sites in the pursuit of sustainable development.
- 2.48 It is important to remember at all times that any site assessment exercise, no matter how comprehensive, can only ever be a snapshot in time (e.g. capacity in social infrastructure and utilities are relevant for the present day, but not necessarily in the future up to 2050). The assessment is a technical document that shall inform the Local Plans that follow. Due to the timing of this study new SGOs may emerge and others may become unavailable based on landowner and land promoter commercial drivers and decision making. The partner

authorities annual or rolling call for sites and HELAA processes will monitor aspects of availability (and viability/deliverability) over time.

- 2.49 This study provides a high-level technical assessment of Strategic Growth Options. Locations identified as being potentially suitable in this study should not be taken to imply that they will or should be allocated for housing development, nor that they would be approved if submitted as a planning application to the Local Planning Authorities in Leicester and Leicestershire. Conversely, the exclusion or omission of a particular location or judgement that a growth option is potentially unsuitable (for strategic-scale growth) does not mean that sites could not come forward in this location, providing that the constraints identified could be satisfactorily overcome and sustainable development is possible with commensurate infrastructure reinforcements and/or mitigation.
- 2.50 Technical specialists have had regard to the key study principles (below) and likely typology of development that would be possible at each Strategic Growth Option location (see below).

Typology classification

- 2.51 The function and character of potential Strategic Growth Options will be influenced by many factors, such as size, density, location, economic rationale, jobs/homes balance, accessibility, proximity to existing and proposed large settlements (including other SGOs identified) /public transport networks and impacts on the existing settlement hierarchy. For the purposes of this report, typologies (and the degree of self-containment) are used to classify the Strategic Growth Options subject to testing.
- 2.52 This study classifies Strategic Growth Options as either:
- autonomous;
 - co-dependent;
 - urban extension/village expansion/garden village; and/or
 - employment site
- 2.53 To place these typologies into context, a number of theoretical illustrations are provided in the following pages alongside definitions to show how each would relate, spatially, with a nearby existing settlement/‘centre of gravity’. Please note that the illustrations are not representative of any location within the study area and are for illustrative purposes only.

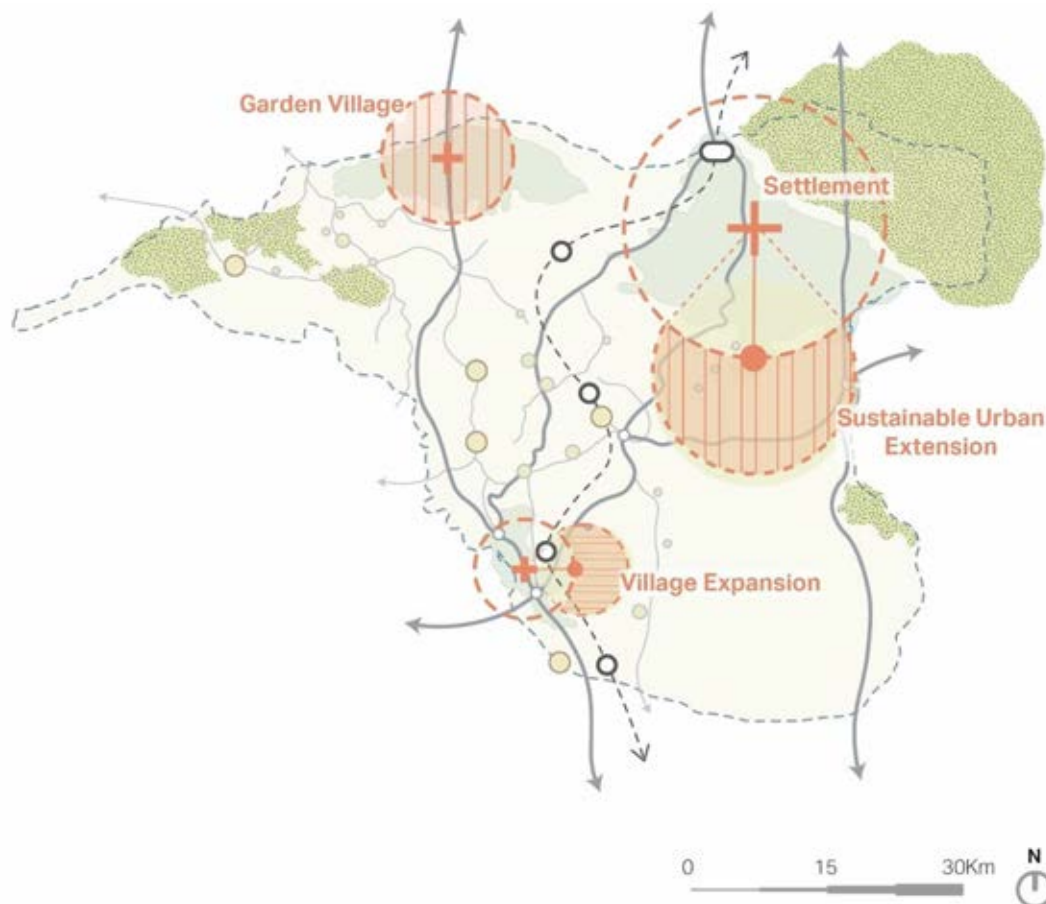
Urban extension/village expansion/garden village

- 2.54 An urban extension, village expansion or new standalone garden village (utilising garden city principles)²⁴ provide new housing either on the edge of an existing settlement or in a new village separate from existing settlements (but well located to existing centres of employment and services). For urban extensions and village expansions, new residents can share the use of services

²⁴ See <https://www.gov.uk/government/publications/locally-led-garden-villages-towns-and-cities>

and facilities within the existing settlement (with some additional local provision catering for new growth). A new garden village will be required to provide much of its own social infrastructure and access to sustainable modes of transport. These typologies reduce the need to travel, as the urban extension/village expansion/garden village will be integrated into the established network through direct transport links, however there is often a need to reinforce those connections with new transport investment depending on the capacity of and distance to existing transport infrastructure. Urban extensions/village expansion/garden villages are particularly relevant to smaller scale strategic growth (1,000-5,000 dwellings) and should be capable of sustaining some core infrastructure such as a primary school(s) and a GP surgery. Village expansions would typically be proportionate to the scale of the existing village and its role in the settlement hierarchy.

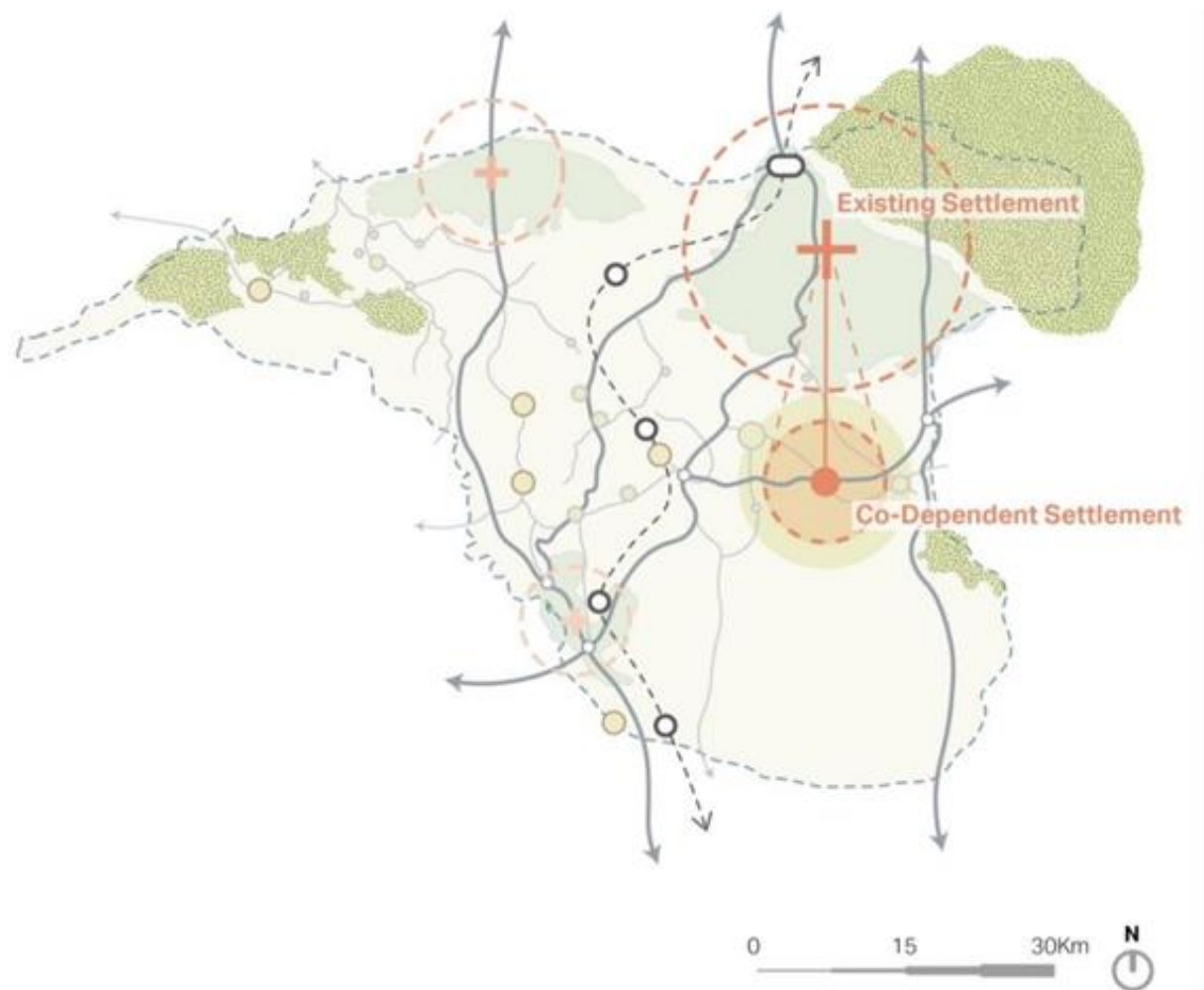
Figure 2.1 Urban Extension / Village Expansion / Garden Village typology



Co-dependent

2.55 A new co-dependent settlement is standalone and spatially distinct but directly communicates and connects with an existing settlement(s), and could deliver and sustain its own generated infrastructure needs while also providing local employment opportunities. This typology assumes some “2-way traffic” between existing populations of other settlements to the new services and facilities provided in the new settlement. Co-dependent settlements are close to existing settlements, and well connected by public transport, walking and cycling. This growth option is potentially unsuitable for >10,000 dwelling new settlement in the context of Leicestershire, where a settlement of such size could conceivably become one of the largest settlements outside the Main Built-Up Area of Leicester, but could potentially apply to one or more circa 5,000 dwelling new settlement options.

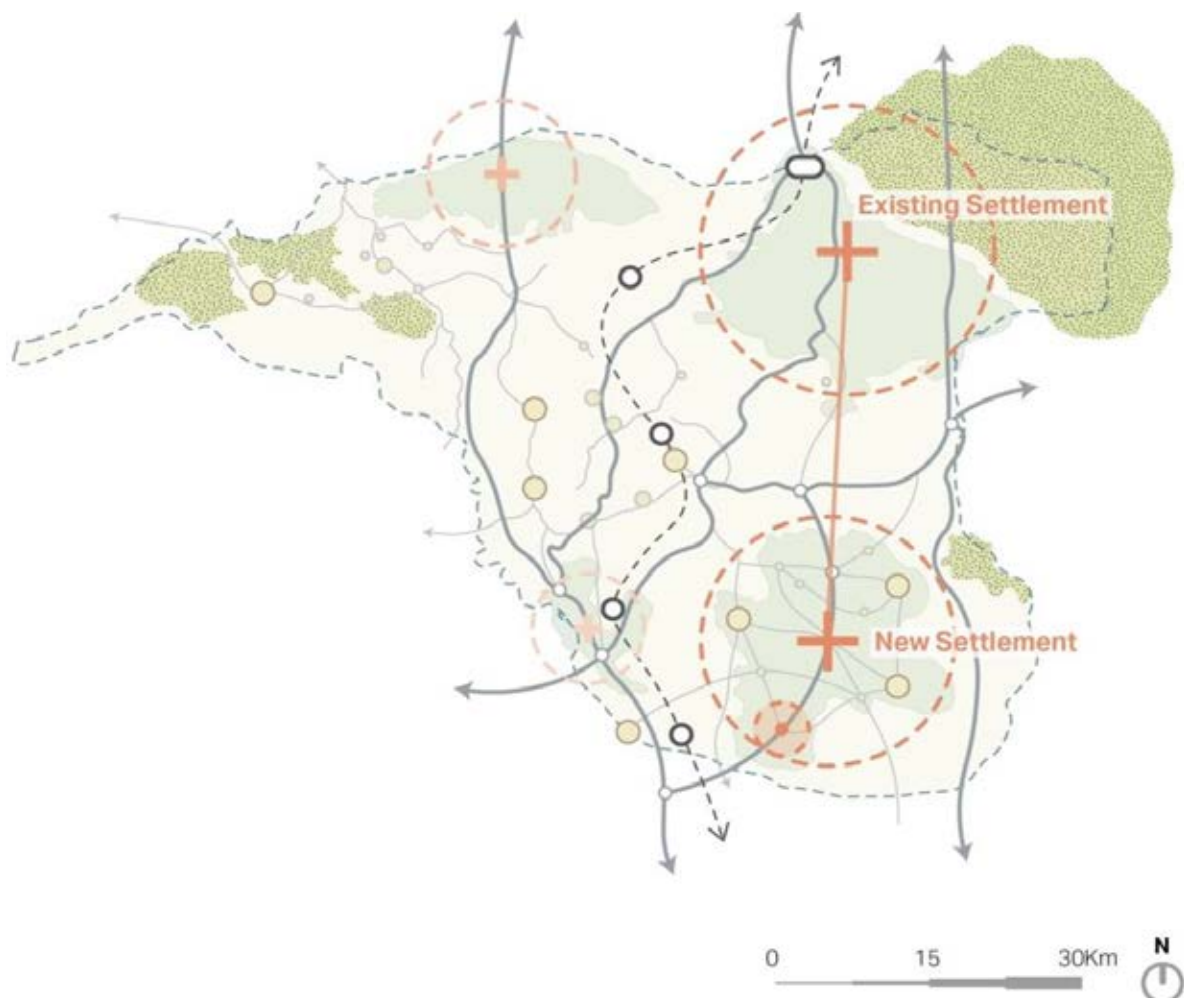
Figure 1.2 Co-dependent typology



Autonomous

2.56 An autonomous new settlement is capable of fostering its own independence and distinctiveness. This new settlement would likely need to be of a scale and composition that is overtly self-sufficient in terms of key services (e.g. >10,000 dwellings) and significant supporting employment. It could possibly result in an insular form clustered around a definitive centre and/or strategic transport node, but would still need good linkages for other elements of core infrastructure that are unlikely to be self-sustained, e.g. secondary schools, higher/further education, primary healthcare / Accident & Emergency. This growth option would likely be reliant on excellent sub-regional / regional strategic transport links, either existing or newly created.

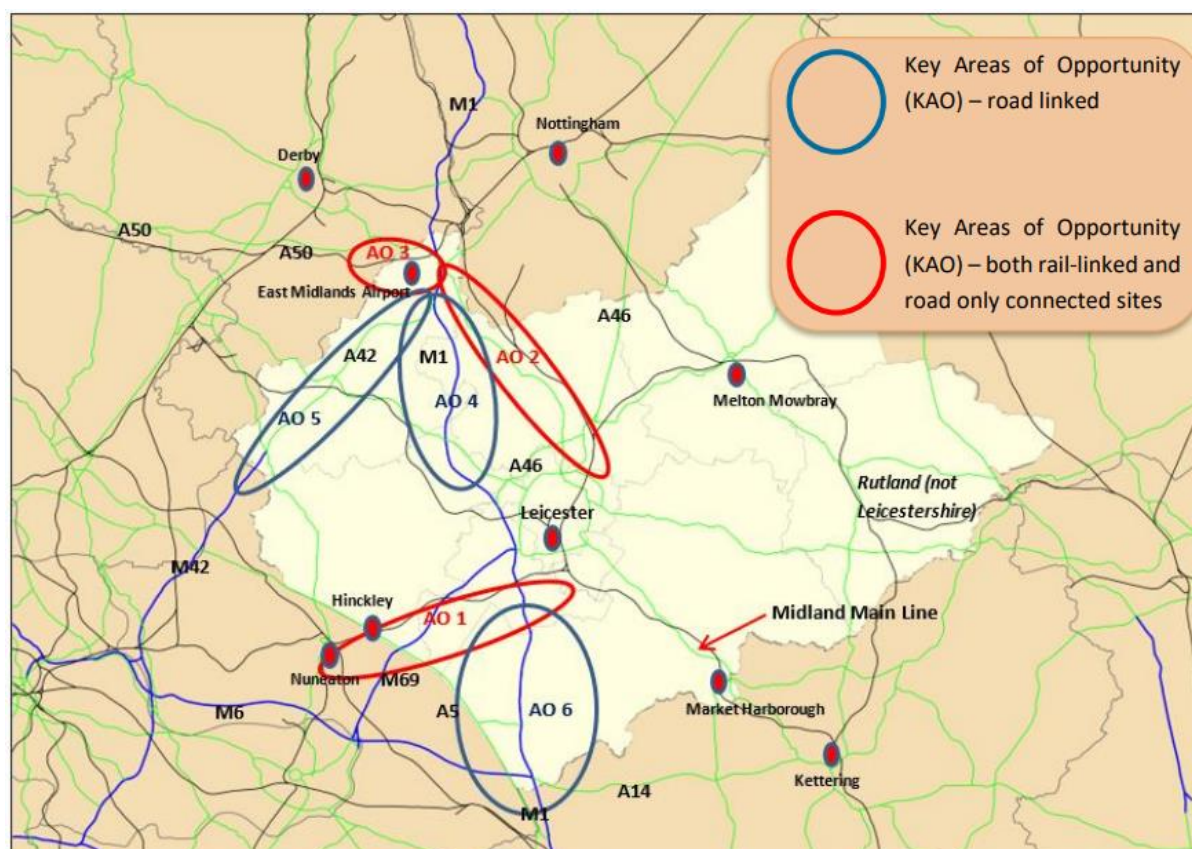
Figure 1.3 Autonomous



Employment site

2.57 Employment-only and employment-led Strategic Growth Options are assessed for their suitability in accordance with the assessment criteria (Table 2), taking particular note of the economic criteria and discounting the housing criteria where no homes are proposed. The Leicester & Leicestershire Warehousing & Logistics study (April 2021) identifies future requirements for strategic B8 land (road and rail based) in the study area. Strategic-scale employment sites are anticipated to form a major part of the delivery of strategic warehousing and distribution employment land up to 2050. The Leicester & Leicestershire Warehousing & Logistics study identified four key criteria for this development typology: (1) Good connections with the strategic highway network; (2) Good connections with the railway network; (3) Appropriately located relative to the markets to be served; and (4) Accessible to labour and located close to areas of employment need. These considerations were used to identify 6 'Areas of Opportunity' in the earlier report prepared by MDS Transmodal and Savills (2014). The assessments in this study identify where employment-only and/or employment-led Strategic Growth Options fall within the 'Key Areas of Opportunity' for warehousing and logistics (below) and/or are located close to other economic drivers (not limited in scope to Warehouses and Logistics) – see Section 3 Baseline (Economic Drivers and Assets).

Figure 1.4 Key Areas of Opportunity (Source: GL Hearn, 2021)



NB: Boundaries of key areas are not definitive and are shown for indicative purposes only

Typology Assumptions

2.58 Classification of growth options using the typologies provides an indication of the likely function of the growth options being considered. The typology assumptions (**Table 3** overleaf) have fed into the assessment of Strategic Growth Options to help quantify their scale. The application of typologies additionally helps inform the likely impacts, opportunities and infrastructure requirements/mitigation that may be required or desirable in each location and helps to establish what 'good growth' may look like. The assumptions are a synthesis of secondary sources²⁵, AECOM's Infrastructure Model developed for new community projects and infrastructure plans in England (see Appendix D) and discussions with the client group and County Council.

²⁵ Including (but not limited to): County standards, Department for Education/NHS England data, NHS HUDU model etc.

Table 3 Typology assumptions (AECOM, 2020)

Typology	Urban Extension / Village Expansion / Garden Village	Co-Dependent	Autonomous
Hectares	30 - 300	300 – 1,000	1,000 – 2,500
Gross to Net Development Ratio	50%	50%	50%
Dwellings	1,000 – 5,000	5,000 – 10,000	>10,000
Population²⁶	2,350 – 11,750	11,750 – 23,500	>23,500
Jobs (estimates based on population/dwellings)²⁷	1,000 – 5,000	4,500 - 15,000	9,000 - >15,000
Primary centre	Neighbourhood/ Village Centre (Primary School ²⁸ & Local Facilities e.g. GP)	District Centre (Secondary School, District Facilities incl. employment)	Town Centre with retail, other employment areas and local facilities (e.g. Health Centre)
Secondary centres	Local Centre/ shopping parade (primarily convenience/ local services)	Neighbourhood/Village Centre	District Centre
	-	Local Centre/shopping parade (primarily convenience/local services)	Neighbourhood/Village Centres/Local Centres/shopping parades
Transport facilities	Local public transport stop(s) (e.g. Bus Rapid Transit (BRT)/Tram/Rail)	Local/Sub-Regional public transport hub (e.g. Rail/BRT/Tram)	Sub-Regional/Regional public transport hub (e.g. Rail/BRT/Tram)

²⁶ Based on a notional occupancy figure of 2.35 persons per dwelling.

²⁷ Ranges reflect residential-led and mixed use new settlement precedents with job ratios of between 0.9 - 1.25. Informed by an AECOM analysis of district-scale Built Up Areas and secondary sources – including: 'Employment Densities Guide: 2nd edition' (Homes and Communities Agency/OffPAT, 2010). Accessed at: <https://www.gov.uk/government/publications/employment-densities-guide>; 'Employment Density Guide: 3rd edition (Homes and Communities Agency/GVA Grimley Ltd, November 2015). Accessed at: https://www.kirklees.gov.uk/beta/planning-policy/pdf/examination/national-evidence/NE48_employment_density_guide_3rd_edition.pdf; and Working Paper 71 'More residents, more jobs? 2015 update' (Lara Togni/GLA Economics, 2015). Accessed at: <https://www.london.gov.uk/sites/default/files/working-paper-71.pdf>

²⁸ New schools ideally should be developed with two forms of entry to enable the widest range of educational opportunities to be offered.

Lead-in times and delivery rates by typology

- 2.59 For the Strategic Growth Options a 7-10 year lead-in time from allocation to first completions on-site is assumed. This factors in the time required to prepare some form of supplementary guidance such as a masterplan, design guide/code or Supplementary Planning Document (SPD). However, for locations with greater certainty, (e.g. where there is pre-existing permissions, design guidance or area-wide codes) this could shorten the lead-in time. Similarly, some of the largest typologies will require more than one plan period to be built out and may require multiple allocations across plan periods. The development management processes for the largest sites are often more complex and may result in elongated lead-in and delivery periods based on site-specific circumstances.
- 2.60 It is assumed that strategic site promoters will typically seek outline planning approval and so the lead in time builds in the need for reserved matters applications. However, it is acknowledged that some sites could be brought forward with a first phase for full planning permission or hybrid application.
- 2.61 For delivery rates we assume completions per outlet of ~60 dwellings per annum (dpa) including affordable homes (e.g. 36 market units with 24 affordable units, based on a theoretical County-wide policy requirement of 40% Affordable Homes).
- 2.62 Rather than have a flat delivery rate a phased approach to the delivery of housing is assumed (to account for the time taken for new infrastructure delivery, opening up works) rising to a peak during the middle of the build-out and then tailing off as the development approaches full completion.
- 2.63 The typology scenarios set out in **Figure 2.5** assume the number of sales outlets will be increased gradually until a peak number of outlets is reached and operating concurrently.
- 2.64 A maximum delivery rate of 300-350dpa at the peak is assumed, but with a more gradual phasing in of development at the beginning of the build-out as infrastructure and new access points are delivered, and the new market becomes established.
- 2.65 The urban extensions build in a recognition that they can achieve higher delivery rates in the peak years with more apartments. For urban extensions to Leicester the demand is assumed to be highest and there is some existing infrastructure available to allow sites to start development relatively quickly, the phasing is proposed to be shorter with a higher number of outlets at the peak.
- 2.66 The peak delivery rates in dpa and overall delivery rates average in dpa are not the same due to the lengthy build out of new settlements and urban extensions which will extend beyond economic cycles, and due to the gradual build up and tail off of annual completions at the start and end of construction. Although the peak delivery rates for urban extensions (350 dpa) and new settlements (300 dpa) are high, the overall average dpa over the duration of the development is lower at between 227 – 277dpa.
- 2.67 These build out rates are for mainstream market and affordable housing. There is scope for these to be increased markedly with the inclusion of specialist older

peoples housing, student housing or private rented sector elements. Figure 2.5 overleaf sets out theoretical trajectories for the main typologies considered in this study, this can be used as a starting point to discussing site-specific trajectories with landowners and promoters.

- 2.68 To gain an appreciation of the timings associated with the Strategic Growth Options, delivery rates by potential typology are set out to illustrate where there may be overlapping delivery periods between Strategic Growth Options in close proximity to one another (see Section 5). Precedents from elsewhere suggest that groups of sites will encounter market absorption limits where several sites are delivering at the same time in close proximity to one another. In similar high growth areas, such as Cambridgeshire and Milton Keynes, growth clusters with adjacent sites have delivered in excess of 700 homes per annum in peak years²⁹.
- 2.69 For employment-led Strategic Growth Options it is assumed that available, suitable and achievable sites could be constructed and operational in the current cycle of Local Plans up to 2040.

²⁹ See Cambridge Southern Fringe and Milton Keynes Eastern and Western Expansion Areas.

Detailed

Simplified

Typology / Years	2020s	2030s	2040s	2050s	2060s	2070s
Autonomous						
Co-Dependent						
Garden Village						
Urban Extension / Village Expansion						
Employment Site						

Overall judgement

- 2.70 This final assessment attempts to synthesise the above factors (assessment criteria, key study principles, typology assumptions) in addition to any other spatial considerations that are deemed relevant in identifying the principal constraints and opportunities for strategic growth.
- 2.71 This includes the need for new development to seek to avoid coalescence between existing free-standing villages. Likewise, where defensible boundaries to development exist at the strategic level or at local level, they can be regarded as a spatial opportunity for limiting/containing development and, in many locations, protecting valued environments/landscapes.
- 2.72 As noted previously, the overall composite judgement cannot be a wholly quantitative exercise and therefore it cannot be calculated by counting the number of reds, ambers or greens. There may be one single factor that could render a site unsuitable at this time. Similarly, there may be sites with multiple reds or ambers but if there is the ability to avoid/resolve, mitigate or transfer the risk of a constraint then this may allow a site to be considered as potentially suitable.

Chapter Summary

- 2.73 This section has outlined the overall approach to the assessment of the Strategic Growth Options, including the detailed assessment criteria, key study principles and how the application of typologies are utilised to quantify the scale and timing of the Strategic Growth Options subject to assessment in this report.
- 2.74 The next section sets out the housing and economic context for Leicester and Leicestershire, alongside a summary of the baseline conditions found in the study area and discussion of the key drivers up to 2050. The baseline section is presented on the basis of the following themes:
- Environment;
 - Landscape;
 - Transport;
 - Social infrastructure;
 - Utilities; and
 - Deliverability.

3. Baseline

Housing context

Historic Housing Delivery

- 3.1 Given Leicestershire's central location it is an area that has, and continues to see, significant growth. The eight Local Planning Authorities (LPAs) all have individual core strategies or local plans of different ages covering different plan periods with housing needs calculated at different points in time. However, using the most recent monitoring data and five-year housing land supply data from each LPA website, it has been possible to stitch together the housing delivery data to observe delivery performance against the adopted housing requirement and the supply from existing committed sites.
- 3.2 The data in **Figure 3.1** is presented from 2011/12-2027/28 as common data was available for all LPAs over this time frame. Older plans have more historic completions data going back to 2006 whilst more recently adopted plans have trajectories that extend further into the future. It should be noted that this requirement, completions and supply data is from adopted plans only and does not factor in potential or theoretical supply from emerging plans or SHELAAs prepared by the LPAs.



Figure 3.1 Leicestershire delivery and projected delivery against the adopted Local Plan housing target 2011/12-2027/28

- 3.3 What can be seen from **Figure 3.1** is that there is a typically a lag time between plans being adopted and new supply coming forward such that the adopted Leicestershire-wide housing requirement³⁰ is met during the middle of the period

³⁰ Please note: The Total existing housing requirement figure line in Figure 3.1 is for illustrative purposes only. The requirement figure has not been a constant over time period shown.

before projected delivery begins to drop off in the future. Delays in the plan making stages can result in lengthy time periods between formal consultations and/or examinations in public, this can result in extant plans becoming further out of date with insufficient allocations/commitments to demonstrate a five year housing land supply. New allocations will be required to continue to deliver against the housing requirement which is expected to increase in the future with more recent local housing need evidence and, crucially, the 35% uplift applied in Leicester City.

- 3.4 The LHN figures are presented in the Leicester and Leicestershire Authorities Statement of Common Ground³¹ which equates to 5,520dpa over the period 2020-2036, an increase against the existing adopted housing requirements presented in Figure 3.1. The LHN figures are provided in **Table 4** Error! Reference source not found. (below). It is noted that periodically there will be updates to the local housing need evidence and the position will continue to evolve and be developed as new data and evidence becomes available.

Table 4 Local Housing Need 2020-2036

Local Planning Authority	Total Housing Need 2020-2036	Homes per year 2020-2036
Blaby District Council	5,520	345
Charnwood Borough Council	17,680	1,105
Harborough District Council	8,800	550
Hinckley & Bosworth Borough Council	7,232	452
Leicester City Council	37,456	2,341
Melton Borough Council	3,216	201
North West Leicestershire District Council	5,744	359
Oadby and Wigston Borough Council	2,672	167
Leicester and Leicestershire HMA Total	88,320	5,520

Source: Leicester and Leicestershire Authorities Statement of Common Ground March 2021

- 3.5 The Local Housing Need calculation under the standard method consists of two input figures, the national household growth projections and the most recent median workplace-based affordability ratios, which are published by the Office for National Statistics³² every March.
- 3.6 **Figure 3.2** shows how the affordability ratio has changed since 1997 in Leicester and Leicestershire relative to the East Midlands and England as a whole. This demonstrates that in 2020 Leicestershire (8.06) is relatively less affordable than the England average (7.84) and significantly less affordable than the East Midlands average (6.77). Within Leicestershire though there is a wide variation between affordability ratios with Harborough (9.67), Oadby and Wigston (9.35) and Melton (8.84) all well above the national and Leicestershire average and Leicester (6.37), Hinckley & Bosworth (7.05) and Blaby (7.25) being relatively more affordable

³¹ March 2021 available at: <https://w3.blaby.gov.uk/decision-making/documents/s42586/Appendix%20A%20-%20Statement%20of%20Common%20Ground.pdf>

³² Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/ratioofhousepricetoworkplacebasedearningslowerquartileandmedian>

locations. Only Leicester City is below the East Midlands average highlights potential viability challenges associated with lower sales values.

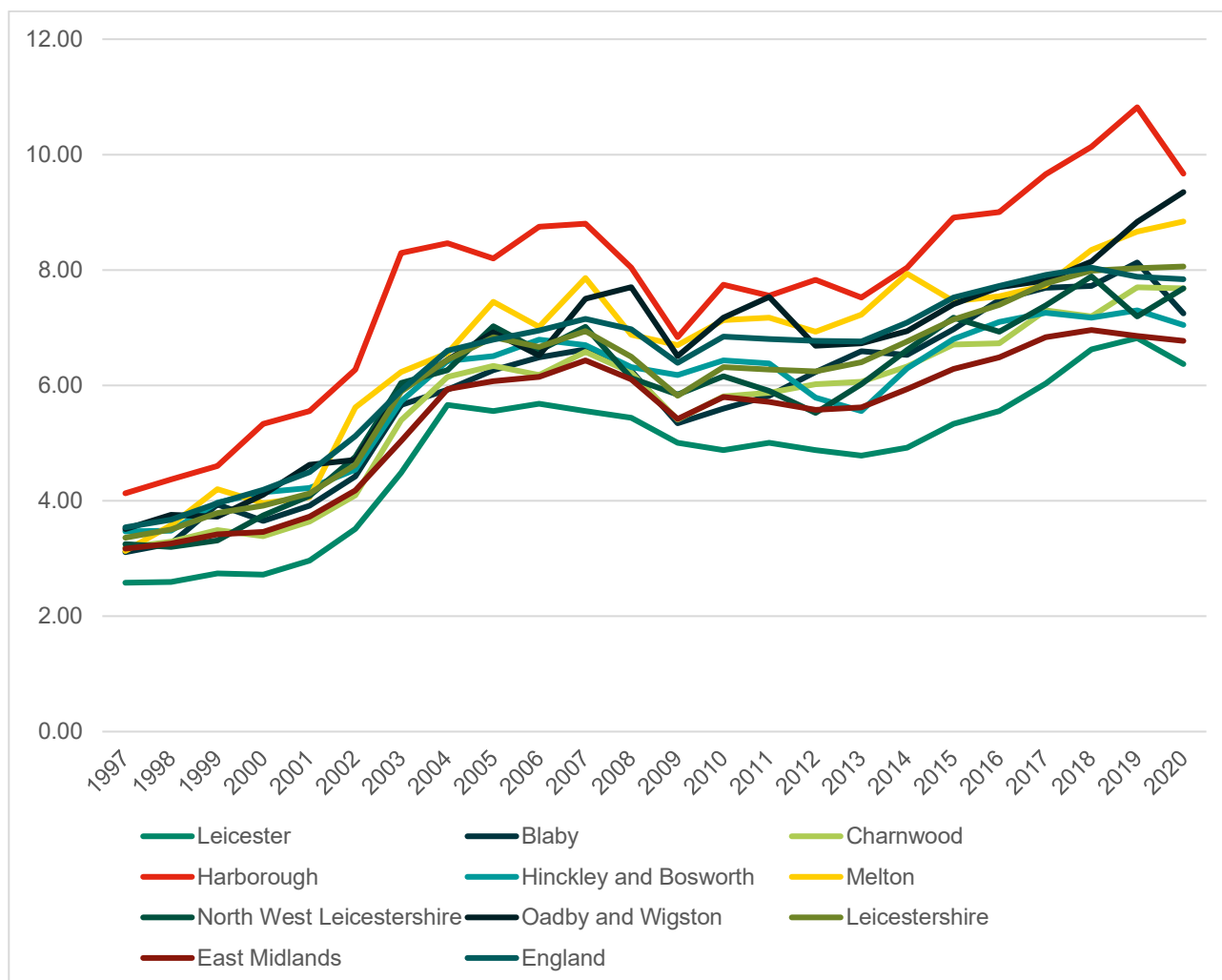


Figure 3.2 Median ratio of house price to workplace-based earnings

- 3.7 Another source of data for measuring housing delivery in Leicester and Leicestershire is through the government's annual Housing Delivery Test measurement³³. The Housing Delivery Test (HDT) is a national calculation that compares the number of homes completed in an area against the homes required over the previous three years, with scores under 95% being subject to sanctions (as set out in NPPF paragraph 76, footnote 41 and paragraph 222). The HDT rule book³⁴ provides more information however where the plan is less than five years old the 'requirement' is the lower of local housing need or the adopted housing requirement. Whether a plan is 'out of date' can therefore have a significant bearing on whether the test is passed or not.
- 3.8 The data for Leicester and Leicestershire is provided in **Table 5**. Performance has generally been good against the HDT with only under-delivery in Hinckley & Bosworth and Melton during the past three years. Melton Borough Council adopted a new plan in 2018 which has set a new stepped housing requirement with new allocations (improving the 2019 and 2020 calculations).

³³ Available at: <https://www.gov.uk/government/collections/housing-delivery-test>

³⁴ Available at: <https://www.gov.uk/government/publications/housing-delivery-test-measurement-rule-book>

- 3.9 The Hinckley & Bosworth's 2021 HDT Action Plan³⁵ identifies a downward trend in completions in the last six years owing to a drop-off in completions from large sites as well as delays at the two very largest allocations for sustainable urban extensions at Barwell and Earl Shilton. Feedback from the developer panel identified as one of the most significant issues for this was the absence of a new Local Plan beyond 2026 and a lack of new site allocations to replace those already built out, which was a barrier to development in the borough.
- 3.10 In producing the HDT Action Plan Hinckley & Bosworth has produced comprehensive evidence on lead-in times and build-out rates based on detailed analysis of monitoring data which has been factored into the housing trajectory. The data shows annual completions of 25 dwellings per annum (dpa) on sites of 10-50 dwellings; 42 dpa on sites 51-100 dwellings and 47 dpa on sites over 100 dwellings.
- 3.11 The local monitoring data focuses on smaller, non-strategic sites and there is a data gap for larger strategic sites over 1,000 dwellings which are within the scope of this study. Research conducted by AECOM³⁶ has identified that:
- lead-in times for strategic sites can take up to 9 years from allocation in an adopted plan to the first completion;
 - larger sites are able to sustain more outlets (and therefore deliver more homes per annum – between 160-350dpa for sites over 2,000 homes); and
 - that the number of outlets operating builds up over time to a 'peak' during the middle of the construction period as construction at outlets overlap (and where there is sufficient diversity in the site and multiple access points).

These assumptions are built into the viability modelling in **Appendix B**.

³⁵ Available at: https://www.hinckley-bosworth.gov.uk/info/856/local_plan_2006_to_2026/395/monitoring_and_land_availability/4

³⁶ Available at: <https://consultations.gretercambridgeplanning.org/sites/gcp/files/2021-09/Housing%20Delivery%20Study%20for%20Greater%20Cambridge%20Final%20Sept%202021.pdf>

Table 5 Leicester and Leicestershire Housing Delivery Test results 2018-2020

LPA	Number of homes required					Number of homes delivered					Housing Delivery Test result		
	2015-16	2016-17	2017-18	2018-19	2019-20	2015-16	2016-17	2017-18	2018-19	2019-20	2018	2019	2020
Blaby	265	261	286	346	310	733	743	588	522	427	254% None	207% None	163% None
Charnwood	761	760	822	820	751	831	943	1,107	1,117	993	123% None	132% None	135% None
Hinckley & Bosworth	367	364	391	468	418	593	569	423	464	285	141% None	119% None	92% Action Plan
Harborough	350	365	407	542	496	636	468	580	729	938	150% None	133% None	156% None
Melton	170	170	170	170	156	141	147	138	222	334	84% Buffer	100% None	141% None
North West Leicestershire	269	268	307	368	347	842	851	971	713	782	316% None	269% None	241% None
Leicester City	1,154	1,154	1,280	1,280	1,474	1,131	1,560	1,954	1,437	1,080	129% None	133% None	111% None
Oadby and Wigston	53	60	112	144	136	117	175	107	93	170	177% None	119% None	95% None

Source: Department for Levelling Up, Housing and Communities

Housing Projections

3.12 Up-to-date housing trajectories have been prepared by each of the LPAs covering the remainder of the plan period in each area. Because of the different time periods for each of these plan trajectories the latest five-year housing land supply positions for each of the LPAs is presented in **Table 6** below showing short-term deliverable supply within the next 5 years as of 31st March 2021.

Table 6 Five-year housing land supply position

LPA	Five-year housing land supply position
Blaby	5.75
Charnwood	3.34
Harborough	7.49
Hinckley & Bosworth	4.46
Leicester City	2.8
Melton	11.6
North West Leicestershire	13.5
Oadby and Wigston	7.4

Source: Most recently published LPA monitoring documents (Position as of March 2021)

3.13 Charnwood, Hinckley & Bosworth and Leicester City are currently unable to demonstrate a five-year housing land supply due to a combination of factors: the lack of an up-to-date plan (so the requirement defaults to the local housing need); and also the lack of new site allocations being made in an up-to-date plan which reduces the deliverable supply. In Leicester's case the local housing need is unable to be met due to a lack of urban capacity which has since been exacerbated with the 35% uplift to the local housing need introduced in the revised standard method in 2021. Melton and North West Leicestershire in comparison both have recently adopted plans (2018 and 2017, updated in 2021 respectively) and benefit from the new supply added and being assessed against the fixed housing requirement in the plan (rather than local housing need).

3.14 Based on the March 2021 Statement of Common Ground (SoCG) relating to Housing and Employment Land Needs it is clear that the LPAs believe sufficient supply exists to meet housing need across the Leicestershire HMA as a whole over the period to 2031, which is the time period largely covered by existing adopted plans (see **Figure 3.3**). Over the period 2020 to 2036, there is a theoretical capacity (based on SHLAA) of 173,174 homes across the Housing Market Area as a whole to meet the assessed need within the HMA, including unmet need identified by Leicester City Council. However, there is a shortfall (see **Figure 3.4**) when comparing the total projected delivery to 2036 against local housing need, given existing and emerging local plan coverage **Figure 3.3** (and allocations to meet that requirement) does not extend that far. New sources of housing delivery will need to be identified from 2031 onwards – and significantly more from 2036 onwards – to meet housing needs over this timeframe.

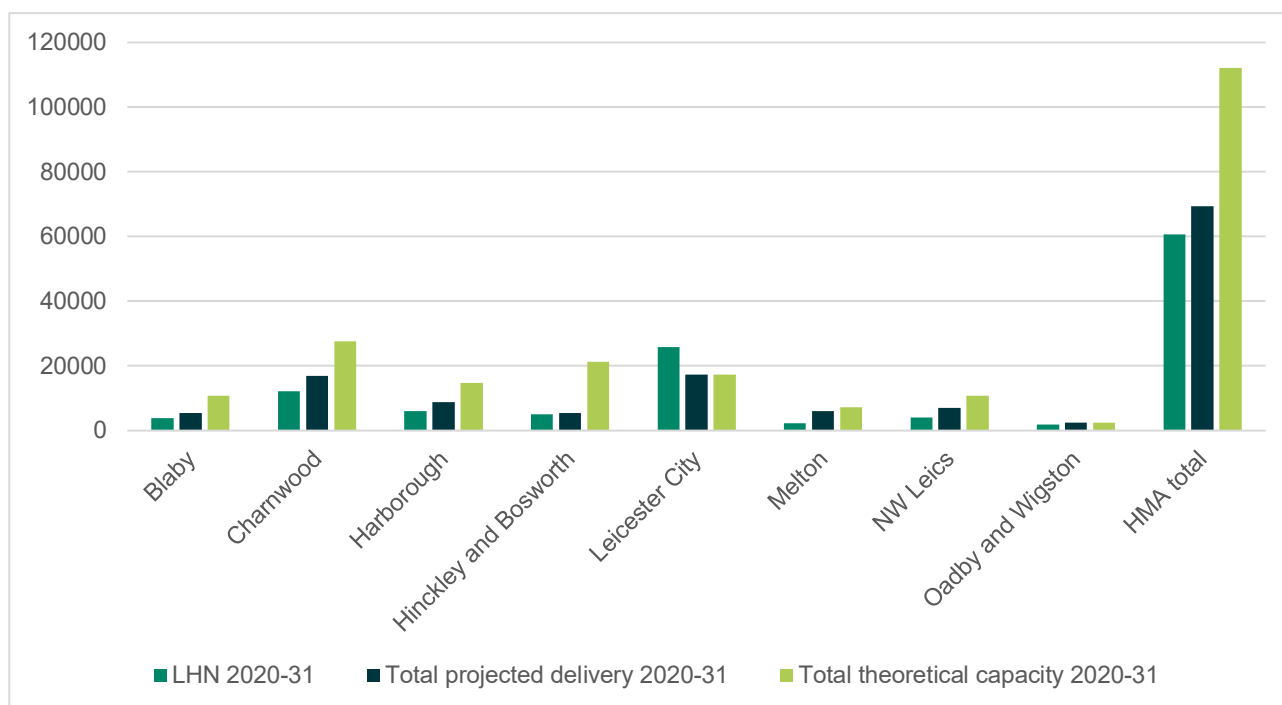


Figure 3.3 Leicester and Leicestershire Local Housing Need, projected delivery and theoretical capacity 2020-2031 (source: March 2021 SoCG)

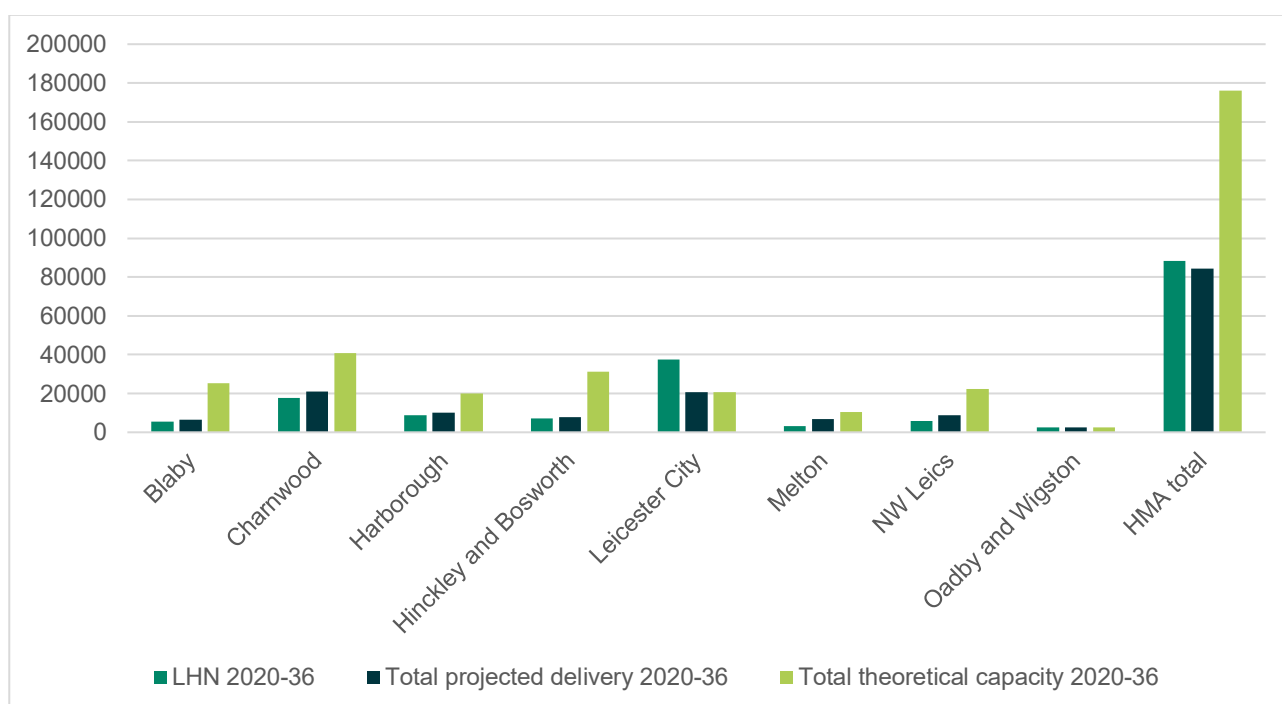


Figure 3.4 Leicester and Leicestershire Local Housing Need, projected delivery and theoretical capacity 2020-2036 (source: March 2021 SoCG)

Identified Housing Sites

3.15 The majority of existing commitments and planning permissions are focused on the edges of existing urban settlements, including through a number of urban extensions. These sites are either in the process of being built out or, in the case of some of the smaller commitments, have already been built out. An overview of the strategic sites and growth locations in adopted plans (1,000 dwellings and above) is provided in **Table 7** below.

Table 7 Identified housing sites

Local Planning Authority	Strategic site/location	Number of dwellings
Blaby	Lubbesthorpe SUE	4,250
Charnwood	West of Loughborough	3,200 (3,080 in plan period)
	North East of Leicester	4,500 (2,805 in plan period)
	North of Birstall (Broadnook Garden Village)	1,950
Harborough	Land East of Lutterworth	2,750 (1,260 in plan period)
	Scraptoft North	1,200
	Market Harborough Strategic Development Area	1,460
Hinckley & Bosworth	Barwell SUE	2,500
	Earl Shilton SUE	1,600
Leicester City	Strategic Regeneration Area	11,854
	Ashton Green SUE	3,500
	Hamilton	1,011
Melton	Melton South Sustainable Neighbourhood	2,000 (1,700 in plan period)
	Melton North Sustainable Neighbourhood	1,700 (1,500 in plan period)
North West Leicestershire	Land north and south of Grange Road, Hugglescote	3,500
	Land north of Ashby de la Zouch	2,050
Oadby and Wigston	None 1,000 dwellings or above	-

Source: Adopted LPA Core Strategies and Local Plans (Position as of 31 March 2021)

3.16 In addition to the adopted plans, the draft Leicester Local Plan 2020 consultation³⁷ identifies 6 strategic sites for allocation (formed from 9 individual sites) which make provision for 2,594 dwellings at Ashton Green East; Land West of Anstey Lane; Land North of A46; Western Park Golf Course; General Hospital and Beaumont Park. The latest LHN figures equate to 5,520dpa over the period 2020-2036 (representing a Leicester and Leicestershire HMA total of 88,320 new homes over the same period). A similar quanta of homes is likely to be required between the mid-2030s and 2050.

³⁷ Available at https://consultations.leicester.gov.uk/sec/draft-local-plan/supporting_documents/Draft%20Local%20Plan.pdf

National Economic context

- 3.17 This report has been prepared at a time of great economic uncertainty following the UK's exit from the European Union and the ongoing impacts of the global Covid-19 pandemic. Both factors are regarded as highly disruptive both to labour supply and supply chains, which could seriously hinder construction speed in the short to medium term. These are therefore both potential issues for the emerging Local Plans, with demonstrable impacts on housing delivery rates in England over the past year or more. In addition, these challenges have also seen new trends emerge with high demand for new logistics and warehousing space.
- 3.18 More recent worldwide events, including in Ukraine and impacts on global energy prices add a further complication which also filters down to national and local levels of economic activity. Matters that cause disruption to the global economy and international trade, not least with impacts on energy and fuel prices will influence individual businesses in different ways. It will add pressure to inflation and the cost of materials, and in turn to potential adjustments to interest rates and the cost of living. It is forecast that the UK is entering a recessionary period and the economic situation is challenging, in line with other worldwide economies, which may dampen both economic activity (including levels of construction and development activity) as well as demand for property in the short to medium term.
- 3.19 There are a likely to be a number of predictable impacts as a result of the global pandemic and Brexit that are relevant to draw out in terms of the regional economy and the supply and delivery rates on sites. For example, housing demand (and the construction sector) depends on a number of components including migration (including international migration which drives population growth), job growth and the growth and pattern of household incomes. The drivers of local economic growth and housing demand will be curtailed by the impacts of any recession:
- International migration to the UK all but stopped in the past two years. Whilst this was temporary, the extent to which it recovers as the economy recovers will depend on whether jobs are being created which migrants need to fill and new immigration restrictions post Brexit.
 - House transactions fell by 40-50% following the credit crunch in 2008/09, taking a decade to recover to 'normal' levels in many areas. Initial sales levels during lockdown fell sharply but have since picked up in response to the stamp duty holiday and other stimulus measures.
 - Household incomes are expected to fall or stagnate amongst some segments of the population. Many employees took temporary pay cuts to assist their employers in the immediate aftermath of the global pandemic. Lower and middle income households are likely to be most affected. Wealthier households are likely to be able to shelter themselves from any falls in income by drawing on assets or savings. This may mean that some segments of the housing market remain more robust though general economic uncertainty is likely to limit sales overall.
 - If house prices fall, this should improve affordability at the margins but is unlikely to increase access to home ownership substantially as this will depend on households' job security, income and access to credit. The path of rental prices is more uncertain as demand for renting, including the Private Rented Sector (PRS), is likely to increase as households are unable to afford

home ownership in the short term. Rents may continue to increase therefore due to higher demand.

- The economic impacts of Covid-19/Brexit on local businesses (primarily the failure of employers/loss of employees but also new working habits) could in the medium-term result in higher vacancy rates for employment premises, particularly offices. This could accelerate the rate of conversion of office buildings to residential in the urban areas. The resulting residential accommodation tends to consist of smaller and (potentially) lower priced or rented flatted units that could improve affordability for local people. There are also concerns about these conversions nationally in terms of the quality and space standards in these homes. However, lower residential land values and financial challenges for developers could also counterbalance an increase in the number of conversions.
- In the medium to longer term, as the economy recovers, there is likely to be restructuring with some sectors and locations struggling to recover whilst others grow.
- Some commentators expect further growth of insecure work, including the 'gig economy' which is likely to underpin demand for the PRS and subsidised housing.
- Reduced international travel in the short and medium term is having an immediate impact on airlines and airports and travel by aeroplane is not expected to recover to pre-pandemic levels. International travel is likely to remain disrupted or be restricted in the short term.
- Reshaping of UK trading relationships as a result of Brexit has the potential to deepen the downturn or delay recovery if uncertainties persist or if supply chains for certain sectors are disrupted. Leicestershire is an area which has attracted many international businesses to locate and this pattern may be impacted by both Covid and the future trading relationships post Brexit.
- The impacts of the economic shock following Covid-19 are likely to accelerate existing trends within the retail sector, with important impacts on town centres and other neighbourhoods with shops, amenities and services. The Government's 'Stay at Home' measures during the pandemic have forced retailers, large and small, to move their sales online. Whilst many will return to a physical presence on the high street, there is likely to be reduced demand for shop outlets and a further need for town centres to offer the consumer experiences rather than traditional shops. This will impact on the availability of space in town centres -with many shops likely to be unable to reopen – providing availability for other uses e.g. leisure (subject to planning consents).

Population

3.20 According to Mid-Year Population Estimates produced by the Office for National Statistics, the population of Leicestershire in 2019 was 1,060,379³⁸. According to Sub-National Population Projections, using a 2018 base, the population of Leicestershire is expected to increase from 1,075,674 in 2020 to 1,233,650 in 2040, representing a 14.7% increase³⁹. The population of Leicestershire is concentrated in the main city of Leicester, with other significant settlements including Loughborough,

³⁸ ONS, (2020); Mid-Year Population Estimates (2019).

³⁹ ONS, (2020); Sub-National Population Projections (2018).

Hinckley, Market Harborough, Melton Mowbray, Coalville, and Lutterworth contributing most of the remaining population. There is also a significant rural population within Leicestershire.

Regional Economic Context

- 3.21 Leicestershire occupies a central position within England and sits within the East Midlands region. It is thus well-connected to the national rail network which traverses the county. Leicestershire is also well served by the road network, with the M1 intersecting the area and offering connections between London and the North. The M42 and M69 motorways connect Leicestershire with Birmingham and the West. The A5, A6, and A46 also offer important strategic connections with the surrounding settlements and cities, including Birmingham, Derby, Nottingham, and Northampton.
- 3.22 The Leicester and Leicestershire Local Enterprise Partnership (LLEP), established in 2011, produces economic strategies for the Leicestershire area. The Leicester and Leicestershire Economic Growth Strategy 2021-2030 (November 2021)⁴⁰ sets out four strategic economic pillars with the aim to deliver a successful recovery from the Covid-19 pandemic and post-EU transition and to build on past economic transformation in technology and knowledge-based economy. It is anticipated that a further delivery action plan for the Strategy will be published in 2022. The four pillars are:
- Productive: To increase GVA and productivity and continue developing a leading science and technology-led economy
 - Innovative: To attain and invest in global innovation leadership and increase innovation activities across the whole business base
 - Inclusive: To create a resilient, adaptive workforce where all residents have access to skills and career progression and are paid the living wage
 - Sustainable: To become a leader in zero carbon solutions with sustainability principles built in everything 'we' (the LLEP and partners) do
- 3.23 In addition, the Strategic Growth Plan for Leicester and Leicestershire⁴¹ prepared by ten partner organisations (including the relevant local authorities, County Council and the LLEP) also provides a long-term vision for the area up to 2050. This includes the identification of spatial strategies to catalyse growth, including: the A5 Improvement Corridor which aims to reduce congestion on this key strategic route, anticipating increased traffic from nearby logistics development; the A46 Priority Growth Corridor which proposes a new route from which opportunities for housing and employment to the south of Leicester arise (the scheme and its extent are uncommitted at present) ; Leicestershire International Gateway at East Midlands airport where opportunities for employment arise from the intersection of the strategic transport network including international airport and rail freight terminal with the national road network; and Melton Mowbray regeneration centre which proposes regeneration of the town to serve the surrounding agricultural areas.

Economic Performance

- 3.24 In terms of contribution to total employment in 2020, the most significant sectors in Leicestershire are the manufacturing (12.5%), professional, scientific and technical

⁴⁰ <https://llep.org.uk/app/uploads/2021/12/LLEP-Economic-Growth-Strategy.pdf>

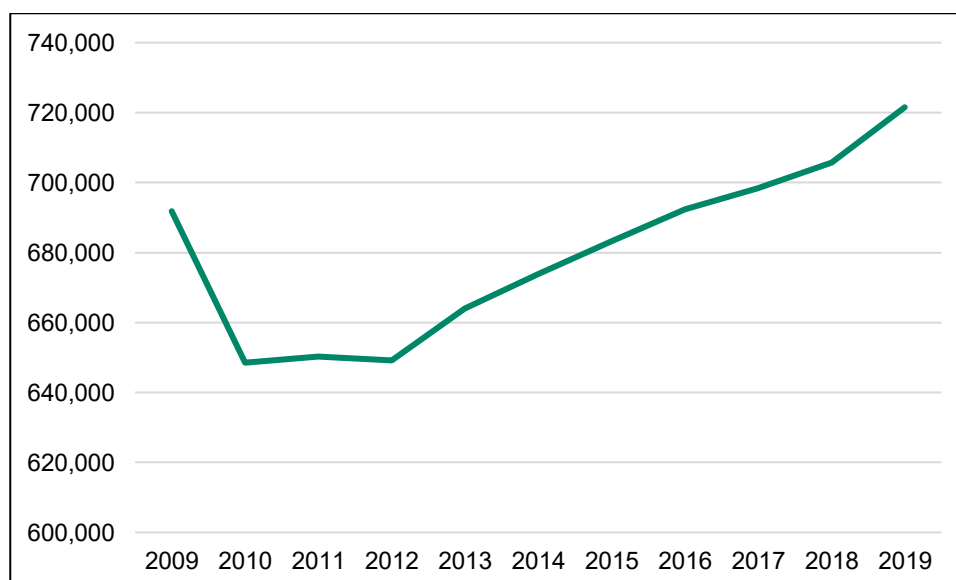
⁴¹ <https://www.llestrategicgrowthplan.org.uk/latest-updates/final-plan-published/>

(10.9%), and transport and storage (10.3%) broad industrial groups^[1]. The importance of the manufacturing sector in terms of contribution of total employment in Leicestershire (12.5%) is broadly in line with the recorded proportion of employment in the East Midlands region (12.3%), where it also contributes the second largest proportion of employment, reflecting the particular industrial strengths of the region. The professional, scientific and technical sector also makes a more noteworthy contribution to employment (10.9%) when compared to the East Midlands (7.2%), and the recorded contribution across England and Wales as a whole (8.8%). In terms of employment, the health industrial group is less prominent in Leicestershire (7.4%), compared to the East Midlands (13.3%), and England and Wales as a whole (13.3%).

3.25 As shown in **Figure** , employment in Leicestershire has grown steadily between 2012 and 2019, which is line with the trend across the East Midlands region.

3.26 The manufacturing, education, and health sectors are the most significant in Leicestershire in terms of employment, accounting for 13.0%, 10.2% and 9.7% of total employment respectively in 2019⁴². The importance of the manufacturing sector in terms of contribution of total employment in Leicestershire (13.0%) is broadly in line with the recorded proportion of employment in the East Midlands region (12.5%), where it also contributes the largest proportion of employment, reflecting the particular industrial strengths of the region. The professions, scientific and technical sector also makes a noteworthy contribution to employment (9.2%), compared to the East Midlands (7.6%), but is broadly in line with the recorded contribution across England and Wales as a whole (9.0%). In terms of employment, the accommodation and food services industrial group is less prominent in Leicestershire (5.8%), compared to the East Midlands (6.7%), and England and Wales as a whole (7.6%).

Figure 3.5 Historic Employment in Leicestershire (2009-2019)



Source: ONS, (2020); Business Register and Employment Survey (2019).

3.27 The Gross Value Added (GVA) per head at current basic prices is variable across the local authorities of Leicestershire. In increasing order: Oadby and Wigston is recorded at £16,599, Charnwood is recorded at £18,712, Leicester is recorded at

^[1] ONS, (2022); Business Register and Employment Survey (2020).

⁴² ONS, (2020); Business Register and Employment Survey (2019).

£22,233, Harborough is recorded at £22,372, Hinckley & Bosworth is recorded at £22,666, Melton is recorded at £24,260, Blaby is recorded at £27,725, and North West Leicestershire is recorded at £30,172⁴³. The equivalent figure for the East Midlands region is £20,929, and for England and Wales as a whole is £25,722.

- 3.28 Of those residents of Leicestershire employed in workplaces, approximately 84.4% work within Leicestershire, representing a high retention rate⁴⁴. Elsewhere, residents of Leicestershire employed in workplaces also work in Nottingham (1.1%) and Coventry (1.1%), with other locations representing less than 1% of employment in workplaces. By local authority, the level of retention of resident employment within Leicestershire is spatially variable, with residents in Leicester (91.5%) and Oadby and Wigston (90.5%) more likely to work within Leicestershire, compared to Melton (73.4%) and North West Leicestershire (74.4%) where retention within Leicestershire is lower.
- 3.29 According to the Annual Population Survey⁴⁵, the level of educational attainment is relatively consistent with the recorded rates for wider comparator geographies. Approximately 40.6% of working-age residents in Leicestershire hold a NVQ4 or higher qualification, compared with the lower recorded rate in the East Midlands (37.2%), and the slightly higher rate of 42.8% across England and Wales as a whole. Additionally, 7.1% of working-age residents do not hold any form of qualification, which is higher than the recorded rate for the East Midlands (6.3%), and England and Wales as a whole (6.2%).

Economic Drivers and Assets

- 3.30 The LLEP's Economic Growth Strategy presents key economic opportunities of the area based on research and stakeholder engagement, including:

- Prime location for international business
- Significant growth in science and technology and knowledge economy
- Strong presence of world-class business and technology sites
- Strong presence of university and corporates in technology-based R&D and entrepreneurship, including the MIT REAP Programme
- Diversity and international links of population and communities
- Progress of youth, employment and careers services
- Stakeholder commitment to sustainability, particularly for zero carbon, biodiversity and in addressing resource scarcity
- Investments of business and technology innovations in sustainability

- 3.31 The Strategy also highlights opportunities at East Midlands Freeport. The site will be based around the East Midlands Airport and Gateway Industrial Cluster (EMAGIC) in North West Leicestershire and is expected to generate 9,900 jobs and contribute £600 million in GVA within Leicester and Leicestershire.

- 3.32 In addition to the economic opportunities outlined, the Economic Growth Strategy also describes a number of challenges to the economy. This includes the insufficient supply of office and industrial land and premises to meet high demand.

⁴³ ONS, (2016); Regional Gross Value Added (Balanced) by Local Authority in the UK, (2016).

⁴⁴ ONS, (2012); Census 2011.

⁴⁵ ONS, (2021); Annual Population Survey (January 2020 to December 2020).

3.33 The LLEP identifies eight key sectors of focus in Leicester and Leicestershire: advanced manufacturing and engineering; creative industries; food and drink manufacturing; logistics and distribution; low carbon; professional and financial services; textile manufacturing; tourism and hospitality⁴⁶. The growing role of strategic and business tourism in Leicester and Leicestershire should be considered further through the plan making process to ensure strategic sites do not stifle growth in tourism and opportunities. The NPPF (paragraph 84) is clear that plans and decisions should support a prosperous rural economy, including sustainable rural tourism and leisure developments, which respect the character of the countryside.

3.34 Spatially, the following assets near or within the study area of Leicestershire have been identified in the Leicester and Leicestershire Strategic Growth Plan, derived from the Midlands Engine Strategy⁴⁷:

- The East Midlands Gateway (Strategic Rail Freight Interchange) and East Midlands Airport in the north of Leicestershire are important distribution and transport hubs for freight and passengers. Further south, the expansive Magna Park Distribution Centre lies on the A5.
- The Space Research Centre (attached to the University of Leicester) and The Global Space Technologies Hub are located in Leicester.
- The University of Leicester is renowned for its biosciences research, Loughborough University specialises in sport science, and De Montfort University also offers a range of courses.
- There are two enterprise zones: Loughborough & Leicester Enterprise Zone focusses on science and innovation. MIRA Enterprise Zone focuses on research and development in transport technology, and nearby is the complementary Engineering Skills Training Centre and Centre for Connected Autonomous Vehicles.
- There are a number of agri-food and drink processing plants.

3.35 Other notable locations include:

- Magna Park Distribution Centre;
- Fosse Park Retail Centre;
- Leicester City Centre and Strategic Regeneration Area;
- IBM Client Innovation Centre; and
- Charnwood Campus Science, Innovation and Technology Park (Life Sciences Opportunity Zone).

⁴⁶ LLEP, (2021). About Us. Accessed online: <https://llep.org.uk/about-us/>

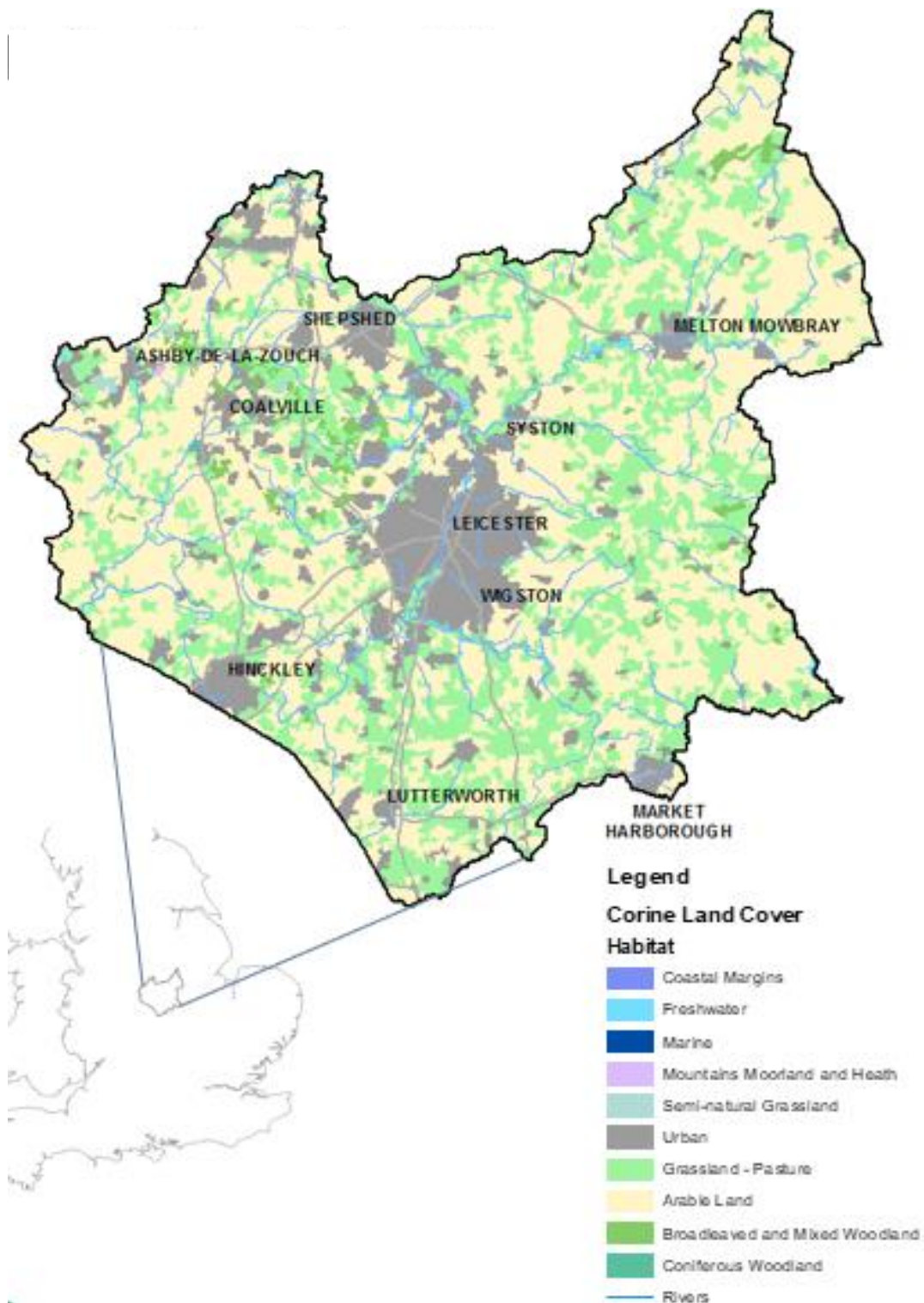
⁴⁷ Department for Communities and Local Government, (2017); Midlands Engine Strategy.

Environment

Natural Capital

3.36 Leicestershire is a landlocked county characterised largely by agricultural land use. The North Western area of Leicestershire is home to the National Forest and the county's principal river basin is the River Soar catchment.

Figure 3.6 Leicestershire Land Cover Habitat

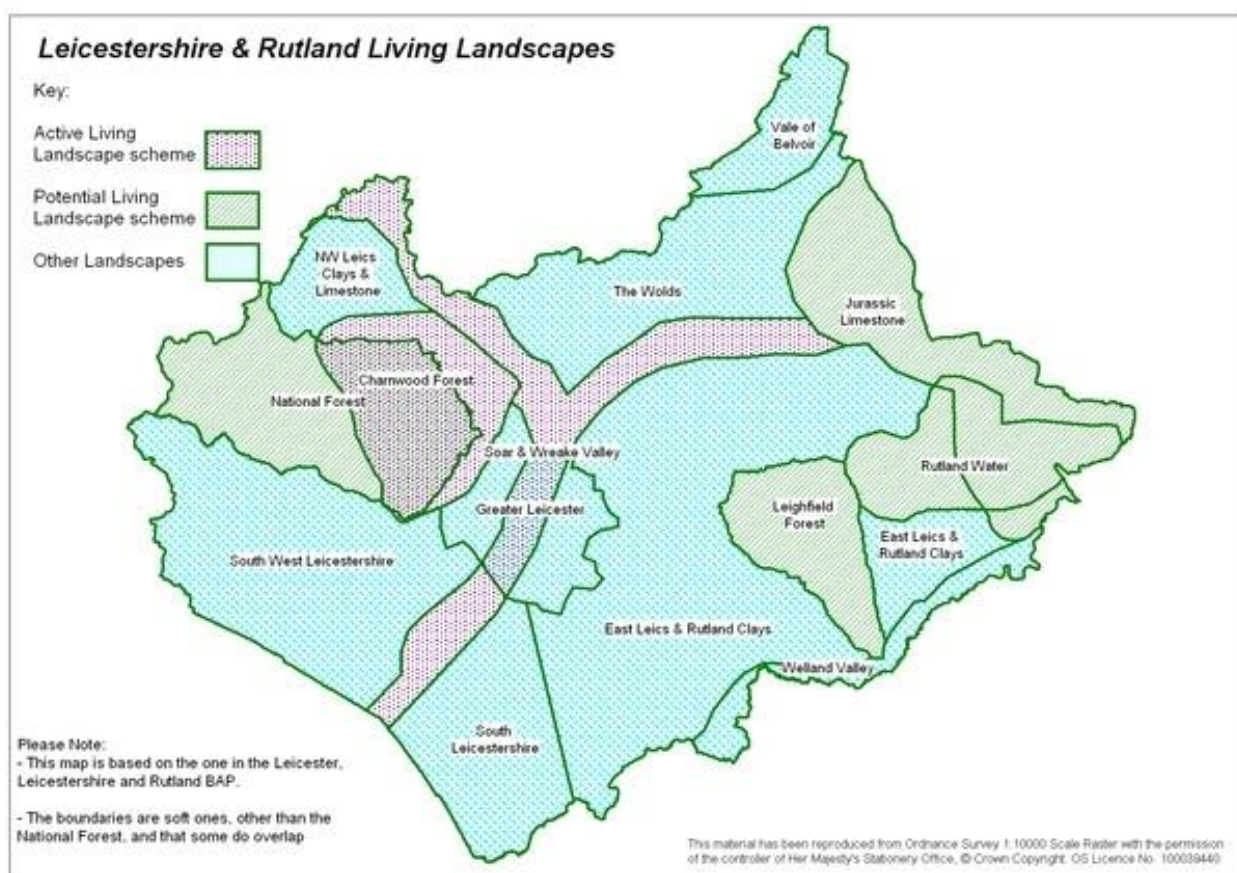


Source: Environment Agency

- 3.37 Leicestershire mostly faces northwards from a natural capital perspective, with the great majority of the County, specifically all bar the south west and south east extents, draining to the River Soar, which flows north to meet the River Trent south of Nottingham. The River Soar corridor forms a central spine through the County, draining valued raised landscapes to the west and to the east. Raised land to the east of the County is itself bisected by the valley of the River Wreake, which flows southwest from Melton Mowbray to meet the Soar north of Leicester.
- 3.38 The river valleys themselves are key natural capital priority areas, associated with a range of sensitivities and also wide-ranging opportunities. The Soar and Wreake Valley is one of two Living Landscapes⁴⁸ designated by the Leicestershire and Rutland Wildlife Trust (see **Figure 3.7**), with the Trust explaining:
- “We have been doing extensive work to restore wildlife and wild places to the floodplains of the Soar and Wreake...with our goal to enable the floodplain to function naturally, which has huge benefits for nature and for people... We have acquired over 400 acres of land on the Soar floodplain since 2004, offered advice to landowners and carried out extensive habitat restoration work...”*
- 3.39 The second designated Living Landscape is the Charnwood Forest, to the north west of Leicestershire, where the raised and undulating landscape (including the highest points in the County) is associated with a nationally significant complex of Ancient Woodlands and other priority habitats, including many nationally and locally designated sites. The Wildlife Trust highlights the importance of improving connectivity between habitat patches here:
- “[Assets] have become increasingly isolated by hedge removal, ploughing of grasslands and development. The building of the M1 motorway... split the area into two... We need to link [assets] together by working with neighbouring landowners and others... and perhaps even building wildlife bridges over the motorway.”*
- 3.40 Charnwood Forest forms part of the National Forest which also extends further to the west, which is a raised landscape (although dipping to the west, from the high point of the Charnwood Forest) historically associated with coal mining and other heavy industry, and where there has been a major focus on woodland planting over the past 25 years. That part of the National Forest west of the Charnwood Forest is not associated with a high density of designated or other priority habitat, but is nonetheless clearly a strategic priority area for natural capital investment and interventions.
- 3.41 From **Figure 3.7** it can be seen that the other concentration of broad priority areas, from the Wildlife Trust’s perspective, is at the eastern extent of the County, with a distinction between: Leighfield Forest, which comprises the County’s secondary concentration of ancient woodlands, again with numerous nationally and locally designated sites, and also links to river valley habitats; and the Jurassic Limestone area associated with the eastern extent of Melton District, which features small and fragmented but nonetheless highly valued patches of limestone grassland. The latter is also a feature of the Wolds to the west.

⁴⁸ <https://www.lrw.org.uk/about-us/caring-wild-places/living-landscapes>

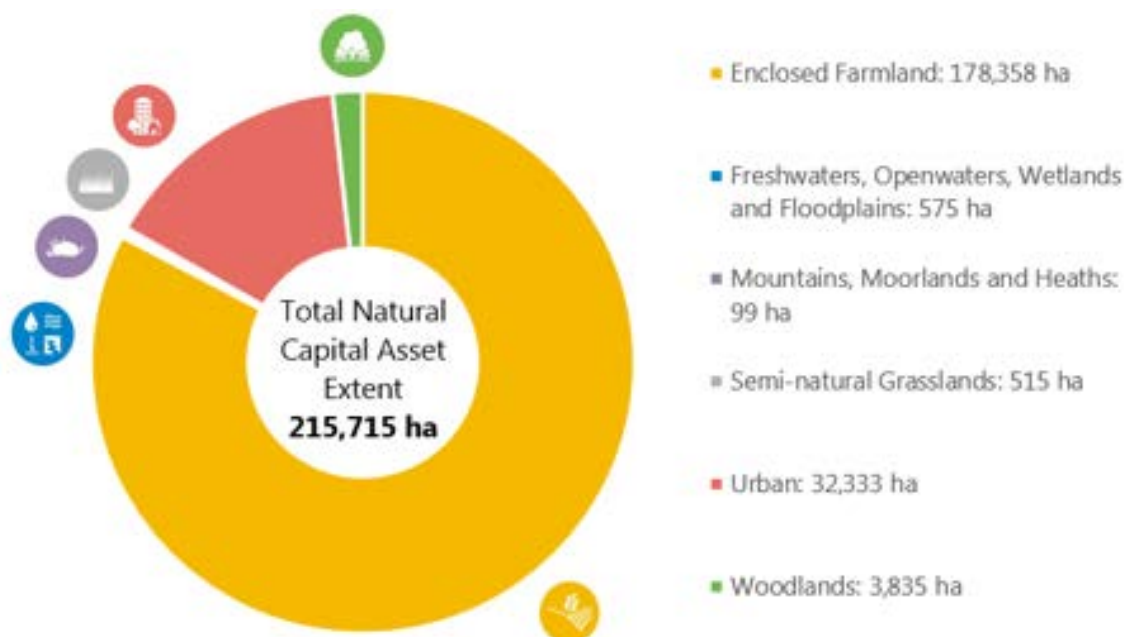
Figure 3.7 Leicestershire and Rutland Living Landscapes



Source: Leicestershire and Rutland Wildlife Trust

3.42 **Figure** below illustrates the Natural Capital Extent of Leicestershire.

Figure 3.8 Leicestershire Natural Capital Extent



Source: Environment Agency

3.43 Having discussed the broad distribution of nationally and locally designated habitats, Ancient Woodland and other priority habitats, the next regionally significant

environmental asset of note is the River Mease Special Area of Conservation (SAC), which is the County's only internationally designated site. The Mease drains land to the south west of Coalville and south of Ashby-de-la-Zouch, and is valued for its ability to support freshwater fish species with a restricted distribution in England, including spined loach and bullhead. The SAC is particularly sensitive to water pollution / poor water quality, and there are projects in place to improve the current biological and chemical status of the river, including with a view to achieving Water Framework Directive objectives; this includes exploring options to pump foul drainage out of the catchment.

3.44 Further natural capital issues and opportunities relate to:

- Reservoirs, quarries and canals which are characteristic features of the County, and are associated with numerous SSSI designations.
- Wood pasture habitats associated with the landscaped grounds of stately homes, some with registered park/garden designation, are characteristic of some raised/ridge landscapes, primarily within the north of the County.
- Rutland Water to the east is an internationally designated Special Protection Area (SPA) on the basis of the bird populations that it supports, but is thought to act as a constraint to growth in the study area only to a limited extent, given that it is well managed for recreational use, and given limited hydrological connectivity.
- Agricultural land quality is closely related to geology and, in turn, the spatial distribution of priority habitats discussed above. Much of the County comprises 'grade 3' quality land, but the raised wooded landscape of the Charnwood Forest is grade 4, and the limestone influenced landscapes notably tend to be associated with grade 2.
- "The need to consider the natural environment during regeneration of urban areas, including the potential role of green infrastructure" was the primary recommendation identified through the High-level strategic assessment of the natural capital assets of Leicestershire (Holt et al., 2021; see page 15⁴⁹). This study does not deal with urban regeneration, but a related priority is targeting natural capital investment at locations where the resulting ecosystem services will benefit communities in need, including urban communities experiencing flood risk or poor access to high quality green space.

3.45 The Environment Act 2021⁵⁰ received royal assent on 9th November 2021. It includes provisions which will make Biodiversity Net Gain (BNG) a mandatory requirement within the planning system in England, requiring all relevant developments⁵¹ to achieve a minimum 10% net gain in biodiversity units relative to the site's baseline biodiversity value. Biodiversity Metric 3.0 was published by Natural England on 7th July 2021. It updates and replaces Biodiversity Metric 2.0, and now represents the government endorsed approach for comparing losses and gains in biodiversity.

3.46 The Government has consulted upon the practical implementation of the Act, including details on how large sites shall be treated⁵². This study is concerned with Strategic Growth Options that can deliver >1,000 homes and/or >25 hectares of employment land. The development typologies considered will be delivered over multiple plan periods. The consultation states that for applications for outline planning

⁴⁹ <https://lep.org.uk/app/uploads/2021/07/LLEP-High-Level-Natural-Capital-Assessment.pdf#page=15>

⁵⁰ Environment Act (2021). The House of Commons, 09 November 2021.

⁵¹ All development within the scope of the Town & Country Planning Act

⁵² 'Consultation on the Biodiversity Net Gain Regulations and Implementation' (DEFRA, January 2022). Accessed at: <https://consult.defra.gov.uk/defra-net-gain-consultation-team/consultation-on-biodiversity-net-gain-regulations/>

permission and permission which have the effect of permitting development in phases, there will be additional requirements for the biodiversity net gain information to be submitted with the application. The process envisaged will require the applicant to explain the strategy to achieve the biodiversity gain objective across the whole site and to then demonstrate how this could be delivered on a phase-by-phase basis, including:

- *the key principles that will be followed to ensure biodiversity gain commitments are achieved through subsequent detailed design*
- *the target percentage gains to be delivered at each stage and guidance likely to require biodiversity gains to be ‘frontloaded’ into earlier stages to help avoid the risk of net losses caused by later stages being delayed or cancelled*
- *the approach to be taken in the event that subsequent phases do not proceed or fail to achieve their biodiversity net gain targets*
- *that the pre-development biodiversity value for the whole site will be agreed as part of the framework plan and used as the basis for agreeing the detailed proposals through subsequent applications pursuant to the approved development*
- *a mechanism to link the framework plan to subsequent applications pursuant to the approved development*
- *a requirement through secondary legislation that a biodiversity gain plan would be submitted for approval prior to the commencement of individual phases of development.*

3.47 The Environment Act 2021 also established the Office for Environmental Protection (OEP) an independent non-departmental public body, sponsored by the Department for Environment, Food and Rural Affairs), responsible for protecting and improving the environment by holding government and public authorities to account. The OEP will enforce a number of the Act’s provisions including the requirement to achieve a Biodiversity Net Gain of 10% (anticipated to be in force by the end of 2023 via secondary legislation), plus other statutory targets including air quality.

3.48 The Act also introduces the requirement for the public sector to create Local Nature Recovery Strategies (LNRS) - a new system of spatial strategies for nature, to cover the entirety of England (it is expected that there will be one LNRS per County i.e. Leicestershire). LNRS shall be used to agree priorities for nature’s recovery and shall include: a statement of biodiversity priorities for the strategy area; and a local habitat map(s) for the whole strategy area.

3.49 The consultation also contains proposals on how to treat ‘irreplaceable habitat’ (including Ancient Woodland). This is particularly pertinent to Leicestershire which contains thousands of hectares of irreplaceable habitat. The LNRS will need to be used by site promoters and applicants to demonstrate compliance with the Act and supporting policy and guidance. The Strategic Growth Option assessments in this study identify environmental assets for each location that can be considered for enhancement and conservation as part of each new development’s BNG requirements.

3.50 The Climate Change Act 2008⁵³ provides the framework for UK climate change policy. It established long-term statutory targets for the UK to decarbonise by

⁵³ Accessed at: <https://www.legislation.gov.uk/ukpga/2008/27/contents>

reducing its greenhouse gas emissions. Under this the UK has a net-zero emissions target for 2050. The UK Government has published several interrelated Net Zero Strategies, with the aim for new developments to:

- *Reduce demand through a 'fabric first approach'⁵⁴ – enforced through Future Homes Standards and Future Buildings Standard (for non-residential uses);*
- *Supply heat to buildings through heat pumps with electricity grid emissions reduced to zero by 2035 (meaning that any electricity consumed by users connected to the national grid will be zero carbon from 2035); and*
- *Encourage the use of renewables in conjunction with energy storage.*

- 3.51 The UK Government's 2021 Net Zero Strategy also seeks improvements from the construction sector by improving reporting on embodied carbon in buildings and infrastructure with a view to exploring a maximum level for new builds in the future. Achieving Net Zero emissions is about reducing energy demands in buildings and transportation to a level that can be met from renewable sources of power. The whole lifecycle of construction and operation, including embodied carbon, must also be factored in.
- 3.52 In a changing climate, buildings and public spaces (and associated green infrastructure) will need to be designed to be climate resilient so that they are equipped to deal with more extreme weather events brought about by hotter dryer summers and colder wetter winters, including: drought, flooding and overheating risk.
- 3.53 One of the best ways a Local Plan or strategic development can help to adapt to climate change is through the identification of and investment in green infrastructure improvements and nature recovery projects. This can result in environmental and biodiversity net gains; enhancements to ecosystem services; mitigate flood risk; provide solar shading (to limit the urban heat island effect); support carbon sequestration; encourage a shift to more active modes of transportation and healthier lifestyles and result in increased levels of protection and stewardship of the environment.
- 3.54 In July 2022, the government issued further information about Nutrient Neutrality and steps to be taken to assist with the delivery of mitigation schemes to help development proceed. Mitigation schemes within the affected areas will be necessary to permit further development, such as housing growth. The government issued a ministerial statement by George Eustice (Secretary of State for Environment, Food and Rural Affairs) on 20 July 2022⁵⁵. It sets out that the government will: Place a legal duty on water companies to upgrade wastewater treatment works by 2030 in nutrient neutrality areas; and Require Natural England to establish and deliver a Nutrient Mitigation Scheme.
- 3.55 This government advice was followed by a letter about nutrient neutrality and habitats regulations assessment from Joanna Averley (Chief Planner) issued on 21 July 2022⁵⁶.
- 3.56 Nutrient pollution in rivers, lakes and estuaries has an adverse effect by causing eutrophication and algal blooms, harming delicate ecosystems. Some areas are

⁵⁴ A 'fabric first' approach to building design involves maximising the performance of the components and materials that make up the building fabric itself, before considering the use of mechanical or electrical building services systems.

⁵⁵ Available at: <https://questions-statements.parliament.uk/written-statements/detail/2022-07-20/hcws258>

⁵⁶ Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1093278/Chief_Planner_Letter_with_Nutrient_Neutrality_and_HRA_Update_-_July_2022.pdf

protected as Habitat Sites and under the Habitats Regulations. Competent authorities must carefully consider the impacts of any new plans and projects on habitats sites, and whether those impacts may have an adverse effect on the integrity of a habitat site which requires mitigation. Natural England provides statutory guidance and calculators to assist with plan making and decision taking.

- 3.57 Regarding using Natural England nutrient calculators and the Habitats Regulations process, the Court of Appeal decision in *R (Wyatt) v Fareham BC and Natural England* was issued on 15 July 2022⁵⁷. This decision confirms that Local Planning Authorities can rely on Natural England's guidance and nutrient calculator tools. However, these are not the only tools that can be used when calculating nutrient loading. They are one way of carrying out an 'appropriate assessment', and their use is not mandatory. However, the Court of Appeal decision suggests that a planning authority should follow the methodology suggested by the statutory nature conservation body unless it has good reason not to do so.

⁵⁷ Available at: <https://www.bailii.org/ew/cases/EWHC/Admin/2021/1434.html>

Landscape

- 3.58 Nationally, Leicestershire encompasses several Natural England National Character Areas (NCAs) including: NCA 71 Leicestershire & South Derbyshire Coalfield, NCA 72 Mease/Sence Lowlands, NCA 73 Charnwood, NCA 74 Leicestershire and Nottinghamshire Wolds and NCA 75 Kesteven Uplands.
- 3.59 On a regional scale, Landscape Character Types are defined in the East Midlands Region Landscape Character Assessment and include: Village Farmlands 5a: Village Farmlands 5b: Wooded Village Farmlands 5c: Undulating Mixed Farmlands, 8a: Clay Wolds, 9a: Settled Coalfield Farmlands, 4a: Unwooded Vales and 3a: Floodplain Valleys.
- 3.60 Topography within the study area varies considerably, the main elements being the elevated areas of the Wolds/Vale of Belvoir and Charnwood Forest, with the river valleys of the Soar, Wreake and Eye creating valleys and areas of floodplain in contrast to the upland areas.
- 3.61 Land cover mainly comprises arable farmland in medium and large semi-regular and regular fields, with some smaller strip fields occasionally present around settlements. The mostly heavily wooded areas are in the north west of the county, principally Charnwood Forest and the National Forest. Elsewhere, there are smaller woodland blocks, as well as hedgerow trees.
- 3.62 Factors which contribute to the landscape value include: well defined field patterns with intact landscape elements; areas of historic or cultural heritage value; the upland areas of Charnwood and associated woodland; and the Vale of Belvoir.
- 3.63 Factors which increase the landscape susceptibility include complexity of landform which creates search areas which are potentially prominent in long views, the rural nature of much of the county and the presence of extensive urbanisation and settlement coalescence north of Leicester towards Loughborough.
- 3.64 Factors which decrease the landscape susceptibility include: the influence of detractors such as motorways; 'A' roads; mineral extraction; and evidence of previous coal mining activity.

Transport

- 3.65 Transport is one of the central enablers to delivering economic and housing ambition in the study area. However, in order for residential development to be sustainable from a transport perspective, new settlements or significant extensions to existing villages and towns need to be well located and designed. They also need to be supported by the necessary infrastructure and facilities, including a genuine choice of transport modes.
- 3.66 According to the 2011 Census, the majority of journeys undertaken within Leicestershire are by driving (car or van), representing 64.8% of journeys. There is less use made of travel by foot (14.1%), and by bus, minibuss or coach (8.6%). When considering the mode of travel for all journeys undertaken by residents of Leicestershire, the dependence on car or van is more prominent (67.5%) underlining the dependence on this mode. Journeys undertaken by residents of Leicestershire to locations within Leicestershire by rail represent approximately 0.5%, and when considering journeys to all locations, this modal share rises to 1.3%. Leicestershire is a large predominately rural county which is a significant factor in the mode share of the resident and working population⁵⁸.
- 3.67 The site assessment chapter has categorised each site using a RAG rating based on assessment of the local highway network, accessibility to amenities, access to sustainable modes of transport and the strategic road network. Where relevant, commentary on forthcoming major transport infrastructure has also been provided. However, these schemes are only a material consideration where they are committed and funded. References to schemes that have no status or are only at the outline business case / public consultation stage have been made predominately to highlight how development could support the delivery of infrastructure or vice versa.
- 3.68 Whilst the site assessment has identified a number of sites that are considered suitable and potentially suitable from a transport perspective at this stage, they will also need to be assessed further as part of future transport evidence for emerging Local Plans and to be identified as suitable in the context of this evidence / emerging Local Plan growth strategies. Each site would require a full transport assessment and travel plan as part of any forthcoming planning application. At the time of this study's preparation, the Strategic Transport Assessment (STA) was also being prepared on behalf of the ten partner organisations in Leicester & Leicestershire. The STA will sit alongside this study, the Sustainability Appraisal and Housing and Economic Needs Assessment to help inform future plan making and decision making. This study does not incorporate any new transport modelling, it relies on existing available evidence, the local knowledge of transport specialists and engagement with the LPAs and Leicestershire County Council transport officers. As such the transport evidence within this study shall be supplemented and, in some cases, superseded by the STA. Particularly in respect of the technical feasibility and delivery of strategic-scale transport solutions. For example, a site in this study may be assessed favourably from a transport perspective but more detailed findings in the STA may suggest a site is less favourable (and vice versa).

⁵⁸ Further analysis available at: <https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/local-transport-plan>

Existing Transport Network

Highways

3.69 The Strategic Road Network (SRN) managed by National Highways, within the study area includes the M1, M6, M42, M69 and 'A' roads including A42, A46, A5, A50, A52 and A14. The Major Road Network (MRN), adopted by the Department for Transport (DfT) in 2018, forms a middle tier between the national Strategic Road Network (SRN) and the rest of the local road network, and within the study area includes the A563, A47, A607, A511, A6 and A426. Both the MRN and all other roads forming part of the local road network and are managed by the local highway authorities (Leicestershire County Council and Leicester City Council).

Passenger Transport

3.70 Most passenger transport needs within Leicester and Leicestershire are met through local bus services and/or other forms of road passenger transport (e.g. Demand Responsive Transport). Private bus operators provide services across the county, of which the majority of routes are operated commercially, but a small proportion are so called 'socially necessary' services which only operate with subsidies from Leicestershire County Council. Bus operators in Leicestershire include Arriva, First Leicester, Kinchbus, Centrebus, Skylink Leicester, National Express, Travel de Courcey, Stagecoach, Paul S Winson, Roberts Travel Group, Beaver Bus, Trent Barton, Hinckley Bus and Megabus.

3.71 The passenger rail network also meets some of Leicester and Leicestershire's local and much of its longer-distance (inter-city) passenger transport needs, and includes:

- The Midland Mainline, with stations at Market Harborough, Leicester, Loughborough, East Midlands Parkway and local Ivanhoe Line stations at Syston, Sileby and Barrow-upon-Soar;
- The South Leicestershire Line, with stations at Hinckley, Narborough, South-Wigston and Leicester; and
- The Syston and Peterborough Line, with stations at Syston, Melton Mowbray and Oakham (Rutland).

Active Travel

3.72 In Leicestershire, cycling and walking levels are lower than the national average with the percentage of adults in the county that cycle at least three days per week at 2.4% in 2018/19 compared to 3.1% nationally (LCC, 2021⁵⁹). The percentage of adults who walk at least three days per week was 18.5% in 2018/19 (compared to 22.7% nationally).

3.73 The County as a whole is predominately rural which poses challenges for promoting medium-long distance journeys by active modes. For instance, the distances from many rural villages in this assessment to the nearest town centre are not conducive to cycling or walking. Notwithstanding this, as would be expected, there are relatively higher levels of cycling in the Leicester Urban Area and in key county market towns. This assessment has identified sites which are well located in terms of accessibility via active modes, with potential opportunities to facilitate a mode shift to walking and cycling.

⁵⁹ Cycling and Walking Strategy, Leicestershire County Council, July 2021. Available via: <https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2021/7/27/Cycling-and-walking-strategy.pdf>

Freight and Logistics

3.74 There are a number of major industrial and warehouse distribution complexes in the county which benefit from access to the strategic road network including the M1, M6 and M69 – including East Midlands Gateway and the emerging NSIP application for Hinkley National Rail Freight Interchange (HNRFI). Additionally, the Leicester and Burton rail line is operated for freight only. It also should be noted that East Midlands Gateway and East Midlands Distribution Centre have access to the rail network.

Strategic Transport Infrastructure Investment

3.75 The table below summarises the main transport improvements in the County and includes projects that are fully funded alongside aspirational projects that may be in the early phases of visioning or business case development. The locations of these potential and planned improvements has fed into the assessments. Proposed projects without funding or commitments are shown in *italics* in Table 8 (below).

Table 8 Committed and Potential Transport Infrastructure

Category	Transport Infrastructure Description	Status	Location	Source
Bus Station / Interchange or Hub (existing and planned) 	St Margaret's Bus Station (Redevelopment , including provision of pedestrian link to Haymarket Bus Station)	Construction commenced Summer 2021	St Margaret's Bus Station, Leicester	LCC email dated 13.09.2021 LCC construction update: link .
	Haymarket Bus Station	Existing Bus Station	37 Belgrave Gate / Charles Street, Leicester	Choosehowyou move.co.uk web link: Link
	Park and Ride Site at Beaumont Leys	Committed	Beaumont Leys Shopping Centre	LCC email dated 13.09.2021 LCC webpage: link .
	'Greenlines' Electric Bus Project (part of Zero Emission Bus Regional Areas (ZEBRA) Scheme)	In development, roll out on P&R routes to be complete by Autumn 2022 subject to secured funding	Across Leicester, network map: Link	LCC webpage: Link . LC ZEBRA Bid Link .
	Park & Ride Terminal at Leicester General Hospital	Committed	Leicester General Hospital	LCC email dated 13.09.2021 LCC webpage: Link .
	Leicester Railway Station Gateway (Upgrade / Regeneration)	Funding secured through Government "Levelling Up" scheme Autumn 2021.	Leicester Railway Station	LCC email dated 13.09.2021 Government Successful bidders Link .
New Rail Line Routes	Market Harborough Line Speed Improvement project	Committed, improvements underway	Market Harborough	Network Rail: Link

Category	Transport Infrastructure Description	Status	Location	Source
(including potential for additional stations where applicable) 			Railway Station	
	HS2 East (via station at East Midlands Parkway)	Integrated Rail Plan proposals published November 2021	HS2 East	Integrated Rail Plan, DfT, November 2021
	Midlands Rail Hub, resulting in increased frequency of rail services between Leicester – Birmingham (outline business case)	Business Case only	Leicester - Birmingham	Midlands Rail Hub Outline Business Case, Midlands Connect, 2020. Link
	Reinstatement of the Leicester – Burton-upon-Trent Passenger Rail services (note: this is not planned or funded, currently).	Subject to Business Case	Leicester – Burton-upon-Trent via Coalville and Ashby-de-la-Zouch.	Leicester City Council email correspondence dated 10 th September 2021
	Melton – Nottingham line reinstatement and new passenger services through 'Restoring Your Railway' scheme.	Subject to Strategic Outline Business Case	Nottingham – Melton Mowbray	Melton Borough Council Link
	Increased rail frequency calling at Loughborough, East Midlands Parkway and Nottingham via a new 'dive under' at Nuneaton (not committed).	Subject to Strategic Outline Business Case	Nottingham – Leicester – Coventry	Midlands Connect Link
New Rail Stations	East Midlands Gateway Strategic Rail Freight Interchange (note: no passenger rail services, freight only)	Planning consent granted	M1 Junction 24	Link
	HS2, East Midlands Parkway	Integrated Rail Plan proposals published November 2021	East Midlands Parkway, NG11 0EB	Integrated Rail Plan, DfT, November 2021
	Coalville, if National Forest line is re-opened to passengers. (note: this is not planned or funded, currently)	No Status	Coalville	Leicester City Council email correspondence dated 10 th September 2021
	Ashby-de-la-Zouch if National Forest line is re-opened to passengers. (note: this is not planned or funded, currently)	No Status	Ashby-de-la-Zouch	Leicester City Council email correspondence dated 10 th September 2021
New A-Roads	Desford Crossroads (Upgrade to roundabout junction)	Committed, construction start date TBC	A47 / B582 Desford Road	Link
	A46 Priority Growth Corridor (Upgrade)	Options and Constraints stage, last update November 2020.	A46 / M1 and M6 south of Leicester	Prospectus for Growth, Leicestershire (LCC, 2019). Link

Category	Transport Infrastructure Description	Status	Location	Source
				A46 (Stage 2) Study, Midlands Connect, 2020. Link.
	A5 Hinckley to Tamworth Improvement Corridor (Upgrade)	Pipeline for RIS3. Will be developed during 2020-25. Funding has not been committed.	A5 between Staffordshire and Northamptonshire	Prospectus for Growth, Leicestershire (LCC, 2019). Link. HE RIS2: Link.
	Coalville Transport Strategy	Public Consultation, outcome published September 2021. A planning application for the construction of Link Road extending southwards from the A511 Bardon Road was submitted in May 2022.	A511 / A50 Growth Corridor	Prospectus for Growth, Leicestershire (LCC, 2019). Link. Public Consultation, LCC, 2021. Link. Planning application 2022/RegMa/00 69/LCC Link
	Melton Mowbray Transport Strategy, including “Melton Mowbray Distributor Road” (MMDR) (Public Consultation Stage)	Public Consultation, outcome published July 2021 Public inquiry on MMDR September 2021	Melton Mowbray Distributor Road around perimeter of Melton Mowbray	Interim Melton Mowbray Transport Strategy, LCC, 2021. Link. Public Consultation, LCC, 2021. Link.
New Motorway Junctions	M1 Junction 20a	No Status	M1 / A426 south of Whetstone	Prospectus for Growth, Leicestershire (LCC, 2019). Link.
Improved Motorway Infrastructure	M1 Leicester Western Access	Pipeline for RIS3. Will be developed during 2020-25. Funding has not been committed.	M1 J21–J21a	Midlands Connect Report (2021) Link. HE RIS2: Link.
	M1 North Leicestershire extra capacity improvements	Pipeline for RIS3. Will be developed during 2020-25. Funding has not been committed.	J21a to J23a	HE RIS2: Link.
	M69 Junction 2 Southern Slip Roads (Upgrade)	Southern slip roads added to this junction as	M69 Junction 2	HNFR I Link.

Category	Transport Infrastructure Description	Status	Location	Source
		part of the Hinckley National Rail Freight Interchange (HNRFI). Currently at pre-application stage, planning submission in Q2 2022.		Blaby District Council Link .

Social infrastructure

- 3.76 Social infrastructure in Leicestershire is managed by the relevant education and health authorities. In terms of education, the local education authorities within the study area are Leicester City Council and Leicestershire County Council and education is provided by a number of different providers including local authority-maintained schools, free schools and academies. In terms of healthcare; since 2012, Clinical Commissioning Groups (CCGs) have replaced Primary Care Trusts. These CCGs are groups of general practices (GPs) which work together in their areas to commission services for their area. The relevant CCGs for Leicestershire are NHS East Leicestershire and Rutland CCG, NHS Leicester City CCG, NHS West Leicestershire CCG and NHS Lincolnshire CCG (falls outside of the study area but includes GPs located in the study area⁶⁰). Acute hospital, community and mental health services in the surrounding area are provided by Leicestershire Partnership NHS Trust and University Hospitals of Leicester NHS Trust.
- 3.77 This section focuses on the key social infrastructure facilities in Leicestershire that may impact the selection of strategic growth locations but often the wider physical environment of development, such as the provision of quality open space and active travel routes linking key destinations, also plays a key role in improving the health and wellbeing of communities and should be considered as part of the design and delivery of good growth.

Primary Education

Existing Infrastructure

- 3.78 The Government's Get Information About Schools website sets out that, as of September 2021, there are 311 primary schools (including one all-through school) within Leicestershire, including the City of Leicester. These are run by a number of different providers including local authority-maintained schools, free schools, voluntary controlled schools and academies, and some also provide nursery provision. Across the authorities, there are currently 236 academies, 11 free schools and 178 local authority-maintained schools. The number of primary schools per district is set out below. This shows that primary school provision is spread across the Study Area, with the greatest concentration of primary schools in the City of Leicester.
- 3.79 The Get Information About Schools website includes school capacity and pupil number figures which gives an indicative idea of surplus and deficit primary school provision across the Study Area, though more detailed capacity information may be available through LCC and City of Leicester education teams. The capacity information shows that most districts have a mixture of both surplus and deficit places across the primary schools within their areas. City of Leicester in particular shows a high deficit of provision, suggesting that more primary school provision is necessary within the city.

⁶⁰ The Stackyard and Woolsthorpe Surgery and The Welby Practice.

Table 9 Primary School Provision

District	No. of Primary Schools	No. of schools with surplus provision	No. of schools with deficit provision	No capacity information
Blaby District Council	27	13	14	-
Charnwood Borough Council	49	25	22	2
Harborough District Council	35	21	14	-
Hinckley & Bosworth Borough Council	33	23	10	-
Leicester City Council	84	28	55	1
Melton Borough Council	25	22	3	-
North West Leicestershire District Council	44	28	14	2
Oadby and Wigston Borough Council	14	10	4	-
Total	311	170	136	5

Source: Get Information about Schools, Gov.uk

Future provision

- 3.80 Future communities will need to include the provision of new primary schools with sufficient primary FE and early years facilities to ensure that demand is met. The Department of Education encourages provision of early years and childcare provision to be developed as part of new schools placed in each Locality to minimise travel, and where a school-based solution is not available it should be considered for community hubs or buildings of similar use.
- 3.81 Two new primary schools are under construction or have newly opened within the Leicestershire County Council area: Ashby Hastings Primary School (210 places, now opened) and Foxbridge Primary School Castle Donington (210 places, expected to open in September 2022). In the longer term, it is expected that there will be a further 27 new primary schools opened as part of housing growth set out in each districts Local Plan and to respond other demographic change. The next new primary schools in Hinckley and SE Coalville are expected to open in 2023/24. It is also expected that there will be new schools provided as part of the sustainable urban extensions in Charnwood.
- 3.82 It is currently also proposed that St Botolphs Church of England Primary school in Shepshed is significantly expanded in stages from 280 to 630 places beginning in August 2021 to meet demand from surrounding new housing developments. The school will be transferred to a new site nearby in Spring 2022. A number of other existing primary schools were also approved for expansion during 2022, including Rothley Primary School, Thurnby St Lukes CE Primary School, Waltham on the Wolds CE Primary School and Lutterworth Wycliffe Primary School.
- 3.83 AECOM's social and green infrastructure model, developed over previous projects, calculates new social infrastructure requirements. For the purposes of this report

demand for primary school places (and other social infrastructure) has been run based on three theoretical settlement options: a 2,500-unit scheme, a 5,000-unit scheme and a 10,000-unit scheme. The results, set out in Table 11 Primary School Demand Modelling Results

Table 10 Primary School Calculation Assumptions

	Standard
Leicestershire: Places per dwelling	0.3
Primary School Pupils in 1 Form Entry	210

Source: Leicestershire County Council and the Department for Education

Table 11 Primary School Demand Modelling Results

Leicestershire		
Scheme Size (units)	Estimated No. of Primary School Pupils	Estimated No. of Forms Required (Rounded Up) ⁶¹
2,500	700	4
5,000	1500	7
10,000	3000	14

Source: AECOM Social and Green Infrastructure Model

Secondary Education

Existing Infrastructure

- 3.84 Secondary education provision in Leicestershire is delivered both through traditional state funded/controlled schools or alternative provision routes such as free schools, independently run academies and private schools.
- 3.85 Attendance at a secondary education facility is compulsory for children aged 11 to 16 years old. Compulsory education post-16 years old can take place in a variety of settings such as a sixth form secondary or college setting, or through undertaking vocational qualification or training such as an apprenticeship within a college.
- 3.86 The Government's Get Information About Schools website sets out that, as of September 2021, there are 66 secondary schools across the Leicestershire Study Area (note that an additional sixth form has opened in Leicester City since (Beauchamp City Sixth Form)). Capacity information is not available through the Get Information About Schools website for the majority of the secondary schools within the Study Area; however, this may be possible to ascertain in discussion with Leicester City Council and Leicestershire County Council. In response to consultation on this study, Leicester County Council confirms that most secondary schools within the County are currently at capacity.

⁶¹ No. of forms required is likely to

Table 12 Secondary School Provision

District	No. of Secondary Schools	No. of secondary schools with sixth form provision
Blaby District Council	3	1
Charnwood Borough Council	11	6
Harborough District Council	6	2
Hinckley & Bosworth Borough Council	9	3
Leicester City Council	21	4
Melton Borough Council	3	2
North West Leicestershire District Council	7	2
Oadby and Wigston Borough Council	6	2
Total	66	22

Source: Get Information about Schools, Gov.uk and Leicester County Council

Key investment and future provision

3.87 As with primary school provision, future communities will need to include the provision of, or contribution towards, new secondary schools and sixth form provision to ensure that demand is met. The Leicestershire County Council school planning page provides information about future secondary school planning and indicates that new secondary schools are proposed in Blaby District Council at Lubbethorpe (expected to open in 2026 at the earliest), in Charnwood Borough Council at Barkby (expected to open in 2025 at the earliest) and in Melton Borough Council at Melton South (expected to open in 2026 at the earliest)⁶². A number of secondary schools are also planned to expand with the support of the County Council's capital programme, including the Martin High School Anstey, Humphrey Perkins School, Barrow upon Soar, and the Robert Smyth Academy and Welland Park Academy in Market Harborough, as well as the Newbridge School in Coalville and other minor schemes.

3.88 Using the model previously introduced, the likely demand for secondary school places for the same settlement size options (2,500, 5,000 and 10,000 homes) provides both the estimated number of secondary school pupils that a new scheme would generate and the estimated number of forms of entry required. The assumptions applied and the results are set out in **Table 13** and **Table 14**.

Table 13 Secondary School Assumptions

	Standard
Leicestershire: Places per dwelling	0.167
Secondary School Pupils in 1 Form Entry	150

⁶² School Organisation Members Briefing Papers, September 2019 meeting, Leicestershire County Council.

Source: Leicestershire County Council and the Department for Education

Table 14 Secondary School Demand Modelling Results

Leicestershire		
Scheme Size (units)	Estimated No. of Secondary School Pupils	Estimated No. of Forms Required (Rounded Up)
2,500	418	3
5,000	835	6
10,000	1670	12

Source: AECOM Social and Green Infrastructure Model

Further and Higher Education

Existing Infrastructure

- 3.89 Further education refers to provision for children aged 16 years and over. The Education and Skills Act 2008 introduced compulsory education until the age of 18, either in a sixth form secondary or further education college setting, or through undertaking a vocational qualification or training such as an apprenticeship.
- 3.90 Funding for further education that takes place in a traditional college setting is allocated on the basis of maximum admissions per year set by the college. The college will seek allocated funding in consultation with the DfE and Education and Skills Funding Agency (ESFA) based on the maximum number of students the college plans to admit. No additional funding will be made available should numbers exceed planned admissions, therefore colleges generally set a cap.
- 3.91 Further education providers include Leicester College, Loughborough College, South Leicestershire College, North Warwickshire and South Leicestershire College (with two campuses in Hinckley), Rutland Sixth Form College and Stephenson College. Brooksby Melton College also provides apprenticeships and further education training courses at their Brooksby and Melton Mowbray Campus. Within Leicester City, there are also a number of sixth form only colleges, including Gateway Sixth Form College, Beauchamp City Academy and Wyggeston and Queen Elizabeth I College providing further education.
- 3.92 Higher education is voluntary and refers to degree level provision, usually in a university setting. Admissions are restricted to students aged 18 years and over and are usually based on academic merit, according to individual criteria set for each course. Study is typically for a three-year period for undergraduate degrees and is privately funded by the student (with government grants and loans available).
- 3.93 Higher education provision within Leicestershire is provided by the University of Leicester, Loughborough University and De Montfort University (also located within Leicester).
- 3.94 Outside, but in proximity to, the Study Area there are also a number of important higher education institutes including the University of Nottingham, the University of Birmingham and Coventry University.

3.95 In terms of future need, AECOM have modelled the likely demand for further education for the same settlement size options. **Table 15** and **Table 16** set out the modelling assumptions and results respectively.

Table 15 Further Education Assumptions

	Standard
Places per dwelling ⁶³	0.03

Source: Leicestershire County Council, the Department for Education and AECOM Analysis

Table 16 Further Education Demand Modelling Results

Scheme Size (units)	Estimated No. of Post-16 Pupils
2,500	75
5,000	150
10,000	300

Source: AECOM Social and Green Infrastructure Model

Key Investment and Future Provision

3.96 In response to consultation on this Study, Leicestershire County Council has indicated preference for larger developments that contain the necessary education infrastructure of new schools on-site. In particular, it is expected that one or more new primary schools are likely to be required for all sites, together with some offsite contributions, dependent upon the number of dwellings, phasing of the development and local situation. Early years contributions will also be required. In addition, there may be a requirement for children's social care provision in the form of local hubs and family wellbeing centres subject to the scale of development proposed.

3.97 Leicestershire County Council also suggested that new secondary schools for sites of c.4,500 dwellings or more are likely to be required, as most secondary schools within the County are currently at capacity. Similarly, new special schools may also need to be provided for sites of c.6500 dwellings or more. The location and provision of secondary and special education would be subject to accessibility, phasing of the development and local requirements. It is expected that a coordinated and cross-boundary approach across sites may be required.

Special Education Needs and Disability (SEND) Education

3.98 In terms of SEND provision, Leicestershire County Council has identified an increasing demand for additional places to support children and young people with SEND in the area, in recognition of the need to support pupils with Social Emotion and Mental Health (SEMH) and Communication and Interaction (C&I) needs and the significant planned housing growth in the area.

⁶³ Assumed 15% of all dwellings are 1-bedroom (based on the Recommended Mix of Affordable and Market Homes needed in the future in the Leicester and Leicestershire Strategic Housing Market Assessment June 2014). LCC indicates that 3.3 post-16 education places per 100 houses of two or more dwellings and 0.33 post-16 education places per 100 flats and apartments of two more dwellings are required.

3.99 Leicestershire County Council has implemented a High Needs Block Development Plan (Autumn 2018) which commits £30 million capital investment over the last three years to enable the development of c. 540 places, including:

- 17 new resource bases in mainstream schools for pupils having SEMH and C&I needs
- 3 new schools within the County including Fusion C&I Academy in Barwell (80 places), Foxfields SEMH Academy in Blaby (60 places) and Bowman SEMH Academy in Shepshed (to be built by DfE for opening September 2023, 60 places)
- 2 new locations for Oakfield Short Stay School in Earl Shilton and Shepshed
- A new post 16 provision in Loughborough (Block K at Charnwood College)
- 7 expansion projects for all existing Leicestershire special schools
- 2 satellite classroom facilities run by existing special schools on nearby mainstream school sites
- 1 new specialist pre-school in Melton and expansion of the Wigston Menphys Nursery

3.100 Leicestershire County Council is currently preparing for the next phase of capital programme subject to available funding.

Primary Healthcare

Existing Infrastructure

3.101 In March 2016 NHS England further developed into 44 Sustainability and Transformation Plan (STP) areas. These were agreed by NHS Trusts, local authorities and Clinical Commissioning Groups (groups of GP practices which commission services in their area). This move towards STPs has focused on improving integration of healthcare services, while reorganising General Practice (GP) provision through a focus on the development of hubs to create better scale of provision. STPs are five-year forward-looking plans covering all aspects of NHS spending in England. Leicestershire is covered by the Leicester, Leicestershire and Rutland STP which currently supports a population of 1.1 million.

3.102 The East Leicestershire and Rutland CCG, East Midlands Ambulance Service NHS Trust, Leicester City CCG, Leicester City Council, Leicestershire County Council, Leicestershire Partnership NHS Trust, Rutland County Council, University Hospitals of Leicester NHS Trust and West Leicestershire CCG all form part of the Leicester, Leicestershire and Rutland STP. The STP, called Better Care Together, sets out how the health services will address an ageing population and meet priorities to address health needs in the community with a focus on strengthening and increasing GP surgery provision and the creation of multidisciplinary teams and practices able to provide integrated healthcare support to provide healthcare in the community and reduce hospital admissions. To achieve this, it is intended that services will be restructured to provide the best medical services with the resources available and improve efficiency.⁶⁴

3.103 In terms of GP surgeries, these are 128 GP surgeries located in the Study Area, operated by NHS East Leicestershire and Rutland CCG, NHS Leicester City CCG and NHS West Leicestershire CCG. The NHS Digital General Practice Workforce

⁶⁴ Next Steps to Better Care in Leicester, Leicestershire and Rutland, Better Care Together, August 2018.

CCG Information Website⁶⁵ provides information on the GP surgeries in the CCGs, and number of GPs (full time equivalent) and patients in the area (latest data from September 2020). This shows that there is overall a large deficit of GP provision across the CCGs in Leicestershire. These overall figures hide a number of surgeries where some capacity is available within each CCG, for instance in Lutterworth and Charnwood; however, the majority of GP surgeries show a deficit of provision.

Table 17 GP provision in Leicestershire

CCG	Number of GP Surgeries	GPs FTE	Number of Patients	Theoretical Capacity	Patients per GP	Surplus/ Deficit
NHS East Leicestershire and Rutland CCG	29	178	337,555	320,580	1896	-16,975
NHS Leicester City CCG	56	175	418,423	314,820	2391	-103,603
NHS West Leicestershire CCG	46	193	402,685	347,220	2086	-55,465
Total	131	546	1,158,663	982,620	-	-176,043

Source: The NHS Digital General Practice Workforce CCG Information Website

3.104 In response to consultation carried out as part of this Study, the Leicester City CCG, East Leicestershire and Rutland CCG, and West Leicestershire CCG have provided a joint response which explains that primary care services are evolving to address a wide range of challenges (including population growth, demographic changes and changes to localities as a result of new development). The primary care service model is moving away from provision at a very local level by individual GP practices, towards greater integration of services across wider geographical areas and services to better facilitate care alliances focussing on prevention as well as mental and physical wellbeing.

3.105 The CCG further highlighted that currently they have a significant workforce challenge with regards GPs and other clinical professions and a need to improve and develop the existing outdated and inadequate primary care estate. The CCG are currently developing strategies to manage this, including the development of the Integrated Care Service System (ICS) with partners to develop place/ locality plans which will influence how and where services are delivered in the future. They have identified that it will require a collaborative approach going forward to shape services, capacity and the existing estate in line with the strategic housing plan as it develops.

Key Investment and Future Provision

3.106 In response to consultation on this Study the CCG has highlighted that Strategic Growth Options should take into account:

65: <https://app.powerbi.com/view?r=eyJrJoiNmY4NGNiMWQTMGVkZi00MzU2LThiZGMtMTFZiY2NGE0NTZmliwiwCI6IjUwZjYwNzFmLWJiZmUtdAxBYS04ODAzLTY3Mzc0OGU2MjllMlslmIm0Qjh9>

- Actions to support the development of community identity and maximise opportunities for resident to come together to create community cohesion and support each other;
- Actions that ensure that new developments have sufficient green space and recreation facilities;
- The need to create local jobs as part of major developments;
- The provision of a range of supported living arrangements that will enable people to live independently;
- That developments are designed in such a way as to enhance physical and mental health and wellbeing;
- Ensuring that there are a range of options for travel within new development that enable resident to get to and from work and leisure easily;
- Designs that support the reduction in carbon emissions, as this has a direct impact on some residents' health; and
- That the housing mix within development takes account of the changing demographics – particularly the increase in the over 65-year-old population over the next 20 years.

3.107 The CCG have explained that all the large development proposals included in the Study would increase pressure on the provision of primary care/ local health services. In particular, the CCG have highlighted that the following groupings/ scale of proposed developments stand out as particular challenges if most or all of the theoretical capacity is realised:

- 1a, 3c (Blaby/Harborough)
- 1b, 1c, 4a, 4d (Blaby/Hinckley & Bosworth)
- 3a, 3b, 3d (Harborough)
- 3f (Harborough)
- 2a, 2c, 5c (Charnwood/Melton)
- 5a, 5b, 5d, 5e (Melton)

3.108 The CCG have explained that development in the above larger and grouped locations would require a major step-change in primary care service provision over a number of years with an incremental impact on other health services. However, all other sites above 1,000 dwellings will also represent a significant challenge requiring major developer contributions to support the impact on local health services.

3.109 Using the model previously introduced, AECOM have calculated the likely demand for new GP surgeries (including floorspace requirements) for the same settlement size options as considered above. The model assumes a housing tenure mix of 70% market housing, 30% affordable housing (20% affordable rent and 10% intermediate) and uses the most recent census data available (2011). **Table 18** sets out the assumptions specific to GP surgery calculations and the results have been averaged out over the relevant local authorities. While the number of GP surgeries generated was consistent across all the local authorities, the amount of floorspace varied slightly with Leicester City requiring more floorspace than the surrounding more rural areas.

Table 18 Additional GP Surgery Assumptions

	Standard
People per GP	1,800
Sqm per GP	165

Source: AECOM Social and Green Infrastructure Model

Table 19 Additional GP Surgery Demand Modelling Results

Scheme Size (units)	No. of GPs Needed	Primary Care Centre Floorspace (sqm)
2,500	3	502
5,000	6	1,005
10,000	12	2,009

Source: AECOM Social and Green Infrastructure Model

3.110 However, as indicated in the section above the methods for provision of primary health care are currently changing and it may be that, going forward, GP services are not provided in exactly the same way as they are currently and the above calculations will need to be considered in the light of the move towards Integrated Care Service Systems.

Acute Healthcare

Existing Infrastructure

3.111 Within Leicestershire, acute healthcare provision is administered by Leicestershire Partnership NHS Trust and University Hospitals of Leicester NHS Trust. University Hospitals of Leicester NHS Trust operates Leicester Royal Infirmary, Leicester General Hospital, and Glenfield Hospital, while Leicestershire Partnership NHS Trust operates a number of community hospitals across the area. These are Coalville Community Hospital, Feilding Palmer Hospital (Lutterworth), Hinckley & Bosworth Community Hospital, Loughborough Hospital, Melton Mowbray Hospital, Rutland Memorial Hospital, St Luke's Hospital, Evington Centre City Inpatients Beds (Beechwood and Clarendon wards). It also provides outpatient care within the community, including community therapy, mental health services for older people and physiotherapy. Mental health care is provided by Leicestershire Mental Health Service NHS Trust.

3.112 Capacity information is not available at a national level for Leicestershire Partnership NHS Trust and Leicestershire Mental Health Service NHS Trust; however, capacity information for University Hospitals of Leicester NHS Trust is presented below alongside the average for the England. This shows the percentage of beds occupied overnight by sector against the England average and shows that University Hospitals of Leicester NHS Trust percentage occupied is largely in line with the national average, though maternity occupation is slightly lower. It should be noted that the latest capacity figures issued by the NHS have been affected by the Covid-19 Pandemic and, as such that caution should be taken when comparing these figures to previous years. Further and more detailed information on capacity may be available from the Trusts themselves.

Table 20 Acute Healthcare (Existing hospital bed capacity (Jan – March 2021) - % occupied

NHS Hospital Trust	% Hospital Bed Occupied				
	Total	General & Acute	Learning Disabilities	Maternity	Mental Illness
England Average	83.8%	85.4%	70.8%	56.3%	87.4%
University Hospitals of Leicester NHS Trust	83.9%	86.4%	-	52.9%	-

Source: NHS England: SDCS data collection - KH03

Key Investment and Future Provision

3.113 In terms of future expansion of acute healthcare provision and facilities, Better Care Together provides some information of future changes to acute healthcare. In particular, a recent consultation led by University Hospitals of Leicester NHS Trust called Building Better Hospitals for the Future seeks views on a proposed £450 million of improvements to hospital services in Leicester. The proposals include a new single-site children's hospital and new maternity hospital at the Leicester Royal Infirmary, two 'super' intensive care units with 100 beds in total, a major planned care treatment centre at Glenfield Hospital and modernised wards, operating theatres and imaging facilities⁶⁶.

3.114 Once again, AECOM have calculated the likely demand for acute healthcare services that would be generated by the three different settlement size options. As before, the model uses the same demographic data and housing tenure assumptions as well as the below assumptions specific to healthcare calculations. Alongside, the estimated additional number of hospital and mental healthcare beds that would be generated by increased growth, the estimate number of nursing homes, residential and extra care beds have also been calculated and set out below to provide a more complete picture. The results are set out in **Table 22**. In this case, the assumptions, set out in **Table 21** below, have been separated by local planning authority to highlight the greater variation in generated requirement across the different local authorities, particularly in terms of the requirements for adult social care provision influenced by the average population age of the relevant authorities.

Table 21 Additional Acute Health and Social Care Assumptions

		Standard
Hospitals	People per Bed	510
	Sqm. per Bed	160
Mental Health Hospital	People per Bed	2,479
	Sqm. per Bed	85
Social Care- Nursing Homes	Beds per 1000 persons over 75	45
	Bed per Facilities	72
	Sqm. Per Bed	56

⁶⁶ <https://www.bettercareleicester.nhs.uk/>. Accessed 04/10/2021

Social Care – Residential Care Homes	Beds per 1000 persons over 75	65
	Bed per Facilities	72
	Sqm. Per Bed	56
Social Care – Extra Care Units	Beds per 1000 persons over 75	25
	Bed per Facilities	77
	Sqm. Per Bed	88

Source: AECOM Social and Green Infrastructure Model

Table 22 Additional Acute Health and Social Care Demand Modelling Results

Scheme Size (units)	No. of Hospital and Mental Healthcare Beds	Nursing Home Beds	Residential Care Beds	Extra Care Beds
Blaby District Council				
2,500	13	22	32	12
5,000	25	44	63	24
10,000	50	88	127	49
Charnwood Borough Council				
2,500	13	21	30	11
5,000	26	41	60	23
10,000	51	83	119	46
Harborough District Council				
2,500	13	30	44	17
5,000	25	61	88	34
10,000	51	121	175	67
Hinckley & Bosworth Borough Council				
2,500	12	21	30	12
5,000	24	42	61	23
10,000	49	84	121	47
Leicester City Council				
2,500	15	18	26	10
5,000	29	36	52	20
10,000	58	72	103	40
Melton Borough Council				
2,500	13	22	32	12
5,000	25	45	64	25
10,000	50	89	129	49
North West Leicestershire District Council				
2,500	13	19	27	10
5,000	26	37	54	21
10,000	51	74	107	41
Oadby and Wigston Borough Council				
2,500	13	29	42	16
5,000	27	59	85	33
10,000	53	117	170	65

Source: AECOM Social and Green Infrastructure Model

Sports facilities

3.115 In addition to the above, and considering health and wellbeing more widely, Sports England have also been consulted to provide a view on any loss of playing field land and additional sports provision in new development for sport, health and wellbeing. Sports England have written that, given the scale of the plan and the growth options currently indicated, it is difficult to assess each individual site for its impact on playing fields and sport provision, but that it is noted that playing fields could be impacted or lost at:

- Site 6a – potential impact on Western Park
- Site 5c – potential impact on Six Hills Golf Course and Triathlon Centre
- Site 5a – potential impact on Melton Sports Village

3.116 Sports England further set out that new development, especially residential development, will generate demand for sporting provision and that the required amount of land should be calculated and provided as part of objectives to create healthy and cohesive neighbourhoods with sufficient open space and recreational facilities.

3.117 Detailed analysis of sports facilities demand by Local Authority, including a review of existing facilities' quality, accessibility and value, as well as recommendations on future provision and key investments required are set out in the documents below:

- Blaby District: Open Space Audit (December 2015)⁶⁷
- Charnwood Borough: Indoor Built Sports Facilities Strategy (December 2018)⁶⁸, Playing Pitch Strategy (December 2018)⁶⁹ and Open Spaces Assessment Study (December 2017)⁷⁰
- Harborough District: Built Sports Facilities Strategy (February 2020)⁷¹ and Playing Pitch Strategy (February 2018)⁷²
- Hinckley & Bosworth Borough: Playing Pitch Strategy Assessment and Action Plan (March 2019)⁷³ and Open Space and Recreational Facilities Study (October 2016)⁷⁴
- Leicester City: Playing Pitch Strategy (June 2017)⁷⁵
- North West Leicestershire District: Playing Pitch Strategy Assessment Report (April 2017)⁷⁶

⁶⁷ Available at: <https://www.blaby.gov.uk/media/2525/open-space-audit-december-2015.pdf>

⁶⁸ Available at: https://www.charnwood.gov.uk/files/documents/indoor_built_sports_facilities_strategy_2018_prepared_by_strategic_leisure/Indoor%20Built%20Sports%20Facilities%20Strategy%2C%202018%2C%20prepared%20by%20Strategic%20Leisure.pdf

⁶⁹ Available at: https://www.charnwood.gov.uk/files/documents/playing_pitch_strategy_2018_prepared_by_strategic_leisure_and_4_global/Playing%20Pitch%20Strategy%2C%202018%2C%20prepared%20by%20Strategic%20Leisure%20and%204global.pdf

⁷⁰ Available at: https://www.charnwood.gov.uk/files/documents/open_spaces_assessment_study_2017_prepared_by_nortoft/Charnwood%20Open%20Space%20Assessment%20-%20Final%20Report.pdf

⁷¹ Available at: https://www.harborough.gov.uk/info/20012/leisure_sport_and_culture/299/built_sports_facility_strategy

⁷² Available at: https://www.harborough.gov.uk/directory_record/3040/gr6_harborough_playing_pitch_strategy_2018

⁷³ Available at: https://www.hinckley-bosworth.gov.uk/downloads/download/1617/playing_pitch_strategy

⁷⁴ Available at: https://www.hinckley-bosworth.gov.uk/info/1004/planning_policy_and_the_local_plan/1568/open_space_and_recreational_facilities_study_2016

⁷⁵ Available at: <https://www.leicester.gov.uk/your-council/policies-plans-and-strategies/planning-and-development/planning-policy-evidence-base/>

⁷⁶ Available at: https://www.nwleics.gov.uk/files/documents/playing_pitch_strategy/Playing%20Pitch%20Strategy.docx

- Melton Borough: Physical Activity and Sport Strategy (November 2018)
- Oadby & Wigston Borough: Playing Pitch Strategy 2018 and Open Space Audit 2017⁷⁷

3.118 Most strategies have highlighted the significance of cross-boundary movement in terms of sports facilities usage and therefore the need to plan strategically cross-boundary; as well as the importance of securing the appropriate on- or off-site contributions with regards to sports provision at all major new housing sites.

⁷⁷ Available at: https://www.oadby-wigston.gov.uk/pages/new_local_plan_evidence_base

Utilities

Power

- 3.119 Electricity in the UK is transmitted via the National Grid, which connects power stations and major substations to ensure the electricity generated in England, Scotland, and Wales can be used to satisfy demand. In England, it is owned by the National Grid Electricity plc (NGET) and operated by a single System Operator (SO). Regional distributors tap onto the National Grid via Grid Supply Points (GSPs) to distribute the electricity regionally, with electricity suppliers then selling it on to customers.
- 3.120 Gas distribution within the study area is split between two companies: Cadent and Southern Gas Networks. Cadent operate across the study area, whilst South Gas Networks only operate with the south-western portion of the study area.
- 3.121 Investment in gas infrastructure is currently uncertain. In an effort to achieve the Government's Net Zero Carbon target by 2050, there is an increasing push for reducing emissions related to gas consumption to achieve climate change targets, and government requirement for no gas boilers installed in homes built after 2025. New homes will instead be heated electrically or through District Heating Schemes.
- 3.122 A Peter Brett Utilities Infrastructure Capacity Study for Leicester and Leicestershire was carried out in 2017, predicting the demand for gas by 2050 and the associated capacity for each district. The study found that there was limited to no capacity in Charnwood, Harborough, North West Leicestershire and in the Countesthorpe area of Blaby, however, there is unknown capacity in Hinckley & Bosworth. Within Melton there is capacity across the borough. However, the Infrastructure Delivery Plan completed by Arup in 2017 states that, across the Borough of Melton, there are likely to be capacity issues with any new large developments in terms of gas supply. This is also indicated in the Leicestershire County Council Growth Study Asset Map, with a lack of mainline gas supply across the northern parts of Leicestershire.
- 3.123 Conversely, due to the trend of people moving away from gas boilers in favour of electric units, this lack of capacity for projected 2050 demand may not be an issue. It is encouraged that air source heating and heat pumps are used more often to move to a more sustainable way of living. Furthermore, in the same vein, the use of solar photovoltaic (PV) panels and other forms of renewable energy is encouraged to aid in reducing the strain on the National Power grid. Across the entirety of Leicestershire, there is considerable potential for air source heating and heat pumps, as well as the use of solar PV panels.

Water Supply

- 3.124 Severn Trent Water's Water Resource Management Plan (WRMP) assesses the household growth over the period 2015-2040, with an underestimate of 12% (based on a snapshot in time) when compared to Government's 2015-2040 household projections, this has been referred to for the assessment. However, as with all developments, a full network capacity check should be carried out when testing site allocations within future Local Plans and as part of the feasibility works in support of planning applications.

Wastewater

3.125 Severn Trent Water and Anglian Water are the wastewater management companies for Leicestershire, with STW covering the majority of the county, and Anglian Water covering small parts of Melton and Harborough. JBA's Leicester City and Leicestershire Strategic Water Cycle Study states that upgrades are likely to be required across the study area to meet future demand. As with every development a more in-depth study would need to be carried out and it is likely that there would need to be contribution from the developer.

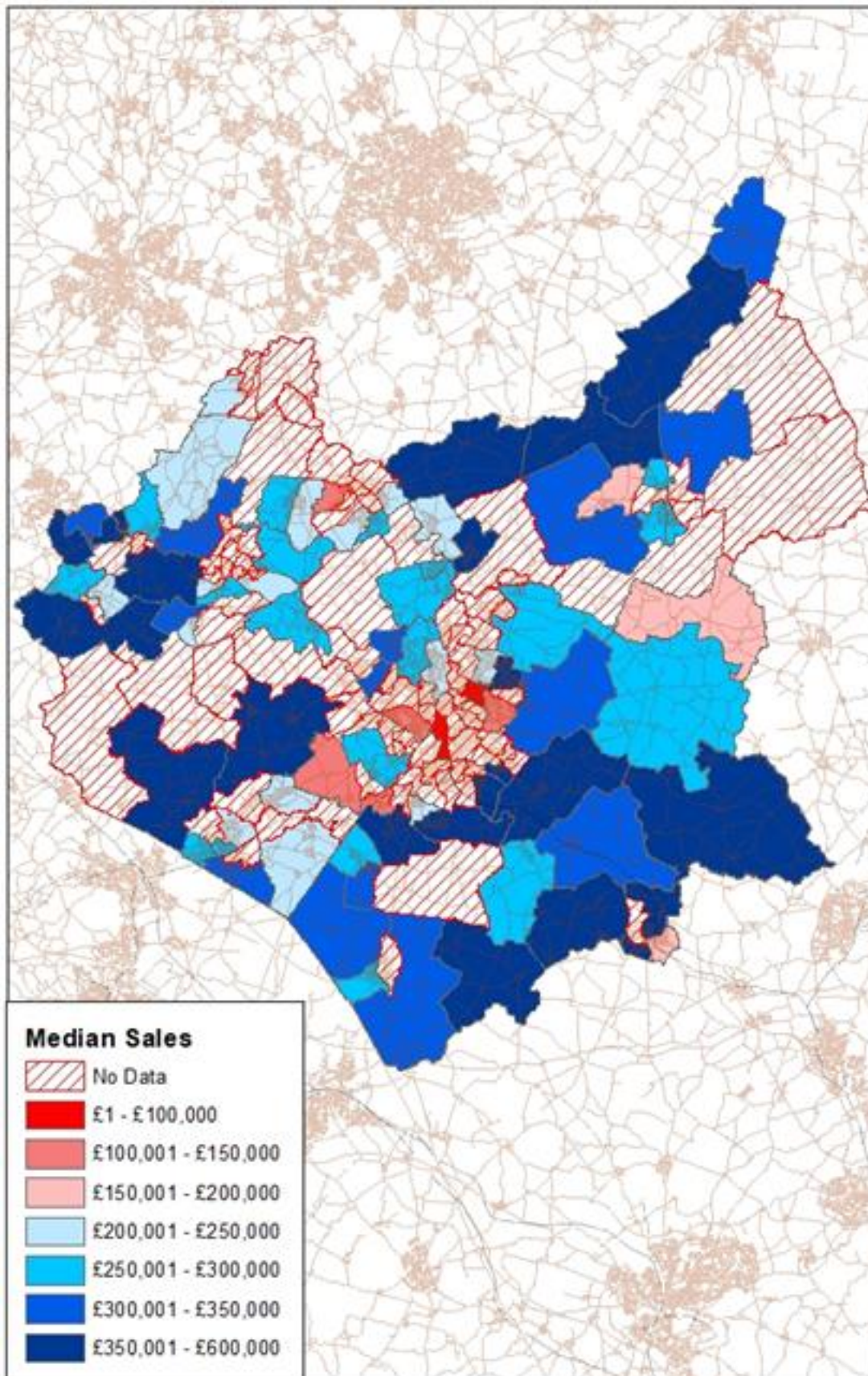
Broadband

3.126 As with any new development, BT Openreach state that they will “build a full fibre, Fibre to the Premises, network to new residential or mixed residential/commercial sites”. Therefore, there will be very little issue with regards to the telecommunications across all sites. The standard lead-in time for BT Openreach is 3 to 6 months for larger developments (e.g. over 100 plots).

Deliverability

- 3.127 On the basis of the assumptions set out in Appendix B (see chapter 6 of Appendix B), a series of financial appraisals for each of the modelled residential sites using a bespoke spreadsheet-based financial analysis package have been prepared. The financial appraisals are based on the assumed sales values, build costs, infrastructure and financial assumptions for the different options. A full set of appraisals, are set out in the results set out in Appendix B.
- 3.128 The viability appraisals contained in this appendix, prepared to support this report, do not model off-site strategic infrastructure required to service any of the Strategic Growth Options e.g. new junctions or bridges, waste water treatment works reinforcements or new bulk supply points. Instead the appraisals test the relative viability of typologies based on the overriding values in the study area and assuming supporting infrastructure would be available to connect into. It is assumed that any strategic infrastructure required to support County-wide and Borough-wide growth would be subject to funding applications with Central Government (in addition to the collection of planning obligations and CIL monies from individual schemes as they come forward). Therefore the high-level viability results help to identify those locations where the viability is likely to be more challenging subject to further feasibility testing and detailed cost planning exercises that will naturally accompany any detailed land promotion activities and future plan making (incorporating whole plan/CIL viability testing and the development of detailed Infrastructure Delivery Plans in support of Local Plans).
- 3.129 Figure 3.9 (overleaf) shows the median sales values for new build homes by ward.

Figure 3.9 Leicestershire New Build Median Sales Prices by Ward (March 2019 - March 2021)



This data covers transactions received at Land Registry from 1/3/19 to 1/3/21. © Crown Copyright 2021.
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 Contains public sector information licensed under the Open Government Licence v3.0.

- 3.130 The following price areas were used to run high-level viability testing for a series of strategic site typologies:
- a) Adjacent to Leicester - The values around Leicester vary from site to site and are rather higher to the north of the City (although few of the potential sites are to the north). This includes the sites along the M69 to the east of Hinckley and the Whetstone Pastures sites.
 - b) North East Leicestershire - The area between the A6 and A47 to the northeast of the city. This includes all of Melton District and much of the north of Charnwood, and the northeast corner of Harborough. In addition this area is assumed to include development sites associated with Ashby-de-la-Zouch which have similar values to North East Leicestershire.
 - c) South Leicestershire - The area to the south of the city, from the A47, to and including Lutterworth and Market Harborough.
 - d) West Leicestershire - The area from and including Hinckley and the A6. This excludes development sites associated with Ashby-de-la-Zouch which is assumed to have similar values to North East Leicestershire.
- 3.131 For Strategic Growth Options that include housing a statement on the relative viability is included based on the above price areas.
- 3.132 Affordable housing requirements currently vary from 5% to 40% in the study area. Bearing in mind the high-level nature of this study, the base appraisal assume 30% affordable housing with 10% affordable home ownership and 25% of the affordable housing as First Homes. A range of other requirements are tested against different levels of developer contribution up to £30,000/unit of developer contributions.

Adjacent to Leicester & North East Leicestershire

- 3.133 The analysis shows that the tipping point of development sites being able to bear £25,000 per unit in developer contributions is around 15% affordable housing. The tipping point for being able to bear £15,000 per unit is generally between 20% to 25% affordable housing.
- 3.134 In this area there are several affordable housing targets. What is clear from this analysis is that the development in the Council areas with the higher requirements, for example Harborough (40%) are likely to have to revisit these requirements for SGOs if they are to be taken further as allocations.

South Leicestershire

- 3.135 This is the higher value area that includes the higher value towns of Lutterworth and Market Harborough. Development in this area is likely to be able to bear £30,000 per unit in developer contributions and 40% affordable housing so is most likely to be deliverable.
- 3.136 On this basis there is merit taking these sites further for more detailed viability testing as they are more likely to be able to bear their own infrastructure costs.

West Leicestershire

- 3.137 This is lowest value area (it excludes development sites associated with Ashby-de-la-Zouch which is assumed to have similar values to North East Leicestershire). As would be expected the results are least good with most sites able to bear more than £10,000 per unit in developer contributions at 15% affordable housing.

- 3.138 On this basis it is necessary to be cautious taking these sites in this area further through the plan making process as they are less likely to be able to bear their own infrastructure costs.

The Impact of Higher Density

- 3.139 The above analysis assumes 35 units per ha and a net developable area of 50%. Whilst 35 units per ha is in the normal range that we would expect, delivering about 3,135m² of residential floor space per net ha, the assumption of 50% net developable is somewhat less than our normal expectations.
- 3.140 Based on HDH Ltd Planning and Development's additional viability work undertaken in the County, they note that some strategic sites are being considered in the 60% to 70% net developable area range. A further set of appraisals have been run based on a net developable area of 65%. With a 65% net developable area assumption the results are notably better than with the 50% base assumption.
- 3.141 The viability analysis within Appendix B is based on high-level appraisals for a specific form of development. In some instances the results suggest that a flexible approach to affordable housing may be needed for some of the typologies tested. Strategic Growth Options, by their nature, will require strategic infrastructure in order to open sites and enable new development to come forward. These site specific factors are distinct from non-strategic sites and so the viability results should not be used to draw any conclusions on the deliverability of extant or emerging district-wide affordable housing targets. Each district/borough's Local Plan will need to independently assess the viability implications of new policies and all forms development (not limited to Strategic Growth Options only).

Adjacent to Leicester & North East Leicestershire

- 3.142 The analysis shows that the tipping point of development sites being able to bear £25,000 per unit in developer contributions is around 25% affordable housing being about 10% higher than with the 50% net developable area assumption. The tipping point for being able to bear £15,000 per unit is generally around 30% affordable housing.

South Leicestershire

- 3.143 Development in this area is likely to be able to bear £30,000 per unit in developer contributions and 40% affordable housing so is most likely to be deliverable.

West Leicestershire

- 3.144 Most sites are able to bear more than £15,000 per unit to £20,000 per unit in developer contributions at 20% affordable housing.

Non-Residential Development

- 3.145 It is anticipated that some of the sites may include significant areas of employment land:
- 3.146 Within Appendix B it is noted that serviced land for non-residential development is likely to have a value of £500,000/ha or so. The land in question is all in an existing agricultural use, for which an Existing Use Value (EUV) of £25,000/ha has been assumed. A Benchmark Land Value (BLV) of £325,000 is assumed (EUV of £25,000 plus £300,000).
- 3.147 On this basis the cost of servicing the land must be less than £165,000 per ha. The costs of the site works on the residential sites is around £300,000/ha, although the costs for employment uses is likely to be somewhat less than this. On this basis it is

expected that most office and industrial uses will be marginal in terms of viability; this is a finding that is consistent with findings in other Leicestershire (and wider) viability studies.

- 3.148 To a large extent this finding is reflective of the current market, and this is not just an issue in Leicestershire, a finding supported by the fact that such development is only being brought forward to a limited extent on a speculative basis by the development industry. Where development is coming forward (and it is coming forward), it tends to be from existing businesses for operational reasons, rather than purely for property investment reasons.
- 3.149 The limited commercial development that is coming forward in the study area is largely user-led, being brought forward by businesses that will use the eventual space for operational uses, rather than for investment purposes.

Deliverability Findings

- 3.150 To a large extent, the above summary of findings aligns with the wider experience on the ground. Development in the higher value areas can bear considerable levels of developer contributions and high levels of affordable housing and development in the lower value areas is challenging. The areas adjacent to Leicester, are unlikely to achieve the highest prices in the County, however development is likely to be able to bear significant levels of developer contributions and some affordable housing.
- 3.151 The relevant typology appraisal findings from Appendix B are included in the housing section of each Strategic Growth Option assessment to highlight the relative viability based on the size and location.

Chapter Summary

- 3.152 This section set out the housing and economic context facing the partner authorities. A summary of the baseline conditions found in the study area alongside a discussion of key drivers up to 2050 was presented, on the basis of the following themes: Environment; Landscape; Transport; Social infrastructure; Utilities; and Deliverability. The following summarises the key drivers on future growth in the study area:

- The latest LHN figures equate to 5,520dpa over the period 2020-2036 (representing a Leicester and Leicestershire HMA total of 88,320 new homes over the same period). A similar quanta of homes is likely to be required between mid-2030s and 2050. There is an insufficient supply of office and industrial land and premises to meet high demand within the study area.
- Leicestershire is a landlocked county characterised largely by agricultural land use. The North Western area of Leicestershire is home to the National Forest and the county's principal river basin is the River Soar catchment. The River Mease Special Area of Conservation (SAC) is the County's only internationally designated site.
- Topography within the study area varies considerably, the main elements being the elevated areas of the Wolds/Vale of Belvoir and Charnwood Forest, with the river valleys of the Soar, Wreake and Eye creating valleys and areas of floodplain in contrast to the upland areas.
- The majority of journeys undertaken within Leicestershire are by driving (car or van), representing 64.8% of journeys. Most passenger transport needs within Leicester and Leicestershire are met through local bus services. The passenger rail network also meets some of Leicester and Leicestershire's

local and much of its longer-distance (inter-city) passenger transport needs. The County as a whole is predominately rural which poses challenges for promoting medium-long distance journeys by active modes. There are a number of major industrial and warehouse distribution complexes in the county which benefit from access to the strategic road network.

- For most of the Strategic Growth Options one or more new primary schools are likely to be required, together with some offsite contributions. Early years contributions will also be required. In addition, there may be a requirement for children's social care provision in the form of local hubs and family wellbeing centres subject to the scale of development proposed. New secondary schools for sites of c.4,500 dwellings or more are likely to be required.
- All the large development proposals would increase pressure on the provision of primary care/ local health services. A major step-change in primary care service provision over a number of years will be required for the highest growth locations. All sites above 1,000 dwellings will also represent a significant challenge requiring major developer contributions to support the impact on local health services.
- The partner authorities sport and leisure strategies have highlighted the significance of cross-boundary movement in terms of sports facilities usage and therefore the need to plan strategically cross-boundary; as well as the importance of securing the appropriate on- or off-site contributions with regards to sports provision at all major new housing sites.
- Full network capacity checks should be carried out when testing site allocations within future Local Plans and as part of the feasibility works in support of planning applications (covering power, wastewater and potable water).
- Based on today's costs and values, office and industrial uses will be marginal in terms of viability. To a large extent this finding is reflective of the current market and this is not just an issue in Leicestershire. Where development is coming forward (and it is coming forward), it tends to be from existing businesses for operational reasons, rather than purely for property investment reasons.
- Residential development in the higher value areas can bear considerable levels of developer contributions and high levels of affordable housing and development in the lower value areas is challenging. The areas adjacent to Leicester, are unlikely to achieve the highest prices in the County, however development is likely to be able to bear significant levels of developer contributions and some affordable housing.

3.153 The next chapter includes the outputs of the GIS modelling, including: constraints assumptions; composite constraints mapping; opportunities assumptions; composite opportunities mapping; a combined land suitability and opportunities map; and identification of additional areas of search.

4. Spatial Analysis: Constraints and Opportunities Mapping

Constraints assumptions

- 4.1 Locations that are subject to significant environmental constraints are considered to be less suitable for strategic growth. The figures in this section show a synthesis of designations and physical attributes to highlight relative land suitability at the Study Area level.
- 4.2 A comprehensive GIS mapping database has been built using open source data and data sets shared by the Local Planning Authority (LPA) client group. **Table 23** lists the spatial mapping layers which have been incorporated into the constraints analysis and their groupings by related subject. The individual information layers are spatially presented in the figures on the following pages (**Figure 4.7** to **Figure 4.8**).
- 4.3 The suitability mapping of multiple information layers requires both weighting of similar information types and individual scoring to further refine this weighting. Each of the component layers is assigned a score between 1 (more suitable = lighter colours) and 10 (least suitable = darker colours). Alongside this layer-based scoring a combined weighting is then applied to the seven related subject groupings.

Table 23 Land Suitability Modelling Assumptions

Layer	Buffer	Description	Score	Weighting
Excluded from Suitability Sieve				
Built Up Urban Areas / Strategic Road Network / Rail	15m		N/A	N/A
Environmental				
AONB	800m	Areas of Outstanding Natural Beauty	10	25%
SSSI	400m	Sites of Special Scientific Interest	10	
European Designations	400m	Special Protection Area (SPA), Special Areas of Conservation (SAC), Ramsar Sites	10	
Ancient Woodland	200m		10	
NNR	400m	National Nature Reserves	10	
LNR	0m	Local Nature Reserves	8	
National Forest	200m		10	
Heritage				
Grade 1 Listed Buildings	200m		10	25%
Grade 2* Listed Buildings	100m		10	
Grade 2 Listed Buildings	50m		10	
Scheduled Ancient Monument	100m		10	
Registered Parks and Gardens	400m		7	
Registered Battlefields	400m		7	
Flood risk				

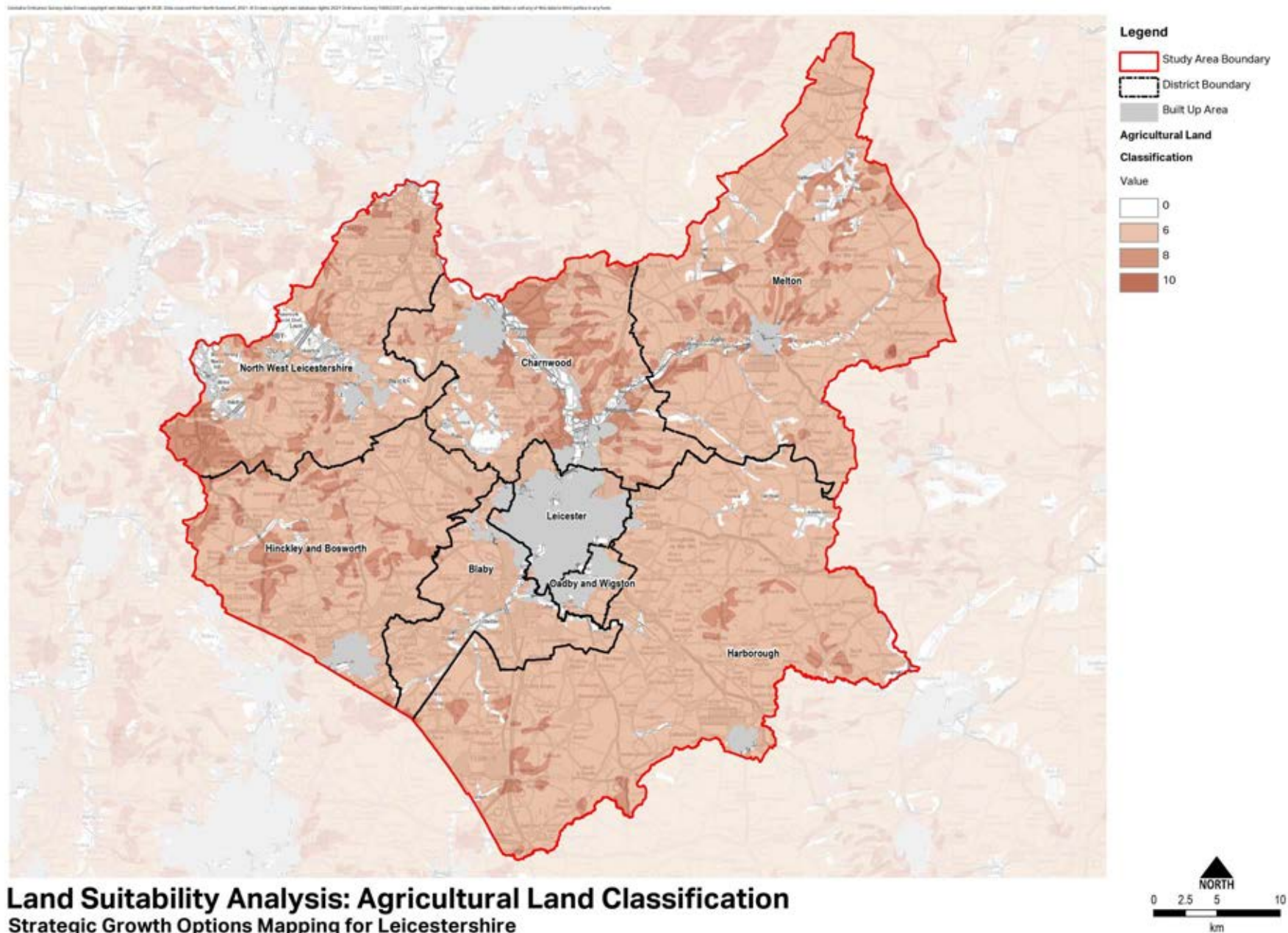
Flood zones 3	0m	Land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%), or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year	10	20%
Flood zones 2	0m	Land assessed as having between a 1 in 100 and 1 in 1,000 annual probability of river flooding (1% – 0.1%), or between a 1 in 200 and 1 in 1,000 annual probability of sea flooding (0.5% – 0.1%) in any year	7	
Agricultural Land				
Grade 1	0m	Excellent quality agricultural land	10	10%
Grade 2	0m	Very good quality agricultural land	8	
Grade 3	0m	Good to moderate quality agricultural land	6	
Grade 4	0m	Poor quality agricultural land	0	
Grade 5	0m	Very poor quality agricultural land	0	
Urban	0m		0	
Non-Agricultural	0m		0	
Topography				
Slope	0m	No development can occur on gradients more than 20 degrees due to accessibility concerns	10	10%
		Development can occur on slopes less than 20 degrees due to accessibility concerns	0	
Utility Corridors / Nuisance				
High Voltage Overhead Power Lines	25m	High Voltage Overhead Power Lines	10	10%
High pressure Gas Pipe Lines	60m	High pressure Gas Pipe Lines	10	
Landfill and Waste Sites	100m	Permitted Waste Sites, Authorised Landfill, Historical Landfill sites	10	
Noise from Traffic: Major Roads	100m	Motorways	7	
Noise from Traffic: Other Roads	100m	A Roads	3	

- 4.4 The mapping on the following pages sets out a series of individual constraints layers shown in isolation to highlight broad areas across the study area that may be relatively more constrained. The built up areas are removed to help focus on those locations capable of supporting a strategic growth option (>1,000 homes and/or >25 hectares of employment land). Darker colours on the maps indicate a higher level of constraint for each category within the component layers. The exception to this is the topography map where darker areas simply denote lower lying ground.

Agricultural Land Classification

- 4.5 The map (overleaf) illustrates locations with the best and most versatile agricultural land with the land in grades 1, 2 and 3a of the Agricultural Land Classification shown in dark colours and lower grades in lighter colours. This highlights that the best and most versatile agricultural land are concentrated in the north and west with further pockets in the south and south east of Harborough.

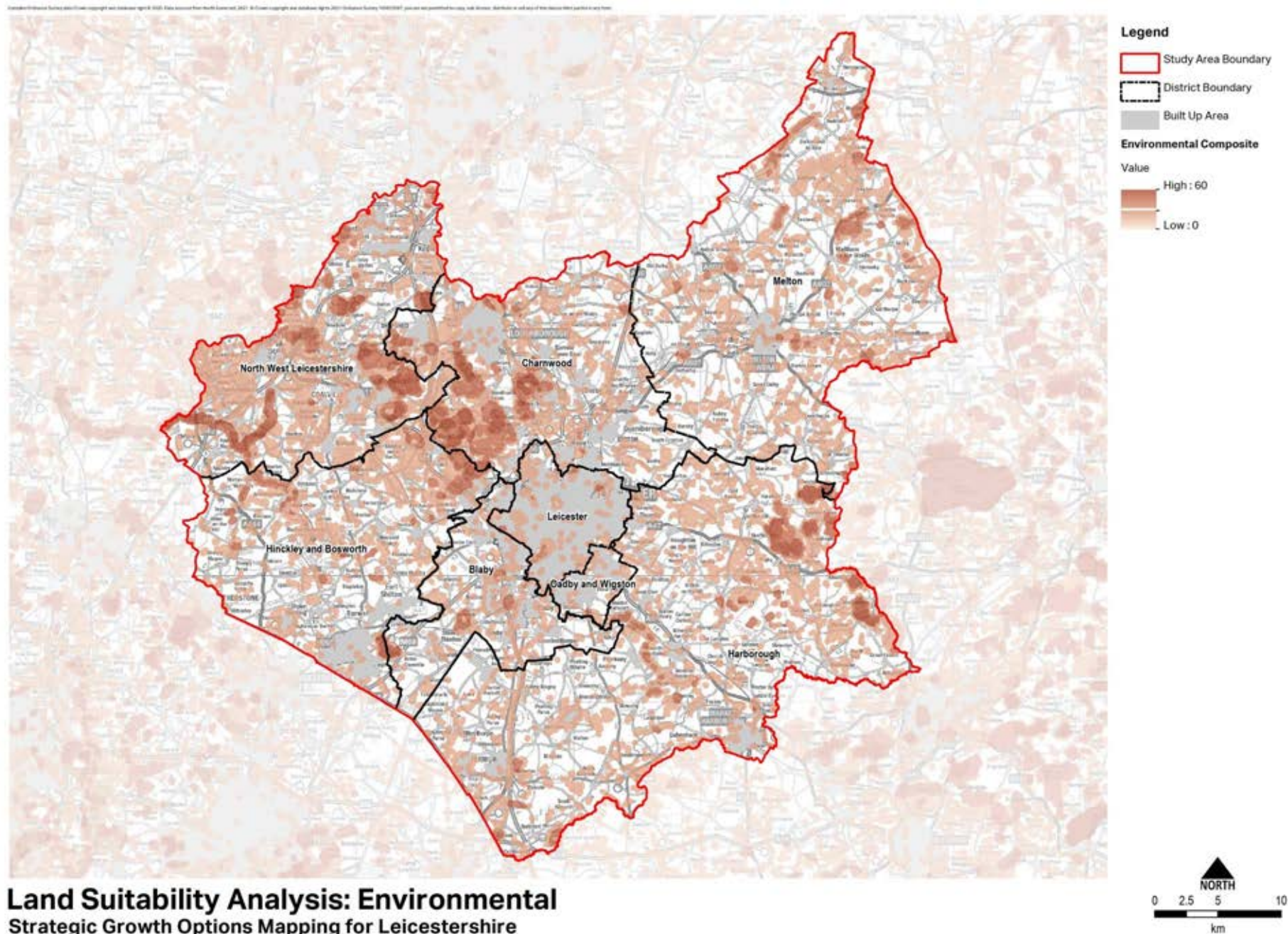
Figure 4.1 Agricultural Land Classification



Environmental Designations

- 4.6 The map (overleaf) illustrates the highest concentrations of designations including: AONB, SSSI, European Designations, Ancient Woodland, NNR, LNR and the National Forest. The areas with the highest density of constraints are generally consistent with those areas with the greatest quantities of woodland (including the National Forest) and following the alignment of river corridors (including the River Mease and its tributaries). Darker colours on the map indicate a higher concentration of environmental designations.

Figure 4.2 Environmental Designations



Topography

- 4.7 The map (overleaf) shows the topography of the study area with lighter areas illustrating high points and darker areas lower lying land (including river valleys). At the site level it is assumed that development should be steered away from gradients more than 20 degrees due to accessibility concerns. The topography mapping should be read alongside the flood map which shows the River valleys within the study area that are most at risk from flooding.

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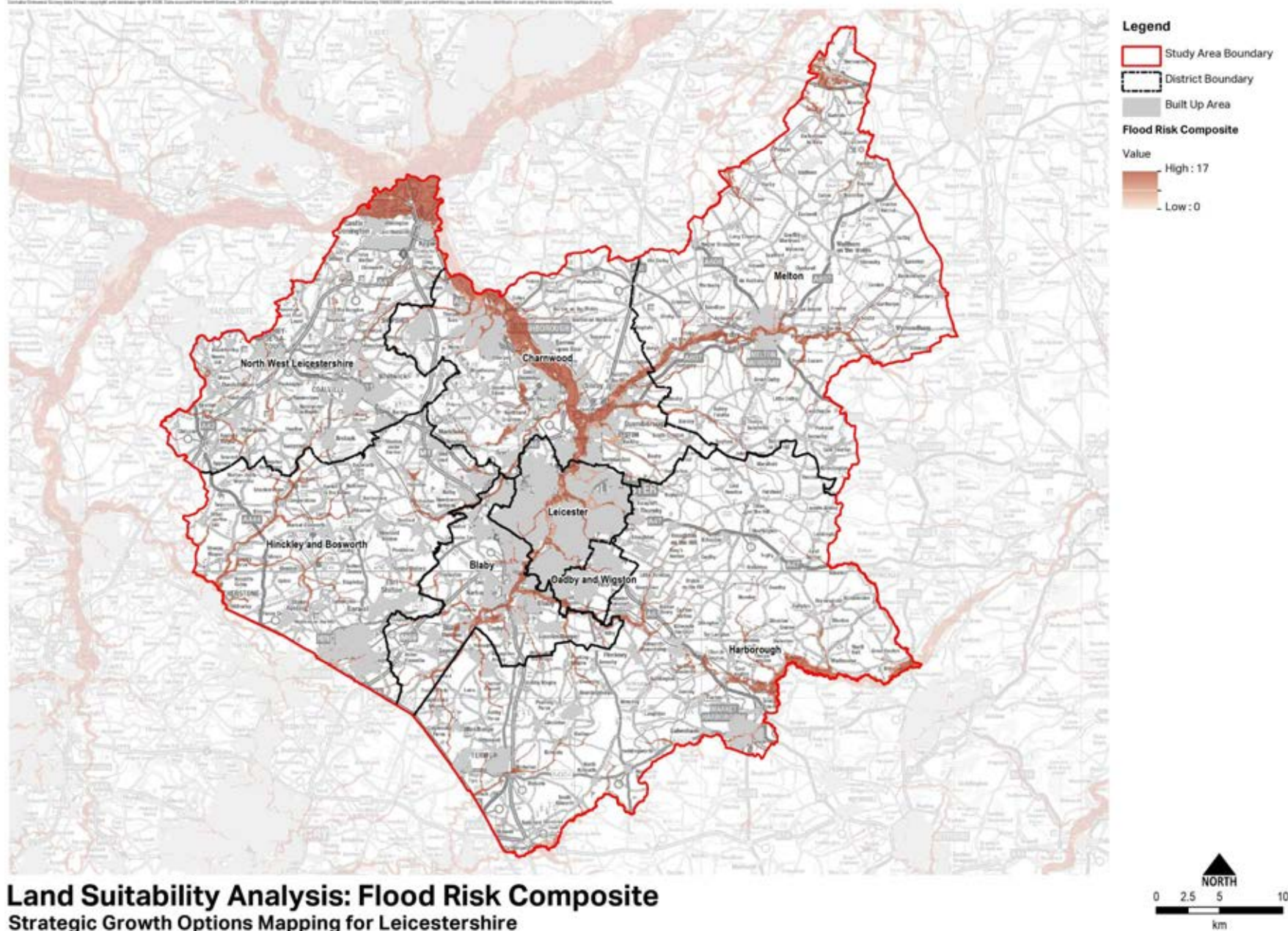


Flood Risk

- 4.8 The map (overleaf) illustrates locations most susceptible to fluvial flooding, with the most extensive flood zones related to the River Wreake, River Soar, River Trent and River Welland. Darker colours on the map indicate areas more susceptible to fluvial flooding.

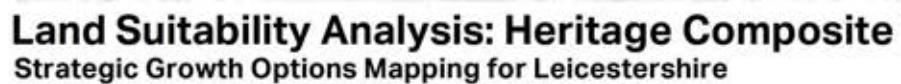
Figure 4.4 Flood Risk

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Heritage

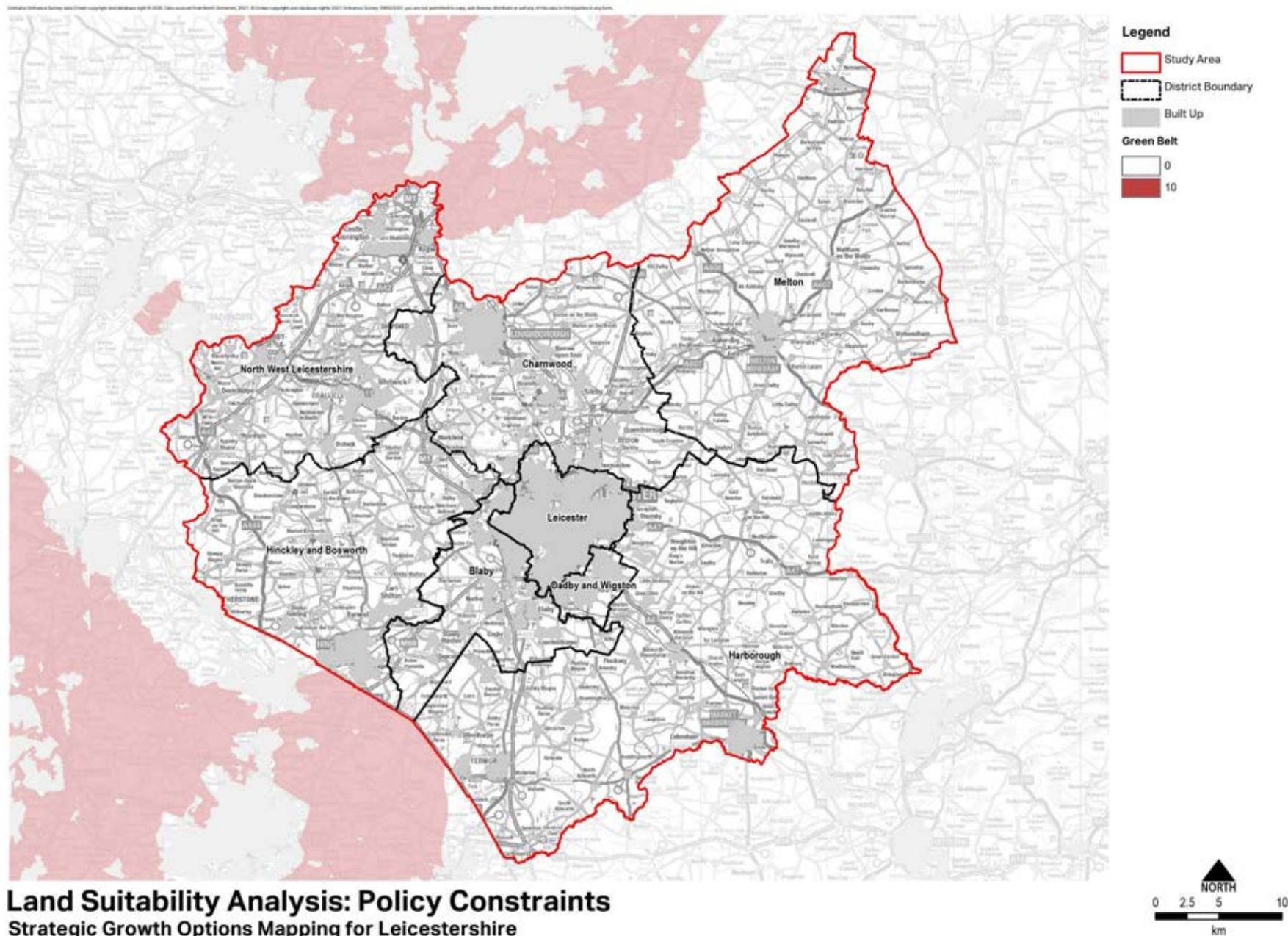
- 4.9 The map (overleaf) illustrates the locations of heritage assets, with the most extensive areas of land cover, including (but not limited to): Conservation Areas; Registered Parks and Gardens; and Registered Battlefields (including the Battle of Bosworth Field 1485). Darker colours on the map indicate a higher concentration of designated heritage assets.



Surrounding Green Belt

- 4.10 The surrounding Green Belt designations are shown on the map (overleaf) to illustrate locations where Strategic Growth Options are adjacent to Green Belt and where it is likely that Duty to Cooperate discussions with the neighbouring authorities will be required. There are no Green Belt designations within the study area and proximity to adjoining Green Belt is not included in the composite constraints analysis.

Figure 4.6 Green Belt

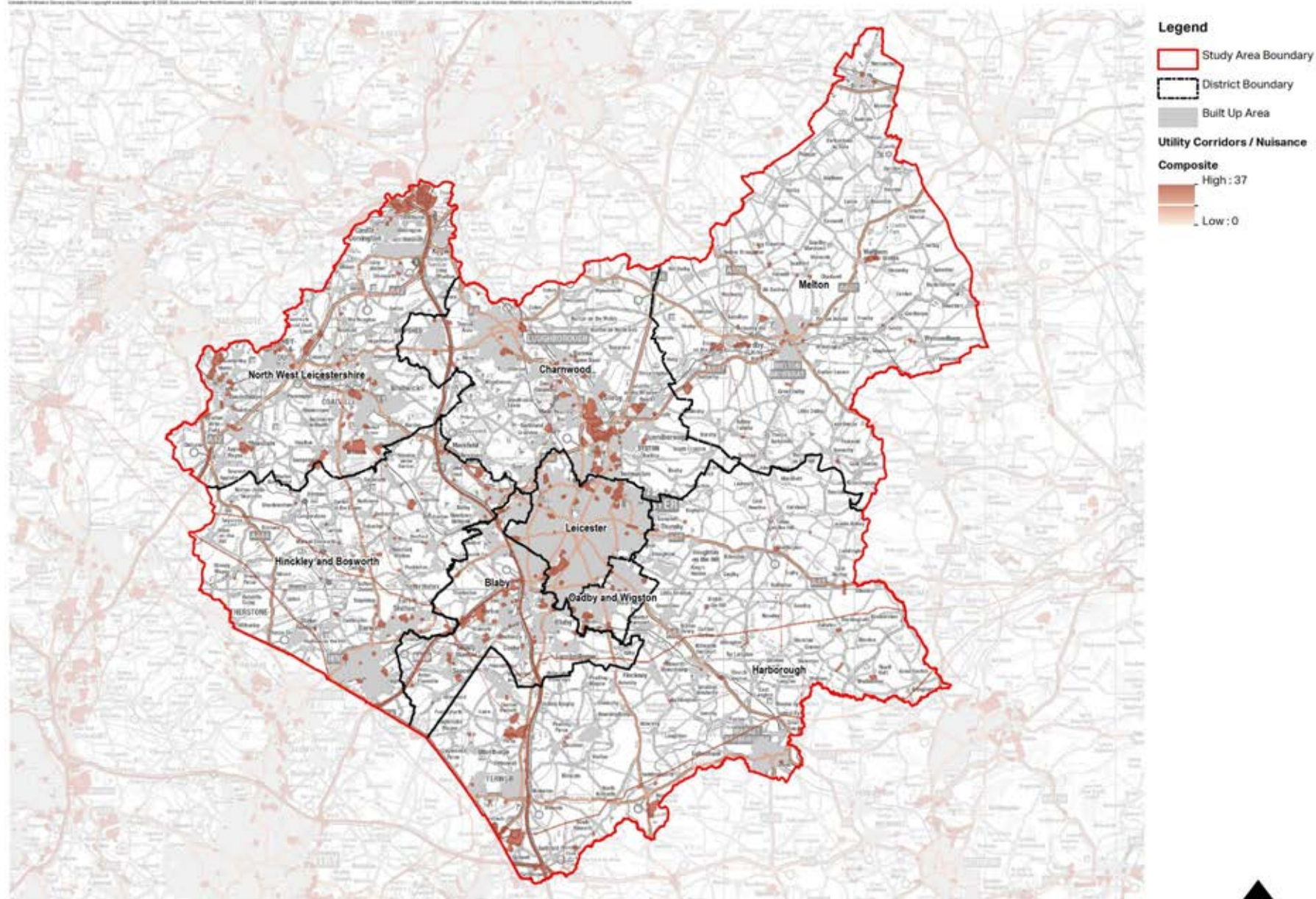


Utility and Nuisance Corridors

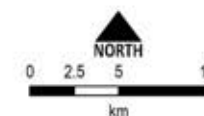
- 4.11 The map (overleaf) shows the extent of major nuisance and utility corridors and will need to be considered as part of any detailed site allocations. For the purposes of this study, this data helps to identify where high voltage overhead powerlines, high pressure gas pipe lines, landfill sites and noise from traffic are concentrated in the study area.
- 4.12 For high pressure gas pipelines, the Health and Safety Executive (HSE) has prepared specific guidance (land use planning methodology) that describes when the HSE will advise against certain forms of development based upon the consultation zones (buffers applied to pipeline based on their risk level) and level of sensitivity attached to high pressure gas pipelines. The consultation zones are normally determined by a detailed assessment of the risks and/or hazards of the installation or pipeline which takes into account the following factors; the quantity of hazardous substances for which the site has hazardous substances consent and details of the storage and/or processing; the hazard ranges and consequences of major accidents involving the toxic and/or flammable and/or other hazardous substances that could be present. The risks and hazards from the major hazard are greatest in the Inner Zone and hence the restrictions on development are strictest within that zone. The consultation distances comprise the land enclosed by all the zones and the installation/pipeline itself. For the Strategic Growth Options, the LPAs and promoters will need to consider whether reinforcements are required in consultation with the HSE.

Figure 4.7 Utilities and Nuisance

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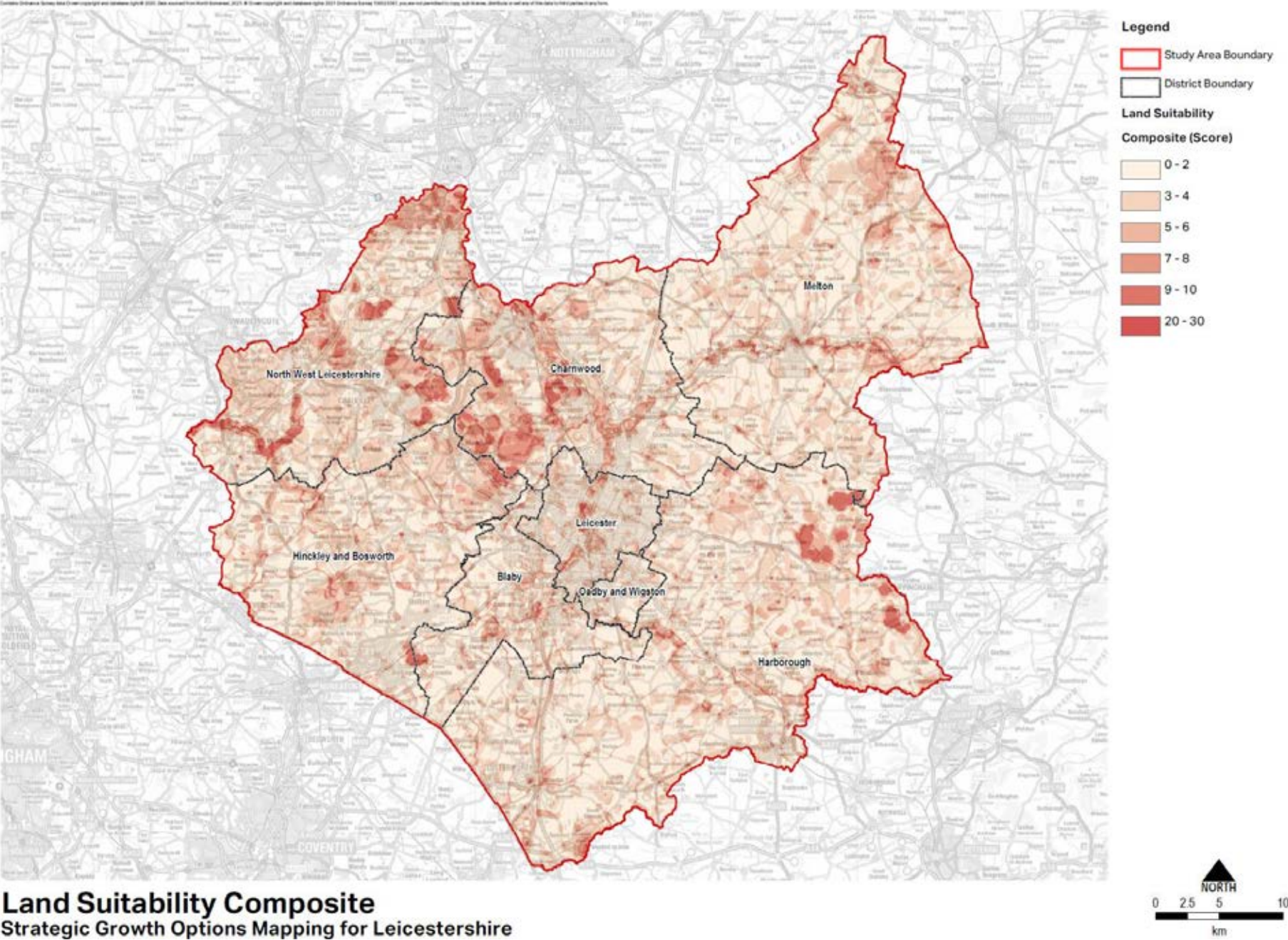
Land Suitability Analysis: Utility Corridors / Nuisance Composite
Strategic Growth Options Mapping for Leicestershire



Composite Constraints Mapping

- 4.13 A composite land suitability constraints plan is shown (overleaf) combining all of the information from Figure 4.1 to Figure 4.7 (excluding neighbouring Green Belt). This illustrates suitability for development activity on a graduating scale, with darker colours on the map indicating a higher level of constraint. The purpose of this composite constraints plan is to provide an initial guide and allow the visualisation of where the highest areas of constraint generally align e.g. with known river catchments and the National Forest.

Figure 4.8 Composite Constraints Map



Opportunities assumptions

- 4.14 In addition to the constraints, the GIS mapping also considers opportunities in the study area. Proximity to existing settlements (and their social infrastructure and communications) will influence the sustainability of some options based on the likely settlement typology. For example, a smaller urban extension is highly likely to utilise the services and facilities available in a nearby town where it is within easy commuting distance, whereas a large autonomous settlement will need to provide their own services and facilities, especially if located at great distance from a nearby town. Differing buffer sizes have been applied to existing settlements according to their level of social infrastructure to demonstrate the distances that residents would be willing to travel to access services.
- 4.15 In addition, proximity to transport infrastructure (including rail lines, stations, the strategic road network (SRN) and proposed transport infrastructure improvements are also shown to identify areas that benefit or will benefit from transport links. Finally, consideration is given to the locations of planned and committed employment sites **Table 24** below indicates the respective buffer levels and assumptions applied.

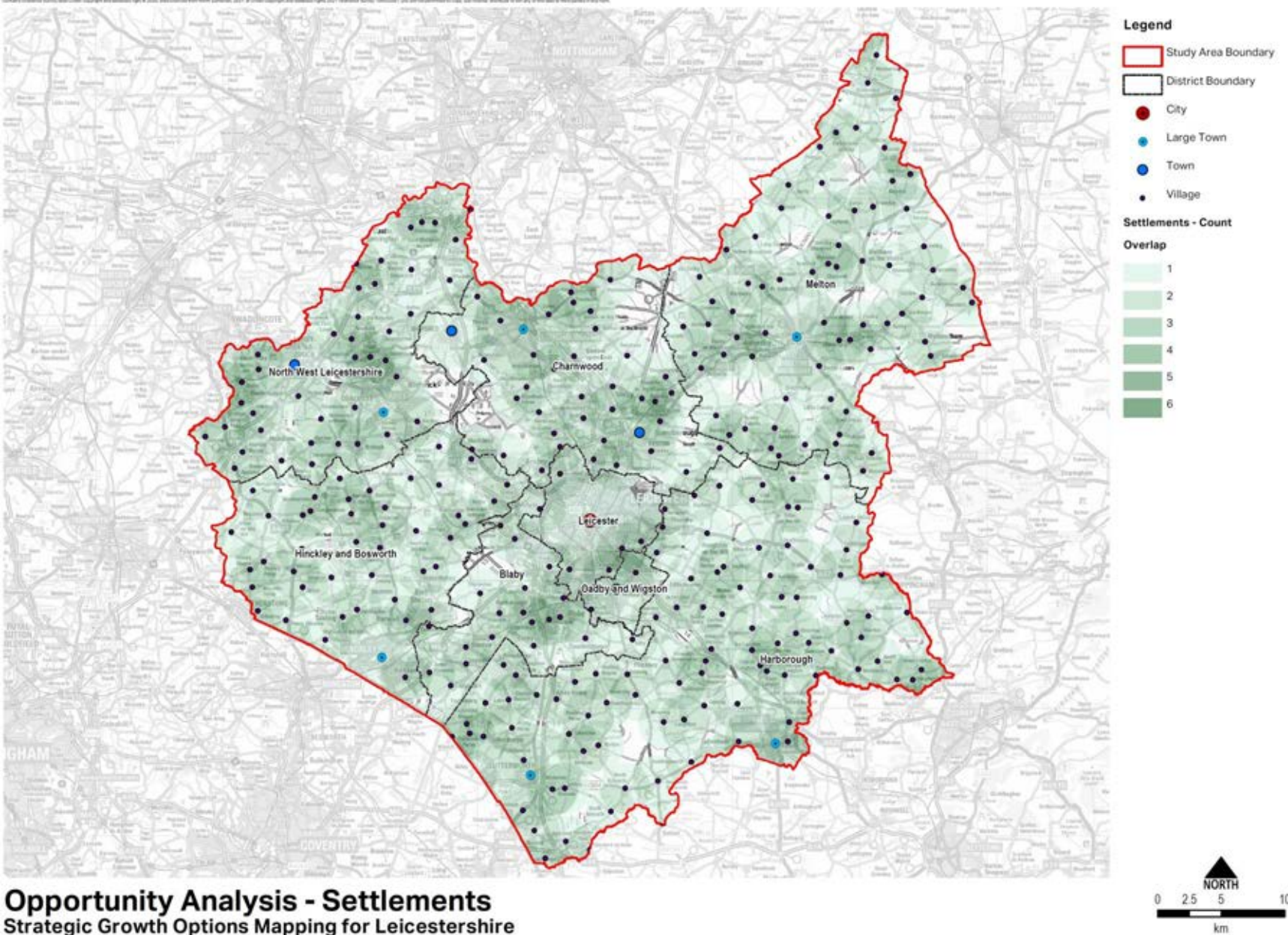
Table 24 Proximity and opportunity modelling inputs and assumptions

Feature	Buffer	Assumption
Urban Centres and Settlements		
City	5 km	Catchment to access services
Large Town	4 km	
Town	3 km	
Large Village	2 km	
Existing Passenger Transport and Highways Infrastructure		
Rail Line	2 km	Ensure local resident accessibility to passenger transport network to limit travel times
Rail Station	3 km	
SRN Line	2 km	Ensure local resident accessibility to road network to limit travel times
Economic Linkages		
	2km	Proximity to economic drivers and clusters of planned and committed employment areas

Proximity to settlements

- 4.16 The map (overleaf) shows areas in close proximity to villages, towns and the City. Areas lighter in colour are generally further than 2-5km from the nearest settlement.

Figure 4.9 Proximity to settlements

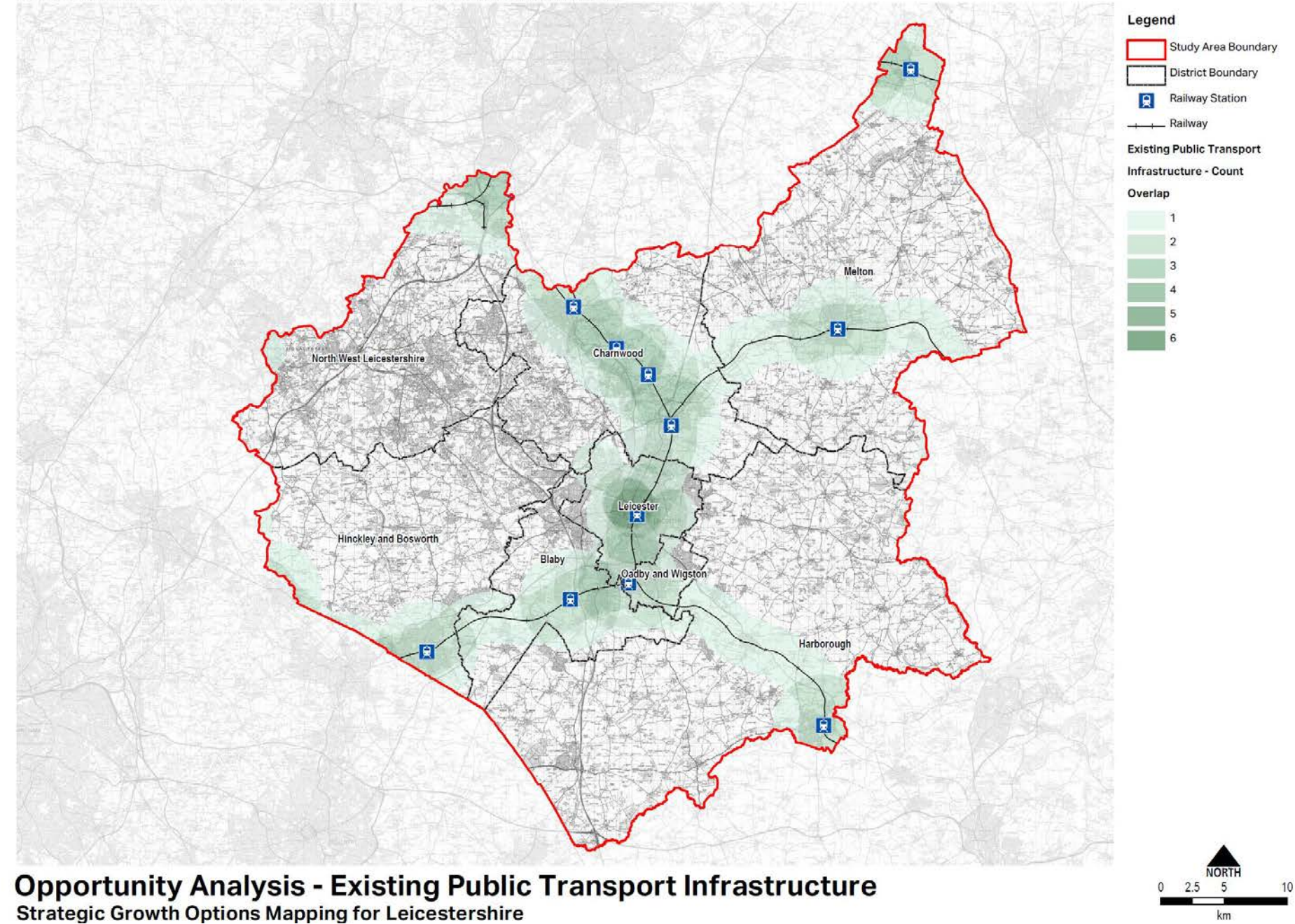


Proximity to Existing Passenger Transport Infrastructure

4.17 The map (overleaf) shows the locations of railway stations, rail corridors and bus station interchanges. Strategic Growth Options in close proximity to railway stations will be able to encourage more sustainable transport. Locations within rail corridors may have the potential to deliver new railway stations up to 2050.

Figure 4.10 Passenger Transport

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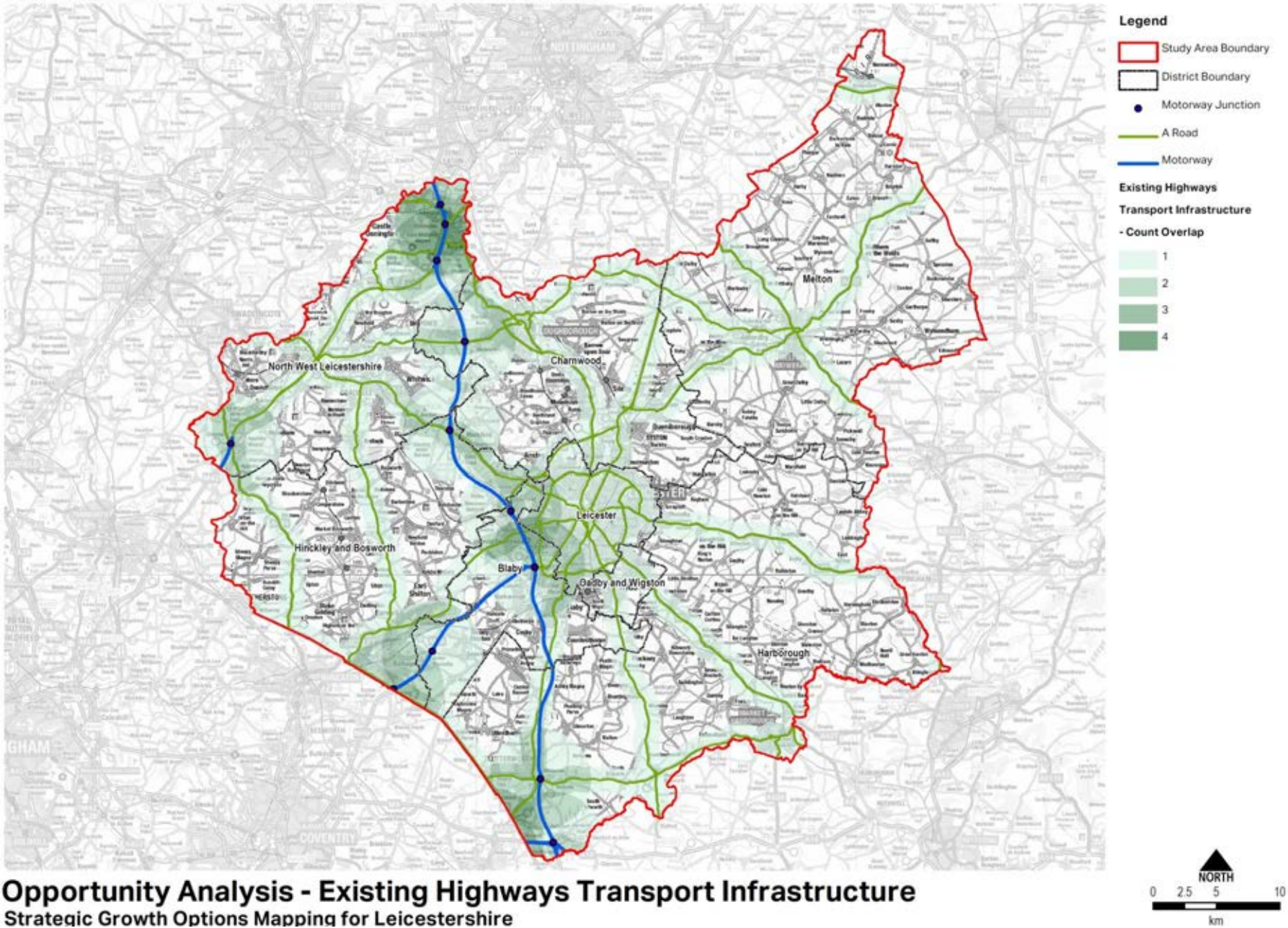


Proximity to Existing Highways

4.18 The map (overleaf) shows the network on A roads and motorways in the study area. For employment sites it's incredibly important they have good connections to the Strategic Road Network. Strategic Growth Options in close proximity to the Strategic Road Network may offer opportunities for Mass Rapid Transport and improved intra-settlement connections. Please note that not all A roads are part of the SRN⁷⁸ (see paragraph 3.68).

⁷⁸ See <https://nationalhighways.co.uk/our-roads/roads-we-manage/>

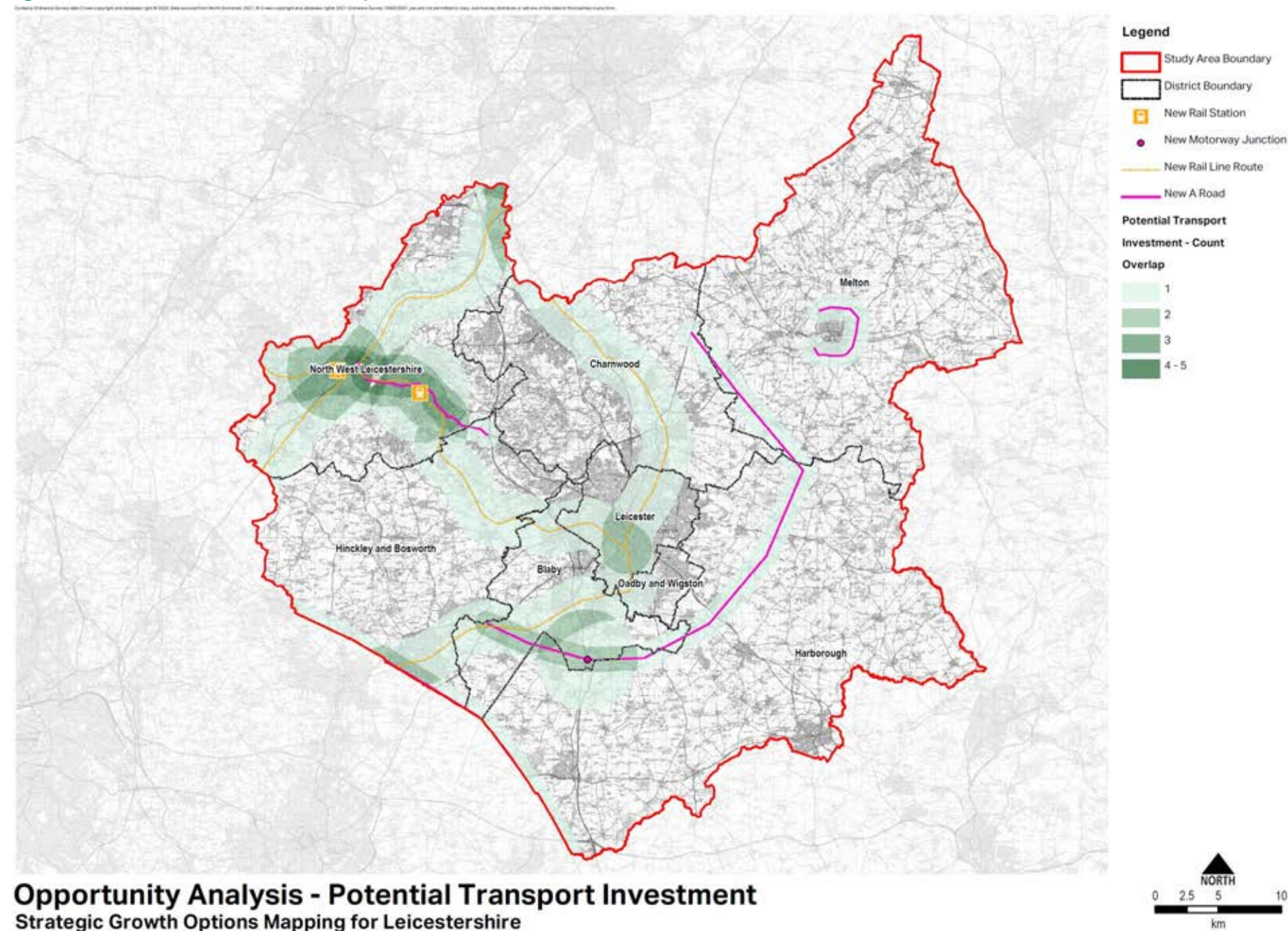
Figure 4.11 Existing Highways



Proximity to Potential Future Transport Infrastructure

4.19 The map (overleaf) shows the spatial location of some proposed schemes (i.e. uncommitted and/or unfunded) to illustrate spatially potential areas of opportunity within the study area. Strategic Growth Options well related to these schemes, if delivered, could conceivably benefit should the referenced schemes come forward over the next 30 years. However, for the purposes of the composite opportunities and constraints modelling, this layer is excluded from the modelling and is shared for information purposes.

Figure 4.12 Potential Future Transport Infrastructure

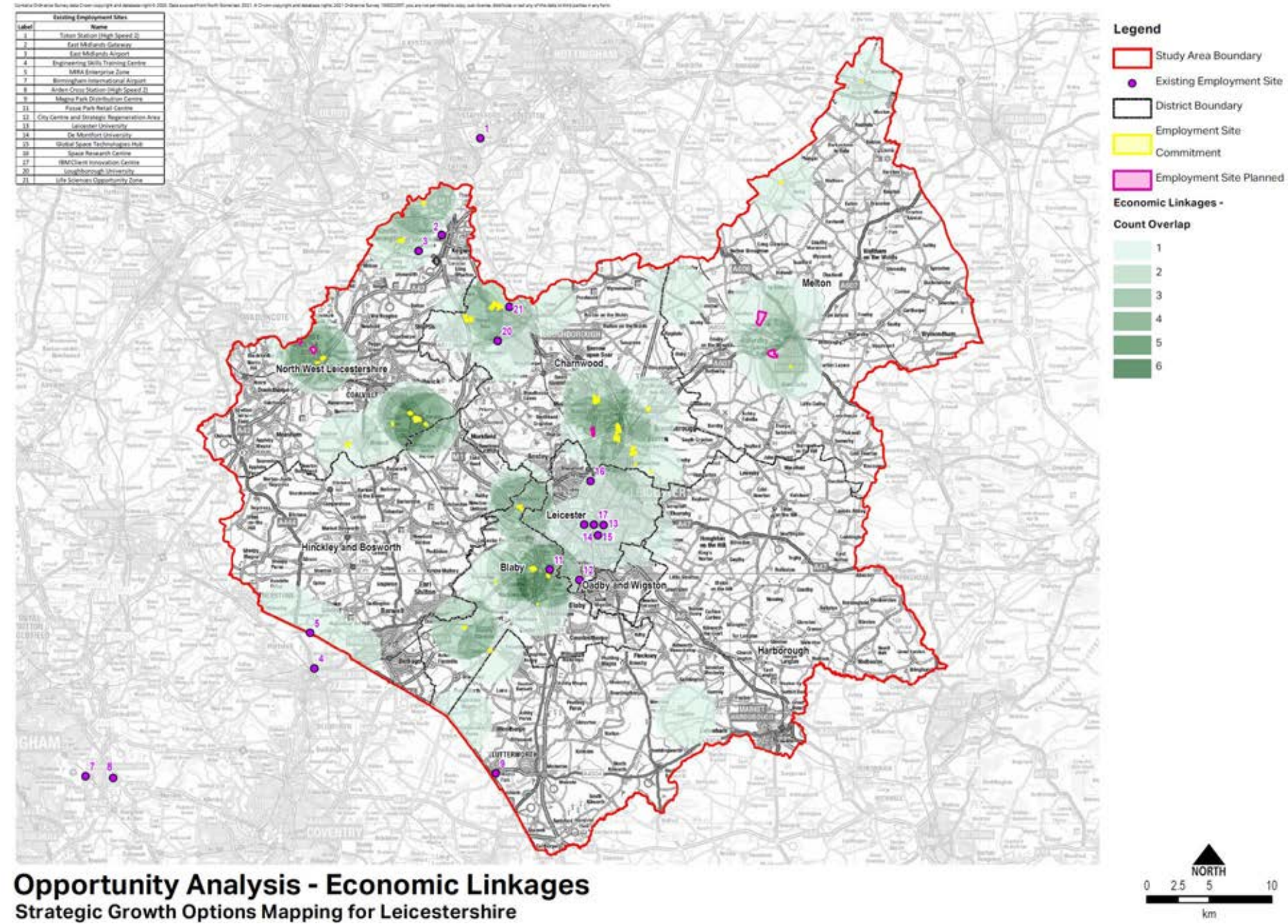


Economic Linkages

4.20 The map (overleaf) shows the study area's regional economic drivers, including existing, allocated and proposed new employment locations. This illustrates where there are economic clusters and opportunities for Strategic Growth Options to harness spatial agglomeration of physical capital, companies, employment locations, consumers and workers. The employment site commitments, allocations and economic drivers highlighted are not exhaustive but include a number of the largest hubs for economic growth, high incidence of the knowledge industries and the Higher Education institutions, including:

- East Midlands Gateway
- East Midlands Airport
- Magna Park Distribution Centre
- Fosse Park Retail Centre
- Waterside Strategic Regeneration Area
- Leicester University
- De Montfort University
- Global Space Technologies Hub
- IBM Client Innovation Centre
- Loughborough University / LUSEP
- Life Sciences Opportunity Zone
- MIRA Enterprise Zone

Figure 4.13 Economic Linkages



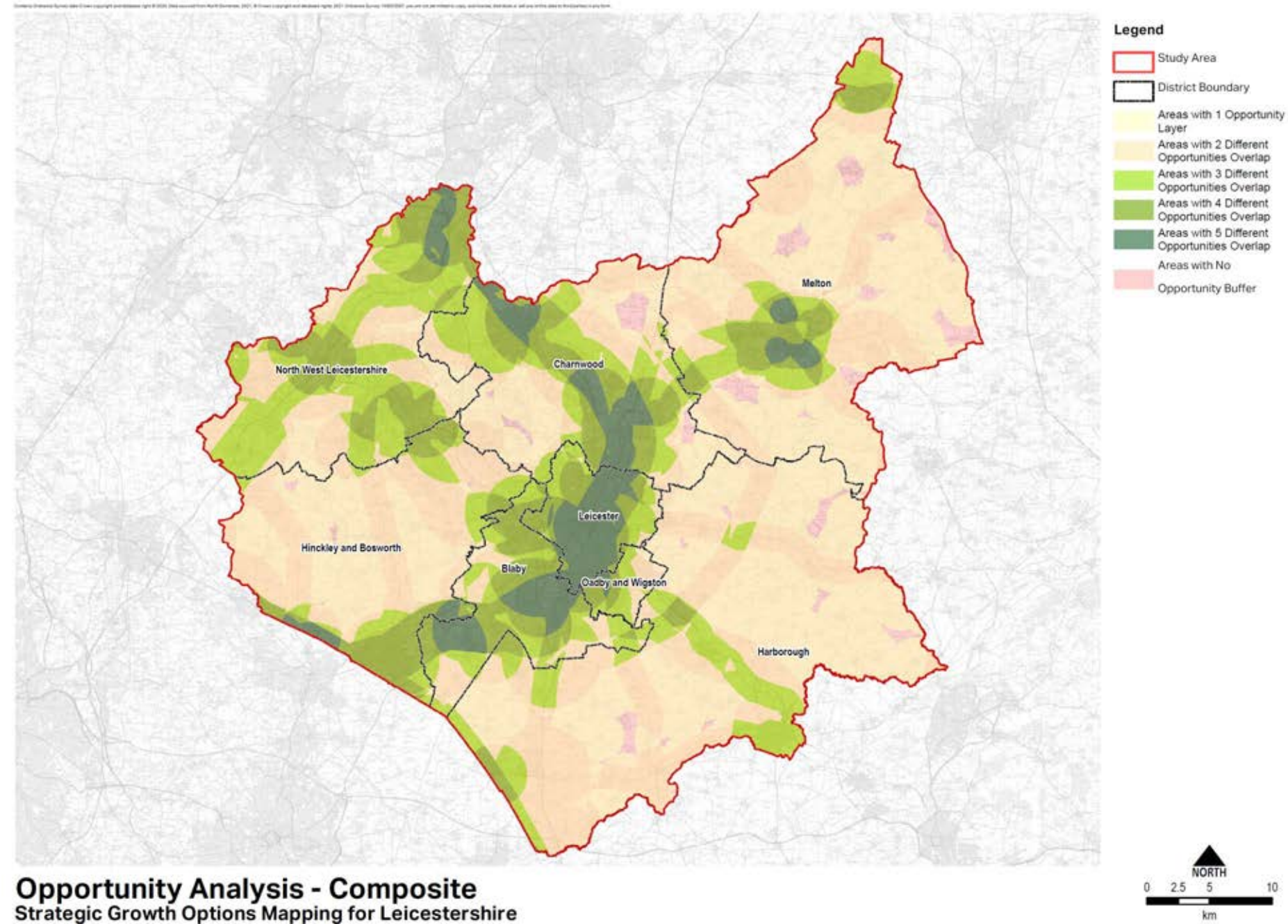
Opportunity Analysis - Economic Linkages
Strategic Growth Options Mapping for Leicestershire

Composite Opportunities Mapping

- 4.21 The composite opportunity plan layers each of the attributes in Figure 4.9 to Figure 4.13 (excluding Figure 4.12 – see paragraph 4.19) on top of each other and allows the concentrations of opportunity to be illustrated at a strategic scale. This is presented in Figure 4.14 (overleaf) which illustrates the concentration of multiple opportunity layers on a graduating scale and visualises locations that benefit most from strategic opportunities identified.
- 4.22 Figure 4.14 illustrates the multiplicity of opportunities by all themes. An area which benefits from proximity to existing centre/services and proximity to highway infrastructure and also proximity to rail station connectivity can be highlighted (as dark green areas) as opposed to those areas which only benefit from one or two of those different opportunities (lighter green shading in Figure 4.14 and yellow/amber/red in Figure 4.15).
- 4.23 Whilst the proximity analysis includes proximity to the existing highway network, it does not include a full analysis of the passenger transport network. For example, non-fixed modes such as bus routes which are subject to differing frequencies and route changes/closures are not included. The proximity analysis is deployed as a high-level measure alongside land suitability in order to help identify possible areas of potential growth. As can be observed from Figures 4.14 and 4.15, locations nearby to existing key settlements and locations along transport corridors typically have the greatest proximity overlaps.



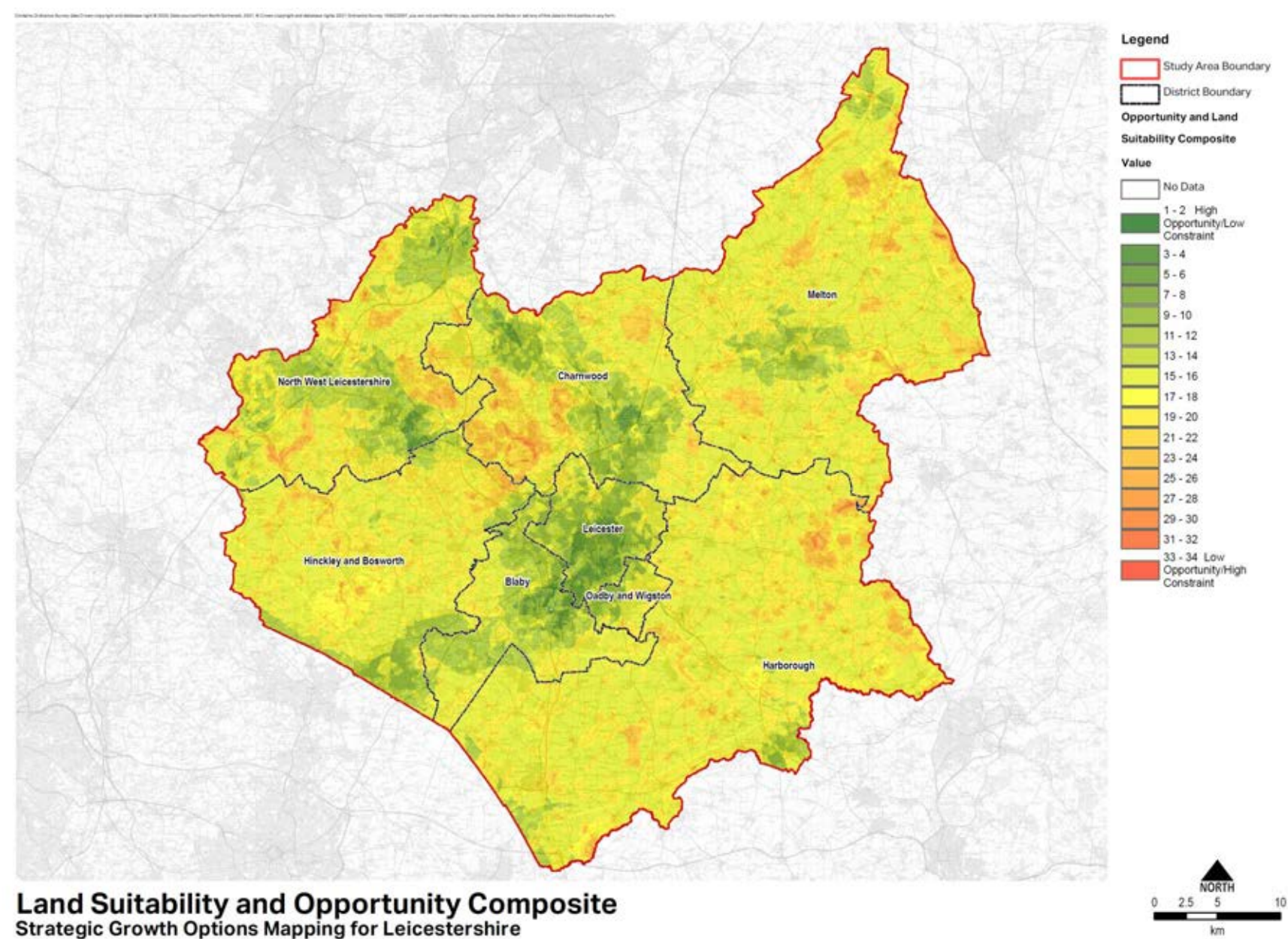
Figure 4.15 Composite opportunities analysis 2



Combined Spatial Analysis

- 4.24 As a final step, the Composite Constraints Map and Composite Opportunities Map were layered on top of one another to understand the areas of greatest constraint and greatest opportunity across the study area. This provides further context for this analysis and also allows the study to compare the potential plans for growth against the constraints and opportunities of the study.
- 4.25 The shading of the combined spatial analysis plan illustrates areas of both minimal constraint but also higher socio-economic connectivity; in addition, the plan illustrates area of high constraint and lower socioeconomic connectivity. There are also of course a range of constraints and opportunities between these two book ends.
- 4.26 The colour coding of these broad areas across the study area are categorised broadly as follows:
- **Green Shaded Areas - Least constrained and/or aligned to opportunities** – the most favourable locations based upon the high-level modelling (but some opportunities may be limited due to existing and emerging development covering the majority of these areas and limiting the potential for strategic growth).
 - **Amber Shaded Areas – Partially constrained and/or moderately to poorly aligned to opportunities** – Less favourable locations, in comparison to Green shaded areas, but still worthy of further investigation as strategic mitigation measures and infrastructure investment may be possible to address the site constraints / sensitivities and/or improve connectivity.
 - **Red Shaded Areas - Most constrained and/or misaligned to opportunities** – The least favourable areas for strategic growth based upon the high-level modelling.
- 4.27 The Combined Land Suitability and Proximity Analysis map (Figure 4.16) shows the composite findings of the above analysis. The modelling incorporates proximity to connections, but it cannot build in the capacity of the highway network or public transport. The STA will investigate matters related to capacity.
- 4.28 Green and Amber areas are generally well connected to transport and services and are less constrained by environmental features; and in theory they are areas with the most capacity for growth (pending further assessment). Red areas on the map scored lowest in the land suitability and existing proximity analysis.
- 4.29 Areas such as this have not been screened out at this stage as it is possible that strategic infrastructure improvements can improve their proximity to sustainable transport modes, services and overall accessibility.

Figure 4.16 Composite constraints and opportunities analysis



Strategic Growth Options overlaid on composite constraints and opportunities analysis

4.30 Figure 4.17 (overleaf) overlays the identified Strategic Growth Options on top of the composite constraints and opportunities analysis modelling. Section 5 provides the detailed assessments of each site whereas this mapping shows, at a very high-level, where Strategic Growth Options are well located based on the model's constraints and opportunities inputs.

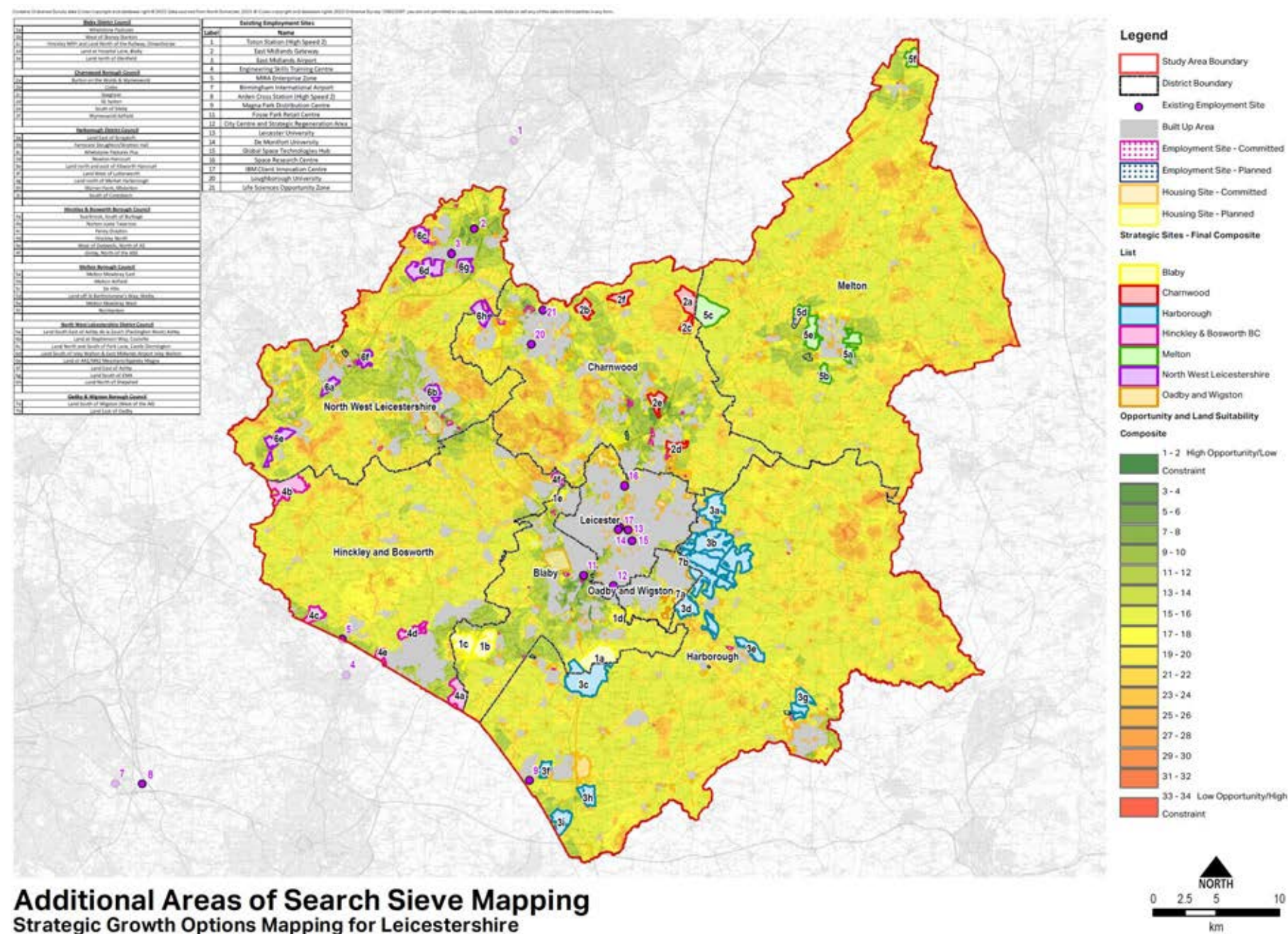
bioRxiv preprint doi: <https://doi.org/10.1101/2020.07.20.201387>; this version posted July 20, 2020. The copyright holder for this preprint (which was not certified by peer review) is the author/funder, who has granted bioRxiv a license to display the preprint in perpetuity. It is made available under aCC-BY-NC-ND 4.0 International license.



Additional Areas of Search

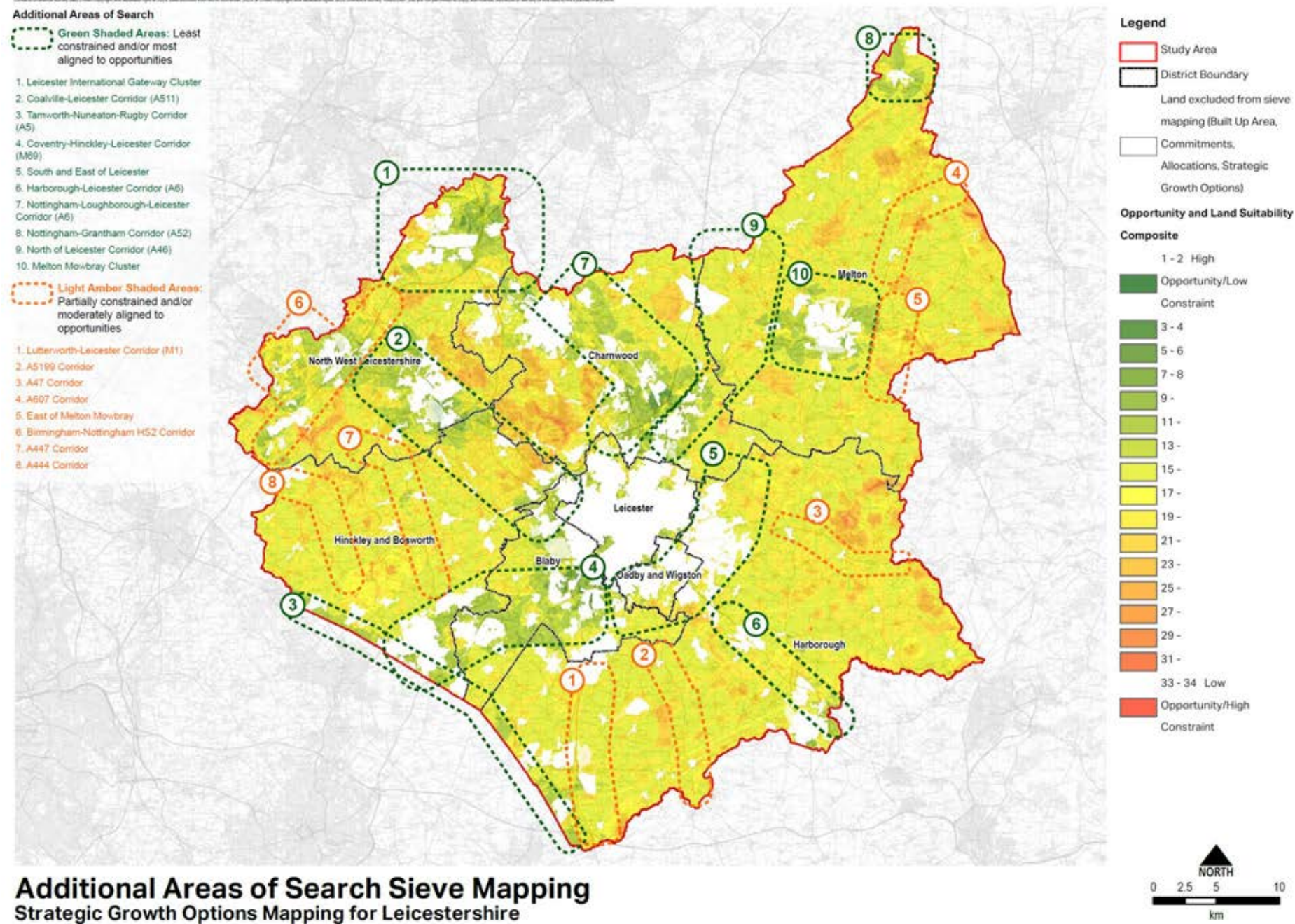
- 4.31 The GIS model is based on a consistent framework of assumptions that has helped to reveal potential additional locations for future assessment. **Figure 4.16** and **Figure 4.17** (above) helps to identify additional strategic 'areas of search' that could also provide reasonable alternatives for growth or that could contribute to the wider delivery of strategic objectives (such as helping to deliver infrastructure).
- 4.32 The green areas are generally free of absolute constraints and are, or have the potential to be, connected to existing places and services by sustainable means. However, it should be noted that the ability to connect must be considered in the context of sustainable modes of transportation and the need to avoid isolated car dependent locations wherever possible. Amber areas may also offer opportunities to identify strategic growth locations outside of the identified Strategic Growth Options assessed in the next chapter.
- 4.33 To help reveal additional areas of search beyond the Strategic Growth Options considered by this study, Figure 4.18 (overleaf) overlays the constraints and opportunities modelling with the: existing built up areas; extant housing and employment allocations and commitments; and the identified Strategic Growth Options. This 'sieve mapping' approach builds up a number of geographical layers to produce a visual representation of areas that show more (or less) potential for future growth.

Figure 4.18 Additional areas of search sieve mapping



- 4.34 The highest incidence of green areas is focused on the County's larger settlements/neighbouring large towns (Melton Mowbray, Market Harborough, Hinckley, Coalville, Ashby-de-la-Zouch, Loughborough), the Leicestershire International Gateway and the transport corridors between these locations and Leicester City.
- 4.35 The highest incidence of red areas generally correlate with the County's best and most versatile agricultural land, flood zones within river corridors, environmental assets (such as the National Forest), locations poorly served by public transport and areas most detached from major settlements and the Strategic Road Network.
- 4.36 Figure 4.19 (overleaf) removes the extents of the Strategic Growth Options (subject to assessment in this study), extant allocations, commitments and the existing built up areas from the mapping (all shown in white). This highlights the residual areas of shaded green and light amber with the fewest constraints and/or most opportunities. The inclusion of the Strategic Growth Options (subject to assessment in this study) alongside the allocations and commitments does not indicate that these locations are suitable for development, they are simply shown as white areas to help identify further areas, beyond the Strategic Growth Options, allocations, and commitments, that may be worthy of further consideration. In addition, predominantly green and light amber areas have been grouped to form corridors and clusters that align with movement corridors, existing employment areas and/or settlements and land adjacent to settlements.

Figure 4.19 Additional areas of search – corridors and clusters containing green and amber shaded areas



4.37 Figure 4.19 identifies the following additional areas of search within predominantly green shaded areas (least constrained and/or aligned to opportunities) within corridors and clusters:

1. Leicester International Gateway Cluster
2. Coalville-Leicester Corridor (A511)
3. Tamworth-Nuneaton-Rugby Corridor (A5)
4. Coventry-Hinckley-Leicester Corridor (M69)
5. South and East of Leicester
6. Harborough-Leicester Corridor (A6)
7. Nottingham-Loughborough-Leicester Corridor (A6)
8. Nottingham-Grantham Corridor (A52)
9. North of Leicester Corridor (A46)
10. Melton Mowbray Cluster

4.38 Figure 4.18 identifies the following additional areas of search within predominantly amber shaded areas (partially constrained and/or moderately aligned to opportunities) within corridors and clusters:

1. Lutterworth-Leicester Corridor (M1)
2. A5199 Corridor
3. A47 Corridor
4. A607 Corridor
5. East of Melton Mowbray
6. Birmingham-Nottingham HS2 Corridor
7. A447 Corridor
8. A444 Corridor

4.39 Based on the constraints and opportunities modelling, the above identified 'areas of search' may provide further options for strategic growth and could be locations capable of contributing to the wider delivery of strategic objectives if development brings with it: improved transport connections; enhanced green infrastructure; and/or new social infrastructure.

4.40 The above corridors and clusters are utilised later in the study to comment upon groupings of the Strategic Growth Options.

Chapter Summary

4.41 This chapter has presented mapping illustrating the study area's main constraints and opportunities grouped by themes. A composite constraints and opportunities modelling exercise identifies additional areas of search or consideration by the partner authorities. The corridors and clusters identified

are referenced in the concluding chapter as a means of grouping the Strategic Growth Options.

- 4.42 The next chapter includes individual assessments of the 42 Strategic Growth Options. Each location is then classified using a composite professional judgement (illustrated using a RAG rating): Suitable Area for Strategic Growth; Potential Area for Strategic Growth; or Unsuitable Area for Strategic Growth.

5. Strategic Growth Options Assessment

- 5.1 In the following pages a summary of the major opportunities and constraints is included for each location identified as a Strategic Growth Option within the study area.
- 5.2 Major constraints include, but are not limited to, criteria listed in footnote 7 of the NPPF. For example: sites protected under the Birds and Habitats Directives and/or designated as Sites of Special Scientific Interest; Area of Outstanding Natural Beauty; designated heritage assets; and locations at risk of flooding. The spatial and landscape constraints are incorporated but proximity to the Green Belt (external to the study area) does not rule out a site from the suitability assessments that follow. Other factors may be deemed a major constraint based on site-specific circumstances and the ability of the site to be developed for housing and employment (e.g. utilities capacity, water quality, access and egress etc.) Major constraints are highlighted in the proformas for each Strategic Growth Option (where applicable).
- 5.3 Opportunities have been highlighted by the mapping chapter 4, technical specialists' inputs and through engagement with the Leicestershire LPAs, Leicestershire County Council and feedback received from specific consultees.
- 5.4 A RAG score (Red, Amber, Green) based on a composite professional judgement has been provided for each Strategic Growth Option. Each location has been classified based on whether it is deemed to be:
- **Suitable Area for Strategic Growth;**
 - **Potential Area for Strategic Growth;** or
 - **Unsuitable Area for Strategic Growth**⁷⁹.
- 5.5 The classification of locations as an unsuitable area for strategic growth does not preclude the area from smaller scale allocations below this study's thresholds (1,000 dwellings/25 hectares employment land). It simply means that these locations would be incapable of supporting any strategic-scale growth, and that delivery of supporting social and physical infrastructure may be more challenging. The Local Plans will need to take a view on the cumulative impacts of non-strategic smaller scale allocations.
- 5.6 The typology classifications (chapter 2) are utilised throughout this chapter as a means of quantifying what could come forward (and when) for each Strategic Growth Option. Table 25 (overleaf) summarises the full list of Strategic Growth Options, their approximate size (in hectares) and, where available, the number of dwellings and/or hectareage of employment land being promoted (or provided by the partner authorities at the outset of the study). Where a location could support more than one typology, the largest/detached typology is assumed to highlight the longest lead-in and delivery periods. In some instances the employment land figures quoted are based on 100% site coverage, these

⁷⁹ This does not mean that the location is suitable or is not suitable for growth. This will be assessed in subsequent stages of the Local Plan process. For example, smaller scale opportunities may be deemed suitable in these locations based upon later detailed site assessment and sustainability appraisal. However, this study provides an indication on whether this area would be a suitable location for strategic growth.

employment land estimates would not be feasible where there are mixed uses or residential-led schemes and it should be acknowledged that it is unlikely that both the maximum housing and employment numbers could be met and so there will need to be some form of trade off as plans for each site become more developed in light of site-specific investigations and evidence.

- 5.7 The conclusions chapter that follows this section brings together the individual Strategic Growth Option assessments to consider their potential cumulative impacts and opportunities.

Table 25 Strategic Growth Options and promoted development capacities

Ref	Name	District	Area (Ha)	Homes ⁸⁰	Promoted Employment (Ha)
1a	Whetstone Pastures	Blaby	390	5-10,000	100
1b	West of Stoney Stanton	Blaby	287	5,000	
1c	Hinckley NRFI and Land North of the Railway	Blaby / Hinckley & Bosworth	289	1,000	350
1d	Land at Hospital Lane, Blaby	Blaby / Oadby and Wigston	101	1000	
1e	Land north of Glenfield	Blaby / Hinckley & Bosworth	74	450	32
2a	Burton on the Wolds & Wymeswold	Charnwood	230	3,450	
2b	Cotes	Charnwood	129	1,500	
2c	Seagrave	Charnwood	87	1,300	
2d	South East of Syston	Charnwood	82	960-1,200	
2e	South of Sileby	Charnwood	128	2,500	
2f	Wymeswold Airfield	Charnwood	127	2,000	
3a	Land East of Scraptoft	Harborough	290	3,970	
3b	Farmcare Stoughton/Stretton Hall	Harborough / Oadby and Wigston	1918	12,810	Unknown
3c	Whetstone Pastures Plus	Harborough / Blaby	649	5,800	
3d	Newton Harcourt	Harborough	212	3,174	7
3e	Land north and east of Kibworth Harcourt	Harborough	180	1,489	25
3f	Land West of Lutterworth	Harborough	94	1,402	
3g	Land north of Market Harborough	Harborough	242	2,738	
3h	Warren Farm, Misterton	Harborough	164		164
3i	South of Cotesbach	Harborough	215		53.4
4a	Soarbrook, South of Burbage	Hinckley & Bosworth	236	3,500	12
4b	Norton Juxta Twycross	Hinckley & Bosworth	344	5,300	
4c	Fenny Drayton	Hinckley & Bosworth	132	2,000	56
4d	Hinckley North	Hinckley & Bosworth	128	3,200	
4e	Groby, North of the A50	Hinckley & Bosworth			58.54
4f	West of Dodwells, North of the A5	Hinckley & Bosworth			65.9
5a	Melton Mowbray East	Melton	189	1,300	
5b	Melton Airfield	Melton	104	1,900	
5c	Six Hills	Melton	407	2,200 - 5,500	
5d	Land off St Bartholomew's Way, Welby	Melton	86		
5e	Melton Mowbray West	Melton	236		
5f	Normanton	Melton	123		
6a	Land South East of Ashby de la Zouch	North West Leicestershire	89	1,350	89.2
6b	Land at Stephenson Way, Coalville	North West Leicestershire	90	1,350	

⁸⁰ Drawn from promoter submissions and/or existing capacities taken from Housing and Economic Land Availability Assessments

Ref	Name	District	Area (Ha)	Homes ⁸⁰	Promoted Employment (Ha)
6c	Land North and South of Park Lane	North West Leicestershire	95	1,425	95
6d	Land South of Isley Walton & East Midlands Airport	North West Leicestershire	312	4,750	316
6e	Land at A42/M42	North West Leicestershire	202		199
6f	Land East of Ashby	North West Leicestershire	81		80.7
6g	Land South of EMA	North West Leicestershire	101		100
6h	Land North of Shepshed	North West Leicestershire / Charnwood	167		
7a	Land South of Wigston (West of the A6)	Oadby and Wigston	128	2,000	
7b	Land East of Oadby	Oadby and Wigston	56	1,000	

1a Whetstone Pastures, Blaby



Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Potential Area for Strategic Growth

Area - 390 Ha

Typologies - Autonomous / Co-dependent / Garden Village / Employment Site

Typology Delivery Period - 2030s - 2070s

1a Whetstone Pastures could come forward as either a Garden Village (<5,000 homes) or Co-dependent new community (<10,000 homes), with the added potential to deliver up to 100 Ha of employment land. It may be delivered alongside 3c Whetstone Pastures Plus. Two smaller independent garden villages for 1a and 3c would risk missing out on the economies of scale a combined development would generate.

Establishing connections between the main built up area of Leicester and this location would be critical with the nearest accessible rail station located 3.5km northwest of the site at Narborough. Therefore, connections from the site by cycle or bus would likely be key for any forthcoming transport strategy for the site.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there are a series of heritage assets within the locality and there is also potential for perceived coalescence with Willoughby Waterleys. Development in this location should aim to maximise opportunities for sustainable transport, given its proximity to Leicester, and risk of exacerbating congestion issues due to its proximity to key radial routes.

All options for this area would represent significant levels of growth and would potentially require large-scale and timely infrastructure investments, especially in public transport to avoid delivering development reliant on the private car, and a coordinated approach to placemaking given this area's functional relationship with Leicester City, Blaby and Harborough.

The potential for a new M1 J20a has been discussed as one future solution (however, it is noted that this is not committed) at the point where the A426 crosses the M1 (Leicestershire Prospectus for Growth, 2019). If this idea was ever taken forward, the purpose is intended to alleviate congestion around M1 J21 and in south Leicester and would provide direct accessibility from the site to the motorway network for direct regional accessibility by car journeys.

1a Whetstone Pastures and 3c Whetstone Pastures Plus, considered together, represent a significant opportunity to deliver an autonomous new community (>10,000 homes). National Highways state that such a measure will only be considered where it mitigates growth (DFT Circular 02/2013).

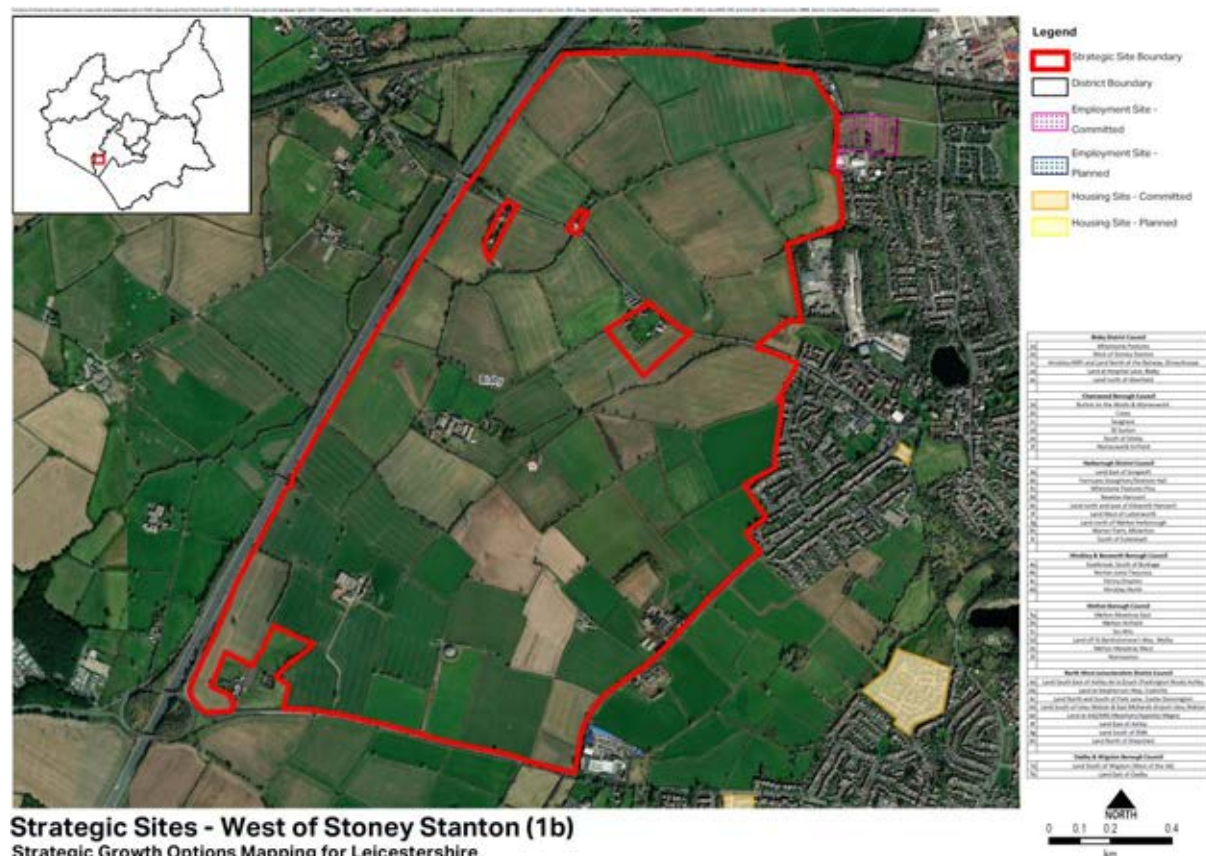
Development of the scale of Whetstone Pastures 1a (and Whetstone Pastures Plus 3c) is unlikely to be appropriate unless a new junction/point of access is provided to the M1 in the vicinity. In isolation, it is doubtful whether the site would be of sufficient scale to justify a new junction or provide the required level of funding to deliver this and would instead need to be considered cumulatively with potential wider development opportunities in the area. There are also significant wider local capacity and highway safety issues that would need to be addressed. Furthermore, the area is severed by the M1 and A426 and would be challenging to bring forward as a single/cohesive entity from a transport perspective. The Whetstone Pastures area is remote from existing facilities, so a standalone development of circa 3,500 dwellings could accommodate the jobs and facilities to be more self-contained, meaning it would be less reliant on car-based transport as a comprehensively planned autonomous or co-dependent typology. This area could be more favourably considered as part of a comprehensively masterplanned approach with adjoining (and potentially other nearby) sites, including sites 3a, 3b, 3c, 3d, 7a and 7b, that (at the least) delivered significantly enhanced transport connectivity to Leicester, Blaby and Whetstone and address the challenges presented by the location's current poor road connectivity. This is a challenging location and would need to be strategically planned and coordinated with wider proposals.

Western Power Distribution (WPD) noted that Strategic Growth Options 1a and 3c, together, would be likely to trigger significant / extensive / lengthy works, Major reinforcement i.e. Primary substation upgrade required/New primary substation and extra high voltage network reinforcement.

The Local Education Authority (LEA) noted that 1a and 3c are of a size sufficient to provide both Primary and Secondary Schools on site and they are located in one of the most favourable locations (relative) for education provision.

The scale of Strategic Growth Options 1a and 3c, if both brought forward, would require sensitive masterplanning informed by a joint evidence base that can assess the totality of development and its potential impacts e.g. landscape, transport. Transport modelling will be required to understand impacts on strategic, major and local routes

1b West of Stoney Stanton



Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Potential Area for Strategic Growth

Area - 287 Ha

Typologies - Garden Village / Village Expansion

Typology Delivery Period - 2030s - 2040s

1b West of Stoney Stanton could come forward as either a new garden village (<5,000 homes) or as a village expansion to the west of Stoney Stanton (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there is potential for the coalescence of Stoney Stanton or Sapcote if all of the area were to be developed under a new garden village scenario.

There is no good access to rail provision, with the nearest rail station being Hinckley approximately 6km west of the site. There is potential for increased congestion on the M1 and M69 as a result of growth due to development of the proposed Hinckley Rail Freight interchange. In addition, modelling would be required to understand impacts on key strategic routes in the vicinity of the site, with key radial routes identified by LCC Highways Authority such as the B4114, the A5460 and the A47 (major road network) into Leicester.

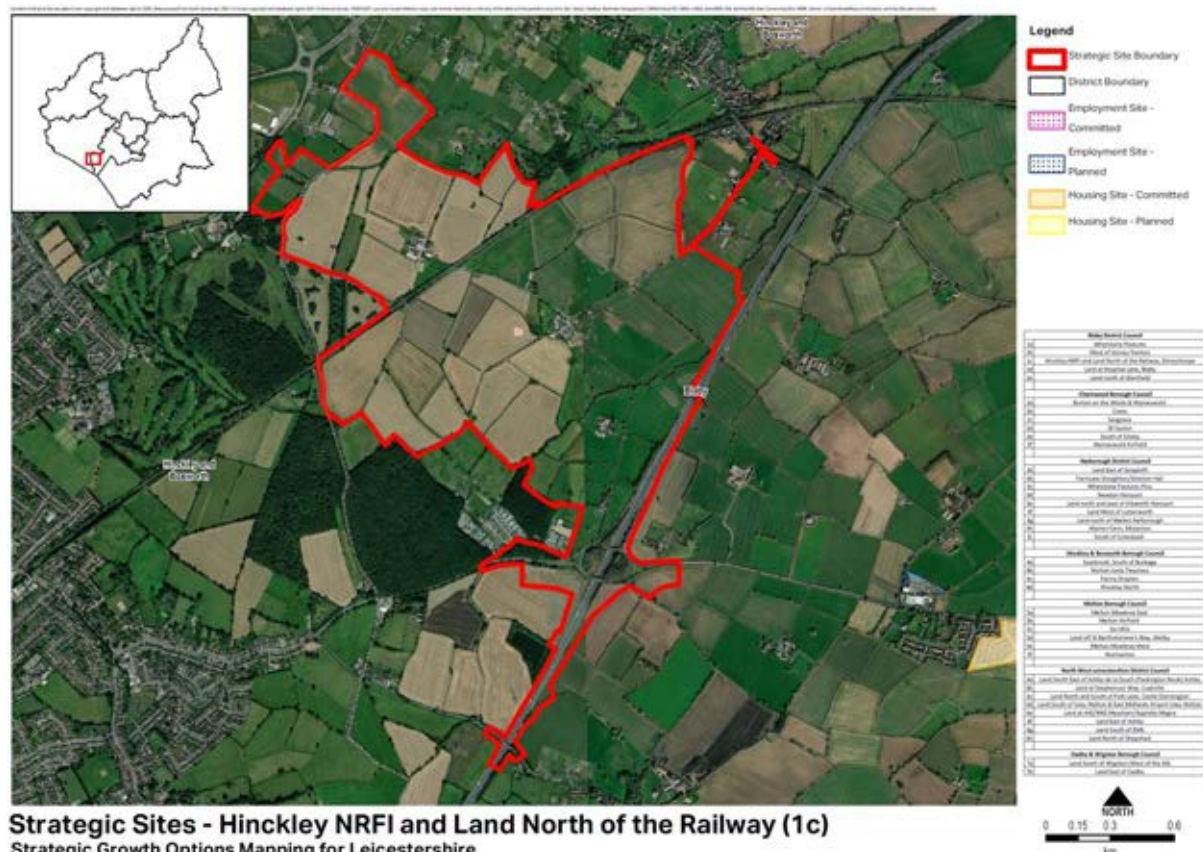
The indicative centre point of the site is located approximately 850m west of Stoney Stanton, which may offer an acceptable walking/cycling distance subject to appropriate footway/cycle link provision. Stoney Stanton benefits from a range of existing local amenities. The site could benefit from reduced

congestion towards Leicester around the M1 J21 if the proposals for the M1 J20a were to come forward (however, it is noted that this is not committed).

The LEA noted that that the site is one of the most favourable locations (relative) for education provision. The site is capable of providing both primary and secondary schools on-site.

1b West of Stoney Stanton and 1c Hinckley NRFI and Land North of the Railway could be brought forward together with opportunities to provide new homes at both Strategic Growth Option locations (located to the north and east of the proposed NRFI) in close proximity to proposed new jobs. WPD noted that together 1b and 1c would be likely to trigger significant / extensive / lengthy works, Major reinforcement i.e. Primary substation upgrade required/New primary substation and extra high voltage network reinforcement.

1c Hinckley NRFI and Land North of the Railway, Elmhurstorpe



Criterion

Environment

Landscape

Heritage

Transport

Utilities and Infrastructure

Housing

Economy

Conclusion - Potential Area for Strategic Growth

Area - 290 Ha

Typologies - Employment Site / Garden Village

Typology Delivery Period - 2030s - 2040s

1c Hinckley NRFI and Land North of the Railway, Elmhurstorpe is subject to an ongoing Nationally Significant Infrastructure Project (NSIP) proposal for the Hinckley National Rail Freight Interchange⁸¹ - as at December 2021. The Strategic Growth Option also includes land outside of the emerging NSIP boundary that could be capable of delivering ~1,000 homes as a new garden village (<5,000 homes).

There are areas within the Strategic Growth Option which may not be suitable for development. For example, there are environmental assets (SSSI, Ancient Woodland, Country Parks, LNRs) to the west and north west of the area. In addition, there is potential to increase perception of sprawl where the search area meets the northern and westerly suburban edge, with high risk of coalescence for a tranquil and rural location which demonstrates little development at present.

Limited access to passenger rail provision, with the nearest station being Hinckley approximately 5km west of the site providing Cross Country services. There is potential for increased congestion on the M1 and M69 as a result of growth due to development of the Hinckley Rail Freight interchange.

⁸¹ Accessed at: <https://www.hinckleynrfi.co.uk/>

In addition, modelling would be required to understand impacts on key strategic routes in the vicinity of the site, with key radial routes identified by LCC Highways Authority such as the B4114, the A5460 and the A47 (major road network) into Leicester.

Indicative centre point of the site located approximately 2.4km to the western boundary of Stoney Stanton, 2.5km eastern boundary of Hinckley and 2.7km southern boundary of Earl Shilton, within feasible cycle distance and with viable opportunities for public transport access to both. Access to existing regular bus services within walking distance, with two services (X6 and X55 Arriva Buses) on the B4669 for connection between Hinckley and Leicester, and three services (1 & 2 Arriva Buses and 159 Roberts Travel Group) on the Leicester Road, providing connection between Hinckley and Barwell, Coalville & Earl Shilton. Completion of south facing slip roads at Junction 2 of the M69 as part of the Hinckley Rail Freight Interchange Masterplan will help to alleviate congestion on this route.

WPD has stated that this site is likely to trigger significant, extensive and lengthy works. Major reinforcement in the form of a Primary substation upgrade and/or a new primary substation, alongside extra high voltage network reinforcement. The LEA highlights that the site may not be capable of providing a secondary school(s).

1c Hinckley NRFI and Land North of the Railway and 1b West of Stoney Stanton and could be brought forward together with opportunities to provide new homes at both Strategic Growth Option locations (located to the north and east of the proposed NRFI) in close proximity to proposed new jobs. This may also help to provide the requisite social infrastructure for both sites e.g. secondary school provision.

1d Land at Hospital Lane, Blaby



Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Potential Area for Strategic Growth

Area - 101 Ha

Typologies - Garden Village

Typology Delivery Period - 2030s - 2040s

1d Land at Hospital Lane could come forward as a new garden village (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there are areas of flood zone 3b associated with River Sence to the north. There is also potential to increase perception of sprawl where the search area meets the suburban edges, with high risk of coalescence of Blaby and to some extent South Wigston, if all of the area of search is developed. Limited access to existing bus services and modelling assessment will be required to determine impacts on key strategic routes in the vicinity of the site including the B5366 into Leicester. WPD has stated that the sites at Whetstone are likely to trigger significant, extensive and lengthy works. Therefore, this site at Hospital lane is also likely to require the same improvements if delivered at the same time. Severn Trent state that there is medium risk associated with the watercourse as there are some constraints that could limit provision of additional capacity. The LEA suggests that there might be opportunities to extend existing primary schools to accommodate primary education requirements generated on-site. However, the site might not be capable of providing new secondary schools.

The indicative centre point of the site is located adjacent to an established urban area, being approximately 1.4km walking distance south of the local centre of South Wigston and 1.4km and 1.8km from the local centres of Blaby and Countesthorpe respectively, providing further local amenities accessible by sustainable modes. South Wigston rail station located approximately 1.2km north of the site, providing Cross Country rail services to Leicester and Birmingham New Street. NCN Route 6 runs approximately 500m west of the site boundary, for access into Leicester and southward towards Market Harborough.

Alongside sites 1a, 3a, 3b, 3c, 3d, 7a and 7b there is potential to contribute towards major cumulative traffic impact including on the A6 and A47. But there is also a potential opportunity to deliver enhanced passenger transport networks and orbital transport routes to supplement growth. There is an opportunity for new developments to help fund alternative strategic routes with a joined up approach to the delivery of sites. Enhanced passenger transport and orbital transport connections are needed to facilitate strategic growth across this area, transport infrastructure is required to unlock growth rather than vice-versa (growth enabling transport upgrades). It is unclear if a development of this scale could deliver the new/enhanced orbital links required. A new orbital route may need to pass through some of the sites and hence reduce the number of dwellings that could be delivered. If these sites were to come forward together it would have major cumulative (and potentially cross-boundary) transport impacts. A comprehensively masterplanned approach would be required to overcome these impacts, as well as maximise opportunities for transport enhancements.

1e Land north of Glenfield



Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Unsuitable Area for Strategic Growth

Area - 74 Ha

Typologies - Urban Extension

Typology Delivery Period - 2020s - 2040s

1e Land North of Glenfield would most likely come forward as a Sustainable Urban Extension (SUE) (<5,000 homes) sitting within both Blaby and Hinckley & Bosworth (should the 32Ha of employment land come forward the housing element of the site may be fairly modest at ~450 homes). The location of the Rothley Brook (and associated flood zone) means that a SUE to Glenfield would not be feasible. It would be desirable to limit further ribbon development and to avoid crossing the Rothley Brook.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there is a high risk for perceived coalescence as an urban extension with Glenfield. Limiting development to the western edge could reduce and mitigate the perception of sprawl. There is potential within the area of search for strengthening and expansion of the green infrastructure network.

The indicative centre point of the site located approximately 600m northwest of the existing urban area of Glenfield, benefitting from a range of existing local amenities. Access to local schools within Groby and Glenfield, within walking distance of the site. Access to existing bus services and direct

access to the NCN Route 63, which routes along the Ivanhoe Trail directly south of the site, providing access to Leicester city centre. Opportunities for travel by sustainable modes for the site and wider town would need to be maximised.

Glenfield Town Centre likely to experience congestion at peak times, negatively impacting on journey times as well as amenity and public realm. In addition, the Highways Authority have fundamental concerns regarding the ability to provide suitable vehicular access to the site from the A50 Groby Road. The inability to provide a suitable and safe means of vehicular access would result in the site being unsuitable.

The WwTW is shown at very high risk of exceeding spare capacity, with the issue currently being investigated. Severn Trent states that there is very high risk associated with the watercourse as there is no scope to provide additional capacity. Provision of additional capacity and reduction of infiltration are being considered, with the strategy being developed. Confirmation of growth would be required to allow STW to plan in. The LEA commented that the site is removed from the existing secondary schools in the area. Its site size is not sufficient to warrant a new secondary school. Any growth in this location (strategic or non-strategic) would require further investigations with LCC and utilities providers to ascertain whether a suitable access can be provided alongside commensurate social infrastructure and utilities reinforcements. Based upon the current analysis this location is an unsuitable area for strategic growth. There are fundamental concerns about the ability to provide suitable vehicular access to the site, failure to provide a suitable and safe means of vehicular access renders the site unviable for strategic-scale growth.

2a Burton on the Wolds & Wymeswold



Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Potential Area for Strategic Growth

Area - 230 Ha

Typologies - Garden Village

Typology Delivery Period - 2030s - 2040s

2a Burton on the Wolds & Wymeswold could come forward as a new garden village (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there is a SSSI in the south of the site and small watercourses (including the Kingston Brook). In landscape terms the land to the east of Kingston Brook has greater ability to accommodate development with potentially fewer adverse effects on landscape character. The eastern part of the area of search potentially agglomerates well with 2c Seagrave and 5c Six Hills as a single new settlement.

Whilst the site has good connectivity to the Strategic Road Network via the A46, which forms the site's eastern boundary and is accessed from Six Hills to the south, the location is remote. The A46 is a major dual carriageway road forming the Trans-Midlands Trade Corridor (Midlands Connect Transport Strategy Refresh, 2021), providing access northward into the East Midlands and southward to Leicester city centre. Given the site's rural location, the development would be dependent on car use for mobility. WPD's network capacity map shows that there are 33kV and 11kV substations to the North in Willoughby. Both are shown in red and are therefore likely to require

reinforcement. The closest wastewater treatment works is in Ragdale is not suitably sized to accept development of this size. A connection could be made to Burton on the Wold WwTW, although this is likely to also need upgrading. Potential impact is high with network requirements likely to be required. The LEA indicates that the site is one of the most favourable locations (relative) for education provision. The site is capable of providing both primary and secondary schools on-site if delivered with Sites 2c and 5c.

In isolation the location may not have the critical mass to support the required infrastructure improvements. However, when considered in combination with 2c Seagrave and 5c Six Hills, this location could potentially support a new autonomous new settlement (>10,000 homes) or co-dependent new settlement with improved connections Leicester (>5,000 homes). A key challenge is the locations remoteness and the need to provide new public transport and active modes connections.

2b Cotes



Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Potential Area for Strategic Growth

Area - 129 Ha

Typologies - Garden Village / Village Expansion

Typology Delivery Period - 2030s - 2040s

2b Cotes could come forward as a new garden village and/or village expansion of Cotes (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there is a SSSI to the south of the site. A tributary of the River Soar flows south west through the site. Development of the site should be set back from the watercourse and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Cotes deserted medieval village scheduled monument (NHLE 1005066) is located directly to the south-west of the site and a number of listed buildings in Cotes. Developments on the Site would introduce a modern built context into the predominately agricultural surroundings of the village, which would alter the setting of the listed buildings and scheduled monument. Land north and south of the A60, immediately adjacent to Cotes appears potentially suitable as a contiguous expansion of the village if the scale of development could be accommodated without overwhelming the existing village. Any larger scale settlement would be nucleated and require careful integration into the landform and landscape context. The site is grade 2 agricultural land and this would need to be considered as part of any decision to proceed with new housing development.

The indicative centre point of the site located approximately 2.5km to the northeast of Loughborough town centre. Access to rail services by sustainable modes is possible, with Loughborough rail station located approximately 1.6km walking distance from the site via the A60, providing EMR services to national destinations, however A60 is subject to the national speed limit. Regular public transport provision, with existing bus stops in place at the junction of the A60 / Stanford Lane, providing two regular services between Nottingham, Melton Mowbray and Loughborough, with the latter providing an interchange onto Leicester. The site is nearby to a number of employment sites and allocations of employment land, particularly in the north of Loughborough.

There are severe severance issues as a result of the River Soar and floodplain between the site and facilities in Loughborough therefore, routes into Loughborough are highly constrained and the site is considered to have poor accessibility without significant walking / cycling / public transport infrastructure upgrades. Opportunities for travel by sustainable modes for the site and wider town would need to be maximised. Loughborough Town Centre likely to experience congestion at peak times, negatively impacting on journey times as well as amenity and public realm. It is not clear, at this stage, to ascertain whether or not the scale of development possible at the site would be sufficient to fund and sustain the additional infrastructure and services required to make the site sustainable in transport terms e.g. passenger transport and active travel connections to Loughborough.

WPD's network capacity map shows that there are 4 substations within the area. All of which are the other side of the river so may require further development to create access. There is 33/11kV substation in the Brush area, which is shown in red on the map and is therefore likely to require reinforcement. The LEA states that there is no local secondary school provision or capacity to extend. If social infrastructure and physical infrastructure cannot be provided the Strategic Growth Option would not be feasible.



Table 33 2c Seagrave

Criterion
Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Potential Area for Strategic Growth

Area - 87 Ha

Typologies - Autonomous / Garden Village

Typology Delivery Period - 2030s - 2070s

2c Seagrave could come forward as a new garden village (<5,000 homes).

There are no overriding landscape, environmental or heritage constraints to development but any development would require sensitive treatment to reduce the influence of the A46.

Whilst the site has good connectivity to the Strategic Road Network via the A46, which forms the site's eastern boundary and is accessed from Six Hills to the south, the location is remote. The A46 is a major dual carriageway road forming the Trans-Midlands Trade Corridor (Midlands Connect Transport Strategy Refresh, 2021), providing access northward into the East Midlands and southward to Leicester city centre. Given the site's rural location, the development would be dependent on car use for mobility.

WPD's network capacity map shows that there are a 33kV and 11kV substations to the North in Willoughby. Both are shown in red and are therefore likely to require reinforcement. The closest wastewater treatment works is in Ragdale is not suitably sized to accept development of this size. Based on location, connections could be made to Wanlip or Burton on the Wold WwTW, although this is likely to also need upgrading. Potential impact is high with network requirements likely to be

required. The LEA indicates that the site is one of the most favourable locations (relative) for education provision. The site is capable of providing both primary and secondary schools on-site if delivered with Sites 2a and 5c.

In isolation the location may not have the critical mass to support the required infrastructure improvements. However, when considered in combination with 2a Burton on the Wolds and Wymeswold and 5c Six Hills, this location could potentially support a new autonomous new settlement (>10,000 homes) or co-dependent new settlement with improved connections Leicester (>5,000 homes). A key challenge is the locations remoteness and the need to provide new public transport and active modes connections.

2d South East of Syston



Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Unsuitable Area for Strategic Growth

Area - 82 Ha

Typologies – Urban Extension

Typology Delivery Period - 2020s - 2040s

2d South East of Syston could come forward as an SUE to Syston (<5,000 homes). This assessment and the commentary below are made on the basis that the parts of the site identified for housing in the submitted local plan (shaded yellow) are discounted from the conclusions.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, the majority of the site is defined as Flood Zone 2, medium probability of flooding from the Barkby Brook which flows through the site. The risk is likely to increase when considering the impact of climate change. The area has medium susceptibility to groundwater flooding. Development should be steered towards areas of Flood Zone 1. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities.

The indicative centre point of the site located approximately 1km from Syston town centre high street, for access to a range of local amenities. There is good access to existing rail network, with the nearest station at Syston located approximately 950m walking distance from the site along Barkby Road, providing regular EMR services to regional destinations.

WPD's network capacity map indicates that there is a 33/11kV substation in Syston. It is shown in red and therefore the substation is likely to require reinforcement. Severn Trent state that the site will negatively affect downstream sewerage infrastructure. Predicted and reported flooding downstream with the site will have a very high impact and warning letters have been received from Environment Agency. In addition, the WwTW is shown at very high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. Provision of additional capacity and reduction of infiltration are being considered, with the strategy being developed. Confirmation of growth would be required to allow STW to plan in. The LEA state that the site is capable of delivering a primary school on site. Secondary education provision for the site would be complex although potentially possible due to its proximity to Leicester.

Due to the flood and water issues this site is highly likely to fall below the threshold for a Strategic Growth Option and is therefore an unsuitable area for strategic growth. However, it is acknowledged that there are locational advantages in terms of social infrastructure and local facilities that may support non-strategic levels of new housing in flood zone 1 areas.

2e South of Sileby



Strategic Sites - South of Sileby (2e)
Strategic Growth Options Mapping for Leicestershire
Table 35 2e South of Sileby

Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Potential Area for Strategic Growth

Area - 128 Ha

Typologies - Garden Village / Village Expansion

Typology Delivery Period - 2030s - 2040s

2e South of Sileby could come forward as either a new garden village or a village expansion to Sileby (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, parts of the site are grade 2 agricultural land. Additionally, given the history of local flooding, redevelopment of this site will need to undertake modelling of the watercourse and improvements to the local drainage network. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. From a landscape perspective, the area is prominent, rural and with only limited influence from urban areas or other development or detractors. These factors result in appreciable landscape value and coupled with the elevation, separation from defined urban areas, results in a broadly unfavourable area for large scale development.

The indicative centre point of the site is located approximately 1.1 km south of the centre of Sileby, providing a range of local amenities. Concentrated urban expansions such as this site can contribute towards the delivery of major transport infrastructure. Access to existing rail provision with Sileby rail

station located approximately 800m northwest of the site, providing for regular EMR services to regional destinations.

Poor accessibility to existing bus services and flooding of the River Soar can impact operation of the local highway network. Given the rural location the development, development here would be heavily dependent on car use for mobility. WPD's network capacity map indicates that there is a 33/11kV substation South of Mountsorrel. The substation is red and therefore is likely to require reinforcement. The WwTW is shown at high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. Provision of additional capacity and reduction of infiltration are being considered, with the strategy being developed. Confirmation of growth would be required to allow STW to plan in. The LEA highlights constraints with regards to secondary education provision as the site size is insufficient to warrant a new secondary school.

On the basis of the constraints identified, this Strategic Growth Option may not be feasible unless an acceptable flood alleviation and utilities upgrades can be provided to a satisfactory level.

nearby, with the closet being in Loughborough. Therefore, reinforcement is likely required and/or a new substation to be installed in the area. Parts of the site will also require pumping due to topography. Potential impact is high with network improvements likely required. Severn Trent states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. The LEA highlighted constraints with regards to secondary education provision as the site size is insufficient to warrant a new secondary school.

On the basis of the constraints identified, this area is an unsuitable area for strategic growth.

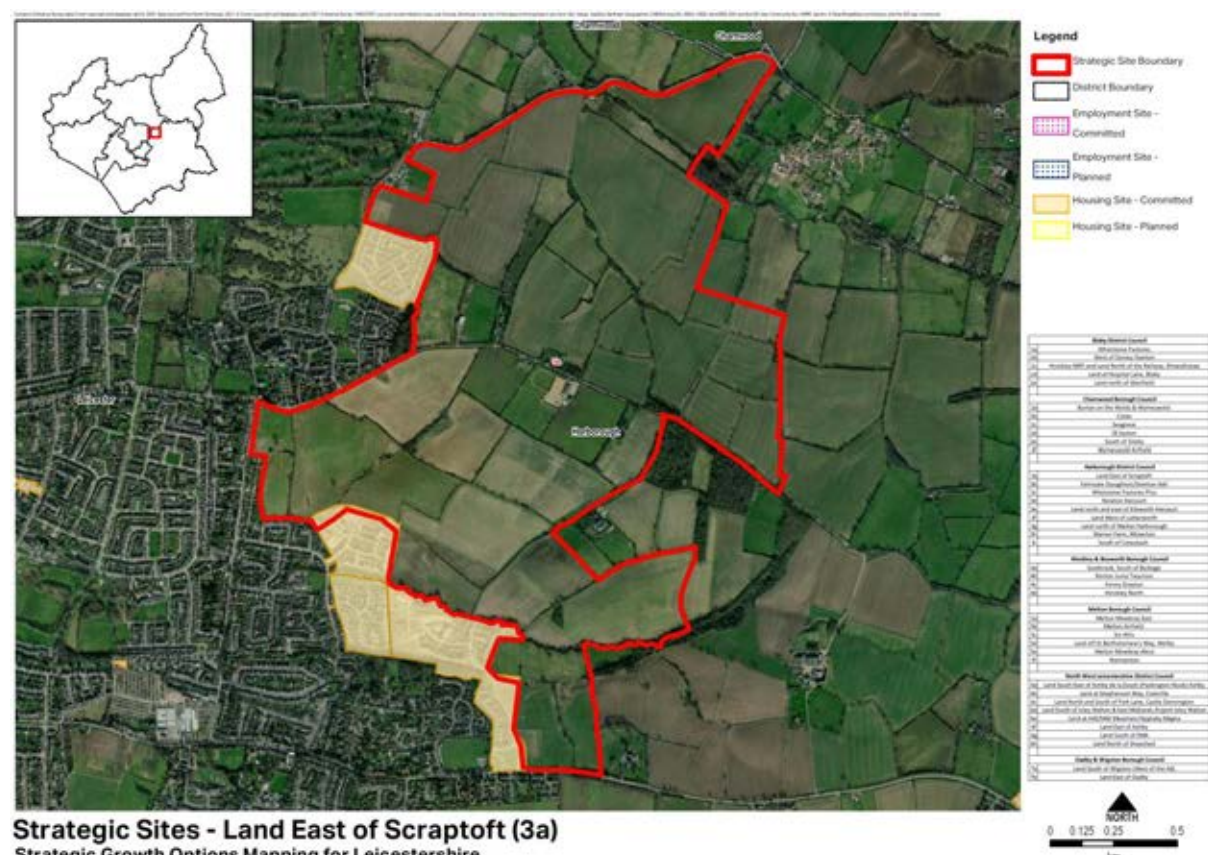


Table 37 3a Land East of Scraptoft

Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Potential Area for Strategic Growth

Area - 290 Ha

Typologies – Urban extension

Typology Delivery Period - 2020s - 2040s

3a Land East of Scraptoft could come forward as a SUE (<5,000 homes) to the north east of Leicester.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, the LCC Lead Local Flood Authority have recorded instances of property and highway flooding downstream of the site from the Thurnby Brook in 2016. There is also a risk of surface water flooding in the flowpaths that contribute to the natural floodplain. Development of the site should be set back from the Thurnby Brook and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. From a landscape perspective, there is potential to increase perception of sprawl beyond the suburban edge, with high risk of coalescence for a tranquil and rural location. The landform increases potential for development to be prominent and would potentially restrict or define developable areas. Partial development may be possible without undue effects on landscape character and visual amenity.

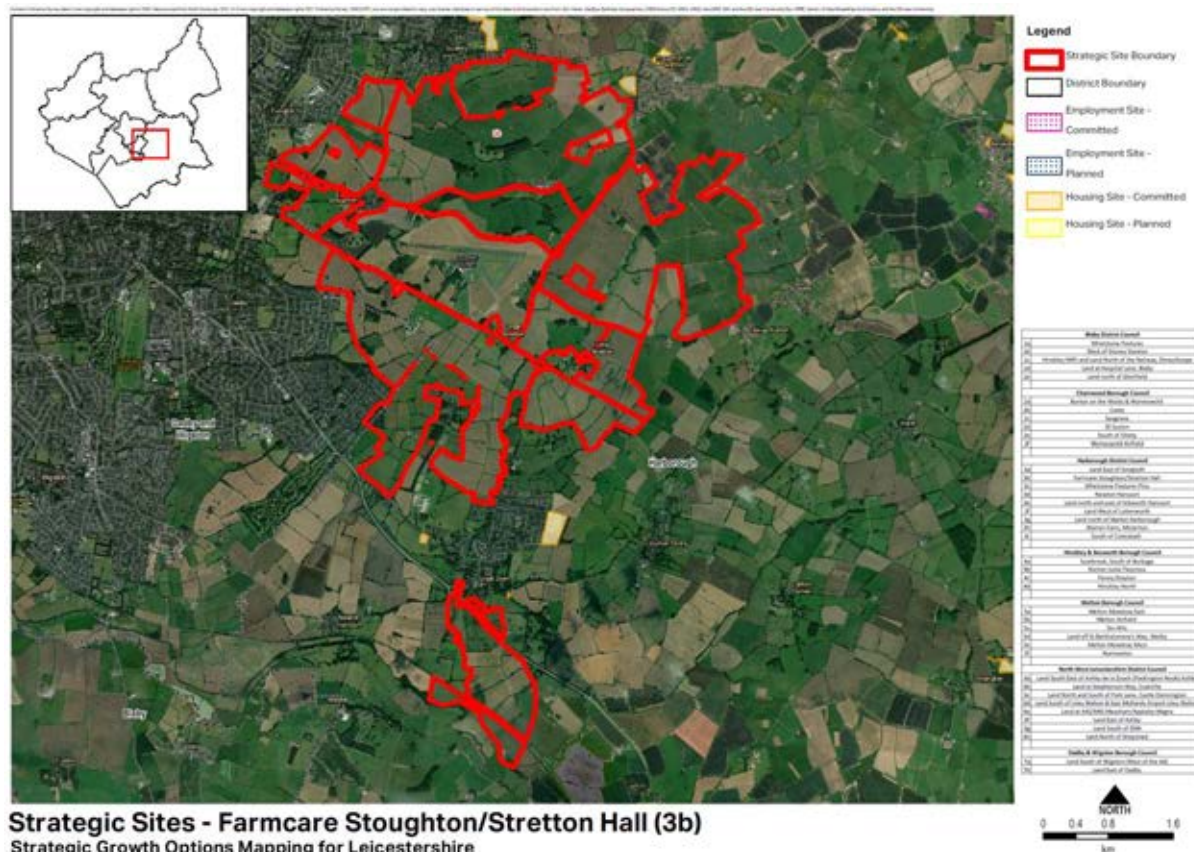
The indicative centre point of the site is located approximately 800m southeast of the centre of Scraftoft and 1.3km northeast of the centre of Bushby, for a range of local amenities. The site could benefit from the enabling of additional housing provision and economic growth afforded by improved

transport connectivity associated with the A46 Priority Growth corridor (the scheme and its extent are uncommitted at present). Limited access to bus services, rail provision (the nearest station being Leicester approximately 6km west of the site) and to the NCN cycle network.

Alongside sites 1a, 1d, 3b, 3c, 3d, 7a and 7b there is potential to contribute towards major cumulative traffic impact including on the A6 and A47. But there is also a potential opportunity to deliver enhanced passenger transport networks and orbital transport routes to supplement growth. There is an opportunity for new developments to help fund alternative strategic routes with a joined up approach to the delivery of sites. Enhanced passenger transport and orbital transport connections are needed to facilitate strategic growth across this area, transport infrastructure is required to unlock growth rather than vice-versa (growth enabling transport upgrades). It is unclear if a development of this scale could deliver the new/enhanced orbital links required. A new orbital route may need to pass through some of the sites and hence reduce the number of dwellings that could be delivered. If these sites were to come forward together it would have major cumulative (and potentially cross-boundary) transport impacts. A comprehensively masterplanned approach would be required to overcome these impacts, as well as maximise opportunities for transport enhancements.

The LEA highlights constraints with regards to the provision of secondary school on-site unless a new secondary school could be delivered in close proximity. However, in its favour the site is 3km from the major employment land allocations in the north of Leicester, particularly at Thurmaston and Troon Industrial Estates where occupants include retail, leisure, manufacturing, and distribution firms. The area appears to be very well-suited to accommodate future developments due to its contiguous location with the larger employment and services centre of Leicester. The proximity of the Strategic Growth Option to 3b Farmcare Stoughton/Stretton Hall may offer potential to share facilities and infrastructure.

3b Farmcare Stoughton/Stretton Hall



Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Potential Area for Strategic Growth

Area - 1,918 Ha

Typologies - Autonomous / Co-dependent / Garden Village / Urban Extension / Village Expansion

Typology Delivery Period - 2030s - 2070s

3b Farmcare Stoughton/Stretton Hall could come forward as: a new garden village, SUE to the east of Leicester or village expansion to Great Glen, Stretton Hall and/or Houghton on the Hill (<5,000 homes). It could also accommodate far higher levels of growth i.e. as a co-dependent new settlement (>5,000) or new autonomous settlement (>10,000 homes) detached from the built up area of Leicester and other nearby villages. The latter two typologies would have greater potential to limit out commuting where delivered alongside a significant proportion of new employment.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there are areas of Flood Zone 3, high probability, and Flood Zone 3b Functional Floodplain associated with the River Sence, Evington Brook and Bushby Brook. The LLFA hold records of flooding in Oadby to the south east of the site from the culverted sections of these watercourses. These watercourses flow into the city of Leicester and are important wildlife corridors so it is vital they are protected and enhanced as part of any development. The area offers potential as an eastern expansion of the urban edge subject to careful consideration of landform and potential prominence and the need to subdivide a potentially large expanse of housing. Development within the site has the potential to change the setting of heritage assets and Conservations Areas by the addition of a modern built context into the rural setting. Overall, the site was adjudged to have low

suitability from a cultural heritage perspective as there is high potential for harmful impacts on the historic environment/low potential for integration of assets.

Conversely, concentrated urban/village expansion opportunities such as this site can contribute towards the delivery of major transport infrastructure. The site could benefit from the enabling of additional housing provision and economic growth afforded by improved transport connectivity associated with the A46 Priority Growth corridor, although this scheme and its extent are uncommitted and unfunded at this time. The site benefits from access to bus services providing direct access into Leicester city centre and regional destinations albeit currently routing on the periphery of the site area. There is potential for extension / redirecting a range of bus services between Leicester City centre and key destinations further afield through and within the site. Further bus provision within the site area would be key to successful delivery as there are existing traffic issues on south-eastern side of the city's highway network which need to be addressed, including lack of radial connectivity and pressure on the existing B667 through Evington 2km west of the site. Potential for traffic impacts on the Major Road Network (MRN) and local road network, due to the size of the site and its proximity to Leicester, will need to be carefully considered and modelled. There is limited access to rail provision, with the nearest station being Leicester approximately 6km west.

Alongside sites 1a, 1d, 3a, 3c, 3d, 7a and 7b there is potential to contribute towards major cumulative traffic impact including on the A6 and A47. But there is also a potential opportunity to deliver enhanced passenger transport networks and orbital transport routes to supplement growth. There is an opportunity for new developments to help fund alternative strategic routes with a joined up approach to the delivery of sites. Enhanced passenger transport and orbital transport connections are needed to facilitate strategic growth across this area, transport infrastructure is required to unlock growth rather than vice-versa (growth enabling transport upgrades). It is unclear if a development of this scale could deliver the new/enhanced orbital links required. A new orbital route may need to pass through some of the sites and hence reduce the number of dwellings that could be delivered. If these sites were to come forward together it would have major cumulative (and potentially cross-boundary) transport impacts. A comprehensively masterplanned approach would be required to overcome these impacts, as well as maximise opportunities for transport enhancements.

In isolation the location would have the critical mass to provide its own social and physical infrastructure. However, when considered in combination with 1a, 1d, 3a, 3c, 3d, 7a and 7b, this location alongside the other Strategic Growth Options, offers significant potential to comprehensively plan the south and east of Leicester with commensurate investment and delivery in supporting facilities, utilities and transport upgrades (including new highways) capable of serving the wider region.

The location south of Great Glen is physically detached from the wider Strategic Growth Option by the A6 (to the north), River Sence (to the west) and railway line (to the south). This location may offer sufficient land to provide a distinct garden village (<5,000 homes). However, there are challenges in terms of access and flooding that would need to be investigated in greater detail with the LLFA and Highways Authority.

3c Whetstone Pastures Plus



Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion – Potential Area for Strategic Growth

Area – 649 Ha

Typologies – Autonomous / Co-dependent / Garden Village

Typology Delivery Period – 2030s – 2070s

3c Whetstone Pastures Plus could come forward as either a Garden Village (<5,000 homes) or Co-dependent new community (<10,000 homes) alongside 1a Whetstone Pastures. Two smaller independent garden villages for 1a and 3c would risk missing out on the economies of scale a combined development would generate.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, The area has medium to high susceptibility to groundwater flooding and areas of fluvial and pluvial flood risk. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. There are open views towards the north-east, but views elsewhere are contained through intervening landform and vegetation. Landscape elements are strongly defined by well managed hedgerows and a well-defined field pattern and good numbers of hedgerow trees which contribute to sense of place.

Establishing connections between the main built up area of Leicester and this location would be critical with the nearest accessible rail station located 3.5km northwest of the site at Narborough. Therefore connections from the site by cycle or bus would likely be key for any forthcoming transport

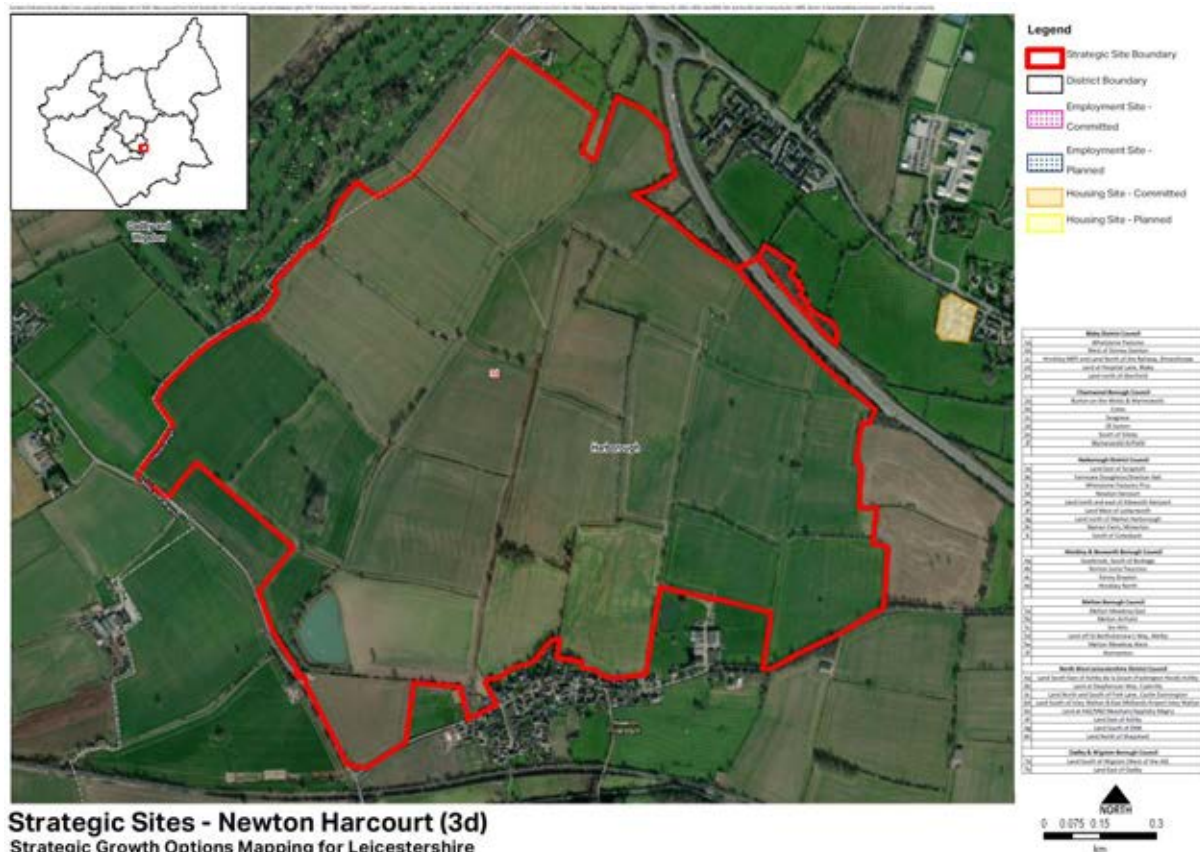
strategy for the site. There is a proposal for a new M1 J20a (however, it is noted that this is not committed). If these proposals proceeded, the purpose is intended to alleviate congestion around M1 J21 and in south Leicester and would provide direct accessibility from the site to the motorway network for direct regional accessibility by car journeys.

Development of the scale of Whetstone Pastures Plus 3c (and Whetstone Pastures 1a) is unlikely to be appropriate unless a new junction/point of access is provided to the M1 in the vicinity. In isolation, it is doubtful whether the site would be of sufficient scale to justify a new junction or provide the required level of funding to deliver this, and would instead need to be considered cumulatively with potential wider development opportunities in the area. There are also significant wider local capacity and highway safety issues that would need to be addressed. "Furthermore, the area is severed by the M1 and A426 and would be challenging to bring forward as a single/cohesive entity from a transport perspective. The Whetstone Pastures area is remote from existing facilities; so a small standalone development would not be capable of accommodating the jobs and facilities required to be self-contained, meaning it would be a largely car-based site without a comprehensive autonomous or co-dependent typology.. This area could be more favourably considered as part of a comprehensively masterplanned approach with adjoining (and potentially other nearby) sites that (at the least) delivered significantly enhanced transport connectivity to Leicester, Blaby and Whetstone and address the challenges presented by the location's current poor road connectivity. This is a challenging location and would need to be strategically planned and coordinated with wider proposals.

All options for this area would represent significant levels of growth and would potentially require large-scale and timely infrastructure investments, especially in public transport to avoid delivering development reliant on the private car, and a coordinated approach to placemaking given this area's functional relationship with Leicester City, Blaby and Harborough.

3c Whetstone Pastures Plus and 1a Whetstone Pastures, considered together, represent a significant opportunity to deliver an autonomous new community (>10,000 homes). WPD noted that Strategic Growth Options 1a and 3c, together, would be likely to trigger significant / extensive / lengthy works, Major reinforcement i.e. Primary substation upgrade required/New primary substation and extra high voltage network reinforcement. Severn Trent state that there is high risk associated with the watercourse as there is limited scope to provide additional capacity. The LEA indicates that the site is one of the most favourable locations (relative) for education provision. The site is capable of providing primary, secondary schools. The scale of Strategic Growth Options 1a and 3c, if both brought forward, would require sensitive masterplanning informed by a joint evidence base that can assess the totality of development and its potential impacts e.g. landscape, transport.

3d Newton Harcourt



Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion – Suitable Area for Strategic Growth

Area – 212 Ha

Typologies – Garden Village

Typology Delivery Period – 2030s – 2040s

3d Newton Harcourt could come forward as: a new garden village to the south east of Leicester (<5,000 homes). There are no major issues within the Amber thematic topics (above) that could not be overcome. Therefore the site is adjudged to be suitable.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, areas of Flood Zone 3 in the west where a watercourse flows west to the River Sence. There are also several unmodelled watercourses passing through the site which pose a risk of flooding. The site is also at risk of surface water ponding as overland flow drains to the network of watercourses. The area has a low to medium susceptibility to groundwater flooding. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change.

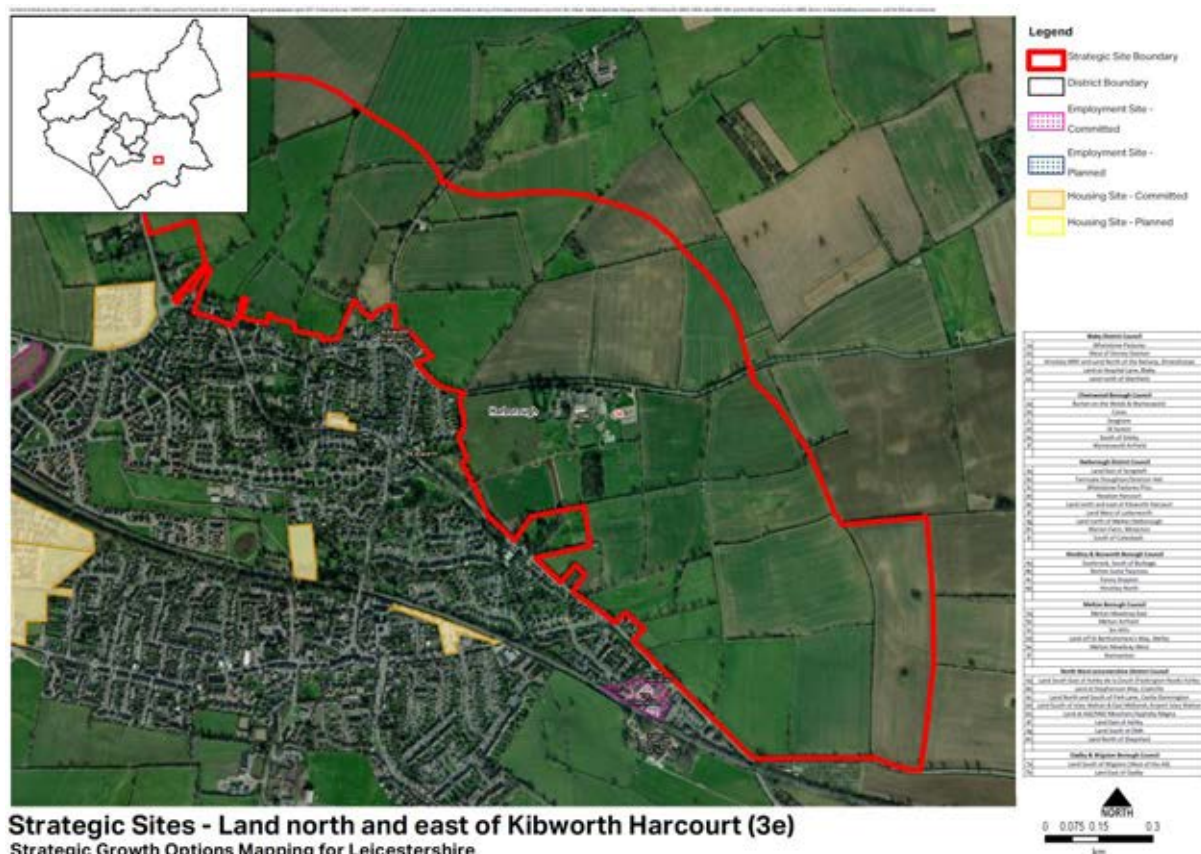
In addition, the assessment has highlighted some landscape concerns that would need to be explored in greater detail. In landscape terms, the area is open and visible from the A6 to the east. The railway line provides a defensive boundary, as do existing field boundaries. The distance from nearby settlements means that the risk of coalescence is low. Overall there is potential suitability for development within the area of search but unlikely to include all areas due to landform considerations.

The dual carriageway A6 (major road network) forms the site's north-eastern boundary providing direct access northwest into Leicester city centre approximately 7km northwest. The A6 junctions with London Road at the Glen Gorse Roundabout, providing opportunity for primary vehicular access via a new western arm at this roundabout junction. In addition, the site could benefit from the enabling of additional housing provision and economic growth afforded by improved transport connectivity associated with the A46 Priority Growth corridor, although this scheme and its extent are uncommitted. The site could also accommodate 7ha of employment land, offering additional local employment opportunities.

There are possible severance issues to the eastern boundary of the site due to the boundary with the A6, limiting access to Great Glen. There is also poor access to rail provision, with the nearest rail station at South Wigston approximately 5km from the indicative centre of the site area and not accessible via public transport provision. Additionally, there is limited access to bus services, with the nearest bus stops located along London Road approximately 1.4km east of the site. Of particular note is that any new strategic orbital transport links would likely have to pass through the site and reduce developable area. There are known existing congestion issues on southern / eastern arterial routes into Leicester. Therefore understanding junction capacity through transport assessments will be required to determine the capacity of the local highway network and the impact as a result of development at this location. WPD note that the substation is Wigston Magna is shown in amber, therefore may require reinforcement, and the ones in Kibworth are shown in green and therefore are not likely to require reinforcement. The LEA indicate that the site may be capable of providing both primary and secondary schools on-site.

In isolation the location would have the critical mass to support the required infrastructure improvements to provide its own social and physical infrastructure. However, when considered in combination with 1a, 1d, 3a, 3b, 3c 7a and 7b, this location alongside other Strategic Growth Options, offers significant potential to comprehensively plan the south and east of Leicester with commensurate facilities and utilities.

3e Land north and east of Kibworth Harcourt



Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Potential Area for Strategic Growth

Area - 180 Ha

Typologies - Garden Village / Village Expansion / Employment Site

Typology Delivery Period - 2030s - 2040s

3e Land north and east of Kibworth Harcourt could come forward as either a village expansion to Kibworth Harcourt or a detached new garden village (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there are several heritage assets and two conservation areas. Development on the site has the potential for impact on these cultural heritage assets by changing its setting.

The indicative centre of the site is located approximately 800m from the combined centre of the adjacent villages and their amenities. The local highway network includes the A6 Harborough (major road network), which forms the southern boundary of the site area. This provides opportunity for primary vehicular and pedestrian access to the site, with footways and street lighting along both sides. There is access to frequent local bus services within Kibworth providing direct access between Leicester and Market Harborough, with bus stops located along the A6 immediately south of the site.

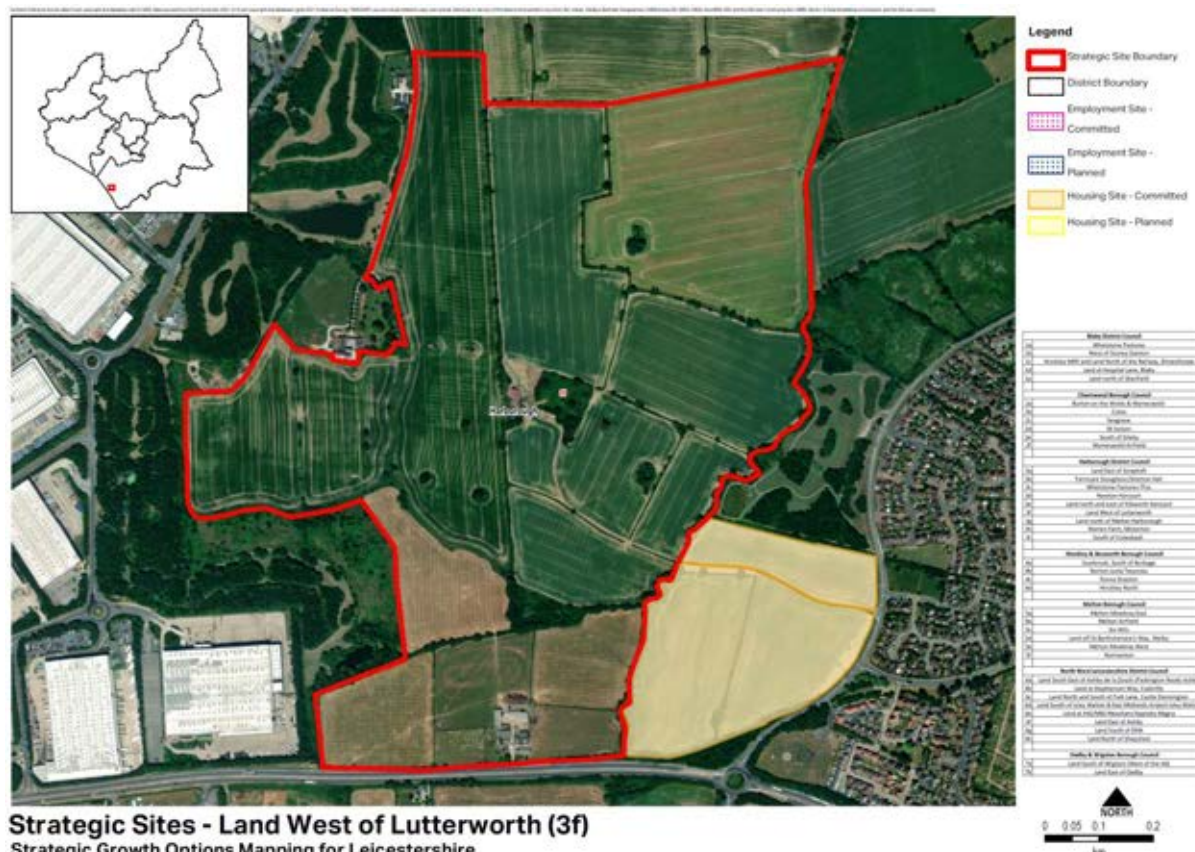
However, the nearest rail station is Market Harborough approximately 9km distance which is considered relatively poor accessibility to rail services. In addition, there is no existing footway or

street lighting provision along local roads routing through the site due to the rural locality of the area. Improvements to accessibility along these highways would be required to support development at this location. The LEA state that there are constraints with regards to the provision of secondary school in the vicinity unless a new secondary school could be delivered in close proximity.

The site could accommodate 25ha of employment land, which could contribute to employment opportunities that would otherwise be accessed in the larger neighbouring settlements, including Leicester. The site is also in close proximity to a number of employment land allocations, which could provide employment opportunities for prospective future residents, for example at Land South and West of Priory Business Park in Kibworth and at Fleckney, Market Harborough.

If improvements to accessibility and social infrastructure are feasible in this location it could be a suitable area for strategic growth.

3f Land West of Lutterworth



Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Suitable Area for Strategic Growth

Area - 94 Ha

Typologies – Urban extension

Typology Delivery Period - 2020s - 2040s

3f Land West of Lutterworth could come forward as a SUE to the west of Lutterworth (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there are areas of area is Flood Zone 3 and there is also a watercourse flowing west to east through the site and several surface water flow paths leading to the watercourses which pose a risk of flooding. Further modelling would be required to determine the extent of flood risk and development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development will need to include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. From a landscape perspective, there are open views looking south across the area from the north, but views into the area looking north from the south are limited by a mixture of intervening built form and vegetation. Development would therefore be relatively enclosed and defined by key defensible boundaries along A4303 to the south. There is some potential for perceived coalescence as an urban extension bridging Lutterworth and Magna Park. However, there is potential within the area for strengthening and expansion of green infrastructure.

The indicative centre point of the site is located approximately 1.9km west of the centre of Lutterworth, for access to local amenities. The local highway network comprises the A4303 forming the southern boundary of the site and provides for opportunity for primary vehicular access to the site. The area is situated in close proximity to the A5, an important transport link providing direct access north-westward to Hinckley and Nuneaton and south-eastward towards Rugby and the M6 motorway and known as the Midlands Logistics Corridor. Proposals for M1 J20a are in development, but not committed, which would help to alleviate congestion along the M1 between J20 & J21 (Leicestershire Prospectus for Growth, 2019). There are a considerable number of employment opportunities in close proximity to the site including the existing Magna Park for which construction is underway to significantly expand as part of the Magna Park North and Magna Park South developments, and large allocations of employment land, which if developed, could contribute a significant number of employment opportunities to the local area.

There is no viable access to rail services from the site, with the nearest rail station being Rugby, approximately 10km, and Hinckley, approximately 12.5km northwest. These are accessible by local bus provision with an approximately 1 hour journey time, and further stations located 13km north within Narborough and South Wigston. Therefore, connections by bus services would be key for any forthcoming transport strategy for the site. The relatively high existing levels of HGV traffic on local roads due to the nearby industrial estate, would also need to be carefully considered in terms of effects on the attractiveness of journeys by active modes. For 3f Land West of Lutterworth (Harborough) a single access point off Coventry Road may not be appropriate to serve a development of this scale and additional connections to Brookfield Way or Woodby Lane may be necessary to make the site acceptable (alongside further consideration of capacity on the A5).

WPD has stated that this site is likely to trigger significant, extensive and lengthy works. Major reinforcement in the form of a Primary substation upgrade and/or a new primary substation, alongside extra high voltage network reinforcement. The LEA indicates that the site may be sufficient to provide both primary and secondary schools on-site if combined with other sites in the area (although it is noted that sites 3h and 3i are proposed for employment-led development).

In isolation the location would meet the threshold for an area suitable for strategic growth (with the required social and physical infrastructure). When considered in combination with 3h and 3i, this location offers potential to comprehensively plan for growth in and around Lutterworth with commensurate investment and delivery in supporting facilities, utilities and transport upgrades capable of serving the wider area.

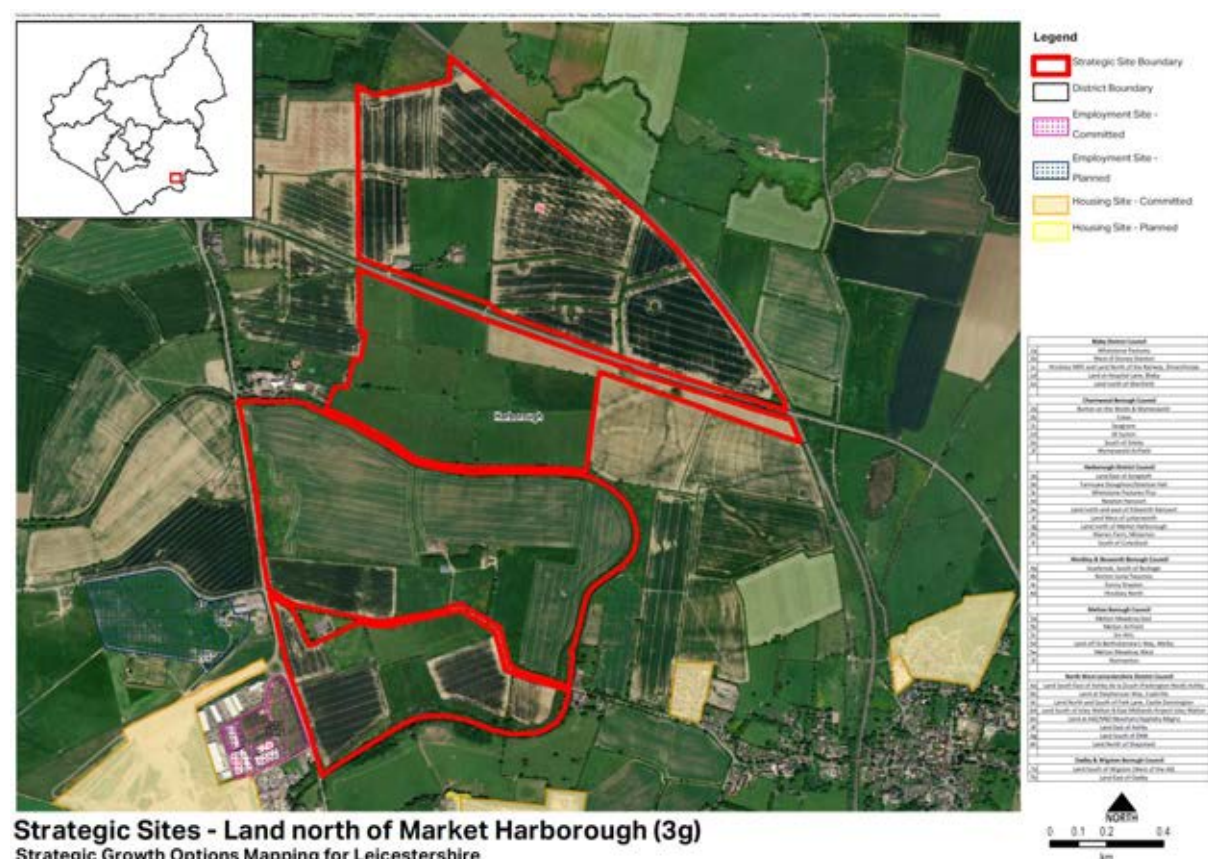


Table 43 3g Land north of Market Harborough

Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Suitable Area for Strategic Growth

Area - 242 Ha

Typologies - Garden Village

Typology Delivery Period - 2030s - 2040s

3g Land north of Market Harborough could come forward as a new garden village with a close functional relationship with Market Harborough (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, the Harborough Arm of the Grand Union Canal is encompassed within the site. Along the southern boundary, the canal sits in a cutting and it is important that any development nearby takes full account of the need to avoid increasing loads on the cutting slope or otherwise risks creating land instability likely to adversely affect the stability of the slope. Surface water is shown to pond adjacent to Leicester Lane through the centre of the site. Surface water also flows south. Development of this site will need to make space for water by retaining flowpaths for surface water. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. The eastern part of this site is within close proximity to Great Bowden Borrowpit SSSI. There is potential to link with adjacent hamlet village of Great Bowden and canal green infrastructure network from the Grand Union Canal to the west. Some defensible boundaries, with the A6 to the east, but these are limited. Green infrastructure adjacent to the area of search can help to form a framework to create green infrastructure within the site and avoid coalescence.

The site is situated approximately 2.1km north of Market Harborough, for access to a range of local amenities within the market town. There is an opportunity for primary vehicular access to the site provided along the B6047, with a continuous footway along its northern side. The A6 (major road network) provides direct access into Leicester city centre by road, approximately 28 minute car journey. In addition, the B6047 is used by existing bus routes, with the nearest stop provided adjacent to the Harborough innovation Centre immediately west of the site area. Opportunities for travel by sustainable modes within site and to Market Harborough would need to be maximised. Market Harborough Town Centre experiences congestion at peak times. Access to rail provision at Market Harborough station approximately 3km cycle distance southeast of the site. Therefore there is potential for development here to secure sustainable transport connections to Market Harborough Railway Station and maximise public transport opportunities into the Leicester city centre.

WPD state the 2 substations in Market Harborough (in the centre and Farndon Road) are shown in amber, meaning it may require reinforcement and Farndon Road shown in red, meaning is it likely to require reinforcement. The Harborough Infrastructure Delivery Plan stated that capacity improvements for the wastewater network would be required in this area so liaison is required with Severn Trent to confirm if any works have been undertaken or are included in AMP7 programme and if network has sufficient capacity. The LEA state that the site size is insufficient to provide a secondary school on-site and there is currently no potential to expand nearby secondary schools.

In isolation the location could meet the threshold for an area suitable for strategic growth (with the requisite social and physical infrastructure).

3h Warren Farm, Misterton



Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Economy

Conclusion - Potential Area for Strategic Growth

Area - 164 Ha

Typologies - Employment Site

Typology Delivery Period - 2020s - 2030s

3h Warren Farm, Misterton could come forward as an employment site to the south east of Lutterworth (>150Ha).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there is an unmodelled tributary of the River Swift flows south to north through the site and poses a flood risk. There are some surface water flowpaths leading to the tributary. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities.

The indicative centre point of the site is located approximately 2.2km southeast of the centre of Lutterworth, for access to local amenities. Proposals for M1 J20a are in development, but not committed, would help to alleviate congestion along the M1 between J20 & J21 (Leicestershire Prospectus for Growth, 2019). The site abuts the A4304 Lutterworth Road to the north, which provides opportunity for primary vehicular access to the site. Sustainable accessibility is provided westward from the A4303 / Coventry Road roundabout to Magna Park via a shared footway / cycleway

NCN Route 50 routes on-street along Swinford Road. The area is accessible by road to the A5 via the A4303, an important transport link providing direct access north-westward to Hinckley and Nuneaton and south-eastward towards Rugby and the M6 motorway, known as the Midlands Logistics Corridor.

The development may not achieve sustainable travel patterns and be able to fully avoid dependency on car use given its rural character and location in close proximity to the M1 and A roads. There is poor access to rail provision, with the closest rail station being Rugby approximately 10km southwest of the site. Additionally, there is limited accessibility to local bus services and existing localised congestion issues observed within Lutterworth during weekday interpeak periods. This may be exacerbated by development of employment land at this location, accessibility by sustainable modes would need to be encouraged through staff travel planning measures. For 3h Warren Farm, Misterton could achieve access from Lutterworth Road (A4303) but growth would be unlikely to be able to be delivered without some conflict with Lutterworth East and would need further investigation, including the potential of delivery through the proposed Lutterworth East site access.

WPD has stated that this site is likely to trigger significant, extensive and lengthy works. Major reinforcement in the form of a Primary substation upgrade and/or a new primary substation, alongside extra high voltage network reinforcement.

From an economic perspective, the area appears to be very well-suited to accommodate future developments due to its strategic location in close proximity to major road routes and proximity to a number of existing employment sites. The north western section of the site adjoins a planned employment allocation approximately 13ha in size. The site is also within 200m of a strategic allocation including 10ha of proposed employment land. The site is nearby to the A5 Improvement Corridor (LLEP), which, although currently uncommitted, aims to deliver improvements in road infrastructure that could enable the development of employment land by facilitating less congested movement of goods and workforce. In isolation the location would meet the threshold for a potential area for strategic growth (with the requisite infrastructure). When considered in combination with 3f and 3i, this location offers significant potential to comprehensively plan for growth in and around Lutterworth with commensurate investment and delivery in supporting facilities, utilities and transport upgrades capable of serving the wider area.

3i South of Cotesbach



Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Economy

Conclusion - Unsuitable Area for Strategic Growth

Area - 215 Ha

Typologies - Employment Site

Typology Delivery Period - 2020s - 2030s (N.B. this typical typology delivery period is unfeasible in the case of 3i due to the presence of safeguarded waste sites)

3i South of Cotesbach could come forward as an employment site (>25Ha) located south of Lutterworth and the village of Cotesbach.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there are multiple surface waterbodies on the site. Development of this site will need to make space for water by retaining flowpaths for surface water. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. The site also lies within close proximity to Cave's Inn Pits SSSI, which is water quality sensitive. Redevelopment should present potential for re-wilding and biodiversity net gains.

The proposed employment site is well placed on the strategic highway network, with the M1, M6, A5 situated in close proximity. Additionally the A426 which is part of the major road network is close proximity. Gibbet Lane routes centrally through the site providing for primary vehicular access, from the A426 / A5 Gibbet Roundabout junction immediately west of the site boundary. The site would benefit from proposals (not committed) for the M1 J20a, located approximately 13km to the north

and intended to alleviate congestion and to improve the highway network within south Leicestershire. The M6 is located immediately south of the site and accessible at J1 via the A426, 2.6km southwest of the site. The site is not currently accessible via public transport provision. Concern about how the development will achieve sustainable travel patterns and avoid dependency on car use given its rural character and location in close proximity to the M1 and A roads. Localised congestion observed at Saturday peak times along Gibbet Lane, may be exacerbated by development of employment land at this location, given the potential for HGV movements to / from this employment site. WPD has stated that this site is likely to trigger significant, extensive and lengthy works. Major reinforcement in the form of a Primary substation upgrade and/or a new primary substation, alongside extra high voltage network reinforcement. Severn Trent data shows the site extent will negatively affect downstream infrastructure, pollutions also reported downstream.

From an economic perspective, the site appears to be very well-suited to accommodate future developments due to its strategic location in close proximity to major road routes and proximity to a number of existing employment sites. The site is located on the A5 Improvement Corridor (LLEP), which, although currently uncommitted, aims to deliver improvements in road infrastructure that could enable the development of employment land by facilitating less congested movement of goods and workforce.

In isolation the location would meet the threshold for an area suitable for strategic growth. When considered in combination with 3h and 3f, this location potential to comprehensively plan for growth in and around Lutterworth with commensurate investment and delivery in supporting facilities, utilities and transport upgrades capable of serving the wider area.

There are two safeguarded waste sites (H6 and H25) within the locality and the site currently operates as a sand and gravel quarry which means it is not currently developable or available and its long term availability up to 2050 is not guaranteed. Therefore, whilst the site does not have any Red assessments under the thematic topics, it is highly unlikely to be to offer a viable Strategic Growth Option prior to 2050.



Table 46 4a Soarbrook, South of Burbage

Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Potential Area for Strategic Growth

Area - 236 Ha

Typologies - Garden Village

Typology Delivery Period - 2030s - 2040s

4a Soarbrook, South of Burbage could come forward as a garden village (<5,000 homes) with >10Ha of employment land.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, the site includes Flood Zones 2 and 3. Four tributaries of the Soar Brook flow through the site and along the eastern boundary. Surface water drains to these watercourses and ponds in low-lying areas across the site. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities.

The indicative centre point of the site is located approximately 1.8km southeast of Burbage and 4km southeast of the centre of Hinckley, for access to a range of local amenities. Local highway network comprises the B578 Lutterworth which routes on a north-south axis through the site, providing opportunity for primary vehicular access to the site, and providing access northward into Burbage and Hinckley and southward to the A5.

Local roads in proximity to the site such as the B578 and the B4114 do not provide footways or street lighting, thereby limited accessibility by active modes. The M69 causes severance to the north with one access point northward towards Burbage and Hinckley across the B578 road bridge, with no pedestrian footways currently provided. In addition, there is potential for increased congestion on the M69 as a result of employment growth should, for example, development of the Hinckley Rail Freight interchange come forward (currently unallocated). There is potential for congestion impacts on the A5 Watling Street and M69 due to connectivity to / from the site, including at A5 / M69 J1 and development should therefore be subject to a transport modelling assessment to determine impacts on these key strategic routes.

There are existing physical constraints along parts of the A5 corridor, including around Hinckley, which are likely to limit the scope for upgrade and thereby additional capacity for growth. These include: a low rail bridge between Birmingham – Leicester; sections of the existing A5 corridor that are heavily built up on both sides with limited scope to realign (e.g. Dodwells/Longshoot junctions, through Grendon and Dordon); and strategic development on land adjacent to the existing A5, which potentially further limit opportunities for 'offline' improvements (e.g. SUE/strategic employment proposals just over the Warwickshire border in Nuneaton and Bedworth and Rugby Boroughs). In addition, the previously identified National Highways Road Investment Strategy (RIS) upgrade to the A5 between the Dodwells and Longshoot junctions has been withdrawn, with no identified replacement scheme.

There is limited access to local bus services (stop located at neighbouring logistics area) and there is limited access to rail services, with the closest station being Hinckley approximately 3.8km northwest of the site. Overall there is a concern about how the development will achieve active travel patterns and avoid dependency on car use given its rural character and location. WPD has stated that this site is likely to require significant, extensive and lengthy works. Major reinforcement in the form of a Primary substation upgrade and/or a new primary substation, alongside extra high voltage network reinforcement. The LEA state that the site size is insufficient to provide a secondary school on-site. Transport would be required for meeting secondary education needs generated. Together sites 1b, 1c and 4a may offer the potential to deliver the requisite education facilities for the wider area.

4b Norton Juxta Twycross



Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Unsuitable Area for Strategic Growth

Area – 344 Ha

Typologies – Garden Village / Village Expansion

Typology Delivery Period - 2030s - 2040s

4b Norton Juxta Twycross could come forward as a garden village or village expansion (<5,000 homes).

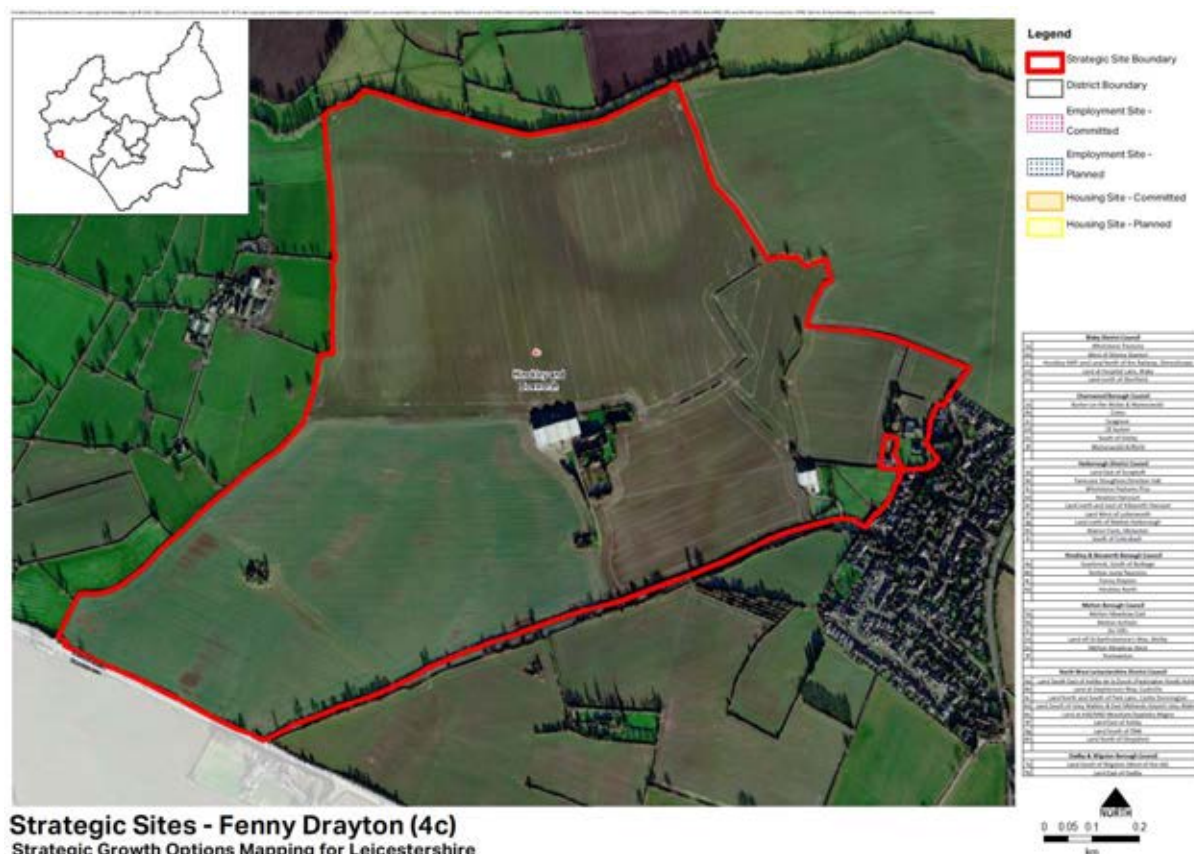
There are areas within the Strategic Growth Option which would not be suitable for development. For example, there are parts of the site that are grade 2 agricultural land and development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. A feasibility study into Natural Flood Management is being funded by the LLFA and delivered by Trent Rivers Trust. Development at this site could provide an opportunity to contribute towards the alleviation of surface water flooding issues, introducing measures to slow down and attenuate water on site and help improve flood risk and water quality downstream. The site lies within the catchment of the River Mease, which is designated as both a SSSI and an SAC (River Mease SSSI / SAC). It is currently in unfavourable condition and is failing to meet its conservation objectives. As a result, there is currently little scope for development within the catchment without strategic mitigation.

There are no local centres within accessible walking distance and being rural in character, local roads in proximity to the site area do not provide footways or street lighting and are subject to national speed limit, limiting sustainable accessibility to and from the site. There is a concern about how the development will achieve sustainable travel patterns and avoid dependency on car use given its rural character and location, with very limited accessibility to Leicester. In addition, there is limited access to bus services, with the closest bus stops located approximately 1.6km from the site. Additionally, there is poor access to rail services, with the nearest station being Polesworth, approximately 7.3km south-westward with no viable accessibility by existing public transport provision.

WPD has stated that this site is likely to require significant, extensive and lengthy works. Major reinforcement in the form of a Primary substation upgrade and/or a new primary substation, alongside extra high voltage network reinforcement. Severn Trent data shows the WwTW would be in Norton Juxta and the site extent will negatively affect downstream sewerage infrastructure with pollution also reported downstream. Potential impact is high with network improvements likely required. The LEA state the site is sufficient in size to provide primary, secondary on-site. However, the site's isolated location may cause issues initially in relation to intake and phasing. The area is fairly weakly suited to accommodate future development, as despite being served by the A444 road and being nearby to Junction of the M42 motorway its discrete location some distance from larger settlements, means that local employment opportunities may be quite limited.

Based on the above assessment the area would be an unsuitable area for strategic growth.

4c Fenny Drayton



Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Potential Area for Strategic Growth

Area - 132 Ha

Typologies - Garden Village / Village Expansion / Employment Site

Typology Delivery Period - 2030s - 2040s

4c Fenny Drayton could come forward as a garden village or village expansion (<5,000 homes) with >50Ha of employment land.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, the northern part of the site is defined as Flood Zone 3, associated with the Witherley Brook Main River, a tributary of the River Anker. The area has a higher susceptibility to groundwater flooding. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. The village of Witherley suffers with flooding events. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities and make the catchment more resilient in a changing climate.

Drayton Lane forms the south-eastern boundary of the site, a two-way single carriageway road providing access eastward through Fenny Drayton towards Leicester via Fenn Lane and providing opportunity for primary vehicular access to the site. The site is located 1.4km east of Witherley, 2km east of Mancetter and 3km east of Atherstone, within accessible cycle distance along the A5 Watling Street routing along the site's southwestern boundary, and accessible via bus provision.

There are existing physical constraints along parts of the A5 corridor, including around Hinckley, which are likely to limit the scope for upgrade and thereby additional capacity for growth. These include: a low rail bridge between Birmingham – Leicester; sections of the existing A5 corridor that are heavily built up on both sides with limited scope to realign (e.g. Dodwells/Longshoot junctions, through Grendon and Dordon); and strategic development on land adjacent to the existing A5, which potentially further limit opportunities for 'offline' improvements (e.g. SUE/strategic employment proposals just over the Warwickshire border in Nuneaton and Bedworth and Rugby Boroughs). In addition, the previously identified National Highways Road Investment Strategy (RIS) upgrade to the A5 between the Dodwells and Longshoot junctions has been withdrawn, with no identified replacement scheme.

There is limited access to local amenities within walking distance, with no local town centres in close proximity to the site, the nearest being Mancetter, approximately 2.2km west of the site. Severance caused by limited accessibility northwards from the site due to the rural nature of the area. There is limited access to rail provision, with the nearest station to the site being Atherstone, approximately 3.9km west of the site, accessible by on-street cycling provision and existing bus services. WPD has stated that this site is likely to require an upgrade of the primary substation and new 11kV circuits. Severn Trent data shows WwTW would be in Atherstone and the site extents likely to negatively affect downstream sewerage infrastructure. The LEA states the site size is insufficient to provide a secondary school on-site. Transport would be required for meeting secondary education needs generated.

From an economic perspective, The site could accommodate up to 56ha of employment land which could provide additional local employment opportunities. It is also approximately 2km north west of the large existing employment site HIG17. The site represents a potential area for strategic growth that would have a functional relationship with Atherstone.

4d Hinckley North



Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Suitable Area for Strategic Growth

Area - 128 Ha

Typologies – Urban Extension

Typology Delivery Period - 2020s - 2040s

4d Hinckley North could come forward as a SUE to Hinckley (<5,000 homes) with SHELAA calculations and promoter discussions suggesting 3,200 homes may be possible. The assumptions applied through this study result in a figure of ~2,240.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there are two unmodelled watercourses that pass north through the site to join the River Tweed, part of the River Sence catchment. Further modelling will be needed to identify the extent of flood risk across the site from these watercourses. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Surface water is shown to pond on the site, primarily adjacent to the watercourses and Stoke Road. The LLFA have major records of flooding in Shenton downstream. Development must include measures to reduce runoff to below greenfield rate and reduce flood risk to the downstream community of Shenton village. The North-western extent of this site lies within the catchment of Kendall's Meadow, a water quality sensitive site.

The site is located approximately 1.6km walking distance north of the centre of Hinckley town centre and local amenities. Concentrated urban expansions such as this site can contribute towards the

delivery of major transport infrastructure. Stoke Road routes on a north-south axis through the site, providing opportunity for primary vehicular access to the site and access northward to Market Bosworth. Hinckley rail station is located approximately 2.6km south of the site area, accessible by cycling and existing bus provision. The site is in close proximity to employment areas, immediately south of the A47, comprising the Hinckley Fields Industrial Estate. The site is near to allocations of employment land at Junction 2 of the M69 motorway, including the proposed Hinckley Rail Freight terminal, which if fully developed could deliver a considerable amount of local employment opportunities. The site is nearby to employment allocation HIG17, and to Harrowbook Industrial Estate which is occupied by a number of manufacturing, distribution and logistics firms.

WPD has stated that this site is likely to require an upgrade of the primary substation and new 11kV circuits. The LEA state that the site size is insufficient to provide a secondary school on-site and there is currently no potential to expand nearby secondary schools. The potential to improve sustainable modes of transport and relatively limited amount of constraints make this a suitable area for strategic growth, subject to addressing the highlighted constraints.

The A47 is a strong defensible boundary and once breached it is unclear how the northern extent of any extension would be defined as there are no natural features or roads to contain it.

4e Groby, North of the A50



Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Economy

Conclusion – Potential Area for Strategic Growth

Area – 58.54 Ha

Typologies – Employment Site

Typology Delivery Period - 2020s - 2030s

4e Groby, North of the A50 could come forward as an Employment Site (58.54 hectares). The location of flood zones in the south if the site could make unlocking access to the site challenging without sufficient mitigation.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there is a high risk for perceived coalescence as an urban expansion of Groby to the south and potential coalescence risk with Glenfield to the east. Limiting development in the northern and eastern areas could reduce and mitigate the perception of sprawl/coalescence. There is potential within the area of search for strengthening and expansion of the green infrastructure network.

There is limited access to the development site via sustainable methods. The site is accessible via the local road network and has good connections to the SRN. However, the site has little accessibility to public transport with no train stations in the local area and no bus routes directly service the site. Furthermore, there are currently limited active travel routes routing through or near the site. The Local Highway Authority has raised in-principle concerns about the suitability/appropriateness of either providing a new direct access onto the A50 or converting the existing A50/Anstey Lane "left-in, left-out" junction to an "all movements" junction to facilitate access to the site.

Any growth in this location (strategic or non-strategic) would require further investigations with LCC and utilities providers to ascertain whether a suitable access can be provided alongside commensurate infrastructure and utilities reinforcements. Based upon the current analysis this location is potentially suitable area for strategic growth. There are residual concerns about the ability to provide suitable vehicular access to the site in the vicinity of the noted flood zones, failure to provide a suitable and safe means of vehicular access would render the site unviable for strategic-scale employment site growth.

4f West of Dodwells, North of the A5



Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Economy

Conclusion – Potential Area for Strategic Growth

Area – 65.9 Ha

Typologies – Employment Site

Typology Delivery Period - 2020s - 2030s

4f West of Dodwells, North of the A5 could come forward as an Employment Site (65.9 hectares). There are areas within the Strategic Growth Option which would not be suitable for development. For example, there is an unmodelled watercourse and waterbody within the site. Further modelling will be needed to identify the extent of flood risk across the site from this watercourse. Development of the site should be set back from the watercourse and be sensitive to associated surface water flow paths including allowances for climate change. The A47 and A5 are strong defensible boundaries and once breached it is unclear how the northern extent of any employment site would be defined as there are no natural features or roads to contain it.

WPD has stated that this site is likely to require an upgrade of the primary substation and new 11kV circuits, alongside commensurate reinforcements to waste water infrastructure.

The proposed site is easily accessible via road and the SRN. There are good public transport connections to the site with regular bus services into surrounding urban areas (Leicester and Nuneaton) which also provide connections to nearby Rail Stations. Active travel connections could be better with the only real provision in the area being the cycle lane along the A47 towards Leicester Forest East.

There are existing physical constraints along parts of the A5 corridor, including around Hinckley, which are likely to limit the scope for upgrade and thereby additional capacity for growth. These include: a low rail bridge between Birmingham – Leicester; sections of the existing A5 corridor that are heavily built up on both sides with limited scope to realign (e.g. Dodwells/Longshoot junctions, through Grendon and Dordon); and strategic development on land adjacent to the existing A5, which potentially further limit opportunities for 'offline' improvements (e.g. SUE/strategic employment proposals just over the Warwickshire border in Nuneaton and Bedworth and Rugby Boroughs). In addition, the previously identified National Highways Road Investment Strategy (RIS) upgrade to the A5 between the Dodwells and Longshoot junctions has been withdrawn, with no identified replacement scheme.

The site is near to allocations of employment land at Junction 2 of the M69 motorway, including the proposed Hinckley Rail Freight terminal, which if fully developed could deliver a considerable amount of local employment opportunities. The site is adjacent to Harrowbook Industrial Estate which is occupied by a number of manufacturing, distribution and logistics firms.

The adjacent industrial estate and easy access to the SRN makes this a potential area for strategic employment growth.

5a Melton Mowbray East



Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Potential Area for Strategic Growth

Area - 189 Ha

Typologies – Urban Extension

Typology Delivery Period - 2020s - 2040s

5a Melton Mowbray East could come forward as a SUE to Melton Mowbray (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, the River Wreake and Thorpe Brook pass through the site and the central part is defined as Flood Zone 2 and 3. This floodplain is shown to benefit from the presence of flood defences including the Brentingby Dam/Scaford Dam. However, there are several unmodelled watercourses present on the site, including the Ratteson River and some unnamed watercourses, which also present a risk of flooding. The floodplain immediately upstream, to the east of the site, is defined as a flood storage area. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. Any new development could make a contribution to the ongoing maintenance of the Brentingby Dam/Scaford Dam.

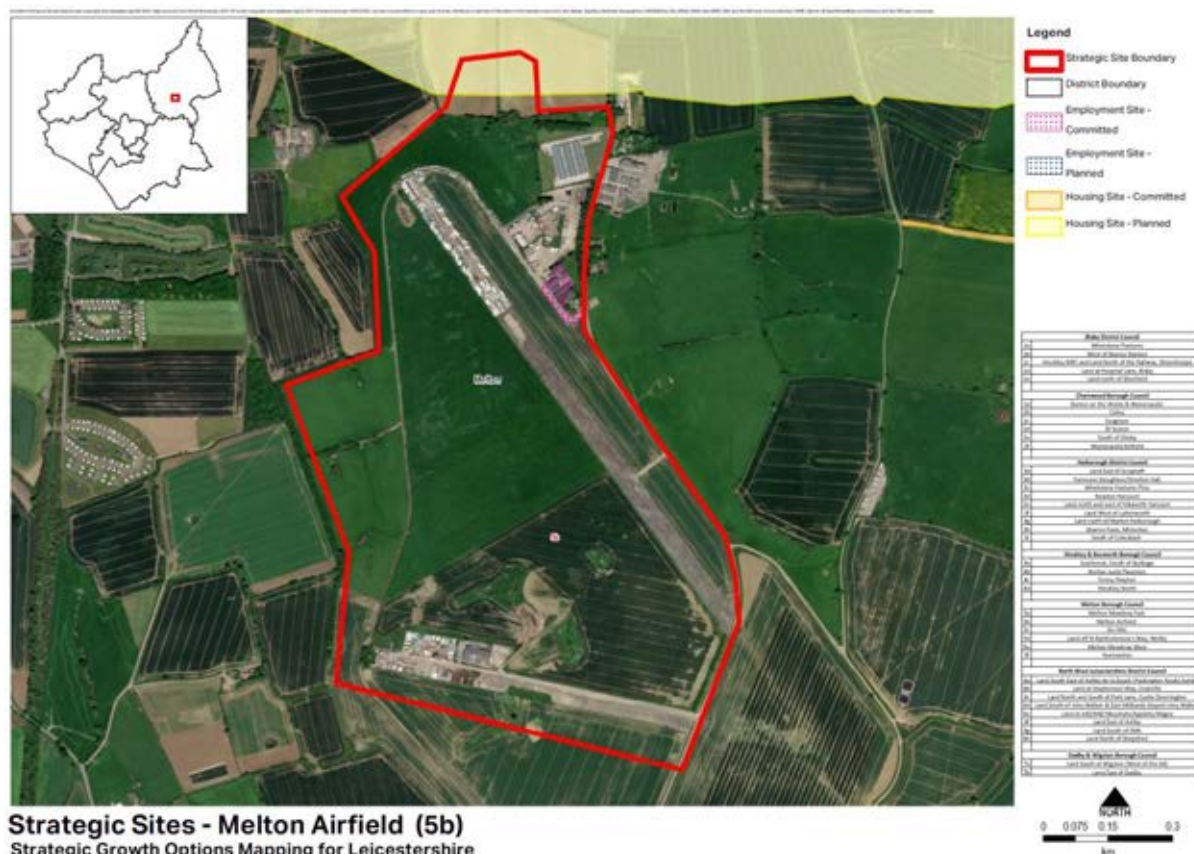
The site covers part of the River Eye SSSI. Without alteration to the site's size, shape, and location it would be very difficult to mitigate any potential impacts on the River Eye SSSI. Additionally, the site includes grade 2 very good quality agricultural land,

Melton Mowbray train station is located approximately 2km west of the site. The station is located centrally within the town and would potentially be accessible on foot or by cycle. Consideration could be given to creation of new active modes connections following the alignment of the River Eye and connecting to existing routes through Melton Country Park to provide links from the site to the railway station and central Melton Mowbray. The North and East Melton Mowbray Distributor Road (NEMMDR) located to the east and north of Melton and routes directly through the site area, and aims to reduce congestion within Melton and improve access to the town centre. In addition, there is potential for a new southern distributor link between A606 and A607 to the east of Melton Town Centre that could potentially alleviate congestion in the town centre by diverting strategic trips (subject to further consideration, including modelling). Opportunities for travel by sustainable modes for the site and wider town would need to be maximised.

The site, and town, are bisected by the railway line and the River Eye. These constraints can cause "bottleneck" congestion at peak times on key highway crossings and bridges e.g. A606 Burton Road Melton Mowbray town centre likely to experience congestion at peak times, negatively impacting on journey times as well as amenity and public realm. Severn Trent noted that the WwTW is shown at very high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. AMP7 scheme will increase pDWF which will enable growth to 2026 and beyond with potential to increase pDWF in future AMPs. The LEA noted that the site could contribute to the new secondary school at Melton South.

In isolation the location could have the critical mass to support the required infrastructure improvements to provide its own social and physical infrastructure (depending on site specific investigations to confirm the site yield). However, when considered in combination with 5b and 5d this location offers significant potential to comprehensively plan the growth of Melton Mowbray with commensurate investment and delivery in supporting facilities, utilities and transport upgrades capable of serving the wider area.

5b Melton Airfield



Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Potential Area for Strategic Growth

Area - 104 Ha

Typologies – Urban Extension

Typology Delivery Period - 2020s - 2040s

5b Melton Airfield could come forward as an SUE to Melton Mowbray (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, the site drains towards the River Edendale and River Wreake. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. The Site is located on the former Second World War airfield of RAF Melton Mowbray. Some of the airfield's infrastructure survive including sections of two of the original three runways, access roads, and possibly some ancillary buildings. The remains of the airfield would be physically impacted by development on the Site.

Melton Mowbray train station is located approximately 2.5km north of the site. This distance is not conducive to journeys on foot and therefore cycling and bus access would be key. The North and East Melton Mowbray Distributor Road (NEMMDR) located to the east and north of Melton routes northern from the A606, approximately 2km northeast of the site. The site would benefit from the reduced congestion and improved access to the town centre brought about by this scheme.

Despite being a relatively large site, it is reliant solely on B6047 Dalby Road for access which abuts the eastern boundary of the site. Dalby Road has no existing walking or cycling infrastructure within the vicinity of the site and therefore significant improvements (including improvements and connections to NCN Route 64 via Sandy Lane) would likely be required to provide cycling connections to Melton Mowbray to the north and, to a lesser extent, the small village of Great Dalby to the south. Dalby Road routes through the southern residential area of Melton and therefore the impact of further intensification of motor traffic along this route would need to be considered. The impact of additional traffic generated by the site on the small village of Great Dalby to the south, which B6047 connects to at its southern extent, would also need to be considered.

Severn Trent note that the WwTW is shown at very high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. AMP7 scheme will increase pDWF which will enable growth to 2026 and beyond with potential to increase pDWF in future AMPs. The LEA state that the site is isolated and generally inaccessible for education provision.

In isolation the location could have the critical mass to support the required infrastructure improvements to provide its own social and physical infrastructure (depending on site specific investigations to confirm the site yield). However, when considered in combination with 5a, and 5d this location offers significant potential to comprehensively plan the growth of Melton Mowbray with commensurate investment and delivery in supporting facilities, utilities and transport upgrades capable of serving the wider area.

5c Six Hills



Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Potential Area for Strategic Growth

Area - 407 Ha

Typologies - Autonomous / Co-dependent / Garden Village

Typology Delivery Period - 2030s - 2070s

5c Six Hills could come forward as a new garden village (<5,000 homes) or co-dependent/autonomous new settlement.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, In the northern part there are four unmodelled watercourses which drain north to the Kingston Brook. Development in the north of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities.

The A46 forms the site's western boundary. This is a major dual carriageway road forming the Trans-Midlands Trade Corridor. The A6006 forms the site's northern boundary. The A6006 is a two-way single carriageway road with opportunity for vehicular access to the site.

There are no existing amenities or facilities within a feasible walking and cycling distance therefore a site of this size and scale would need to provide significant facilities (e.g. primary and secondary education, retail, health) on-site. There is no rail station provision, with the nearest station being

Sileby and Barrow-upon-Soar approximately 7.5km southwest of the site and no bus services in proximity to the site. In addition, flooding of the River Soar can impact operation of the local highway network, and given the rural location the development would be heavily dependent on car use for mobility. There is a lack of employment sites in proximity to the area, therefore overall the site is likely to be highly car-dominated and therefore unsustainable without significant improvements.

The Melton WwTW is shown at very high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. AMP7 scheme will increase pDWF which will enable growth to 2026 and beyond with potential to increase pDWF in future AMPs. The LEA states that the site may be sufficient to provide both primary and secondary schools on-site.

When considered in combination with 2a Burton on the Wolds and Wymeswold and 2c Seagrave, this location could potentially support a new autonomous new settlement (>10,000 homes) or co-dependent new settlement with improved connections Leicester (>5,000 homes). A key challenge is the locations remoteness and the need to provide new public transport and active modes connections.

5d Land off St Bartholomew's Way, Welby



Strategic Sites - Land off St Bartholomew's Way, Welby (5d)
Strategic Growth Options Mapping for Leicestershire
Table 55 5d Land off St Bartholomew's Way, Welby

Criterion
Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Potential Area for Strategic Growth

Area - 86 Ha

Typologies - Garden Village

Typology Delivery Period - 2030s - 2040s

5d Land off St Bartholomew's Way, Welby could come forward as a garden village closely related to Melton Mowbray (<5,000 homes).

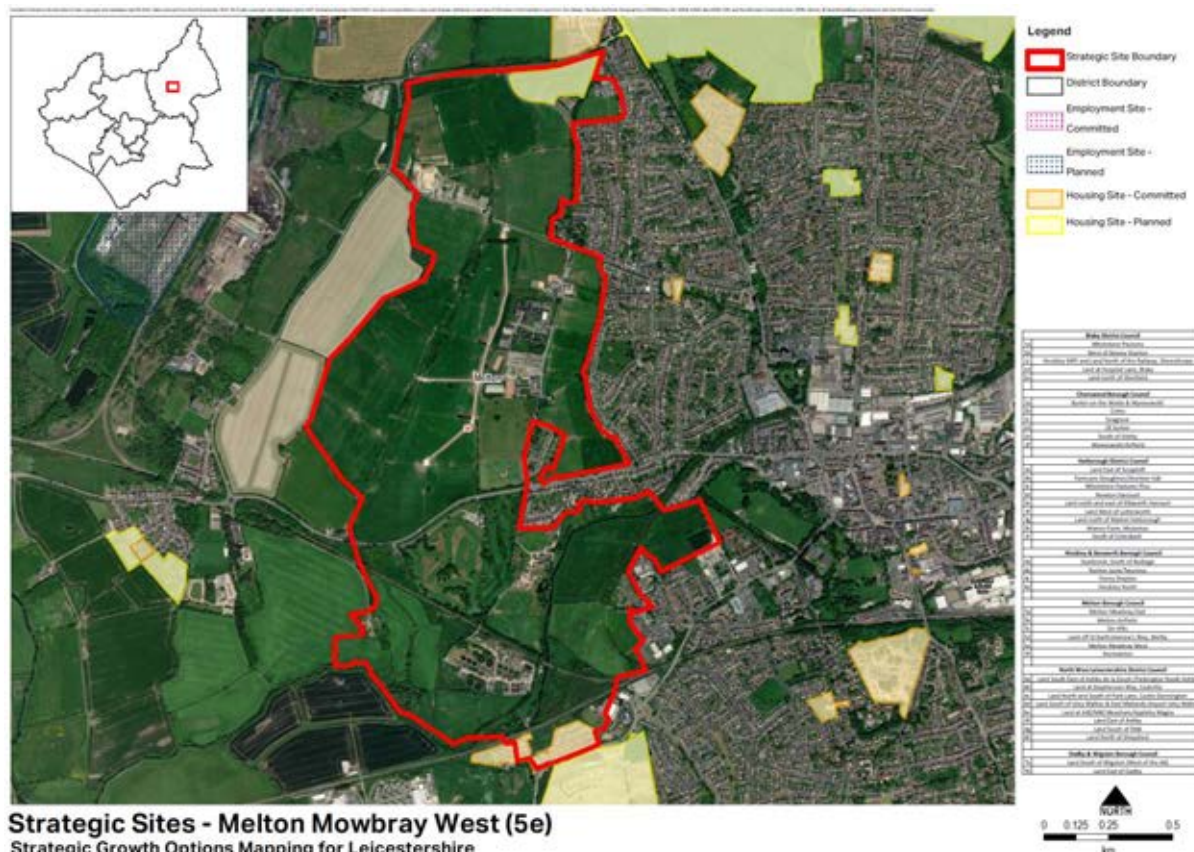
There are areas within the Strategic Growth Option which would not be suitable for development. For example, Flood Zone 2 and 3 in the vicinity of the Welby Brook which flows north to south through the centre of the site. There are surface water flowpaths across the site and notable surface water ponding upstream of Welby Lane. Communities downstream at The Valley, A6006 Melton Road, near Asfordby Hill are identified to be at risk of flooding. Development should be set back from the Welby Brook and be sensitive to the natural floodplain and associated surface water flow paths including allowances for climate change. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. The site also includes one safeguard waste site (M10) and grade 2 very good quality agricultural land. From a landscape perspective, built form away from the top of the valley crest would provide some mitigation of landscape effects. The cultural heritage assessment has identified several listed buildings and scheduled monument with the potential for high harmful impacts and low potential for integration of assets.

There is the potential to deliver high quality connections to Melton Mowbray train station (c3km away). As well as the employment opportunities in Melton Mowbray, Asfordby Business Park is located approximately 1.2km south west of the site which currently includes several industrial / distribution employers. Access to the site would likely be achieved via St Bartholomew's Way which runs adjacent to the southern boundary of the site in an east-west alignment. It connects to A606 Nottingham Road at its eastern extent, therefore, northbound journeys to Nottingham would not need to route through the Town Centre. Additionally, a connection to A6006 to the south is achievable from the site via Welby Road.

There is concern about how the development will achieve sustainable travel patterns and avoid dependency on car use given its rural character and location. Melton Mowbray train station is located approximately 3km south east of the site. This distance is not conducive to journeys on foot and therefore cycling and bus access would be key. Opportunities for travel by sustainable modes for the site would need to be maximised. WPD data shows the Holywell substation is shown in red and therefore likely to require reinforcement. Severn Trent note that the WwTW situated in Melton Borough is shown at very high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, Severn Trent states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. AMP7 scheme will increase pDWF which will enable growth to 2026 and beyond with potential to increase pDWF in future AMPs. The LEA state the site is isolated and generally inaccessible for education provision.

In isolation the location may not have the critical mass to support the required infrastructure improvements to provide its own social and physical infrastructure (depending on site specific investigations to confirm the site yield). However, when considered in combination with 5a and 5b this location offers significant potential to comprehensively plan the growth of Melton Mowbray with commensurate investment and delivery in supporting facilities, utilities and transport upgrades capable of serving the wider area.

5e Melton Mowbray West



Criterion

Environment

Landscape

Heritage

Transport

Utilities and Infrastructure

Housing

Economy

Conclusion - Unsuitable Area for Strategic Growth

Area - 236 Ha

Typologies - Urban Extension

Typology Delivery Period - 2020s - 2040s

5e Melton Mowbray West could come forward as an SUE to Melton Mowbray (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, the site includes Flood Zones 2 and 3 from the River Wreake and is shown to benefit from the presence of flood defences. Communities at Leicester Road, A607 are identified to be at risk of flooding. An unmodelled watercourse flows north to south through the centre of the site and surface water flood risk modelling shows notable ponding upstream of Asfordby Road. Therefore development should be set back from the tributary watercourse and be sensitive to the natural floodplain and associated surface water flow paths including allowances for climate change. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities.

Landscape is highlighted as a key constraint. The area of search is defined by this strong topography, the scale of the valley, and its agricultural use with limited public access. It has elements of urban fringe land use and north of the A6006 is perceived as forming open land between Welby Road, Asfordby and the western edge of Melton Mowbray. Although the land is somewhat degraded (LCA 20: Melton Farmland Fringe) it acts as a buffer to the urban edge of Melton Mowbray which lies

behind the valley shoulder. It therefore has an enclosed character from within but is also prominent from the top of the valley sides, for example, Welby Road. Development on this area of search would create coalescence with the edge of Asfordby Hill and removal or degradation of the key characteristic of the small scale valley landform. Built form away from the top of the valley crest would provide some mitigation of landscape effects should the area of search be developed. The area of search would form a clear and visible expansion of the western edge of Melton Mowbray. There are also several listed buildings and scheduled monuments, development here would have high potential for harmful impacts on the historic environment and low potential for integration of assets.

Melton Mowbray train station is located approximately 2km east of the site with the southern area of the site significantly closer. There is potential for new north-south highway link between A6006 and A606 (via Bartholomew's Way) to the west of Central Melton should a strategic need for this be identified. The Melton Mowbray Distributor Road (currently at public inquiry stage) also has the potential to improve vehicular access to the site, capacity of local road network as well as additional opportunities for walking, cycling and passenger transport. Opportunities for travel by sustainable modes for the site and wider town would need to be maximised.

WPD data shows the Holywell substation is shown in red and likely require reinforcement. Severn Trent state the WwTW is shown at very high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, Severn Trent states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. AMP7 scheme will increase pDWF which will enable growth to 2026 and beyond with potential to increase pDWF in future AMPs. The LEA indicates that the site could contribute to the new secondary school at Melton South Sustainable Neighbourhood.

Taken together the environmental, landscape and heritage constraints make this an unsuitable area for strategic growth. However, there may be smaller non-strategic opportunities within this area.

In isolation the location may not have the critical mass to support the required infrastructure improvements to provide its own social and physical infrastructure (depending on site specific investigations to confirm the site yield). However, when considered in combination with 5a, 5b and 5d this location offers significant potential to comprehensively plan the growth of Melton Mowbray with commensurate investment and delivery in supporting facilities, utilities and transport upgrades capable of serving the wider area.

5f Normanton



Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Potential Area for Strategic Growth

Area - 123 Ha

Typologies - Garden Village

Typology Delivery Period - 2030s - 2040s

5f Normanton could come forward as a garden village (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, the site includes areas of woodland that should be retained. The site would make a nucleated settlement. Development on the plateau would be well screened and benefit from existing definition of plots by maturing structure planting. In addition, the site is at risk of surface water ponding and development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities.

The Site is located on the western part of the former Second World War airfield of RAF Bottesford. Three listed buildings are located along the western boundary of the Site. Development within the Site has the potential for impact on the assets as a result of change to their rural setting. The remains of the parts of the airfield's three runways and a section of the perimeter track survive within the Site. A number of buildings survive within the airfield's former technical area which is located to the north-east of the Site. Development of the Site has the potential for physical impact on the runways and perimeter tract and impact on the buildings within the technical site as a result of

change to their setting. In addition, there are scheduled monuments in close proximity which would require a sensitive approach to masterplanning so as to limit the impacts on their significance.

The indicative centre of the site is located approximately 2.3km north of the village of Bottesford, within an accessible walking / cycle distance. Bottesford Railway Station located approximately 1.9km south of the site is served by East Midlands Rail services. There is currently no access to existing bus services routeing in the immediate vicinity of the site, therefore diversions / extensions / improvements to existing services routeing via Bottesford and Long Bennington would need to be considered as well as funding for new services. Because of this there is concern about how the development will achieve sustainable travel patterns and avoid dependency on car use given its rural character and location. In addition, the intensification of traffic along Normanton Lane would need to be assessed and mitigated as appropriate, as well as the impact of additional traffic on the neighbouring villages. Additional key junctions likely requiring assessment would be A52 / Belvoir Road and Long Bennington A1 (M) junction. As the A1 (M) forms part of the SRN, consultation with National Highways would be required. The area appears to be poorly suited to accommodate future development due to its relatively rural location, some distance from employment opportunities. The nearest employment opportunities to support prospective residents are in the larger settlements of Grantham and Nottingham. Due to the remote location, there are few employment opportunities available in the vicinity of the site and neighbouring villages. Significant improvements to cycling connections to Bottesford Railway Station would be required as well as significant new bus infrastructure and services to provide access to employment opportunities by sustainable modes.

WPD's network capacity map shows there is a 33/11kV substation nearby in South Bottesford, which is in red and therefore likely to require reinforcement. The LEA state the site is isolated and generally inaccessible for education provision. The relative lack of constraints on-site and potential to improve linkages to Bottesford Railway Station mean that this is a potential area for strategic growth. However, the site would need to be able to demonstrate it is supported by commensurate social and transport infrastructure.

6a Land South East of Ashby de la Zouch, Packington Nook



Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Unsuitable Area for Strategic Growth

Area - 89 Ha

Typologies - Urban Extension / Employment Site

Typology Delivery Period - 2020s - 2040s

6a Land South East of Ashby de la Zouch could come forward as a SUE (<5,000 homes) with >50Ha employment land.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, Flood Zone 2 and 3 are found within the site. The Gilwiskaw Brook is culverted through the town and then flows in open channel south through the site. Development of the site must make space for water, retain the existing floodplain including an allowance for climate change, and locate development in areas of Flood Zone 1. Trent Rivers Trust are seeking to undertake watercourse enhancements on this site and opportunities should be taken to re-naturalise the valley channel and reduce the risk of flooding to Packington village downstream. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. The site lies within the catchment of the River Mease, which is designated as both a SSSI and an SAC (River Mease SSSI / SAC). It is currently in unfavourable condition and is failing to meet its conservation objectives. The site also includes grade 2 very good quality agricultural land.

If employment proposals at the site are likely to generate HGV movements, vehicular access to the B5006 would be beneficial. B5006 connects directly to the SRN via A42 J12 at its southern extent

with no need to route through the less suitable residential streets to the north of the site. Potential for rail provision on the National Forest line routing through Ashby-de-la-Zouch, with the longstanding attempts to re-open to passenger services through the west of Leicester county. However, this route is not currently planned or funded. The nearest train services from the site are accessible from Burton-upon-Trent (15km) or Leicester (25km), severely restricting scope for journeys by rail.

Given the convenience of access to the SRN via A42 and the lack of viable public transport connections to key destinations, the site would likely be car-dominated and significant improvements to public transport provision would be required. Severance constraint created by the closed railway line which restricts all movements in a north-south direction from the site to crossings at Station Road, Upper Packington Road and Leicester Road. Impact of additional traffic generated by the development would need to be assessed including on Ashby High Street junctions and A42 J12 and J13. As A42 forms part of the SRN, consultation with National Highways will be required.

WPD has stated that this site is likely to require an upgrade of the primary substation and new 11kV circuits. Severn Trent data shows the WwTW would be in Packington and the site extent will negatively affect downstream sewerage infrastructure. There are instances of reported flooding and predicted flooding downstream in the future. Pollution incidents have also been reported downstream (including receipt of an EA warning letter in relation to the Packington WwTW). The WwTW is shown at medium risk of exceeding spare capacity, with marginal concern subject to size of development. Furthermore, Severn Trent states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. AMP7 scheme is for investigation only, with the delivery for solution identified, will be planned in AMP8. The regulator (Ofwat) and the water companies are funded to assess, monitor and model the specific permitting approach in each and every WwTW catchment. In order to comply with the legislation, which requires protection of the waterbodies and the connected ecosystems, flows will need to be treated. The LPA will need to work with promoters, the EA and water companies to understand what site specific infrastructure is required in relation to potable water and drainage.

The LEA indicated the lack of capacity in nearby schools to support secondary education needs generated. In addition, the potential capacity of the site is inadequate to warrant a new secondary school on-site.

At present the environmental and transport constraints would make this an unsuitable area for strategic growth. However, there may be smaller non-strategic opportunities within this area.

could accommodate up to 89.7ha of employment land and is adjacent to a number of primary employment area allocations in the north of Coalville.

Coalville does not currently have a passenger railway station, despite having a closed railway line running through the town approximately 1km south of the site. The nearest train services from the site are accessible from Loughborough (12km), with limited accessibility via a 50-minute bus journey on the 16 Arriva Buses service. There is potential for rail provision on the National Forest line routing through Coalville, with the longstanding attempts to re-open to passenger services through the west of Leicestershire, however this route is not currently planned or funded. Impact of development on the operation of the A511 corridor and key local junctions in Whitwick village to the north will need to be considered. A mitigation strategy for the site should seek to maximise the opportunities for journeys to be undertaken by walking, cycling and bus in the first instance to reduce the number of car journeys undertaken.

WPD has stated that this site is likely to require an upgrade of the primary substation and new 11kV circuits. Severn Trent have noted that the WwTW is shown at medium risk of exceeding spare capacity, with marginal concern subject to size of development. Furthermore, Severn Trent states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. Site is already treating additional flow of 100m³/d from Worthington, and AMP7 solution includes transfer of final effluent to River Trent. The LEA has indicated a lack of capacity in nearby schools to support secondary education needs generated. In addition, the potential capacity of the site is inadequate to warrant a new secondary school on-site.

Whilst there are environmental, transport and social infrastructure constraints, the location of the site and potential for improved accessibility make the location a potential area for strategic growth.

6c Land North and South of Park Lane, Castle Donington



Criterion

Environment

Landscape

Heritage

Transport

Utilities and Infrastructure

Housing

Economy

Conclusion - Potential Area for Strategic Growth

Area - 95 Ha

Typologies – Urban Extension / Employment Site

Typology Delivery Period - 2020s - 2040s

6c Land North and South of Pack Lane could come forward as a SUE (<5,000 homes) with >50Ha employment land.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, The northern edge of the site is in Flood Zone 3 and benefits from flood defences (which may limit opportunities to employment development in Flood Zone 3a). The Stud Brook passes through the site. The area is susceptible to groundwater flooding. Development on the site should be located in Flood Zone 1. The Stud Brook should be deculverted and incorporated into the site design to enable adequate space for surface water flows. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. In addition, the site lies directly adjacent to Donington Park SSSI and contains grade 2 very good quality agricultural land. From a landscape perspective Park Lane is an important and valued element of the area of search (based on the views over the landscape from the lane) and the land to the south is more sensitive and less suitable for development than land to the north. Housing or other development on land to the north would form a logical extension to Castle Donington but should retain a buffer to the sensitive areas of Donington Hall and the River Trent. There are several

heritage assets where development of the site could have harmful impacts on setting and significance of heritage assets without careful consideration and mitigation.

The indicative centre of the site is located approximately 1.8km west of Castle Donington High Street which has a range of amenities. Residents would have employment opportunities at the distribution centres located directly north of the site, Willow Farm Business Park approximately 2km north east of the site and the proposed employment land as part of the site. East Midlands Airport (EMA) and East Midlands Gateway (EMG) are located 3km southeast of the site and accessible by sustainable modes. Extension of existing bus routes would be key to integration of this site with access to EMA and EMG. Whilst Castle Donington does not have a passenger railway station, the site is located approximately 7km south west of forthcoming HS2 services at East Midlands Parkway (an approximate 15-minute car journey). Existing bus services in Castle Donington provide frequent connection to key destinations. Extending / diverting / improving these services for the site would be key to a sustainable transport strategy and maximising the opportunity for local journeys within Castle Donington by sustainable modes and journeys further afield by bus. Severn Trent data indicates the site extent will negatively affect downstream sewerage infrastructure with flooding predicted and reported downstream. The LEA indicates a lack of capacity in nearby schools to support secondary education needs generated. In addition, the capacity of the site is inadequate to warrant a new secondary school on-site.

In a strictly economic sense, the site appears to be reasonably well suited to accommodate future developments as the area benefits from its proximity to a number of key employment locations associated with East Midlands Airport including a number of employment site allocations. The site could accommodate up to 95ha of employment land which would significantly increase the amount of local employment opportunities available to prospective residents. The site also benefits from its proximity to the intersection of a number of key strategic transport routes. In isolation the location may not have the critical mass to support the required social infrastructure improvements and physical infrastructure (depending on site specific investigations to confirm the site yield). However, when considered in combination with 6d and 6g, this location offers significant potential to comprehensively plan the growth in and around EMA with commensurate investment and delivery in supporting facilities, utilities and transport upgrades capable of serving the wider area.

6d Land South of Isley Walton & East Midlands Airport



Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Potential Area for Strategic Growth

Area - 312 Ha

Typologies - Garden Village / Employment Site

Typology Delivery Period - 2030s - 2040s

6d Land South of Isley Walton & East Midland Airport could come forward as a garden village (<5,000 homes) / >300Ha employment land (if wholly employment land).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there is a history of flooding in Diseworth and Long Whatton associated with the Diseworth Brook and Long Whatton Brook and their tributaries, surface water flooding and an overwhelmed combined sewer system. This is subject to modelling and flood remediation projects by the LLFA. There is a risk that development of the site could exacerbate flooding issues downstream. Development of this site must ensure no additional discharge to these watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream. Development should complement and support the Environment Agency's Flood Alleviation Schemes for Long Whatton and Diseworth.

Development would urbanise land beyond the localised ridgeline/plateau on which EMA is located. There is also a coalescence risk with Wilson, Tonge, Diseworth and Isley Watton. The complex topography and water courses fragment the site to the east in the area south of the Airport. The northern section of the area of search could partially be developed but landscape effects on of

developing the wider area of search would require caution. There are several listed buildings and three conservation areas in close proximity to the site with medium potential for harmful impacts on the historic environment and medium potential for integration of assets.

The site is located south west of East Midlands Airport and is bound by A453 to the north and agricultural land to the south. The small village of Diseworth is located approximately 2km east of the site. East Midlands Airport is currently served by several bus services providing frequent connections to key destinations. EMA and EMG are located immediately north of the site, within accessible walk and cycle distance. Whilst Castle Donington does not have a passenger railway station, the site is located approximately 8km south west of forthcoming HS2 services at East Midlands Parkway (an approximate 15-minute car journey). As well as any employment proposed on-site, any future residents would have access to employment opportunities locally at EMA and EMG.

The site is not well related to any existing residential area and therefore there are no suitable amenities within accessible walking or cycling distance of the site. Given the size and scale of the site however significant amenities (e.g. education, retail, health) would likely be required on-site. No access to passenger railway station within feasible walking or cycling journey of the site. Therefore a robust assessment of the intensification of traffic on A453 will be required – particularly given the road's strategic function of providing access to the East Midlands Airport. The M1 and A42 are part of the SRN managed by National Highways and therefore extensive consultation on the development impact on the SRN would be required.

WPD data shows a 33/11kV substation in Melbourne is shown in red and therefore likely to need reinforcement. Previous studies have highlighted the need for a new primary substation alongside the onsite cabling and connection costs. Severn Trent states that the WwTW is situated in the North West Leicestershire District and is at very high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, Severn Trent states that there is medium risk associated with the watercourse as there are some constraints that could limit provision of additional capacity. AMP7 solution includes site closure and transfer of flow to Melbourne WwTW. The LEA indicates a lack of capacity in nearby schools to support secondary education needs generated. In addition, the proposed capacity of the site is inadequate to warrant a new secondary school on-site.

In a strictly economic sense, the site appears to be reasonably well suited to accommodate future developments as the area benefits from its proximity to a number of key employment locations associated with East Midlands Airport including a number of employment site allocations. The site also benefits from its proximity to the intersection of a number of key strategic transport routes. In isolation the location may not have the critical mass to support the required social infrastructure improvements and physical infrastructure (depending on site specific investigations to confirm the site yield). However, when considered in combination with 6c and 6g, this location offers significant potential to comprehensively plan the growth in and around EMA with commensurate investment and delivery in supporting facilities, utilities and transport upgrades capable of serving the wider area.

6e Land at A42/M42 Measham/Appleyby Magna



Strategic Sites - Land at A42/M42 (6e)
Strategic Growth Options Mapping for Leicestershire
Table 62 6e Land at A42/M42 Measham/Appleyby Magna

Criterion
Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Unsuitable Area for Strategic Growth

Area - 202 Ha

Typologies - Employment Site

Typology Delivery Period - 2030s - 2040s

6e Land at A42/M42 Measham/Appleyby Magna could come forward with >150Ha employment land and ancillary housing. The site is currently being promoted for employment development.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, the River Mease flows along the north eastern edge of the site and this area is Flood Zone 3. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. The site lies within the catchment of the River Mease, which is designated as both a SSSI and an SAC (River Mease SSSI / SAC). It is currently in unfavourable condition and is failing to meet its conservation objectives. There is currently little scope for development within the catchment without a strategic-scale solution. The site also includes grade 2 very good quality agricultural land.

Development on the northern section of the area of search would form a non-contiguous section to the southern boundary of Measham as a result of keeping the River Mease corridor open. Development on the plateau would be locally prominent and perceived as separate from Measham. The combination of these factors and the scale of development combine to result in the area of search being somewhat unfavourable from a landscape perspective. There are several listed

buildings and two conservation areas in close proximity to the site with medium potential for harmful impacts on the historic environment and medium potential for integration of assets.

The current HS2 Phase 2b Eastern Leg preferred alignment routes directly through the site area, thereby severing the majority of the site into smaller parcels and reducing the developable area. The site is bisected by A42 / M42 J11, which forms part of the SRN and is owned and maintained by National Highways. Direct access is unlikely to be acceptable from M42 J11 and therefore vehicular access to the eastern parcels would likely be gained from Tamworth Road whereas, to the west, access could be gained from A444. No railway station in the vicinity of the site. The site is located approximately 1.5km north of the small village of Appleby Magna and 2km south west of the large village of Measham. Northern parcels of the site are accessible by sustainable modes from the village of Measham. Measham has a relatively poor standard of existing bus provision. Given the ease with which residents would be able to access the strategic highway network via car, significant improvements to existing bus services would be required to make bus trips a compelling alternative to car trips. Traffic generated by the development on local roads and key junctions would also need to be assessed and depending on the size and scale of development mitigation would be required. In the first instance, this should consider encouraging trips by sustainable modes; however, the scope for this is limited.

WPD has stated that this site is likely to require an upgrade of the primary substation and new 11kV circuits. Severn Trent state the Measham WwTW is shown at medium risk of exceeding spare capacity, with marginal concern subject to size of development. Furthermore, there is very high risk associated with the watercourse as there no scope to provide additional capacity. AMP7 scheme is for investigation only and delivery for solution identified, will be planned in AMP8. The Snarestone WwTW is shown at high risk of exceeding spare capacity, with limited scope to provide additional capacity. Furthermore, there is very high risk associated with the watercourse as there no scope to provide additional capacity. The watercourse constraints won't allow for additional capacity to be built in; therefore, the site is unable to accommodate proposed growth. Proposals for redirection of flow would have to be considered, at large costs. The LEA states that there may be potential constraints in relation to the provision of secondary education unless there is a new secondary school provided in the area.

On the basis of the remote location; and environmental, landscape, transport and utilities constraints this is an unsuitable area for strategic growth for housing. It may offer some potential for employment land which can be further investigated as part of a Local Plan process. Those locations which could provide best access to the SRN and least harm to landscape would be preferable based on this study's assessment framework.

6f Land East of Ashby



Criterion

Environment

Landscape

Heritage

Transport

Utilities and Infrastructure

Economy

Conclusion - Unsuitable Area for Strategic Growth

Area - 81 Ha

Typologies - Employment Site

Typology Delivery Period - 2020s - 2030s

6f Land East of Ashby could come forward as an employment site.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, development that could impact the River Mease SSSI / SAC would need to be investigated as part of a future allocation(s) and will require sensitive masterplanning. There is currently little scope for development within the catchment without a strategic-scale solution. In addition, the site includes grade 2 very good quality agricultural land and is located within/adjacent to areas of National Forest woodland.

From a landscape perspective, the key characteristics of medium value well managed land which is essentially rural will be compromised by development which would be isolated and non-contiguous with other areas of Ashby-de-la-Zouch. There are several listed buildings, scheduled monuments, a RPG and conservation areas in close proximity to the site with medium potential for harmful impacts on the historic environment and medium potential for integration of assets.

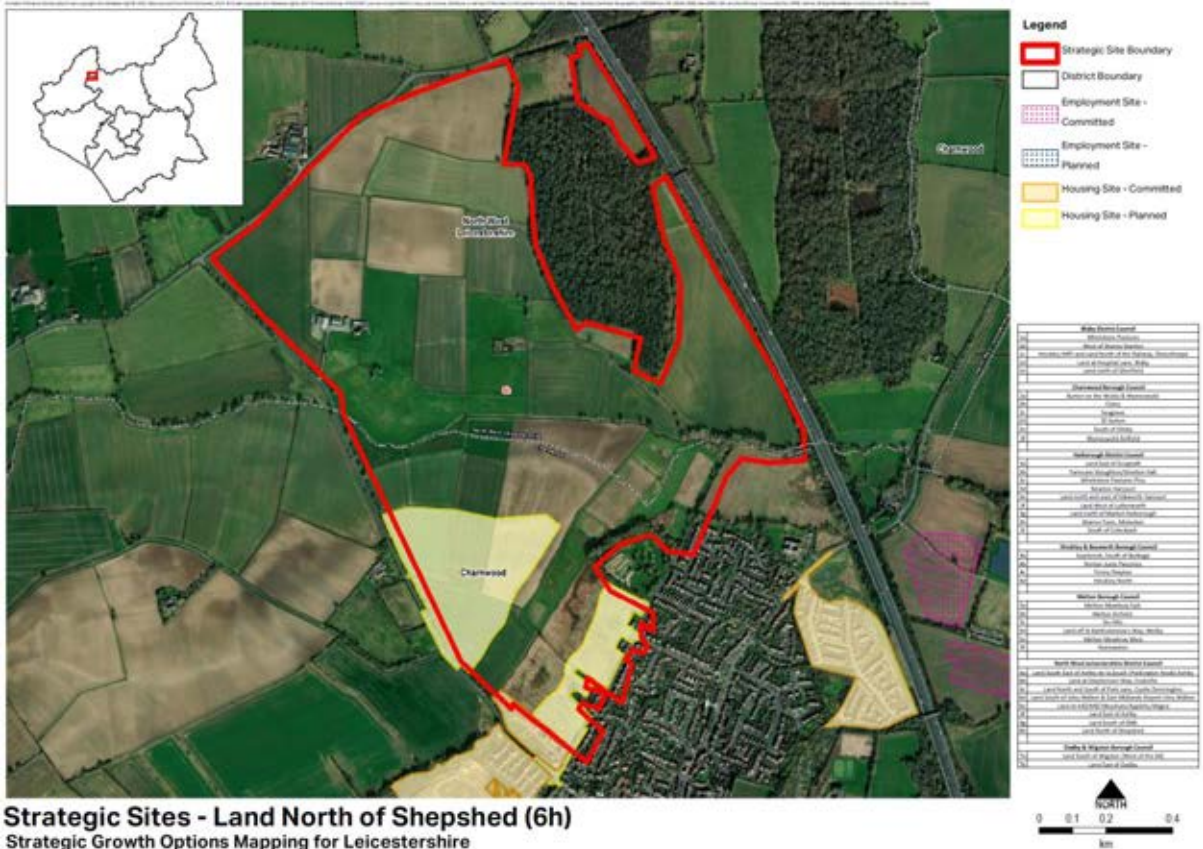
The current HS2 Phase 2b Eastern Leg preferred alignment routes directly through the site area, thereby severing the majority of the site into smaller parcels and reducing the developable area. A512

Ashby Road provides an immediate connection to A42 J13 on the south west boundary of the site. Therefore, the site benefits from excellent accessibility to the SRN although it should be noted that this can detract from the opportunity to promote sustainable modes of transport. There is some scope for access to employment opportunities (approximately 800m west of the site) at the industrial estate adjacent to A42 J13 by sustainable modes (offering convenience stores for workers); however significant improvements to active modes and public transport infrastructure in the vicinity of the junction would be required. Ashby does not currently have a passenger railway station and poor access to bus services, with no existing bus stops in the vicinity of the site. There is also no existing pedestrian or cycling infrastructure in the vicinity of the site. The site is severed from the town of Ashby by the A42, a major, highly trafficked trunk road which forms part of the SRN. This represents a severe constraint to promoting journeys by sustainable modes to the amenities and facilities in Ashby. Significant investment in active modes at A42 J13 and public transport infrastructure in the vicinity of the site would be required to overcome this.

WPD has stated that this site is likely to require significant, extensive and lengthy works. Major reinforcement in the form of a Primary substation upgrade and/or a new primary substation, alongside extra high voltage network reinforcement. Severn Trent state the WwTW is shown at medium risk of exceeding spare capacity, with marginal concern subject to size of development. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. AMP7 scheme is for investigation only, with the delivery for solution identified, will be planned in AMP8.

On the basis of the environmental, landscape, transport and utilities constraints this is an unsuitable area for strategic growth in isolation. It may offer some potential for employment land which can be further investigated as part of a Local Plan process. Those locations which could provide best access to the SRN and least harm to landscape would be preferable based on this study's assessment framework.

6h Land North of Shepshed



Criterion
Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Potential Area for Strategic Growth

Area - 167 Ha

Typologies - Urban Extension / Garden Village

Typology Delivery Period - 2030s - 2040s

6h Land North of Shepshed could come forward as a garden village and/or SUE (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, The central part of the site is Flood Zone 3a and 3b Functional Floodplain associated with the Grace Dieu Brook and its confluence with the Black Brook. There are surface water flow paths through the site, into the brooks. Further downstream, the community of Thorpe Acre is identified to be at risk of flooding. Development would only be possible in the areas of Flood Zone 1 which will reduce capacity available. The floodplains of the brooks should be protected including an allowance for climate change. Development within this site must ensure no additional discharge to these watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. The site lies adjacent to Oakley Wood SSSI, separated by the M1. Additionally, the site engulfs Piper Wood, which presents a threat in creating an isolated green space, but also gives opportunities to improve connectivity to this area of habitat.

There are several opportunities for vehicular access including from Oakley Road and Hallamford Road to the south. Despite the site abutting the M1 to the east, direct access from the SRN would not be acceptable to National Highways. Consultation with National Highways would be required due

to SRN impacts. Bus services are accessed approximately 1km south of the site and include the Trent Barton Skylink to Nottingham via East Midlands Airport. These services provide connections to the neighbouring towns of Coalville and Loughborough however extensions / diversions into the site and further improvements would likely be required for the bus to be an active modal option. There is no passenger railway station in Shepshed and limited bus services within the immediate vicinity of the site. There is a lack of cycle infrastructure for access northward to Leicestershire International Gateway for employment opportunities. Roads in the immediate vicinity of the site are predominately rural or residential in character and therefore have constrained capacity. A robust assessment of the impact of increasing traffic will be required. In the first instance, opportunities to promote journeys by sustainable modes should be maximised. WPD's network capacity map shows there is a 33/11kV substation in Shepshed that is shown in red and therefore would likely require reinforcement. Leicestershire County Council's assessment indicates that the site is isolated and generally inaccessible for education provision.



Table 65 7a Land South of Wigston/West of the A6

Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Suitable Area for Strategic Growth

Area - 128 Ha

Typologies – Urban Extension

Typology Delivery Period - 2020s - 2040s

7a Land South of Wigston/West of A6 could come forward as a series of SUEs (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, communities downstream at Wigston Harcourt are identified to be at risk of flooding. Development of the site should be set back from watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. There is a risk of coalescence with Wigston and Oadby. A green buffer maintained in the north west would prevent perceptions of sprawl and coalescence. Development on land should therefore be small and considered due to the prominence of nearby development and therefore the area of search is partially suitable for development.

There are multiple existing amenities located within Wigston that would benefit the proposed site. There is an existing passenger railway station (South Wigston) that is accessible from parts of the SGO via the existing footway network and provides regular services to key destinations including Leicester City Centre and Birmingham New Street. Providing a high-quality direct connection by

sustainable modes from the sites to this station would likely be key to any forthcoming transport strategy. Though there are limited existing cycle priority measures at present or opportunities to be able to implement improvements due to the built up area of parts of the SGO.

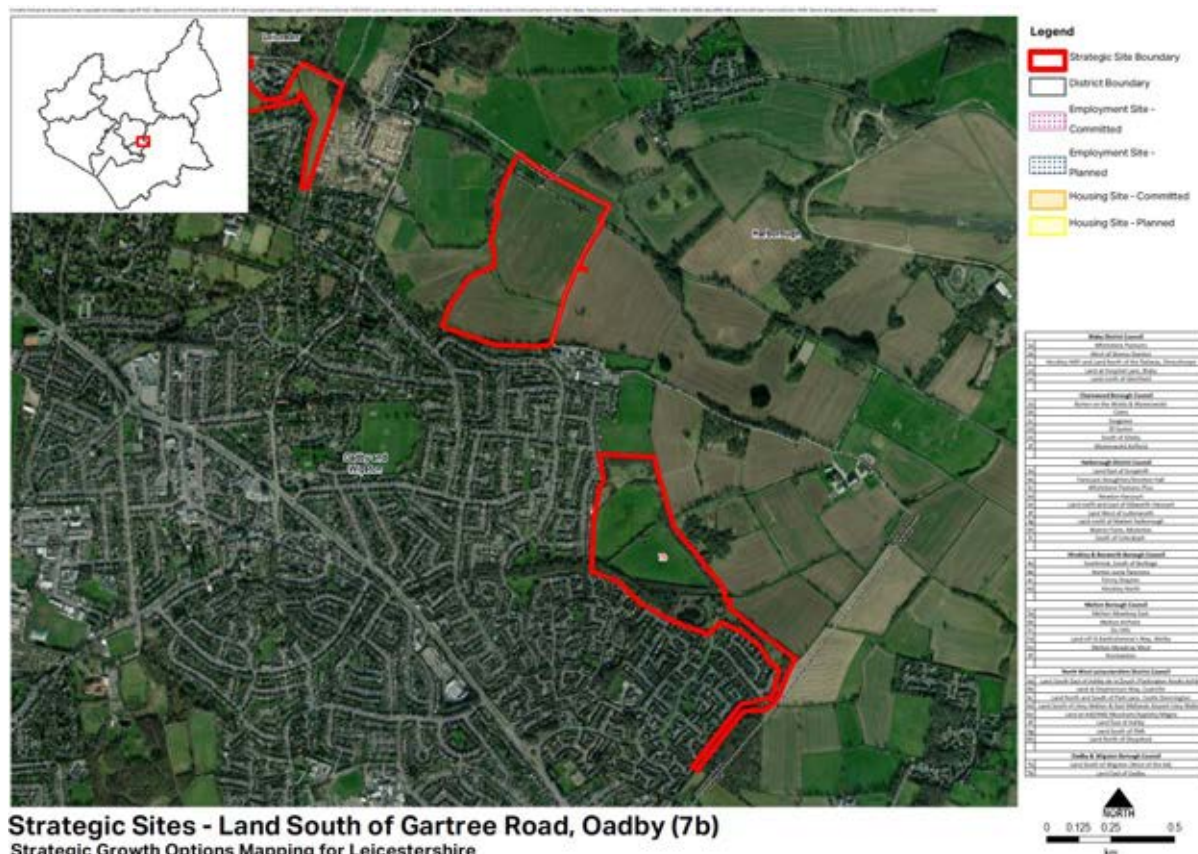
Existing bus services within the vicinity of the sites provide frequent connections to Leicester City Centre. Concentrated urban expansions such as this site can contribute towards the delivery of major transport infrastructure. The site could benefit from the enabling of additional housing provision and economic growth afforded by improved transport connectivity associated with the A46 Priority Growth corridor, although this scheme and its extent are uncommitted. The sites are located approximately 8km south east of M1 J21 which can be accessed from A563 located to the north of the site.

The local highway network experiences congestion at peak times. In particular, the Leicester Road and A6 corridor (major road network) into the city centre have constrained capacity and therefore the site should maximise opportunities for journeys to be undertaken by sustainable modes in the first instance. A robust assessment of the development impact on key junctions would be required, with appropriate consideration of the cumulative impacts of development to the south / east of Leicester on key highway corridors.

Alongside sites 1a, 1d, 3a, 3b, 3c, 3d and 7b there is potential to contribute towards major cumulative traffic impact including on the A6 and A47. But there is also a potential opportunity to deliver enhanced passenger transport networks and orbital transport routes to supplement growth. There is an opportunity for new developments to help fund alternative strategic routes with a joined up approach to the delivery of sites. Enhanced passenger transport and orbital transport connections are needed to facilitate strategic growth across this area, transport infrastructure is required to unlock growth rather than vice-versa (growth enabling transport upgrades). It is unclear if a development of this scale could deliver the new/enhanced orbital links required. A new orbital route may need to pass through some of the sites and hence reduce the number of dwellings that could be delivered. If these sites were to come forward together it would have major cumulative (and potentially cross-boundary) transport impacts. Orbital highway constraints is an issue that impacts transport congestion locally and there are limited opportunities to expand cycle and pedestrian opportunities on these routes. The network is constrained and the area is built up to in parts of the SGO which can limit the mitigation options available. A comprehensively masterplanned approach would be required to overcome these impacts, as well as maximise opportunities for transport enhancements.

WPD's network capacity map shows there is a 33/11kV substation in Wigston Magna that is shown in amber and may require reinforcement. Severn Trent states that there is very high risk associated with the watercourse at the Oadby WwTW, as there no scope to provide additional capacity. Furthermore, STW states that there is high risk associated with the watercourse at the Wigston WwTW, as there is limited scope to provide additional capacity. The LEA indicates that secondary education needs from the site may be met through the possible extension of secondary schools in Wigston. Provided there is a suitable transport mitigation scheme available the area offers a suitable area for strategic growth.

7b Land East of Oadby



Criterion

Environment
Landscape
Heritage
Transport
Utilities and Infrastructure
Housing
Economy

Conclusion - Suitable Area for Strategic Growth

Area - 56 Ha

Typologies – Urban Extension

Typology Delivery Period - 2020s - 2040s

7b Land East of Oadby could come forward as a series of SUEs (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, Development of the site should be set back from these watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development should also seek opportunities to contribute to the Evington Brook Flood Alleviation Scheme and the 'Saving the Saffron' project, which has received investment through the Green Recovery Fund to implement water beneficial interventions in the rural headwaters as well as interventions in the urban area. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. The surrounding development provides defensible boundaries for development. However there is a risk of coalescence with these larger suburbs including Oadby, Wigston and Stoneysgate.

There are multiple existing amenities located within Oadby that would benefit the proposed site within walking distance. There is no railway station within an accessible walking distance of the site; however, there are two stations within a viable cycling or bus journey: South Wigston and Leicester. There are existing bus services located in the vicinity of the sites that provide a direct connection to Leicester Rail Station and connections to Leicester City Centre. The sites will need to maximise opportunities for travel by sustainable modes including public transport connections into Leicester. Concentrated urban expansions such as this site can contribute towards the delivery of major transport infrastructure. The sites could benefit from the enabling of additional housing provision and economic growth afforded by improved transport connectivity associated with the A46 Priority Growth corridor, although this scheme and its extent are uncommitted. The local highway network experiences congestion at peak times. In particular, the A6 corridor into the city centre has constrained capacity and therefore the site should maximise opportunities for journeys to be undertaken by sustainable modes in the first instance. A robust assessment of the development impact on key junctions would be required, with appropriate consideration of the cumulative impacts of development to the south / east of Leicester on key highways corridors.

Alongside sites 1a, 1d, 3a, 3b, 3c, 3d and 7a there is potential to contribute towards major cumulative traffic impact including on the A6 and A47. But there is also a potential opportunity to deliver enhanced passenger transport networks and orbital transport routes to supplement growth. There is an opportunity for new developments to help fund alternative strategic routes with a joined up approach to the delivery of sites. Enhanced passenger transport and orbital transport connections are needed to facilitate strategic growth across this area, transport infrastructure is required to unlock growth rather than vice-versa (growth enabling transport upgrades). It is unclear if a development of this scale could deliver the new/enhanced orbital links required. A new orbital route may need to pass through some of the sites and hence reduce the number of dwellings that could be delivered. If these sites were to come forward together it would have major cumulative (and potentially cross-boundary) transport impacts. A comprehensively masterplanned approach would be required to overcome these impacts, as well as maximise opportunities for transport enhancements.

Severn Trent states that there is very high risk associated with the watercourse, as there is no scope to provide additional capacity. The Wanlip WWTW is shown at high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there is no scope to provide additional capacity. Provision of additional capacity and reduction of infiltration are being considered, with the strategy being developed. Confirmation of growth would be required to allow STW to plan in. The LEA highlights that there would be difficulty of expanding secondary schools nearby to support the site's development.

Provided there is a suitable transport mitigation scheme and education provision available, the area offers a suitable area for strategic growth.

6. Assessment Summary

6.1 The Strategic Growth Option assessments are summarised in the below table (**Table 67**) alongside the likely development typologies based on the option's site capacity and a review of each site's context and relationship to nearby settlements or employment areas. The accompanying assessment summary map (**Figure 6.1** overleaf) demonstrates that there are a number of suitable and potentially suitable options in each Local Authority area.

Table 67 Strategic Growth Options Assessment Summary

Ref	Broad Areas of Search	Local Authority	Typology Option(s)	Strategic Growth Options Summary
1a	Whetstone Pastures*	Blaby	Autonomous / Co-Dependent / Garden Village / Employment Site	Potential Area for Strategic Growth
1b	West of Stoney Stanton	Blaby	Garden Village / Village Expansion	Potential Area for Strategic Growth
1c	Hinckley NRFI and Land North of the Railway*	Blaby / Hinckley & Bosworth	Garden Village / Employment Site	Potential Area for Strategic Growth
1d	Land at Hospital Lane, Blaby	Blaby / Oadby and Wigston	Garden Village	Potential Area for Strategic Growth
1e	Land north of Glenfield	Blaby / Hinckley & Bosworth	Urban Extension	Unsuitable Area for Strategic Growth
2a	Burton on the Wolds & Wymeswold	Charnwood	Garden Village	Potential Area for Strategic Growth
2b	Cotes	Charnwood	Garden Village / Village Expansion	Potential Area for Strategic Growth
2c	Seagrave	Charnwood	Autonomous / Garden Village	Potential Area for Strategic Growth
2d	South East of Syston	Charnwood	Urban Extension	Unsuitable Area for Strategic Growth
2e	South of Sileby	Charnwood	Garden Village / Village Expansion	Potential Area for Strategic Growth
2f	Wymeswold Airfield	Charnwood	Garden Village	Unsuitable Area for Strategic Growth
3a	Land East of Scraptoft	Harborough	Urban Extension	Potential Area for Strategic Growth
3b	Farmcare Stoughton/Stretton Hall	Harborough / Oadby and Wigston	Autonomous / Garden Village / Urban Extension / Village Expansion	Potential Area for Strategic Growth
3c	Whetstone Pastures Plus	Harborough / Blaby	Autonomous / Co-Dependent / Garden Village	Potential Area for Strategic Growth
3d	Newton Harcourt	Harborough	Garden Village	Suitable Area for Strategic Growth
3e	Land north and east of Kibworth Harcourt*	Harborough	Garden Village / Village Expansion / Employment Site	Potential Area for Strategic Growth
3f	Land West of Lutterworth	Harborough	Urban Extension	Suitable Area for Strategic Growth
3g	Land north of Market Harborough	Harborough	Garden Village	Suitable Area for Strategic Growth

Ref	Broad Areas of Search	Local Authority	Typology Option(s)	Strategic Growth Options Summary
3h	Warren Farm, Misterton*	Harborough	Employment Site	Potential Area for Strategic Growth
3i	South of Cotesbach*	Harborough	Employment Site	Unsuitable Area for Strategic Growth
4a	Soarbrook, South of Burbage	Hinckley & Bosworth BC	Garden Village	Potential Area for Strategic Growth
4b	Norton Juxta Twycross	Hinckley & Bosworth BC	Garden Village / Village Expansion	Unsuitable Area for Strategic Growth
4c	Fenny Drayton*	Hinckley & Bosworth BC	Garden Village / Village Expansion / Employment Site	Potential Area for Strategic Growth
4d	Hinckley North	Hinckley & Bosworth BC	Urban Extension	Suitable Area for Strategic Growth
4e	Groby, North of the A50	Hinckley & Bosworth BC	Employment Site	Potential Area for Strategic Growth
4f	West of Dodwells, North of the A5	Hinckley & Bosworth BC	Employment Site	Potential Area for Strategic Growth
5a	Melton Mowbray East	Melton	Urban Extension	Potential Area for Strategic Growth
5b	Melton Airfield	Melton	Urban Extension	Potential Area for Strategic Growth
5c	Six Hills	Melton	Autonomous / Co-Dependent / Garden Village	Potential Area for Strategic Growth
5d	Land off St Bartholomew's Way, Welby	Melton	Garden Village	Potential Area for Strategic Growth
5e	Melton Mowbray West	Melton	Urban Extension	Unsuitable Area for Strategic Growth
5f	Normanton	Melton	Garden Village	Potential Area for Strategic Growth
6a	Land South East of Ashby de la Zouch*	North West Leicestershire	Urban Extension / Employment Site	Unsuitable Area for Strategic Growth
6b	Land at Stephenson Way, Coalville*	North West Leicestershire	Urban Extension / Employment Site	Potential Area for Strategic Growth
6c	Land North and South of Park Lane*	North West Leicestershire	Urban Extension / Employment Site	Potential Area for Strategic Growth
6d	Land South of Isley Walton & East Midlands Airport*	North West Leicestershire	Garden Village / Employment Site	Potential Area for Strategic Growth
6e	Land at A42/M42*	North West Leicestershire	Garden Village / Employment Site	Unsuitable Area for Strategic Growth
6f	Land East of Ashby*	North West Leicestershire	Employment Site	Unsuitable Area for Strategic Growth
6g	Land South of EMA*	North West Leicestershire	Employment Site	Potential Area for Strategic Growth
6h	Land North of Shepshed	North West Leicestershire / Charnwood	Urban Extension / Garden Village	Potential Area for Strategic Growth
7a	Land South of Wigston (West of the A6)	Oadby and Wigston	Urban Extension	Suitable Area for Strategic Growth
7b	Land East of Oadby	Oadby and Wigston	Urban Extension	Suitable Area for Strategic Growth

*Significant proportion of employment land/standalone employment site

6.2 There are a number of options judged to be unsuitable for strategic growth in the west and north of the study area where there is a higher incidence of environmental designations and more detached locations outside of economic clusters and/or existing transport networks. The highest concentrations of suitable and potentially suitable locations can be found in the south of the study

area where locations benefit from good communications to and from Leicester and comparably fewer constraints. In addition, the Leicestershire International Gateway includes a concentration of potentially suitable employment-led options with opportunities to bring forward additional housing.

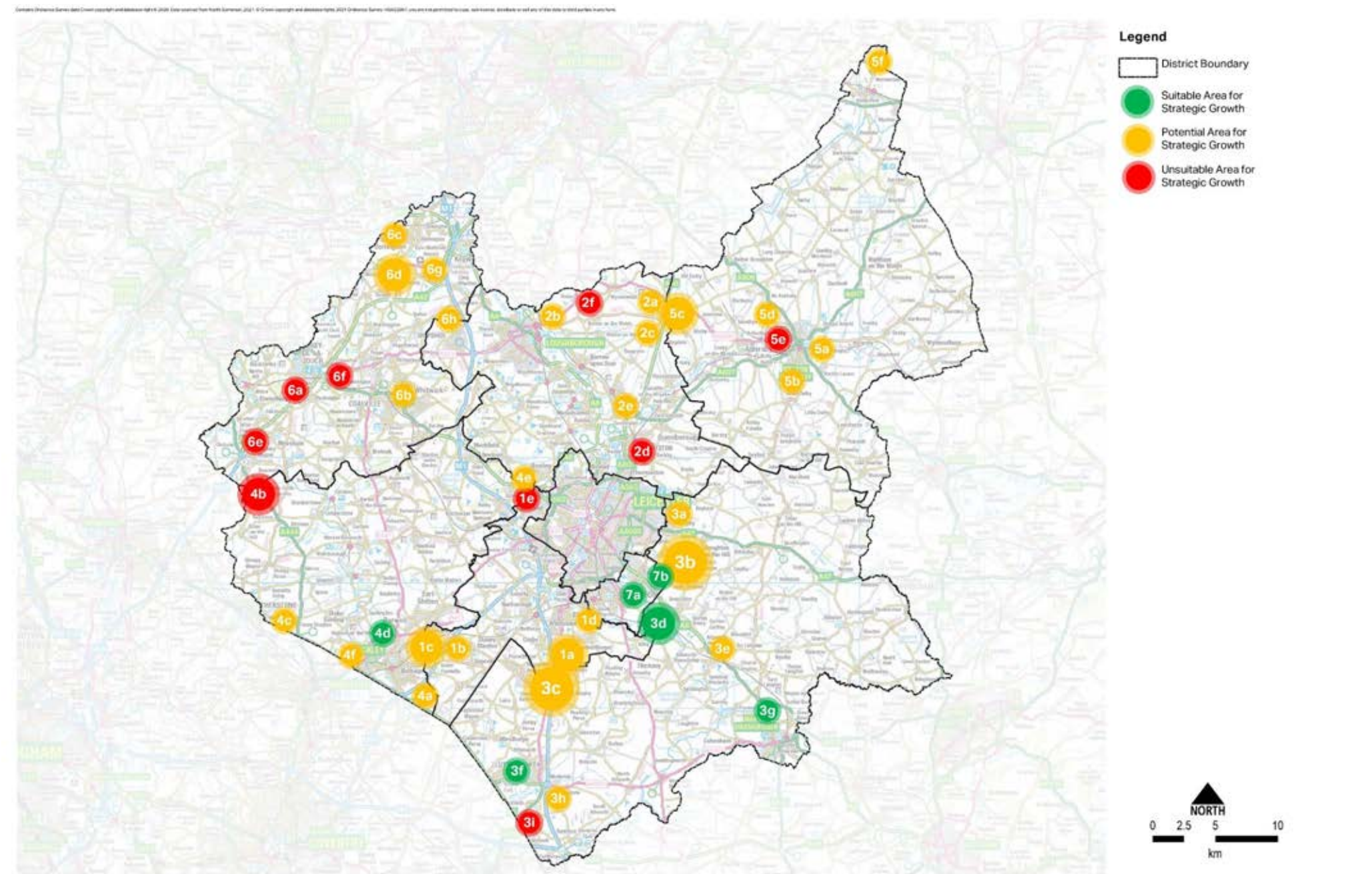
- 6.3 The capacity for homes and employment land, drawn from the suitable and potentially suitable Strategic Growth Options, is broken down by District/Borough in Table 68 (below). The figures below do not account for mixed use sites, rather they provide the maximum totals drawn from SGOs (see Table 69), as such these figures cannot be relied upon as realistic estimates rather they serve to demonstrate theoretical figures broken down by use (residential and employment) and District/Borough.

Table 68 Homes and Employment Land Indicative Capacity by Local Authority

District / Borough	Homes	Employment Land
Blaby	14,615	450
Charnwood	10,028	
Harborough	62,738 (41,983*)	195
Hinckley and Bosworth	8,680	192
Melton	15,920	
North West Leicestershire	11,620	511
Oadby an Wigston	3,220	
Total	126,820	1,348

*Figure shown in brackets represents the number of promoted dwellings, reflecting the fact that Strategic Growth Option 3b Farmcare Stoughton/Stretton Hall includes several detached parcels (unlike the other Strategic Growth Options).

Figure 6.1 Assessment Summary



Growth corridors and clusters

- 6.4 The identification of strategic transport corridors and growth clusters enables the Strategic Growth Options to be considered in their wider context and cumulatively as groupings. It is helpful to consider the Strategic Growth Options in the context of existing strategic transport corridors and clusters located in close proximity to settlements and/or employment areas. Growth should be focused where strong public transport routes can be improved/forged and, where capacity allows, existing roads and active modes can be utilised and enhanced.
- 6.5 As described under the typologies section, there is the potential for existing facilities to be used and improved where new growth has a close functional relationship to key employment areas and/or existing settlements. The assessment section illustrated the proximity of the Strategic Growth Options in relation to existing and planned growth in extant plans. Strategic Growth Options which coincide with strategic transport corridors and/or within close proximity to key employment locations/settlements are displayed overleaf (Table 69). The groupings generally align with the additional areas of search identified in Section 4 (see Figure 4.19) which highlighted broad locations/areas of search with potential for growth beyond the 42 Strategic Growth Options assessed as part of this study.
- 6.6 The Growth Corridors and Clusters illustrate the potential development quanta for each identified grouping with an indication of the possible development timeframes for delivery. Strategic Growth Options that were assessed as Unsuitable Areas for Strategic Growth are shown in black and red within the table and are discounted from the capacity figures. To sense check the proposed number of homes drawn from previous call for sites and Strategic Housing Land Availability Assessment processes, an additional column is presented highlighting the indicative capacity for homes based upon a 50% net developable area and a density assumption of 35 dwellings per hectare. These indicative figures may not be feasible in some locations depending on the final mix of uses or whether a site is likely to be residential-led or employment-led. The Clusters and Corridors identified in Section 4, as additional areas of search, are used to group the Strategic Growth Options to try and capture the cumulative impacts and opportunities associated with each broad location (with the exception of the Lutterworth-Leicester Corridor and Birmingham-Nottingham-HS2 Corridor (A42/M42)⁸², the groupings below were deemed to be areas that were the least constrained and/or the most aligned to opportunities):
- Leicester International Gateway Cluster
 - Coalville-Leicester Corridor (A511)
 - Tamworth-Nuneaton-Rugby Corridor (A5)
 - Coventry-Hinkley-Leicester Corridor (M69)
 - South and East of Leicester Cluster

⁸² The Lutterworth-Leicester Corridor and Birmingham-Nottingham-HS2 Corridor (A42/M42) were scored as Amber (see Section 4 Figure 4.19). The two amber corridors were highlighted as being areas partially constrained and/or moderately aligned to the opportunities (as shown by the GIS data analysis). However, The Lutterworth-Leicester Corridor includes four suitable/potentially suitable SGOs and parts of the corridor are near the South and East of Leicester Cluster with the cumulative potential / opportunity for co-dependent and autonomous settlements in this locality. The Birmingham-Nottingham-HS2 Corridor (A42/M42) does not include any suitable/potentially suitable SGOs, however, it is recognised that parts of this corridor are nearby planned/committed employment sites and the Leicester International Gateway Cluster. Therefore, were constraints, such as those related to the River Mease catchment, ameliorated then there may be future opportunities here for strategic-scale growth based on its locational advantages.

- Harborough-Leicester Corridor (A6)
- Nottingham-Loughborough-Leicester Corridor (A6)
- Nottingham-Grantham Corridor (A52)
- North of Leicester Corridor (A46)
- Melton Mowbray Cluster
- Lutterworth-Leicester Corridor (M1)
- Birmingham-Nottingham-HS2 Corridor (A42/M42)

Table 69 Growth Corridors and Clusters

Ref	Name	District(s)	Area (Hectares)	50% Net Developable Area	Promoted Employment (Hectares)	Promoted Homes (Dwellings)	Homes Indicative Capacity*	Typology / Typologies	Typology Delivery Period**					
									2020s	2030s	2040s	2050s	2060s	2070s
1d	Land at Hospital Lane, Blaby	Blaby / Oadby and Wigston	101		51		1,000	1,768 Garden Village						
3a	Land East of Scraptoft	Harborough	290		145		3,970	5,075 Urban Extension						
3b	Farmcare Stoughton/Stretton Hall	Harborough / Oadby and Wigston	1,918		959		12,810	33,565 Autonomous / Co-dependent / Garden Village / Urban Extension / Village Expansion						
7a	Land South of Wigston (West of the A6)	Oadby and Wigston	128		64		2,000	2,240 Urban Extension						
7b	Land East of Oadby	Oadby and Wigston	56		28		1,000	980 Urban Extension						
South and East of Leicester Cluster			2,493		1,247		0	20,780	43,628	2020s - 2070s				
3d	Newton Harcourt	Harborough	212		106	7	3,174	3,710 Garden Village						
3e	Land north and east of Kibworth Harcourt	Harborough	180		90	25	1,489	3,150 Garden Village / Village Expansion / Employment Site						
3g	Land north of Market Harborough	Harborough	242		121		2,738	4,235 Garden Village						
Harborough-Leicester Corridor (A6)			634		317	32	4,663	6,860	2030s - 2040s					
1a	Whetstone Pastures	Blaby	390		195	100	5,000 - 10,000	6,825 Autonomous / Co-dependent / Garden Village/ Employment Site						
3c	Whetstone Pastures Plus	Harborough / Blaby	649		325		5,800	11,358 Autonomous / Co-Dependent / Garden Village						
3f	Land West of Lutterworth	Harborough	94		47		1,402	1,645 Urban Extension						
3h	Warren Farm, Misterton	Harborough	164		82	163		Employment Site						
3i	South of Cotesbach	Harborough	53		27	53		Employment Site						
Lutterworth-Leicester Corridor (M1)			1,297		649	263	12,918 - 17,918	19,828	2020s - 2070s					
1b	West of Stoney Stanton	Blaby	287		144		5,000	5,023 Garden Village / Village Expansion						
1c	Hinckley NRFI and Land North of the Railway	Blaby / Hinckley & Bosworth	289		145	350	1,000	5,058 Employment Site / Garden Village						
4d	Hinckley North	Hinckley & Bosworth	128		64		2,240	2,240 Urban Extension						
4f	West of Dodwells, North of the A5	Hinckley & Bosworth	66		33	66		Employment Site						
Coventry-Hinckley-Leicester Corridor (M69)			770		385	416	8,240	12,320	2020s - 2040s					
4a	Soarbrook, South of Burbage	Hinckley & Bosworth	236		118	12	3,500	4,130 Garden Village						
4c	Fenny Drayton	Hinckley & Bosworth	132		66	56	2,000	2,310 Garden Village / Village Expansion / Employment Site						
Tamworth-Nuneaton-Rugby Corridor (A5)			368		184	68	5,500	6,440	2030s - 2040s					
4b	Norton Justa Twycross	Hinckley & Bosworth	344		170		5,300	5,950 Garden Village / Village Expansion						
5a	Land South East of Ashby de la Zouch	North West Leicestershire	89		45	89	1,350	1,575 Urban Extension / Employment Site						
5e	Land at A42/M42	North West Leicestershire	202		99	199		3,465 Garden Village / Employment Site						
5f	Land East of Ashby	North West Leicestershire	81		41	81		Employment Site						
Birmingham-Nottingham-HS2 Corridor (A42/M42)			0		0	0	0	0	N/A					
6c	Land North and South of Park Lane	North West Leicestershire	95		48	95	1,425	1,663 Urban Extension / Employment Site						
6d	Land South of Isley Walton & East Midlands Airport	North West Leicestershire	312		156	316	4,750	5,460 Garden Village / Employment Site						
6g	Land South of EMA	North West Leicestershire	101		51	100		Employment Site						
6h	Land North of Shepshed	North West Leicestershire / Charnwood	167		84		2,930	2,923 Urban Extension / Garden Village						
Leicester International Gateway Cluster			675		338	511	9,105	10,045	2020s - 2040s					
1e	Land north of Glenfield	Blaby / Hinckley & Bosworth	74		37	32		1,295 Urban Extension						
4e	West of Dodwells, North of the A5	Hinckley & Bosworth BC	59		29	59		Employment Site						
6b	Land at Stephenson Way, Coalville	North West Leicestershire	90		45		1,350	1,575 Urban Extension / Employment Site						
Coalville-Leicester Corridor (A511/A50)			149		74	59	1,350	1,575	2020s - 2040s					
2b	Cotes	Charnwood	129		64		1,500	2,240 Garden Village / Village Expansion						
2d	South East of Syston	Charnwood	82		41		960 - 1,200	1,435 Urban Extension						
2e	South of Sileby	Charnwood	128		64		2,500	2,240 Garden Village / Village Expansion						
2f	Wymeswold Airfield	Charnwood	127		64		2,000	2,223 Garden Village						
Nottingham-Loughborough-Leicester Corridor (A6)			257		128	0	4,000	4,482	2030s - 2040s					
2a	Burton on the Wolds & Wymeswold	Charnwood	230		115		3,450	4,025 Autonomous / Garden Village						
2c	Seagrave	Charnwood	87		44		1,300	1,523 Autonomous / Garden Village						
5c	Slx Hills	Melton	407		204		2,200 - 5,500	7,123 Autonomous / Co-Dependent / Garden Village						
North of Leicester Corridor (A46)			724		362	0	6,950 - 10,250	12,670	2030s - 2070s					
5a	Melton Mowbray East	Melton	189		95		1,300	3,306 Urban Extension						
5b	Melton Airfield	Melton	104		52		1,900	1,824 Urban Extension						
5d	Land off St Bartholomew's Way, Welby	Melton	86		43		1,510	1,510 Garden Village						
5e	Melton Mowbray West	Melton	238		118			4,135 Urban Extension						
Melton Mowbray Cluster			379		190	0	4,710	6,640	2020s - 2040s					
5f	Normanton	Melton	123		62		2,157	2,157 Garden Village						
Nottingham-Grantham Corridor (A52)			123		62		2,157	2,157	2030s - 2040s					

* The indicative capacity for homes is based upon a 50% net developable area and a density assumption of 35 dwellings per net hectare

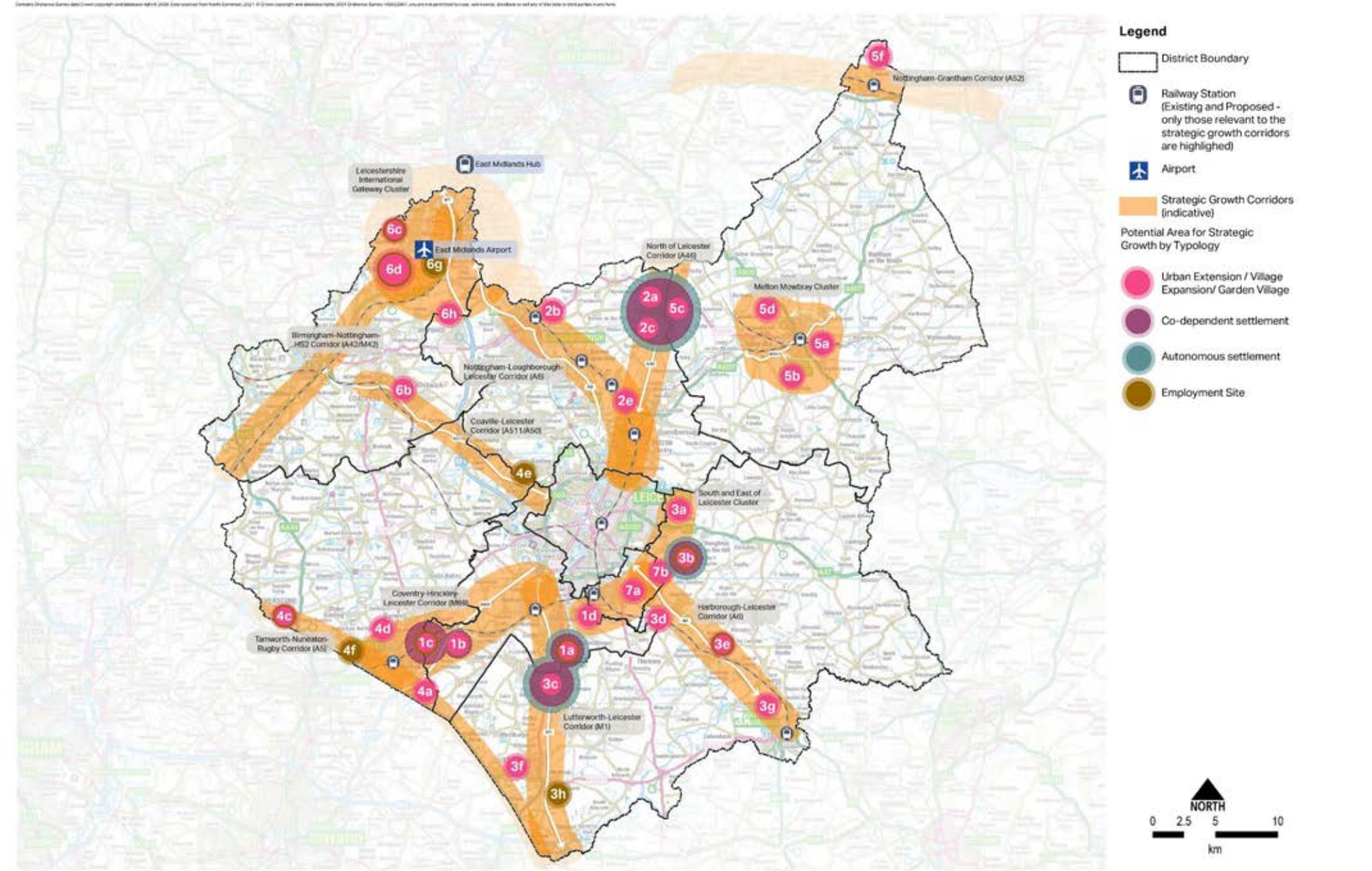
** The largest/detached typology is assumed (where multiple typologies are available) to represent the longest potential lead-in and delivery period
Where promoted homes figures were unavailable figures are shown in grey italics where they use the theoretical capacity figure

Cumulative impacts and opportunities

- 6.7 Many of the Strategic Growth Options were independently judged as Suitable and Potentially Suitable Areas for Strategic Growth. In total these Strategic Growth Options have an indicative capacity of more than 120,000 homes and in excess of 1,200 hectares of employment land. Much more land than is required against forecasted need. Therefore, there are genuine spatial options available to the partnership as part of their future plan making activities.
- 6.8 This section describes the principal cumulative effects and opportunities for each grouping of Strategic Growth Options within the identified growth corridors and clusters. The top end of the housing growth quanta ranges are based on indicative capacity calculations or the promoted number of homes (whichever is higher), the higher end of the homes range are likely to be lower in reality once the constraints identified in the individual assessments (section 5) are fully investigated and employment land locations are confirmed and factored in at the plan making and application stages. The homes estimates are rounded figures drawn from Table 69 (above). The employment land totals are based on the total employment land promoted (for suitable and potentially suitable Strategic Growth Options and in some cases assume 100% site coverage).
- 6.9 Figure 6.2 illustrates the corridors and clusters that the Strategic Growth Options fall within, as informed by the earlier constraints and opportunities mapping and removing the Strategic Growth Options judged to be unsuitable. Strategic Growth Options judged to be suitable/potentially suitable are grouped in the following corridors and clusters (all of which fell within corridors or clusters that were classified as Green with the exception of Lutterworth-Leicester Corridor (M1) which was classified as an Amber area):
- **South and East of Leicester Cluster**
 - 1d Land at Hospital Lane, Blaby (Blaby / Oadby and Wigston)
 - 3a Land East of Scraptoft (Harborough)
 - 3b Farmcare Stoughton/Stretton Hall (Harborough / Oadby and Wigston)
 - 7a Land South of Wigston, West of the A6 (Oadby and Wigston)
 - 7b Land East of Oadby (Oadby and Wigston)
 - **Harborough-Leicester Corridor (A6)**
 - 3d Newton Harcourt
 - 3e Land north and east of Kibworth Harcourt
 - 3g Land north of Market Harborough
 - **Lutterworth-Leicester Corridor (M1)**
 - 1a Whetstone Pastures (Blaby)
 - 3c Whetstone Pastures Plus (Harborough / Blaby)
 - 3f Land West of Lutterworth (Harborough)
 - 3h Warren Farm, Misterton (Harborough)
 - **Coventry-Hinkley-Leicester Corridor (M69)**
 - 1b West of Stoney Stanton (Blaby)
 - 1c Hinckley NRFI and Land North of the Railway (Blaby / Hinckley & Bosworth)
 - 4d Hinckley North (Hinckley & Bosworth)
 - 4f West of Dodwells, North of the A5 (Hinckley & Bosworth)

- **Tamworth-Nuneaton-Rugby Corridor (A5)**
 - 4a Soarbrook, South of Burbage (Hinckley & Bosworth)
 - 4c Fenny Drayton (Hinckley & Bosworth)
- **Leicester International Gateway Cluster**
 - 6c Land North and South of Park Lane (North West Leicestershire)
 - 6d Land South of Isley Walton & East Midlands Airport (NW Leicestershire)
 - 6g Land South of EMA (North West Leicestershire)
 - 6h Land North of Shepshed (North West Leicestershire / Charnwood)
- **Coalville-Leicester Corridor (A551)**
 - 4e Groby, North of the A50
 - 6b Land at Stephenson Way, Coalville (North West Leicestershire)
- **Nottingham-Loughborough-Leicester Corridor (A6)**
 - 2b Cotes (Charnwood)
 - 2e South of Sileby (Charnwood)
- **North of Leicester Corridor (A46)**
 - 2a Burton on the Wolds & Wymeswold (Charnwood)
 - 2c Seagrave (Charnwood)
 - 5c Six Hills (Melton)
- **Melton Mowbray Cluster**
 - 5a Melton Mowbray East
 - 5b Melton Airfield
 - 5d Land off St Bartholomew's Way, Welby
- **Nottingham-Grantham Corridor (A52)**
 - 5f Normanton (Melton)

Figure 6.2 Growth Corridors and Clusters



South and East of Leicester Cluster

6.10 The South and East of Leicester Cluster includes the following Strategic Growth Options:

- 1d Land at Hospital Lane, Blaby (Blaby / Oadby and Wigston)
- 3a Land East of Scraptoft (Harborough)
- 3b Farmcare Stoughton/Stretton Hall (Harborough / Oadby and Wigston)
- 7a Land South of Wigston, West of the A6 (Oadby and Wigston)
- 7b Land East of Oadby (Oadby and Wigston)

6.11 The Strategic Growth Options identified as suitable/potentially suitable in this cluster total circa 2,493 hectares and would have the theoretical capacity to deliver between ~20,000 – 44,000 homes with ancillary employment to support self-contained new settlements. The scale of growth required to support this range of growth in homes is significant, the commentary below applies to the full range noted (above). It is acknowledged that Strategic Growth Option 3b Farmcare Stoughton/Stretton Hall is a significant size and includes detached parcels, as such the higher end of the homes range for this cluster is unlikely to be achievable alongside commensurate employment and infrastructure development at this location that seeks to ensure development is well connected and self-contained.

6.12 The cluster of Strategic Growth Options to the south and east of the Leicester urban periphery are of such a scale that significant traffic would likely be generated should any of these sites come forward in tandem.

6.13 It should also be acknowledged that sites 3d Newton Harcourt and sites 1a Whetstone Pastures and 3c Whetstone Pastures Plus could come forward as a much larger expanded cluster in this part of the County adjacent to the Leicester Urban Area, even though the three above named sites (3d, 1a, 3c) are shown within the Lutterworth-Leicester Corridor (M1) and Harborough-Leicester Corridor (A6) respectively.

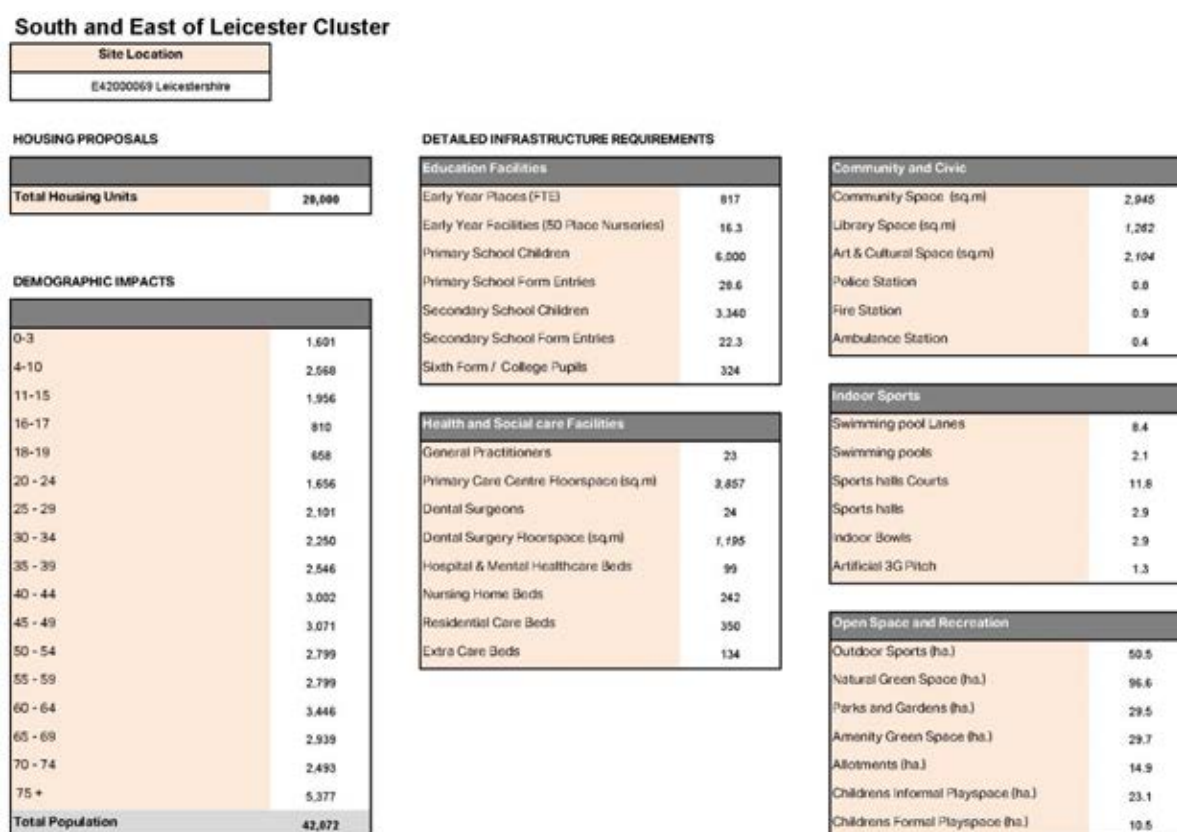
6.14 This cluster's potential to contribute towards major cumulative traffic impact would impact on the A6 and A47. The scale of the cluster offers an opportunity to deliver enhanced passenger transport networks and orbital transport routes to supplement the potential transformation growth levels in this locality. New developments can help fund alternative strategic routes with a joined up approach to the delivery of sites, but additional external funding would likely be necessary to fund new junctions and new links to and from Leicester and internal strategic links through the sites (including strategic passenger transport provision). Enhanced passenger transport and orbital transport connections will likely be needed in advance to facilitate strategic growth across this area that involves the delivery of autonomous new settlement typologies. Transport infrastructure is required to unlock growth rather than vice-versa (growth enabling transport upgrades) due to the sheer scale envisaged.

6.15 Strategic infrastructure reinforcements and improvements (including utilities, social and green infrastructure) would be required to deliver the full development potential of the cluster as a whole. It is unclear if development of this scale could deliver the new/enhanced orbital links required by relying solely

on the market and engagement with the major promoters and statutory consultees will help to refine the technical solutions and potential costs to inform equalisation discussions later in the development process. A new orbital route may need to pass through some of the sites and hence reduce the number of dwellings that could be delivered. It is likely that such a solution would require Government support and funding. If these sites were to come forward together it would have cumulative (and potentially cross-boundary) transport impacts. A comprehensively masterplanned approach, incorporating an orbital route, would be required to overcome the impacts, as well as maximise opportunities for transport enhancements.

- 6.16 Environmental net gains could be achieved via targeted investment in habitat creation, access and/or flood water attenuation along the River Sence corridor, potentially to include a new country park. Recreational pressure and potential water quality effects on the Kilby to Foxton Canal SSSI would also need to be considered carefully within this cluster (including 1d, 3b and 7a).
- 6.17 Development of this cluster would require a major step-change in primary care service provision and other social infrastructure over a number of years to address its cumulative pressure.
- 6.18 Infrastructure modelling shows that the following social and green infrastructure would be required to support 20,000 homes (promoted⁸³ homes total):

Figure 6.3 Social and Green Infrastructure Estimate (20,000 homes)



⁸³ Applying the purely indicative figure of ~40,000 homes would assume very little employment land and would not represent a true reflection of the issues and constraints identified for sites such as 3b which include a number of detached parcels.

6.19 The principal cumulative effects and opportunities related to this cluster are:

- The significant scale of growth (compared to other clusters and corridors) with the wider area potentially capable of supporting two autonomous new settlements (when the overlap with Whetstone Pastures and Whetstone Pastures Plus is factored in).
- The strategic sites in this cluster are likely to generate significant traffic impacts, both individually and cumulatively. This is both highly challenging and may also offer sufficient economies of scale to justify nationally significant infrastructure improvements.
- Growth in this cluster area is likely to have a particularly strong functional relationship with the Leicester Urban Area (LUA) e.g. for access to jobs and services. A benefit of the Strategic Growth Options within this cluster is their proximity to the LUA.
- Benefits from generally good existing radial road links towards Leicester City Centre and the county boundary/market towns, however existing orbital links and connections to the strategic road network are poor.
- Existing passenger transport and active travel links into Leicester City Centre and other key destinations within the LUA (e.g. Fosse Park) are unlikely to adequately service the cluster area's functional relationship with the LUA (a "step-change" in provision may be required to achieve this).
- More detailed work is required to identify the strategic transport infrastructure (public transport networks and road based) and site related transport infrastructure required to support this level of growth. This may lead to justification that a new orbital route is required but detailed work is needed first.
- The scale of growth offers potential opportunity to delivery strategic transport infrastructure. A comprehensive approach (to infrastructure) required to plan across boundaries and sites. Cluster-wide Infrastructure Delivery Plans and innovative approaches may be required (e.g. delivery via a public-private Joint Venture or development corporation, rolling infrastructure fund etc.)
- Engagement with promoters⁸⁴ highlighted the following items of strategic infrastructure that may be required within the wider cluster:
 - Reinforcements and upgrades to utilities commensurate to levels of growth
 - The wider strategic site to the east of Scraftoft would facilitate a new road linking the A47 to a new junction close to the existing roundabout of Station lane, Scraftoft Lane, Church Hill and Covert Lane.
 - A new access from the A6 at the Glen Gorse roundabout
 - Upgrading/improvement of Chestnut Drive
 - Two new points of access and a three-arm roundabout on Newton Lane and second point of access via a new fourth arm on the existing roundabout serving the Barratts Homes site (Land South of Wigston)

⁸⁴ N.B. the specific proposals and other points listed reflect the views expressed by the promoters alone and are not necessarily agreed or supported by the relevant authorities/infrastructure providers at this stage (subject to consideration through the Local Plan and/or development management processes as appropriate).

- The cluster is located in an area with relatively good levels of viability. The cluster includes 5 Strategic Growth Options and the nearby sites of 1a Whetstone Pastures, 3c Whetstone Pastures Plus and 3d Newton Harcourt could also come forward as part of much wider growth area. In such a scenario market absorption risks would need to be explored in more detail to prevent slow delivery. Public bodies cannot control the market but tools such as design codes and support in delivering strategic infrastructure can help to speed up delivery and reduce the homogeneity of housing products in a locality.

Harborough-Leicester Corridor (A6)

6.20 The Harborough-Leicester Corridor (A6) includes the following Strategic Growth Options (all within Harborough):

- 3d Newton Harcourt
- 3e Land north and east of Kibworth Harcourt
- 3g Land north of Market Harborough

6.21 The Strategic Growth Options identified as suitable/potentially suitable in this corridor total 634 hectares and would have the capacity to deliver between 4,000 – 7,000 homes and 32 hectares of employment land.

6.22 It should also be acknowledged that sites: 1d Land at Hospital Lane, 3a Land East of Scraftoft, 3b Farmcare Stoughton/Stretton Hall, 7a Land South of Wigston, 7b Land East of Oadby, a Whetstone Pastures and 3c Whetstone Pastures Plus could come forward as a much larger expanded growth area in this part of the County adjacent to the LUA alongside site 3d Newton Harcourt. Whilst the above named Strategic Growth Options are shown within the Lutterworth-Leicester Corridor (M1) and South and East of Leicester cluster respectively, if a number of them came forward concurrently they would overlap with the Harborough-Leicester Corridor (A6) and cumulatively create traffic impacts in Harborough.

6.23 From a transport perspective there is potential for development at this location to benefit from the Market Harborough Line Speed improvement project (rail) which is committed with improvements underway. In order to access a development of the scale of 3e Land north and east of Kibworth Harcourt, significant infrastructure would be required. This is likely to be a Kibworth bypass. The standard of the existing rail bridge would also need some significant investigation.

6.24 For 3d Newton Harcourt, there are significant constraints at present regarding site access and connectivity that would be challenging to overcome. A new site access onto the A6 dual carriageway would not be an appropriate option, whilst Newton Lane is an unlit 50mph road with a history of safety problems (hence the 50mph limit) and would therefore potentially require major alterations / improvements to be made 'suitable' as a development access route. Significant measures would also be needed to prevent any impact on Newton Harcourt village (e.g. through providing a northern 'bypass'). The site is hindered by the absence of adequate existing orbital links in this area and unlikely to be capable of delivering the required orbital improvements on its own (as with other strategic sites across the South and East Leicester area). Furthermore,

the site would be reliant on the provision of a new/substantially enhanced walking, cycling and passenger transport connections to Oadby, Wigston and the wider Leicester Urban Area.

- 6.25 Development north of Market Harborough would trigger the need to revisit the Market Harborough Transport Strategy and may need local improvement of the Gallow Field Road crossroads.
- 6.26 If these strategic sites were to come forward together it would have major cumulative (and potentially cross-boundary) transport impacts. A comprehensively masterplanned approach would be required to overcome these impacts, as well as maximise opportunities for transport enhancements.
- 6.27 Development at strategic sites along the A6 would likely lead to significant negative effects on landscape and settlement character in places such as Great Glen, Newton Harcourt and Kibworth. The effects would be further exacerbated if combined with further growth along the South and East of Leicester Cluster. More detailed landscape and visual impacts assessments should be utilised to address the risks and opportunities highlighted under the landscape criterion for options in this corridor and adjacent to Market Harborough. There is the potential for a co-dependent/Garden Village option north of Market Harborough that would likely have a close functional relationship with the existing large town.
- 6.28 An environmental net gain priority would involve responding to Market Harborough's unique position in the landscape, as a low-lying settlement at the headwaters of the River Welland, largely surrounded by raised land (including the wooded ridge of the Rockingham Forest, which is a priority area within the Ox Cam Arc), and linked to Leicester by the Grand Union Canal, which could benefit from investment. Recreational pressure and potential water quality effects on the Kilby to Foxton Canal SSSI would also need to be considered carefully within this cluster (including 3d). Development of this cluster would require a major step-change in primary care service provision and other social infrastructure over a number of years to address its cumulative pressure.
- 6.29 Infrastructure modelling shows that the following social and green infrastructure would be required to support 8,000 homes (indicative capacity):

Figure 6.4 Social and Green Infrastructure Estimate (8,000 homes)

Harborough-Leicester Corridor (A6)

Site Location
EA2000069 Leicestershire

HOUSING PROPOSALS

Total Housing Units	8,000

DEMOGRAPHIC IMPACTS

0-3	841
4-10	1,027
11-15	782
16-17	324
18-19	263
20 - 24	462
25 - 29	841
30 - 34	900
35 - 39	1,019
40 - 44	1,201
45 - 49	1,228
50 - 54	1,120
55 - 59	1,120
60 - 64	1,378
65 - 69	1,175
70 - 74	997
75 +	2,151
Total Population	16,828

DETAILED INFRASTRUCTURE REQUIREMENTS

Education Facilities	
Early Year Places (FTE)	327
Early Year Facilities (50 Place Nurseries)	6.5
Primary School Children	2,400
Primary School Form Entries	11.4
Secondary School Children	1,336
Secondary School Form Entries	8.9
Sixth Form / College Pupils	130

Health and Social care Facilities	
General Practitioners	9
Primary Care Centre Floorspace (sq.m)	1,543
Dental Surgeons	10
Dental Surgery Floorspace (sq.m)	478
Hospital & Mental Healthcare Beds	40
Nursing Home Beds	97
Residential Care Beds	140
Extra Care Beds	54

Community and Civic	
Community Space (sq.m)	1,178
Library Space (sq.m)	505
Art & Cultural Space (sq.m)	841
Police Station	0.3
Fire Station	0.4
Ambulance Station	0.2

Indoor Sports	
Swimming pool Lanes	3.4
Swimming pools	0.8
Sports halls Courts	4.7
Sports halls	1.2
Indoor Bowls	1.2
Artificial 3G Pitch	0.5

Open Space and Recreation	
Outdoor Sports (ha.)	20.2
Natural Green Space (ha.)	38.7
Parks and Gardens (ha.)	11.8
Amenity Green Space (ha.)	11.9
Allotments (ha.)	5.9
Childrens Informal Playspace (ha.)	9.3
Childrens Formal Playspace (ha.)	4.2

6.30 The principal cumulative effects and opportunities related to this corridor are:

- The Strategic Growth Options in this corridor are more spread geographically and would have lower potential for joint delivery of infrastructure (including transport, utilities, social and green infrastructure). However, 3d Newton Harcourt could have potential to provide joint delivery of infrastructure with the overlapping cluster of South and East of Leicester.
- As noted the potential benefits resulting from strategic growth in the corridor may benefit from committed transport improvements (including rail).
- The cumulative landscape impacts of the options in this corridor may justify the need for a joined up or common approach to mitigation. This could involve a Borough-wide approach to green infrastructure focussed on tying together the three Strategic Growth Options in the corridor and implementing a coordinated landscape/green infrastructure design and delivery approach.
- The corridor is located in an area with relatively good levels of viability. The cluster includes 3 Strategic Growth Options. The nearby cluster South and East of Leicester could present increased market absorption risks (particularly for 3d Newton Harcourt) and this would need to be explored in more detail to prevent slow delivery. Public bodies cannot control the market but tools such as design codes and support in delivering strategic infrastructure can help to speed up delivery and reduce the homogeneity of housing products in a locality.

- Growth in this cluster area is likely to have a particularly strong functional relationship with the Leicester Urban Area (LUA) e.g. for access to jobs and services.
- Benefits from generally good existing radial road links towards Leicester City Centre and the county boundary/market towns, however existing orbital links and connections to the strategic road network are poor in respect of 3d Newton Harcourt and its proximity to the South and East of Leicester cluster. A comprehensive approach (to infrastructure) required to plan across boundaries and sites.
- Engagement with promoters⁸⁵ highlighted the following items of strategic infrastructure that may be required within the wider corridor:
 - Reinforcements and upgrades to utilities commensurate to levels of growth
 - The promoters noted that the proposals for a potential A46 Expressway, and whilst this scheme and a proposed route are currently uncertain, the proposals in this cluster would not prejudice its delivery.

Lutterworth-Leicester Corridor (M1)

6.31 The Lutterworth-Leicester Corridor (M1) includes the following Strategic Growth Options:

- 1a Whetstone Pastures (Blaby)
- 3c Whetstone Pastures Plus (Harborough / Blaby)
- 3f Land West of Lutterworth (Harborough)
- 3h Warren Farm, Misterton (Harborough)

6.32 The Strategic Growth Options identified as suitable/potentially suitable in this corridor total 1,297 hectares and would have the capacity to deliver between 12,000 – 20,000 homes and 263 hectares of employment land.

6.33 It should also be acknowledged that sites: 1a Whetstone Pastures (Blaby), 1d Land at Hospital Lane, 3a Land East of Scraptoft, 3b Farmcare Stoughton/Stretton Hall, 3c Whetstone Pastures Plus (Harborough / Blaby), 3d Newton Harcourt, 7a Land South of Wigston, 7b Land East of Oadby and 3d Newton Harcourt could come forward as a much larger expanded growth area in this part of the County alongside sites 1a Whetstone Pastures and 3c Whetstone Pastures Plus, even though the above named sites are shown within the Harborough-Leicester Corridor (A6) and South and East of Leicester cluster respectively.

6.34 The capacity of 1a Whetstone Pastures and 3c Whetstone Pastures Plus, in combination, would be capable of providing a new autonomous settlement with the potential for high levels of self-containment should a significant proportion of employment land be delivered alongside new homes. There is likely to be additional pressure on road traffic from future growth on the A5 between the A42 at Tamworth and the M1 Motorway, with further sites including Magna Park and the proposed Hinckley SRFI potentially mitigated by the A5 Corridor improvement scheme within RIS3 Pipeline. The critical mass required for a

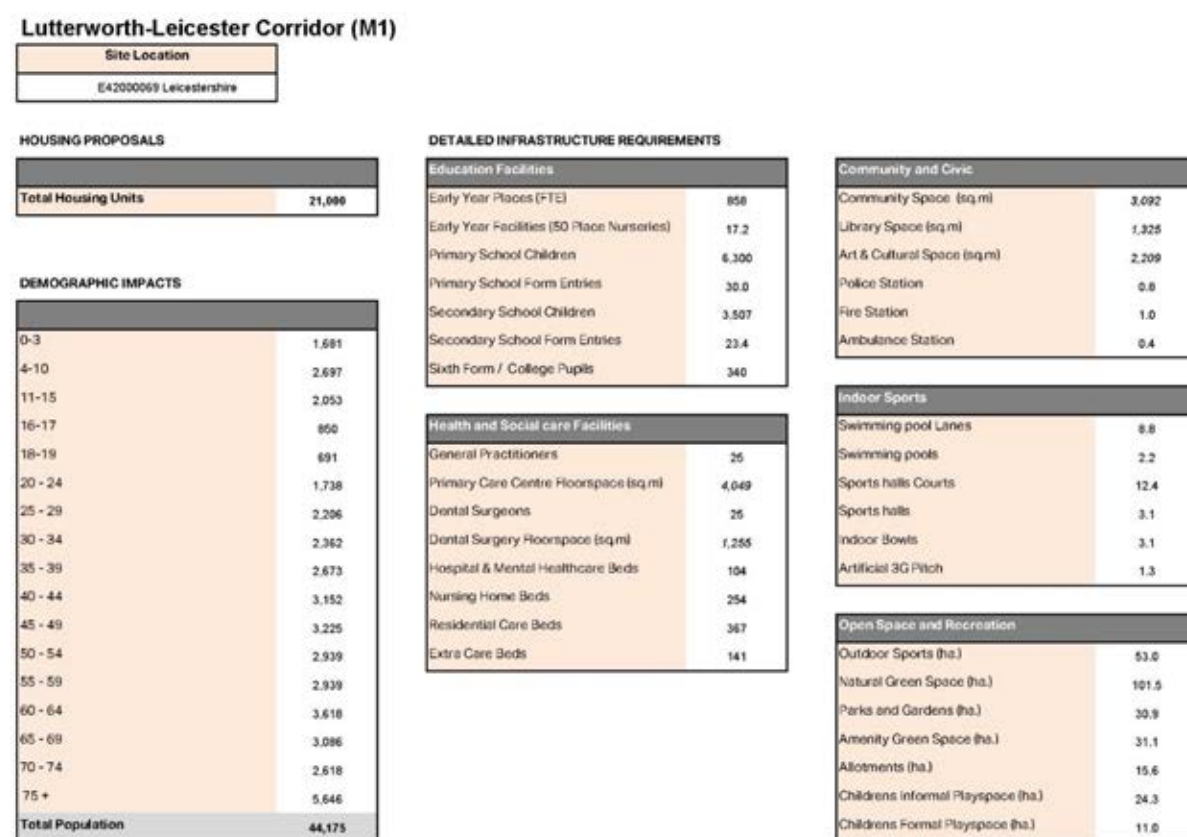
⁸⁵ N.B. the specific proposals and other points listed reflect the views expressed by the promoters alone and are not necessarily agreed or supported by the relevant authorities/infrastructure providers at this stage (subject to consideration through the Local Plan and/or development management processes as appropriate).

standalone new settlement with supporting social infrastructure is possible in the north of this corridor. As individual sites developed in isolation, the scale of opportunity would be reduced.

- 6.35 Development of the scale of Whetstone Pastures (1a and 3c) is unlikely to be appropriate unless a new junction/point of access is provided to the M1 in the vicinity. In the past, a new M1 junction in this area has been considered as a potential component of a wider strategic upgrade of the A46/M69 corridor, however following the conclusion of studies by Midlands Connect, this has now been discounted (i.e. the concept of an 'Express Way' to the south and east of Leicester).
- 6.36 In isolation, it is doubtful whether these sites would be of sufficient scale to justify a new junction or provide the required level of funding to deliver this, and would instead need to be considered cumulatively with potential wider development opportunities in the area. As standalone sites there are also significant wider local capacity and highway safety issues that would need to be addressed. Furthermore, the area is severed by the M1 and A426 and would be challenging to bring forward as a single/cohesive entity from a transport perspective.
- 6.37 The nearest existing roads (Willoughby Road and Cosby Lane) would be unsuitable to accommodate large scale development. The Whetstone Pastures area is remote from existing facilities; so a standalone development of circa 3,500 dwellings would be able to accommodate sufficient jobs and facilities to be self-contained, meaning it wouldn't be a largely car-based site and instead a comprehensively planned autonomous or co-dependent typology benefiting from sufficient sustainable modes of transport.
- 6.38 The location is broadly identified as falling within the Strategic Growth Plan's 'Priority Growth Corridor' and is close to other Strategic Growth Options in close proximity to the Leicester Urban Area. Correspondingly, this area could be more favourably considered as part of a comprehensively masterplanned approach with adjoining (and potentially other nearby) sites that (at the least) delivered significantly enhanced transport connectivity to Leicester, Blaby and Whetstone and addressed the challenges presented by the location's current poor road connectivity. This is a challenging location and would need to be strategically planned and coordinated with wider proposals within the SGP Priority Growth Corridor in order to come forward.
- 6.39 Strategic Growth Options 1a and 3c would require strategic-scale upgrades to deliver public transport solutions and to encourage active modes of travel within and external to the site, particularly to and from Leicester. When considered in combination, these two options present significant potential for growth in relatively close proximity to Leicester within the M1 corridor.
- 6.40 Growth centred on Whetstone Pastures (1a and 3c) would further benefit from the uncommitted proposals for the M1 J20a (Prospectus for Growth, 2019) proposed at the point where the M1 crosses the A426. Junction capacity assessments and ongoing transport assessments will be required to determine the capacity of the local highway network and the impact of development on the operation of key junctions / links.

- 6.41 There is also a potential extension or new garden village that would have a close functional relationship with Lutterworth and benefit from access to Leicester, Rugby and beyond via the M1. In addition, an employment-led development located south of Lutterworth is possible in this corridor. These Strategic Growth Options, whilst in the same corridor, could come forward in isolation from one another and Whetstone Pastures and Whetstone Pastures Plus.
- 6.42 For 3f Land West of Lutterworth (Harborough) a single access point off Coventry Road may not be appropriate to serve a development of this scale and additional connections to Brookfield Way or Woodby Lane may be necessary to make the site acceptable (alongside further consideration of capacity on the A5).
- 6.43 For 3h Warren Farm, Misterton could achieve access from Lutterworth Road (A4303) but growth would be unlikely to be able to be delivered without some conflict with Lutterworth East and would need further investigation, including the potential of delivery through the proposed Lutterworth East site access.
- 6.44 From an environmental net gain perspective, this is a historically sparsely settled, clay influenced agricultural landscape with limited priority habitat, but a notably high density of small river valleys feeding northwards towards the River Soar and Leicester, potentially suggesting a focus on floodplain restoration and measures focused on flood water attenuation. For growth centred on Whetstone Pastures (1a and 3c), the creation of enhanced ecological networks along disused railway tracks incorporating active modes offers opportunities related to movement and green infrastructure/biodiversity net gains.
- 6.45 Development in this corridor would require a major step-change in primary care service provision and other social infrastructure over a number of years to address its cumulative pressure.
- 6.46 Infrastructure modelling shows that the following social and green infrastructure would be required to support 21,000 homes (indicative capacity):

Figure 6.5 Social and Green Infrastructure Estimate (21,000 homes)



6.47 The principal cumulative effects and opportunities related to this corridor are:

- There is good potential for joint delivery of infrastructure (including transport, utilities, social and green infrastructure) between 1a Whetstone Pastures, 3c Whetstone Pastures Plus and the wider overlapping cluster located South and East of Leicester. This would necessitate the linked options being planned together to generate mitigation measures commensurate to the potential impacts. In the north of this corridor transport mitigation will be key.
- The strategic sites in this cluster are likely to generate significant traffic impacts, both individually and cumulatively. The potential benefits resulting from strategic growth in the north of the corridor would be the ability to deliver one of the three identified autonomous new settlements.
- The scale of growth offers potential opportunity to delivery strategic transport infrastructure. A comprehensive approach (to infrastructure) required to plan across boundaries and sites. Corridor-wide Infrastructure Delivery Plans and innovative approaches may be required (e.g. delivery via a public-private Joint Venture or development corporation, rolling infrastructure fund etc.)
- The corridor is located in an area with relatively good levels of viability. The cluster includes 4 Strategic Growth Options. The nearby cluster South and East of Leicester could present increased market absorption risks (particularly for 1a Whetstone Pastures and 3a Whetstone Pastures Plus) and this would need to be explored in more detail to prevent slow delivery. Public bodies cannot control the market but tools such as design codes and

- support in delivering strategic infrastructure can help to speed up delivery and reduce the homogeneity of housing products in a locality.
- Growth in this cluster area is likely to have a particularly strong functional relationship with the Leicester Urban Area (LUA) e.g. for access to jobs and services.
 - Benefits from generally good existing radial road links towards Leicester City Centre and the county boundary/market towns, however existing orbital links and connections to the strategic road network are poor.
 - More detailed work is required to identify the strategic transport infrastructure (public transport networks and road based) and site related transport infrastructure required to support this level of growth. This may lead to justification that a new orbital route is required but detailed work is needed first.
 - Scale of growth offers potential opportunity to delivery strategic transport infrastructure and a comprehensive approach (to infrastructure) is required to plan across boundaries and sites.
 - Engagement with promoters⁸⁶ highlighted the following items of strategic infrastructure that may be required within the wider corridor:
 - The development would sit alongside a new Junction 20a on the M1. Feasibility work, led by the promoters, is underway for the delivery of this junction, which would also serve the Whetstone Pastures development adjacent to the north, and there has been collaborative dialogue between the promoters of the two sites, plus Harborough and Blaby District Councils. The scale of development makes other infrastructure inevitable, including schools, utility supplies, waste and fresh water and other highways works.

Coventry–Hinckley-Leicester Corridor (M69)

6.48 The Coventry–Hinckley-Leicester Corridor (M69) includes the following Strategic Growth Options:

- 1b West of Stoney Stanton (Blaby)
- 1c Hinckley NRFI and Land North of the Railway (Blaby / Hinckley & Bosworth)
- 4d Hinckley North (Hinckley & Bosworth)
- 4f West of Dodwells, North of the A5 (Hinckley & Bosworth)

6.49 The Strategic Growth Options identified as suitable/potentially suitable in this corridor total 770 hectares and would have the capacity to deliver between 8,000 – 13,000 homes and 416 hectares of employment land.

6.50 There is likely to be additional pressure on road traffic from future growth on the A5 between the A42 at Tamworth and the M1 Motorway, with further sites including Magna Park and the proposed Hinckley SRFI. Potentially mitigated by A5 Corridor improvement scheme within RIS3 Pipeline (if funded/delivered). It should be noted that the A5 improvements around Hinckley are delayed, even

⁸⁶ N.B. the specific proposals and other points listed reflect the views expressed by the promoters alone and are not necessarily agreed or supported by the relevant authorities/infrastructure providers at this stage (subject to consideration through the Local Plan and/or development management processes as appropriate).

after a large amount of development in Nuneaton, Rugby, Hinckley West and Magna Park.

- 6.51 Improved linkages across this area would help improve access to jobs for deprived communities in Hinckley and Leicester. The existing rail corridors may offer potential for extensions and new garden villages to stitch into existing transport corridors. In particular, there is an opportunity in this location to achieve close co-dependent relationship with Hinckley. Hinckley is naturally a focus of this corridor as the largest settlement and new/improved links to and from Hinckley station (and Narborough station) will be important for all Strategic Growth Options in this vicinity.
- 6.52 From an environmental net gain perspective, a priority area for investment could be the Narborough / Croft / Cosby area, where there is extensive flood risk associated with the confluence of the Soar and two of its tributaries (upstream of Leicester), nearby Croft and Huncote Quarry SSSI. Development of 1b (Stoney Stanton) and 1c (Hinckley NRFI and Land North of the Railway) would impact Burbage Common and Woods. A future Biodiversity Net Gain calculation, Ecological Appraisal and Environmental Impact Assessment will need to address the ecological, biodiversity and potential pollution impacts.
- 6.53 If both 1b and 1c were brought forward, there would be significant effects on landscape character and potential for coalescence between several settlements without sensitive planning and commensurate delivery of green infrastructure to act as buffers between existing settlements and new growth.
- 6.54 The proposed Hinckley National Rail Freight Interchange is located in this growth area and will provide major employment opportunities in addition to expanding capacity for freight rail services between Coventry and Leicester.
- 6.55 Development of this cluster would require a step-change in primary care service provision and other social infrastructure over a number of years to address its cumulative pressure.
- 6.56 Applying the indicative figure of >12,000 homes would assume an unrealistically low amount of employment land in this broad location and would not represent a true reflection of the issues and constraints identified for employment-sites such as 1c.
- 6.57 Strategic Growth Options 4a and 4f share a functional relationship with both the Coventry-Hinckley-Leicester Corridor (M69) and the Tamworth-Nuneaton-Rugby Corridor (A5) corridors and should be considered together should both result in allocations in the future. Site 4f is adjacent to Hinckley and there would be potential to improve links to locations such as the railway station. Whereas 4a is in close proximity to Coventry-Hinckley-Leicester Corridor (M69) it is more detached due to the M69 and adjudged to have a closer functional relationship with the A5.
- 6.58 There are existing physical constraints along parts of the A5 corridor, including around Hinckley, which are likely to limit the scope for upgrade and thereby additional capacity for growth. These include: a low rail bridge between Birmingham – Leicester; sections of the existing A5 corridor that are heavily built up on both sides with limited scope to realign (e.g. Dodwells/Longshoot

junctions, through Grendon and Dordon); and strategic development on land adjacent to the existing A5, which potentially further limit opportunities for 'offline' improvements (e.g. SUE/strategic employment proposals just over the Warwickshire border in Nuneaton and Bedworth and Rugby Boroughs). In addition, the previously identified National Highways Road Investment Strategy (RIS) upgrade to the A5 between the Dodwells and Longshoot junctions has been withdrawn, with no identified replacement scheme.

6.59 Infrastructure modelling shows that the following social and green infrastructure would be required to support 8,000 homes (promoted homes capacity):

Figure 6.6 Social and Green Infrastructure Estimate (8,000 homes)

Coventry-Hinkley-Leicester Corridor (M69)

Site Location
E4200069 Leicestershire

HOUSING PROPOSALS

Total Housing Units	8,000

DEMOGRAPHIC IMPACTS

0-3	641
4-10	1,027
11-15	782
16-17	324
18-19	263
20-24	662
25-29	841
30-34	900
35-39	1,018
40-44	1,201
45-49	1,228
50-54	1,120
55-59	1,120
60-64	1,378
65-69	1,175
70-74	997
75+	2,151
Total Population	16,829

DETAILED INFRASTRUCTURE REQUIREMENTS

Education Facilities	
Early Year Places (FTU)	327
Early Year Facilities (50 Place Nurseries)	6.5
Primary School Children	2,400
Primary School Form Entries	11.4
Secondary School Children	1,336
Secondary School Form Entries	8.9
Sixth Form / College Pupils	130

Health and Social care Facilities	
General Practitioners	9
Primary Care Centre Floorspace (sq.m)	1,543
Dental Surgeons	10
Dental Surgery Floorspace (sq.m)	478
Hospital & Mental Healthcare Beds	40
Nursing Home Beds	97
Residential Care Beds	140
Extra Care Beds	54

Community and Civic	
Community Space (sq.m)	1,178
Library Space (sq.m)	505
Art & Cultural Space (sq.m)	841
Police Station	0.3
Fire Station	0.4
Ambulance Station	0.2

Indoor Sports	
Swimming pool Lanes	3.4
Swimming pools	0.8
Sports halls Courts	4.7
Sports halls	1.2
Indoor Bowls	1.2
Artificial 3G Pitch	0.5

Open Space and Recreation	
Outdoor Sports (ha.)	20.2
Natural Green Space (ha.)	38.7
Parks and Gardens (ha.)	11.8
Amenity Green Space (ha.)	11.9
Allotments (ha.)	5.9
Childrens Informal Playspace (ha.)	9.3
Childrens Formal Playspace (ha.)	4.2

6.60 The principal cumulative effects and opportunities related to this corridor are:

- The potential for joint delivery of infrastructure (including transport, utilities, social and green infrastructure) is relatively high in this location with all Strategic Growth Options being focussed in the south of the corridor with a close functional relationship with Hinckley.
- The potential economic benefits resulting from strategic growth in the corridor would help to reinforce this area's role in driving jobs and employment growth as a result of its favourable location to the SRN.
- Landscape impacts are noted for a number of the Strategic Growth Options and thus the cumulative impacts may justify the need for a joined up or common approach to mitigation. This could involve a Borough-wide approach to green infrastructure focussed on tying together the four Strategic Growth Options in the corridor under a common approach to landscape/green infrastructure design and delivery.

- Growth in this corridor is likely to have a particularly strong functional relationship with Hinckley e.g. for access to jobs and services.
- Benefits from generally good existing radial road links towards Leicester City Centre and the county boundary/market towns.
- More detailed work is required to identify the strategic transport infrastructure (public transport networks and road based) and site related transport infrastructure required to support this level of growth in and around Hinckley.
- Scale of growth offers potential opportunity to delivery strategic transport infrastructure and to adopt a comprehensive approach (to infrastructure) required to plan across sites in this corridor.
- The corridor is located in an area with medium to low levels of viability. The corridor includes 4 Strategic Growth Options in fairly close proximity to one another but the scale of growth should not generate a particularly pronounced market absorption risk. Public bodies cannot control the market but tools such as design codes and support in delivering strategic infrastructure can help to speed up delivery and reduce the homogeneity of housing products in a locality.
- Engagement with promoters⁸⁷ highlighted the following items of strategic infrastructure that may be required within the wider corridor:
 - The M69 Junction 2 south-facing slip roads. East/West Link Road, to avoid Stoney Stanton/Sapcote.
 - Reinforcements and upgrades to utilities commensurate to levels of growth (including Waste Water Package Treatment and primary substation).
 - Secondary school plus 2 or 3 primary schools and local centre(s). The Consortium have appointed a viability consultant at the outset to ensure high-level cost plan and viability is embedded into the emerging proposals and that any application/allocation will provide a deliverable scheme. Please note that the HNRFI DCO process may deliver the slip roads if consented.

Tamworth–Nuneaton–Rugby Corridor (A5)

6.61 The Tamworth–Nuneaton–Rugby Corridor (A5) includes the following Strategic Growth Options:

- 4a Soarbrook, South of Burbage (Hinckley & Bosworth)
- 4c Fenny Drayton (Hinckley & Bosworth)

6.62 The Strategic Growth Options identified as suitable/potentially suitable in this corridor total 368 hectares and would have the capacity to deliver between 5,000 – 7,000 homes and 68 hectares of employment land.

6.63 There is likely to be additional pressure on road traffic from future growth on the A5 between the A42 at Tamworth and the M1 Motorway, with further sites including Magna Park and the Hinckley SRFI. Potentially mitigated by A5

⁸⁷ N.B. the specific proposals and other points listed reflect the views expressed by the promoters alone and are not necessarily agreed or supported by the relevant authorities/infrastructure providers at this stage (subject to consideration through the Local Plan and/or development management processes as appropriate).

Corridor improvement scheme within RIS3 Pipeline (if funded/delivered). A strategic approach involving multiple sites within these locations could potentially help to secure funding for the A5 improvement corridor in the mid to long term. The south west of the study area includes a series of economic assets, including the MIRA Technology Park Enterprise Zone and the Magna Park Distribution Centre.

- 6.64 Strategic Growth Options 4a and 4f share a functional relationship with both the Coventry-Hinckley-Leicester Corridor (M69) and the Tamworth-Nuneaton-Rugby Corridor (A5) corridors and should be considered together should both result in allocations in the future. Site 4f is adjacent to Hinckley and there would be potential to improve links to locations such as the railway station. Whereas 4a is in close proximity to Coventry-Hinckley-Leicester Corridor (M69) it is more detached due to the M69 and adjudged to have a closer functional relationship with the A5.
- 6.65 There are existing physical constraints along parts of the A5 corridor, including around Hinckley, which are likely to limit the scope for upgrade and thereby additional capacity for growth. These include: a low rail bridge between Birmingham – Leicester; sections of the existing A5 corridor that are heavily built up on both sides with limited scope to realign (e.g. Dodwells/Longshoot junctions, through Grendon and Dordon); and strategic development on land adjacent to the existing A5, which potentially further limit opportunities for 'offline' improvements (e.g. SUE/strategic employment proposals just over the Warwickshire border in Nuneaton and Bedworth and Rugby Boroughs). In addition, the previously identified National Highways Road Investment Strategy (RIS) upgrade to the A5 between the Dodwells and Longshoot junctions has been withdrawn, with no identified replacement scheme.
- 6.66 Development of this corridor would require a step-change in primary care service provision and other social infrastructure over a number of years to address its cumulative pressure.
- 6.67 Infrastructure modelling shows that the following social and green infrastructure would be required to support 7,000 homes (indicative capacity):

Figure 6.7 Social and Green Infrastructure Estimate (7,000 homes)

Tamworth-Nuneaton-Rugby Corridor (A5)

Site Location
E4200069 Leicestershire

HOUSING PROPOSALS

Total Housing Units	7,000

DEMOGRAPHIC IMPACTS

0-3	560
4-10	899
11-15	604
16-17	263
18-19	230
20-24	579
25-29	735
30-34	787
35-39	891
40-44	1,051
45-49	1,075
50-54	980
55-59	980
60-64	1,206
65-69	1,029
70-74	873
75+	1,882
Total Population	14,725

DETAILED INFRASTRUCTURE REQUIREMENTS

Education Facilities	
Early Year Places (PTE)	286
Early Year Facilities (50 Place Nurseries)	5.7
Primary School Children	2,100
Primary School Form Entries	10.0
Secondary School Children	1,169
Secondary School Form Entries	7.8
Sixth Form / College Pupils	113

Health and Social care Facilities	
General Practitioners	8
Primary Care Centre Floorspace (sq.m)	1,350
Dental Surgeons	8
Dental Surgery Floorspace (sq.m)	418
Hospital & Mental Healthcare Beds	35
Nursing Home Beds	85
Residential Care Beds	122
Extra Care Beds	47

Community and Civic	
Community Space (sq.m)	1,091
Library Space (sq.m)	442
Art & Cultural Space (sq.m)	736
Police Station	0.3
Fire Station	0.3
Ambulance Station	0.1

Indoor Sports	
Swimming pool Lanes	2.9
Swimming pools	0.7
Sports halls Courts	4.1
Sports halls	1.0
Indoor Bowls	1.0
Artificial 3G Pitch	0.4

Open Space and Recreation	
Outdoor Sports (ha.)	17.7
Natural Green Space (ha.)	33.8
Parks and Gardens (ha.)	10.3
Amenity Green Space (ha.)	10.4
Allotments (ha.)	5.2
Childrens Informal Playspace (ha.)	8.1
Childrens Formal Playspace (ha.)	3.7

6.68 The principal cumulative effects and opportunities related to this corridor are:

- There is lower potential for joint delivery of infrastructure (including transport, utilities, social and green infrastructure) due to the distance between the two Strategic Growth Options. However, the corridor overlaps with the Coventry–Hinckley-Leicester Corridor (M69) and growth centred on Lutterworth. Similarly, when viewed as part of wider A5 corridor there is potential to implement a more strategic approach to transport improvements in the future two support these two options. In turn, this would support the sustainable growth in the nearby market towns and also help to reinforce the corridor's contribution to economic and job growth as a result of its good access to the SRN and established economic clusters.
- Growth in this cluster area is likely to have a particularly strong functional relationship with the growth identified for Hinckley and Lutterworth e.g. for access to jobs and services.
- Benefits from generally good orbital road links the county boundary/market towns and Tamworth-Nuneaton-Rugby.
- More detailed work is required to identify the strategic transport infrastructure (public transport networks and road based) and site related transport infrastructure required to support this level of growth.
- The location of the Strategic Growth Options offers potential opportunity to delivery strategic transport infrastructure and to implement a comprehensive approach (to infrastructure) required to plan across boundaries and sites (including beyond Leicestershire).

- The corridor is located in an area with medium levels of viability. The corridor includes 2 Strategic Growth Options which are a large distance apart to one another and the scale of growth should not generate a particularly pronounced market absorption risk. Public bodies cannot control the market but tools such as design codes and support in delivering strategic infrastructure can help to speed up delivery and reduce the homogeneity of housing products in a locality.
- Engagement with promoters⁸⁸ highlighted the following items of strategic infrastructure that may be required within the wider corridor:
 - National Grid Transmission cables are noted in the corridor adjacent to the M69 and 33KV cables are located extending through part of the site area. Both are likely to remain in place with suitable easements. All other infrastructure can be diverted as required and there are no constraints to development. F
 - Vehicular access will be achieved from the A5 and Lutterworth Road. Lutterworth Road will provide the spine to the development, with changes to the road alignment are proposed in order to integrate it into the development area and to avoid direct movements to and from Burbage.
 - The existing Lutterworth Road/A5 junction will be upgraded to a roundabout junction and access elsewhere to the A5 should also be sought. As part of access considerations and improvements to the network, the potential for the A5 to become an Expressway will also be explored with National Highways to understand the aspirations of the Road Investment Strategy.
 - Access to the A5 from Drayton Lane will need upgrading.

Birmingham-Nottingham HS2 Corridor (A42 / M42)

6.69 The Birmingham-Nottingham HS2 Corridor (A42 / M42) did not include any Strategic Growth Options that were judged to be suitable or potentially suitable in isolation, though the potential for employment-led growth through the Local Plan process is acknowledged. The cumulative effects and potential opportunities are discussed below to assist with non-strategic allocations that may come forward as part of Local Plans and applications.

6.70 The River Mease catchment area is in close proximity to this corridor and the effects of multiple developments could mean that additional works are required with regards to pollution control and sewerage pumping. The potential for pooled contributions towards additional projects could increase headroom further (pending further investigations). Without commensurate mitigation, significant growth in this location would be constrained, and this is reflected in the site assessments. There is a clear environmental net gain opportunity, given that this is a landscape strongly associated with the National Forest; however, hydrological connectivity to the River Mease SAC is a significant constraint.

⁸⁸ N.B. the specific proposals and other points listed reflect the views expressed by the promoters alone and are not necessarily agreed or supported by the relevant authorities/infrastructure providers at this stage (subject to consideration through the Local Plan and/or development management processes as appropriate).

- 6.71 River Mease SAC has been recently identified by Natural England since the writing of this report as one of the additional habitats sites in unfavourable condition due to excessive phosphorus. To enable development to proceed, a Habitats Regulation Assessment would be required and nutrient neutrality is identified as a potential solution. None of the SGOs identified falls within the catchment area but non-strategic growth within the catchment area would be constrained at present.
- 6.72 Strategic Growth Options 6e and 6f are directly on the current HS2 Phase 2b Eastern Leg preferred alignment, meaning that much of the site might be severed into smaller parcels with the overall developable area reduced.
- 6.73 In addition, strategic growth along this corridor would not be at a scale or in the right locations to support significant improvements in public transport, and it is likely that car based travel would dominate.
- 6.74 The sites involved would also likely have significant cumulative impacts on landscape and cultural heritage at Measham and Ashby De La Zouch.

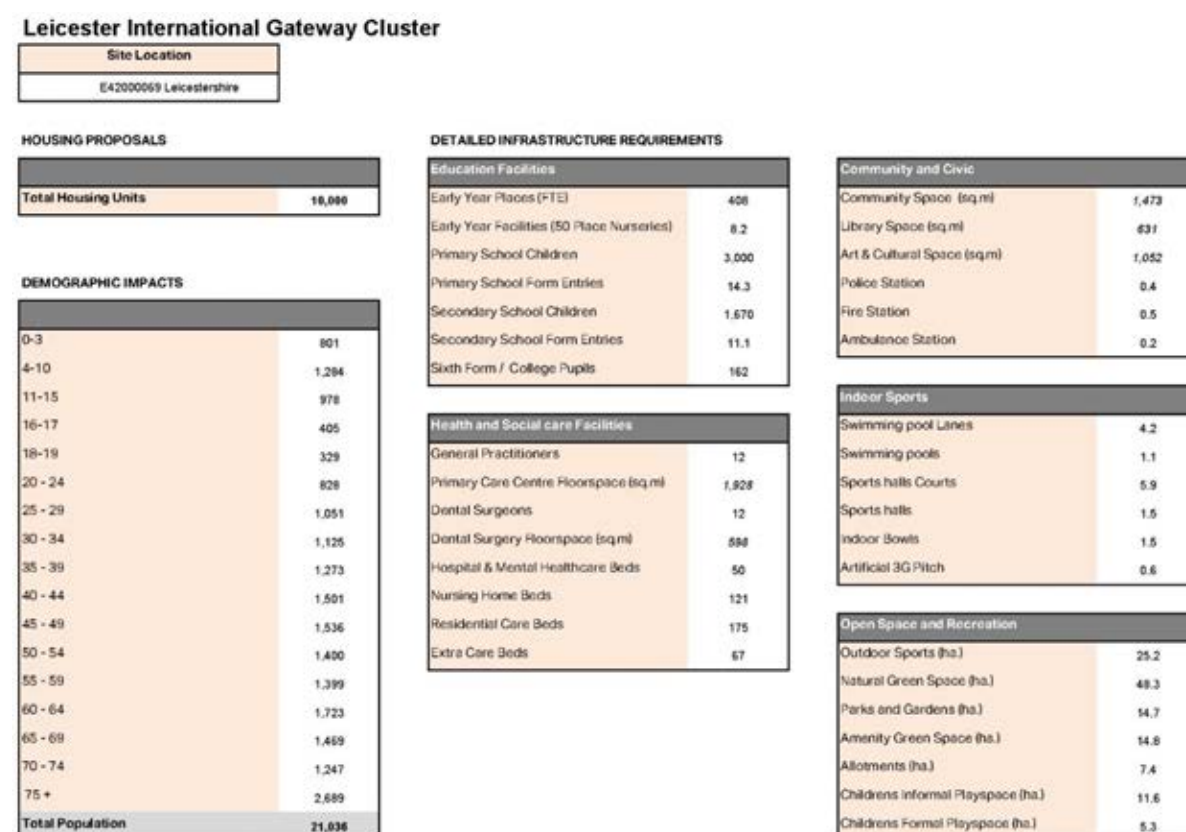
Leicestershire International Gateway Cluster

- 6.75 The Leicestershire International Gateway Cluster includes the following Strategic Growth Options:
- 6c Land North and South of Park Lane (North West Leicestershire)
 - 6d Land South of Isley Walton & East Midlands Airport (North West Leicestershire)
 - 6g Land South of EMA (North West Leicestershire)
 - 6h Land North of Shepshed (North West Leicestershire / Charnwood)
- 6.76 The Strategic Growth Options identified as suitable/potentially suitable in this cluster total 675 hectares and would have the capacity to deliver between 9,000 – 10,000 homes and 511 hectares of employment land.
- 6.77 There is the potential for further pressure from future growth on M1 Junction 24 following the Integrated Rail Plan proposals for HS2 at East Midlands Parkway and East Midlands Freeport proposals. It will be important to secure improvements to passenger transport networks between these destinations. There is potential in this location to explore mass rapid transit routes between Derby, Nottingham, Loughborough, Leicester, Coalville, Ashby-de-la-Zouch and the Leicestershire International Gateway, drawing upon growth at the strategic sites.
- 6.78 In addition, there are potential cumulative effects on biodiversity and green infrastructure connectivity. Where strategic sites sit within or between strategic corridors, there may be potential to secure enhanced linkages through net gain. Conversely, development could act as a severance, so on-site enhancement should be encouraged where possible. Growth near Shepshed could result in further pressure on ecology and green infrastructure along the Black Brook.
- 6.79 There are several employment focussed sites in this location which could cumulatively add up to a significant new economic growth linked to opportunities around the Airport, HS2 at East Midlands Parkway and growth

options being explored through the Leicestershire International Gateway and Greater Nottingham Planning Partnership⁸⁹.

6.80 Infrastructure modelling shows that the following social and green infrastructure would be required to support 10,000 homes (indicative capacity):

Figure 6.8 Social and Green Infrastructure Estimate (10,000 homes)



6.81 The principal cumulative effects and opportunities related to this cluster are:

- There is high potential for joint delivery of infrastructure (including transport, utilities, social and green infrastructure) within this cluster and beyond Leicestershire to support the regional growth aspirations centred on East Midlands Airport and the East Midland Hub. The Strategic Growth Options are in close proximity to one another which additionally lends itself well to joint delivery. There is a close functional relationship between the options in this cluster and the wider East Midlands Gateway and HS2. The cluster has a high level of potential to contribute to economic and jobs growth in the County.
- These close functional relationships in the cluster bring potential economic benefits resulting from strategic growth in the cluster.
- The noted environmental cumulative impacts (including noise impacts and biodiversity) will require the need for joined up or common mitigation measures across the cluster.
- The corridor is located in an area with medium to low levels of viability. The corridor includes 4 Strategic Growth Options in close proximity to one another and the scale of growth could generate a market absorption risk.

⁸⁹ Accessed at: <http://www.gnplan.org.uk/media/3332953/growth-options-study.pdf>

Public bodies cannot control the market but tools such as design codes and support in delivering strategic infrastructure can help to speed up delivery and reduce the homogeneity of housing products in a locality.

- The significant scale of employment growth (compared to other clusters and corridors).
- Existing passenger transport and active travel links into East Midlands Airport and the East Midlands Hub should be enhanced. More detailed work is required to identify the strategic transport infrastructure (public transport networks and road based) and site related transport infrastructure required to support this level of growth.
- The scale of economic growth in this cluster offers potential opportunity to delivery strategic transport infrastructure and implement a comprehensive approach (to infrastructure) required to plan across boundaries and sites.
- Engagement with promoters⁹⁰ highlighted the following items of strategic infrastructure that may be required within the wider corridor:
 - The new western relief road was built with significant spare capacity (33%) meaning that development can be brought forward without having to build new, or significantly enhance, highways infrastructure. Moreover, the relief road at the Park Lane roundabout will ensure that external vehicular demand has a direct route to the local principal roads without unduly impacting on the local road network. The location of some Strategic Growth Options between multiple urban centres is likely to result in rapid dispersion of traffic on the wider road network.
 - New infrastructure provision and / or investment is likely to be required, including a new primary electricity substation, capacity enhancements to Wastewater Treatment Works, education capacity, GP surgery provision and noise mitigation. Such constraints can be dealt with through on-site provision / mitigation or through financial contributions secured by a S106 Agreement or planning conditions.
 - Various infrastructure improvements will be required including: new schools, utility reinforcements, and off-site highway improvements.

Coalville-Leicester Corridor (A511/A50)

6.82 The Coalville-Leicester Corridor (A511/A50) includes the following Strategic Growth Options:

- 4e Groby, North of the A50
- 6b Land at Stephenson Way, Coalville (North West Leicestershire)

6.83 The Strategic Growth Options identified in this corridor total 149 hectares and would have the capacity to deliver approximately 1,000 – 1,500 homes and 59 hectares of employment land.

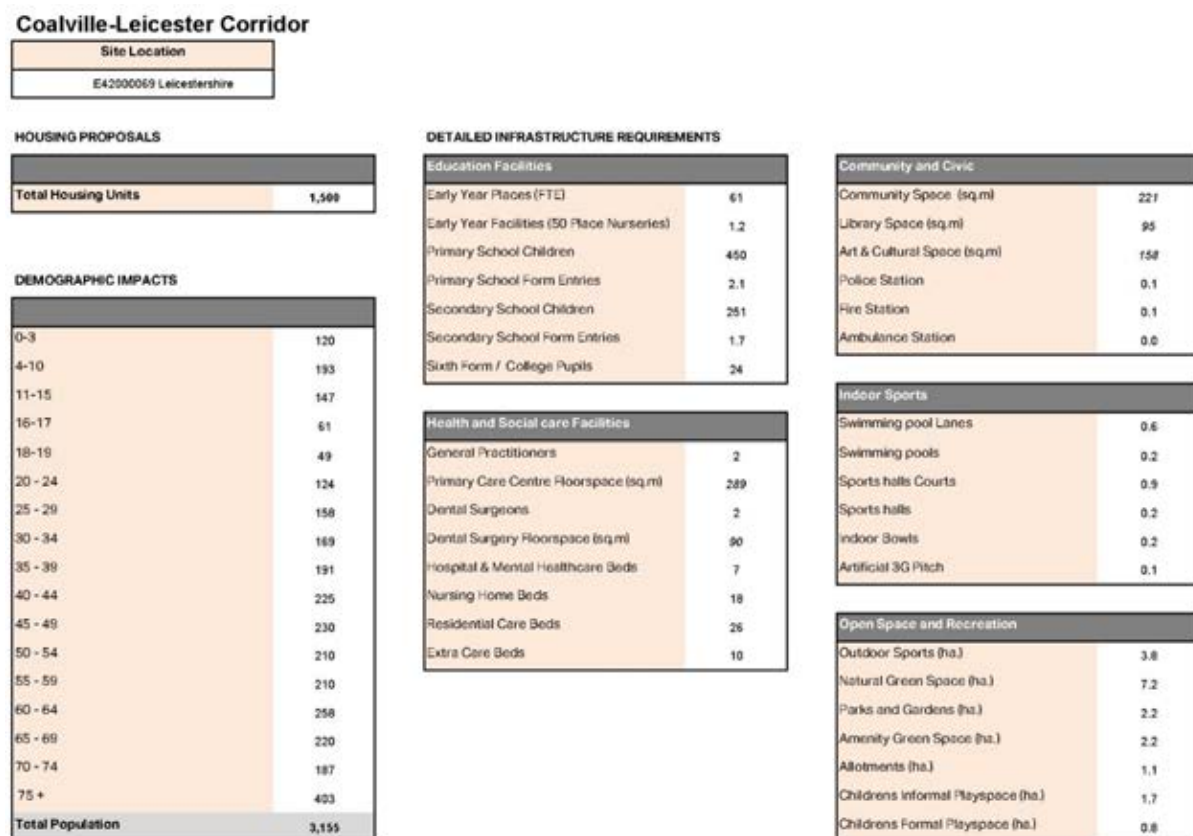
6.84 The Coalville to Leicester corridor also includes site 1e Land north of Glenfield but this was assessed as unsuitable for strategic-scale growth. However, all three locations could help to address pockets of deprivation identified in the

⁹⁰ N.B. the specific proposals and other points listed reflect the views expressed by the promoters alone and are not necessarily agreed or supported by the relevant authorities/infrastructure providers at this stage (subject to consideration through the Local Plan and/or development management processes as appropriate).

assessments whilst providing development in close proximity to Leicester and Coalville.

- 6.85 There is potential for rail (e.g. the reinstatement of the Leicester to Burton passenger rail services, although note this has no status currently) and road upgrades that may make this corridor a more sustainable location for growth up to 2050 (including the A511 Growth Corridor Scheme which was included in the government's recent 'Growth Plan' published by HM Treasury in September 2022).
- 6.86 From an environmental net gain perspective, it is important to note that this is a sensitive corridor associated with the raised land of the Charnwood Forest, with assets particularly clustered to the north of the road corridor. This suggests significant constraint, but also potentially opportunity associated with strategically targeted investment in woodland creation/enhancement.
- 6.87 Infrastructure modelling shows that the following social and green infrastructure would be required to support 1,500 homes (indicative capacity):

Figure 6.9 Social and Green Infrastructure Estimate (1,500 homes)



6.88 The principal cumulative effects and opportunities related to this corridor are:

- There is lower potential for joint delivery of infrastructure (including transport, utilities, social and green infrastructure) between the two Strategic Growth Options due them being residential-led and employment only sites respectively, in addition they are not in close proximity to each other.

- The principal potential benefit resulting from strategic growth in the cluster/corridor would be the ability to expand biodiversity and the extent of the National Forest as part of each site's requirement to provide biodiversity net gains.
- The location is adjudged to benefit from medium levels of viability and there is very little risk of market absorption issues impacting the residential-led scheme based on its relative distance to other residential-led schemes in neighbouring corridors and clusters (which are not close enough to be considered competitor sites).
- Growth in this cluster area is likely to have a particularly strong functional relationship with the Leicester Urban Area (LUA) and Coalville e.g. for access to jobs and services.
- Benefits from generally good existing radial road links towards Leicester City Centre and the county boundary/market towns.

Nottingham-Loughborough-Leicester Corridor (A6)

6.89 The Nottingham-Loughborough-Leicester Corridor (A6) includes the following Strategic Growth Options:

- 2b Cotes (Charnwood)
- 2e South of Sileby (Charnwood)

6.90 The Strategic Growth Options identified as suitable/potentially suitable in this corridor total 257 hectares and would have the capacity to deliver between 4,000 – 5,000 homes.

6.91 The A6 corridor north of Leicester, has the potential to benefit from existing transport links between Nottingham and Leicester. The Greater Nottingham Planning Partnership have also looked at a growth option that would in effect be a satellite to Loughborough north of this corridor beyond Leicestershire.

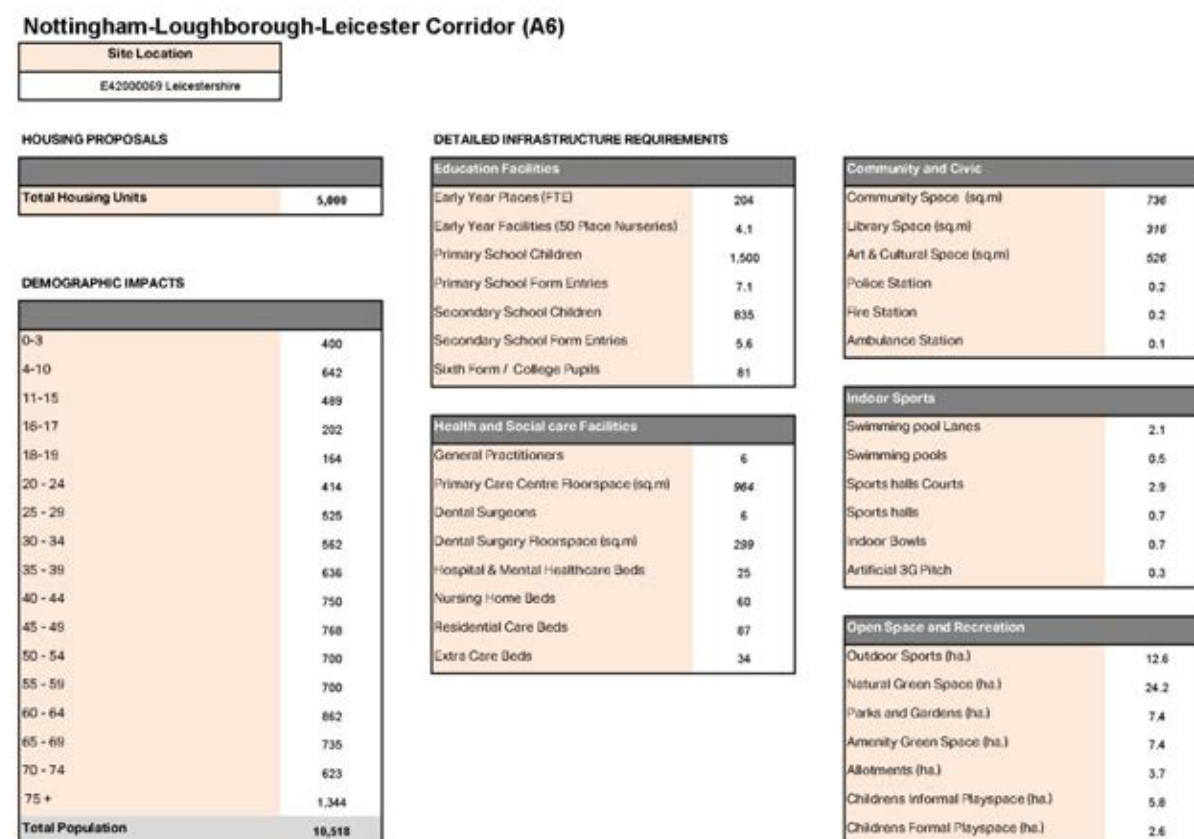
6.92 From an environmental net gain perspective, the road/rail corridor is strongly associated with the River Soar valley, along which there is an overall high density of priority habitat, but comprising highly fragmented patches, serving to suggest a habitat creation/enhancement opportunity. Much of the river valley here is already accessible, but there could nonetheless be an opportunity, including to the benefit of communities that experience a degree of relative deprivation. A further consideration is flood water attenuation for the benefit of communities that experience flood risk, notably at Quorn and north east Loughborough.

6.93 The critical mass for a standalone new garden villages/sustainable urban extensions with supporting social infrastructure is possible in this corridor. As individual sites, the opportunities are reduced. Development of this corridor would require a step-change in primary care service provision and other social infrastructure over a number of years address its cumulative pressure.

6.94 There is an opportunity in this corridor to contribute to improvements to the A46, which forms the "Trans-Midlands Trade Corridor" (Midlands Connect Transport Strategy Refresh, 2021), on an on-going basis although it is noted there are currently no specific schemes in the vicinity of the sites that have been identified.

6.95 Infrastructure modelling shows that the following social and green infrastructure would be required to support 5,000 homes (indicative capacity):

Figure 6.10 Social and Green Infrastructure Estimate (5,000 homes)



6.96 The principal cumulative effects and opportunities related to this corridor are:

- The potential for joint delivery of infrastructure (including transport, utilities, social and green infrastructure) between the two Strategic Growth Options is lower due to their scale and distance.
- The principal potential benefits resulting from strategic growth in the corridor is the ability for new garden villages/sustainable urban extensions to utilise the existing transport networks and at the same time contribute to environmental net gains within the river valley.
- Growth in this cluster area is likely to have a particularly strong functional relationship with the Leicester Urban Area (LUA) and Loughborough e.g. for access to jobs and services.
- Benefits from generally good existing radial links towards Leicester City Centre, Nottingham and the county boundary/market towns.
- The location is adjudged to benefit from medium levels of viability and there is a low risk of market absorption issues impacting the residential-led schemes bin the corridor (which are not close enough to be considered competitor sites).

- Engagement with promoters⁹¹ highlighted the following items of strategic infrastructure that may be required within the wider corridor:
 - Access (South of Sileby) via the roundabout on Syston Road / A607. There will be a requirement to introduce an additional ‘arm’ from this roundabout, into the site and beyond to the north.

North of Leicester Corridor (A46)

6.97 The North of Leicester A46 Corridor (A46) includes the following Strategic Growth Options:

- 2a Burton on the Wolds & Wymeswold (Charnwood)
- 2c Seagrave (Charnwood)
- 5c Six Hills (Melton)

6.98 The Strategic Growth Options identified as suitable/potentially suitable in this corridor total 724 hectares and would have the capacity to deliver between 7,000 – 13,000 homes and ancillary employment land.

6.99 The A46 corridor north of Leicester, at the intersection of the A46 and A6006, includes several sites adjacent to one another that could combine to provide a new autonomous/co-dependent settlement north of the City. There are also opportunities in this corridor for extensions to the Leicester built up area adjacent to Syston and Sileby.

6.100 There is an opportunity in this corridor to contribute to improvements to the A46, which forms the “Trans-Midlands Trade Corridor” (Midlands Connect Transport Strategy Refresh, 2021), on an on-going basis although it is noted there are currently no specific schemes in the vicinity of the sites that have been identified. In addition, there is the potential to support east–west bus route enhancement between Loughborough and Melton as this becomes more viable with the scale of development and potential increases to bus patronage. The potential cumulative traffic impacts from growth in the A46 Corridor could be mitigated via A46 Corridor improvements. There is also a need for passenger transport links to Nottingham which are likely to be equally important to the sustainable functioning of a new settlement in the Six Hills area, which would be strategically positioned between Nottingham and Leicester.

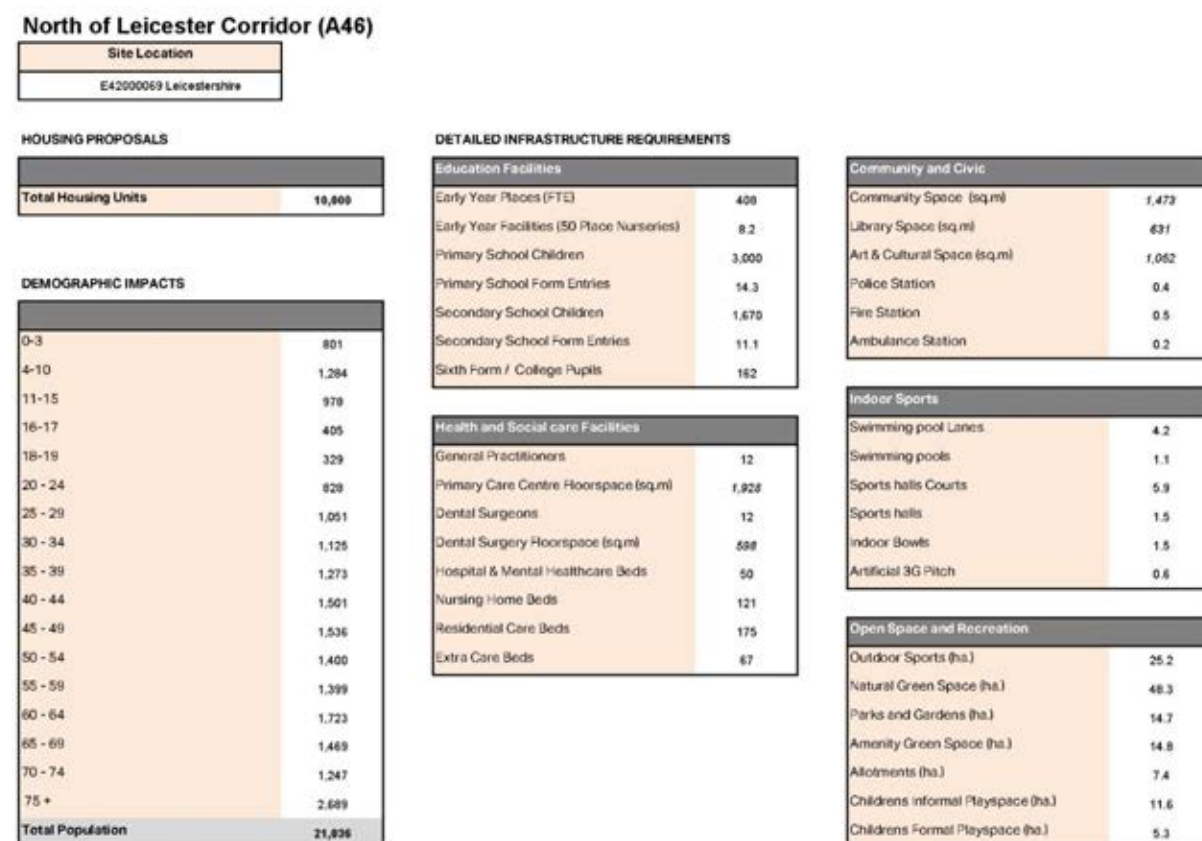
6.101 From an environmental net gains perspective, the southern portion of these Strategic Growth Options drain south towards the River Wreake. There is an opportunity to include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities further south in the corridor adjacent to the built up area of Leicester.

6.102 The critical mass for a standalone new autonomous settlement with supporting social infrastructure is possible in this corridor. As individual sites, the opportunities are reduced. Development of this corridor would require a major step-change in primary care service provision and other social infrastructure over a number of years address its cumulative pressure.

⁹¹ N.B. the specific proposals and other points listed reflect the views expressed by the promoters alone and are not necessarily agreed or supported by the relevant authorities/infrastructure providers at this stage (subject to consideration through the Local Plan and/or development management processes as appropriate).

6.103 Infrastructure modelling shows that the following social and green infrastructure would be required to support 10,000 homes (indicative capacity):

Figure 6.11 Social and Green Infrastructure Estimate (10,000 homes)



6.104 The principal cumulative effects and opportunities related to this corridor are:

- There is high potential for joint delivery of infrastructure (including transport, utilities, social and green infrastructure) in the Six Hills area.
- The main potential benefit resulting from strategic growth in the corridor would be to leverage the opportunity for a new autonomous/co-dependent new settlement. This would help to provide joined up approach to mitigation to improve flooding downstream impacting the LUA and also transport improvements to encourage more sustainable modes between a new settlement and Leicester and Nottingham.
- The scale of growth offers potential opportunity to delivery strategic transport infrastructure. A comprehensive approach (to infrastructure) required to plan across boundaries and sites. Corridor-wide Infrastructure Delivery Plans and innovative approaches may be required (e.g. delivery via a public-private Joint Venture or development corporation, rolling infrastructure fund etc.)
- Growth in this cluster area is likely to have a particularly strong functional relationship with the Leicester Urban Area (LUA) and Nottingham lying almost equidistant between the two Cities e.g. for access to jobs and services.
- Benefits from generally good existing radial road links towards Leicester City Centre and the county boundary/market towns and Nottingham.

- More detailed work is required to identify the strategic transport infrastructure (public transport networks and road based) and site related transport infrastructure required to support this level of growth.
- Scale of growth offers potential opportunity to delivery strategic transport infrastructure and to implement a comprehensive approach (to infrastructure) required to plan across sites.
- The location is adjudged to benefit from medium levels of viability and there is a low risk of market absorption issues impacting the residential-led schemes bin the corridor (which are not close enough to be considered competitor sites).
- Engagement with promoters⁹² highlighted the following items of strategic infrastructure that may be required within the wider corridor:
 - Six Hills Garden Village will be supported by significant on-site infrastructure including primary schools, healthcare facilities and highways improvements.

Melton Mowbray Cluster

6.105 The Melton Mowbray Cluster is formed of the following Strategic Growth Options (all within Melton):

- 5a Melton Mowbray East
- 5b Melton Airfield
- 5d Land off St Bartholomew's Way, Welby

6.106 The Strategic Growth Options identified as suitable/potentially suitable in this cluster total 379 hectares and would have the capacity to deliver between 4,000 – 7,000 homes.

6.107 Melton Mowbray includes a number of potential urban extensions and garden villages opportunities focussed on the town, consistent with the settlement's position in the study area's settlement hierarchy as one of the largest towns in Leicestershire. These options should be considered in combination in terms of strategic infrastructure delivery and a common mitigation plan.

6.108 From a transport perspective, this includes a Melton Mowbray Distributor Road around the perimeter of Melton Mowbray (as outlined in the 2021 Interim Transport Strategy). This is designed to accommodate already planned growth, as opposed to possible further/longer-term growth. Correspondingly, additional strategic transport investment may be needed in this area to accommodate such longer-term growth.

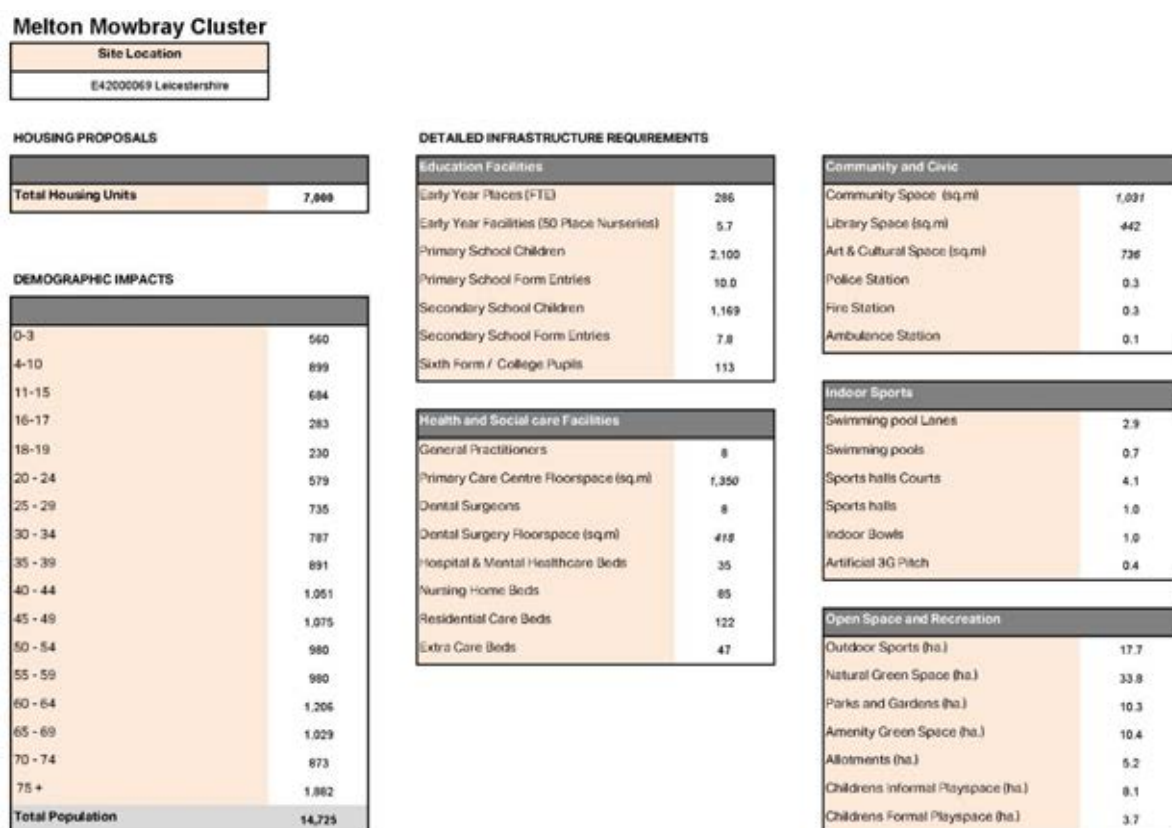
6.109 From an environmental net gain perspective, the road/rail corridor is strongly associated with the River Wreake, along with its associated network of priority habitat, historic villages and long distance footpaths. This indicates that growth in this location should maintain and enhance the existing character.

⁹² N.B. the specific proposals and other points listed reflect the views expressed by the promoters alone and are not necessarily agreed or supported by the relevant authorities/infrastructure providers at this stage (subject to consideration through the Local Plan and/or development management processes as appropriate).

6.110 Development of this cluster would require a step-change in primary care service provision and other social infrastructure over a number of years to address its cumulative pressure.

6.111 Infrastructure modelling shows that the following social and green infrastructure would be required to support 7,000 homes (indicative capacity):

Figure 6.12 Social and Green Infrastructure Estimate (7,000 homes)



6.112 The principal cumulative effects and opportunities related to this cluster are:

- There is high potential for joint delivery of infrastructure (including transport, utilities, social and green infrastructure) and equalisation opportunities among the Strategic Growth Options in this cluster.
- The principal benefit to concentrating growth in this cluster would be to help bring forward commensurate upgrades to the highway network and sustainable modes of transport.
- The strategic sites in this cluster are likely to generate significant traffic impacts, both individually and cumulatively.
- Growth in this cluster area is likely to have a particularly strong functional relationship with the existing settlement e.g. for access to jobs and services.
- Benefits from generally good existing radial road links towards Leicester City Centre.
- More detailed work is required to identify the strategic transport infrastructure (public transport networks and road based) and site related transport infrastructure required to support this level of growth.

- Scale of growth and close proximity of the sites in and around Melton Mowbray offers potential opportunity to delivery strategic transport infrastructure and environmental net gains focussed on the River Wreake catchment.
- A comprehensive approach (to infrastructure) is required to plan across the 3 sites.
- Engagement with promoters⁹³ highlighted the following items of strategic infrastructure that may be required within the wider corridor:
 - All sites in Melton Mowbray, including current allocations are dependent on the Melton Mowbray Distributor Road being built. T
 - Sites to the south are dependent on the MMDRNE being constructed and the southern link being fully funded. At present the only funding secured is £18m from Homes England via the Housing Infrastructure Fund.
 - Funding is also required to provide 2 new primary schools and a new secondary school. These costs cannot be borne by the private sector alone.
 - Development of Melton Airfield relates to the MMDR and the Melton South Sustainable Neighbourhood. The Airfield site can be served from the MMDRS and make a contribution to the construction of the road and schools. Development on the airfield would also provide a logical extension of the MSSN currently allocated in the local plan.

Nottingham-Grantham Corridor (A52)

6.113 The Nottingham-Grantham Corridor (A52) includes the following Strategic Growth Option:

- 5f Normanton (Melton)

6.114 The Strategic Growth Option identified in this corridor totals 123 hectares and would have the capacity to deliver approximately 2,000 homes.

6.115 The Strategic Growth Option within this corridor is more Nottingham and Grantham focussed based on its location along the rail corridor. This option may align well with similar growth options assessed along this rail corridor by the Greater Nottingham Growth Partnership.

6.116 From an environmental net gain perspective, there is a close association between the road corridor and the Vale of Belvoir, which is quite low sensitivity from a biodiversity perspective, but nonetheless a recognised character area and also associated with extensive flood risk, including in the vicinity of Bottesford. Flood risk zones could be utilised as a means of providing a spatial framework for growth.

6.117 Infrastructure modelling shows that the following social and green infrastructure would be required to support 2,000 homes (indicative capacity):

⁹³ N.B. the specific proposals and other points listed reflect the views expressed by the promoters alone and are not necessarily agreed or supported by the relevant authorities/infrastructure providers at this stage (subject to consideration through the Local Plan and/or development management processes as appropriate).

Figure 6.13 Social and Green Infrastructure Estimate (2,000 homes)

Nottingham-Grantham Corridor (A52)

Site Location
E4200069 Leicestershire

HOUSING PROPOSALS

Total Housing Units
2,000

DEMOGRAPHIC IMPACTS

Age Group	Population
0-3	160
4-10	257
11-15	196
16-17	81
18-19	66
20 - 24	166
25 - 29	210
30 - 34	225
35 - 39	255
40 - 44	300
45 - 49	307
50 - 54	280
55 - 59	260
60 - 64	345
65 - 69	294
70 - 74	349
75 +	538
Total Population	4,287

DETAILED INFRASTRUCTURE REQUIREMENTS

Education Facilities	Requirement
Early Year Places (FTG)	82
Early Year Facilities (50 Place Nurseries)	1.6
Primary School Children	600
Primary School Form Entries	2.9
Secondary School Children	334
Secondary School Form Entries	2.2
Sixth Form / College Pupils	32

Health and Social care Facilities	Requirement
General Practitioners	2
Primary Care Centre Floorspace (sqm)	388
Dental Surgeons	2
Dental Surgery Floorspace (sqm)	120
Hospital & Mental Healthcare Beds	10
Nursing Home Beds	24
Residential Care Beds	35
Extra Care Beds	13

Community and Civic	Requirement
Community Space (sqm)	295
Library Space (sqm)	126
Art & Cultural Space (sqm)	210
Police Station	0.1
Fire Station	0.1
Ambulance Station	0.0

Indoor Sports	Requirement
Swimming pool Lines	0.8
Swimming pools	0.2
Sports halls Courts	1.2
Sports halls	0.3
Indoor Bowls	0.3
Artificial 3G Pitch	0.1

Open Space and Recreation	Requirement
Outdoor Sports (ha.)	5.0
Natural Green Space (ha.)	9.7
Parks and Gardens (ha.)	2.9
Amenity Green Space (ha.)	3.0
Allotments (ha.)	1.5
Childrens Informal Playspace (ha.)	2.3
Childrens Formal Playspace (ha.)	1.1

6.118 The principal cumulative effects and opportunities related to this corridor are:

- The principal potential benefit of this site from strategic growth in the corridor is that it is more Nottinghamshire facing and would offer potential to meet local housing needs but leveraging its close functional relationship with Nottingham and its satellite towns to the east of Nottingham and west of Grantham.
- The site in this corridor is unlikely to generate significant traffic impacts, both individually and cumulatively.
- Growth in this cluster area is likely to have a particularly strong functional relationship with Nottingham e.g. for access to jobs and services.
- Benefits from generally good existing links towards Nottingham and Grantham.
- The scale of growth offers lower potential opportunity to delivery strategic transport infrastructure and unlikely to require a comprehensive approach (to infrastructure) to deliver the site.

Deliverability findings

6.119 Recommendations made by HDH Planning and Development Ltd, following an analysis of the high-level viability testing (Appendix B), highlighted the following considerations to take forward into the next phase of plan making:

- a) Careful attention is made to the costs of strategic infrastructure and mitigation costs and how these relates to particular sites. Where Strategic Growth Options are located in lower value areas, a cautious approach is taken with regard to assumptions around deliverability (Appendix B identifies those locations where viability is comparatively more challenging within the study area).
- b) That the Strategic Growth Options are considered in the round and a flexible approach is taken with regard to the affordable housing and other policy requirements – perhaps under a master planning process as envisaged under the updated NPPF. The viability analysis within Appendix B is based on high-level appraisals for a specific form of development. In some instances the results suggest that a flexible approach to affordable housing may be needed for some of the typologies tested. Strategic Growth Options, by their nature, will require strategic infrastructure in order to open sites and enable new development to come forward. These site specific factors are distinct from non-strategic sites and so the viability results should not be used to draw any conclusions on the deliverability of extant or emerging district-wide affordable housing targets. Each district/borough's Local Plan will need to independently assess the viability implications of new policies and all forms development (not limited to Strategic Growth Options only).
- c) That consideration is given to ways that value may be enhanced through design, such as Garden Town principles (see Table 73).
- d) That a cautious approach is taken towards the requirements for open space as greater net developable areas do result in enhanced values over the whole sites.
- e) That the Councils engage early with the landowners and site promoters and only take sites forward where the site owners are willing to engage proactively and work towards the delivery of the sites.
- f) That external sources of funding are explored, for example HIF, to enable the most challenging sites⁹⁴ (from an economic viability perspective) to be delivered e.g. the largest autonomous typology for growth that would require significant upfront strategic infrastructure. This can be a lengthy process and should be started early. Developers can contribute to the delivery of big-ticket items like new junctions through the collection of Community Infrastructure Levy. Front loaded infrastructure equalisation discussions with site promoters is recommended where allocations are predicated on the delivery of strategic infrastructure to open up the site(s). Boundary blind infrastructure delivery plans may be required for the largest clusters and growth points within the identified corridors.
- g) That a cautious approach is taken to linking the delivery of employment space to residential development as to do so could adversely impact on delivery overall.

⁹⁴ Sites with the most challenging viability include: 4a, 4b, 4c, 4d, 6b, 6c, 6d, 6e, 6h

6.120 The viability appraisals prepared to support this report do not model off-site strategic infrastructure required to service any of the Strategic Growth Options e.g. new junctions or bridges, waste water treatment works reinforcements or new bulk supply points. Instead the appraisals test the relative viability of typologies based on the overriding values in the study area and assuming supporting infrastructure would be available to connect into. It is assumed that any strategic infrastructure required to support County-wide and District-wide growth would be subject to funding applications with Central Government (in addition to the collection of planning obligations and CIL monies from individual schemes as they come forward). Therefore, the high-level viability results help to identify those locations where the viability is likely to be more challenging subject to further feasibility testing and detailed cost planning exercises that will naturally accompany any detailed land promotion activities and future plan making (incorporating whole plan/CIL viability testing and the development of detailed Infrastructure Delivery Plans in support of Local Plans).

7. Conclusions and next steps

- 7.1 The study has assessed land in excess of what is likely to be required to meet local needs within Leicestershire up to 2050 and meet Leicester City's unmet needs. For example, work on the Housing and Economic Needs Assessment and Statement of Common Ground covering the period to 2036 has identified a residual homes requirement of approximately 18,700 homes. This study's findings present potential locations for growth that can be considered further as part of the development of the constituent Local Plans and on-going joint working on cross-boundary strategic matters as part of the SGP. This report sets the framework for the choices and the options that can be made at the strategic scale.
- 7.2 It is not feasible to focus all growth on Leicester City alone. The towns and villages will also need to accommodate a share of future growth. Sites close to the 1,000 home strategic site threshold, where isolated, won't offer the greatest opportunities for modal shift or infrastructure funding. The 1,000 dwelling threshold was selected due to the level of social infrastructure that can be delivered at this scale – any smaller and it would be challenging to provide facilities such as a primary school. However, any strategic sites (even the smaller urban extension and co-dependent options) should be able to demonstrate a level of self-containment that would reduce car-borne transport.
- 7.3 Consideration should also be given to the provision of local everyday destinations within developments for all locations deemed suitable and potentially suitable, including the provision of schools, shops and community facilities, thus minimising the need for off-site trips. As well as the national design guide and design code guidance prepared by government, The Transport for New Homes Charter and Checklist⁹⁵ and Building for a Healthy Life⁹⁶ toolkit should be utilised when testing draft allocation locations and the possible layout of new home developments. A revision to the Manual for Streets is also underway and this should be considered by promoters and landowners when drawing up concept plans, design codes, masterplan and/or vision documents. Residents should be able to walk to a primary school, equally larger settlements will have more scope to collocate employment with social infrastructure. That is not to say all smaller options may be less sustainable. The design and layout of developments is also important and should be carefully considered in terms of the site-specific characteristics of the identified locations, to ensure that active and sustainable journeys within the site to local destinations are more direct and convenient than motorised journeys. This may be impacted by matters such as topography and severance.
- 7.4 If new communities are nearby to larger centres or settlements and benefit from an umbilical/co-dependent relationship, with good transport connections between them, then this can be in their favour. As a rule, less dispersed growth locations can help to concentrate investment in infrastructure into areas with a critical mass of new development i.e. the more self-contained typologies (autonomous, co-dependent and the larger urban extensions and garden villages delivering closer to 5,000 homes as opposed to those that may deliver 1,000 and may not be able to justify facilities such as a secondary school).

⁹⁵ <https://www.transportfornewhomes.org.uk/the-project/checklist-for-new-housing-developments/>

⁹⁶ https://www.udg.org.uk/sites/default/files/publications/files/14JULY20%20BFL%202020%20Brochure_3.pdf

Public transport is changing in terms of delivery and may move away from services on fixed routes in the future. Whilst the form and delivery of public transport might evolve, a greater concentration of development at a strategic scale in a limited number of locations will help to generate sufficient density and drive public transport patronage.

- 7.5 If the scale of development is too small it may not be capable of supporting new stand-alone public transport services, or the infrastructure improvements required to support the more ambitious options. For example, cycle provision, because of the distance of development to the City Centre or other key destinations, requires significant off-site reinforcement providing attractive routes and this requires strategically planned investment for segregated off-road routes, which can be too much for a single development to viably support. It is recognised that adequate cycling infrastructure is essential to encourage mode shift. This will require significant investment and can be difficult to achieve without sufficient economies of scale. New settlements will need to encourage residents and workers to travel by means other than by car.
- 7.6 A critical mass of development is therefore required in order to provide something different and visionary or there is a risk that more dispersed development, poorly served by public transport and active modes, will not accrue the same benefits.
- 7.7 The smart city concept describes the use of data and technology to improve the performance of infrastructure networks and create more liveable urban areas. 'Smart' interventions that leverage technology and improve the efficiency and effectiveness of public and private services (including transport) is an opportunity area that should be kept under review. For example, Demand Responsive Transport (DRT), services which can alter their routes each journey based on particular transport demand without using a fixed route or timetabled journeys. Technology related to the effective data capture, analysis and interpretation to enable solutions, typically technological interventions, associated with sensors, geospatial data, live links and resident access and interactivity with data portals, which drive efficiency and behaviour change e.g. on demand travel via alternative forms of connectivity and mobility that seek to increase permeability and harness new technology (such as autonomous vehicles, new forms of mass rapid transit etc.)
- 7.8 Strategic Growth Options should aim to align with good growth and garden city principles. Good growth⁹⁷ means building more inclusive communities and inviting places to live, work and visit. This will help improve the health and wellbeing for all residents (and future residents) of Leicestershire. The below good growth principles, adapted from the Greater London Authority resources, provide a helpful checklist:
- plans for a balanced mix of young and old, of people from different cultures and backgrounds, of housing tenures and workplaces.
 - supports and enriches public and civic spaces along with the streets and routes that connect them. It takes a contextual approach. This allows for vitality and change whilst sustaining and strengthening the character of existing settlements and neighbourhoods.
 - allows residents to benefit from living actively. It uses the Healthy Streets/Healthy Towns approach to reduce car dependency and enable

⁹⁷ Accessed at: <https://www.london.gov.uk/what-we-do/regeneration/advice-and-guidance/about-good-growth-design>

people to walk, cycle and use public transport instead. Health Impact Assessments (HIA)⁹⁸ may be used to assess the growth options' potential development impacts on the mental, physical and social health of communities.

- helps the communities to work more efficiently by reducing car dominance. This helps make the best use of public space and ensures that essential freight traffic can help Leicestershire's businesses to thrive.
- prioritises higher density (where appropriate), mixed-use developments to create compact walkable neighbourhoods in which communities are well connected. It means people do not have to depend on cars to get around and ensures the best use is made of scarce land.
- is a partnership between the public and private sector. It takes a long-term approach to investment to yield the wider benefits of change.
- ensures that Leicestershire remains resilient to the changing climate and is green and healthy. It means clean air, easy access to green space, more efficient buildings supplied by cleaner energy, and a move towards zero emission transport.
- enables everyone to fulfil their potential, by providing inclusive access to transport and other public services. It ensures that all communities see the benefits of growth and enables broader public participation in how the city changes.

7.9 Implementation, or adaptation, of the Town and Country Planning Association's Garden City Principles and Government's Garden Communities Prospectus⁹⁹ and toolkit¹⁰⁰ would help in the aim to deliver sustainable new communities. The TCPA state that: *'Garden City Principles are a distillation of the key elements that have made the Garden City model of development so successful, articulated for a 21st century context. Taken together, the principles form an indivisible and interlocking framework for the delivery of high-quality places.'*¹⁰¹ The key extracts are set out below for reference and further consideration. Principles such as these could be agreed and transposed into a future vision and/or strategy document with inputs and further engagement with the local stakeholders, businesses and residents.

7.10 Table 70 (below) summarises the key extracts from these sources:

Table 70 Garden City Principles (source: TCPA, DLUHC)

Garden Communities Prospectus	TCPA Principles
a. Clear identity – a distinctive local identity as a new garden community, including at its heart an attractive and functioning centre and public realm.	Land value capture for the benefit of the community

⁹⁸ Guidance on Health Impact Assessment: [https://www.healthyplacemaking.co.uk/health-impact-assessment/#:~:text=A%20Health%20Impact%20Assessment%20\(HIA,Joint%20Health%20and%20Wellbeing%20Strategy.](https://www.healthyplacemaking.co.uk/health-impact-assessment/#:~:text=A%20Health%20Impact%20Assessment%20(HIA,Joint%20Health%20and%20Wellbeing%20Strategy.)

⁹⁹ Accessed at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/805688/Garden_Communities_Prospectus.pdf

¹⁰⁰ Accessed at: <https://www.gov.uk/guidance/garden-communities>

¹⁰¹ Accessed at: <https://www.tcpa.org.uk/garden-city-principles>

Garden Communities Prospectus

TCPA Principles

b. Sustainable scale – built at a scale which supports the necessary infrastructure to allow the community to function self-sufficiently on a day to day basis, with the capacity for future growth to meet the evolving housing and economic needs of the local area.	A wide range of local jobs in the Garden City within easy commuting distance of homes
c. Well-designed places – with vibrant mixed use communities that support a range of local employment types and premises, retail opportunities, recreational and community facilities.	Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food
d. Great homes – offer a wide range of high quality, distinctive homes. This includes affordable housing and a mix of tenures for all stages of life.	Mixed-tenure homes and housing types that are genuinely affordable
e. Strong local vision and engagement – designed and executed with the engagement and involvement of the existing local community, and future residents and businesses. This should include consideration of how the natural and historic environment of the local area is reflected and respected.	Strong vision, leadership and community engagement
f. Transport –integrated, forward looking and accessible transport options that support economic prosperity and wellbeing for residents. This should include promotion of public transport, walking, and cycling so that settlements are easy to navigate, and facilitate simple and sustainable access to jobs, education, and services.	Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport
g. Healthy places – designed to provide the choices and chances for all to live a healthy life, through taking a whole systems approach to key local health & wellbeing priorities and strategies.	Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods
h. Green space – generous, accessible, and good quality green and blue infrastructure that promotes health, wellbeing, and quality of life, and considers opportunities to deliver environmental gains such as biodiversity net gain and enhancements to natural capital.	Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience
i. Legacy and stewardship arrangements – should be in place for the care of community assets, infrastructure and public realm, for the benefit of the whole community.	Community ownership of land and long-term stewardship of assets

j. Future proofed – designed to be resilient places that allow for changing demographics, future growth, and the impacts of climate change including flood risk and water availability, with durable landscape and building design planned for generations to come. This should include anticipation of the opportunities presented by technological change such as driverless cars and renewable energy measures.

7.11 With growth studies of this nature it is important not to simply focus on the ‘path of least resistance’ or locations with, cumulatively, the fewest constraints. The principles above provide a framework for how good growth can come forward utilising the SGP and next generation of Local Plans. The Local Plans will need to consider the disbenefits associated with the incremental spread of development where it is not comprehensively planned or may not benefit from targeted and sufficient primary infrastructure investment, particularly insofar as this relates to extensions of public transport provision or the potential to improve capacity on the transport network.

7.12 The Local Plans will need to set out what scale of growth will be permitted and the infrastructure items required to service that level of growth. If the scale is inadequate and results in incremental piecemeal growth, then the infrastructure will not come forward effectively.

7.13 The relevant strategic and local highways and transport authorities (including but not necessarily limited to: National Highways, Leicestershire County Council, Leicester City Council and neighbouring LHAs) will have an important role to play, for example, to judge whether there is a satisfactory means of access for any new growth locations and whether the proposed infrastructure is adequate, as well as to facilitate new supporting infrastructure for individual and combinations of sites. Currently, the NPPF test in relation to highways is whether or not any one single development would result in an unacceptable impact on highway safety and if the residual cumulative impacts on the road network would be severe. It is harder to assess the incremental effects on this basis. This study includes a transport baseline section and analysis of existing available transport evidence in relation to the identified Strategic Growth Options, clusters and corridors. The Strategic Transport Assessment will supplement the high-level assessments of this study and include new primary evidence collection.

7.14 Strategic growth in clusters or a corridor can potentially bring transport benefits from a transport perspective, including:

- Improved connectivity: the development of strategic transport corridors or growth clusters can lead to better transport links, which can improve connectivity;
- Reduced congestion: By creating new transport links, or improving existing ones, strategic growth can help to alleviate congestion on key corridors, which can improve journey times and reduce costs;
- Opportunities to encourage modal shift to sustainable modes of transport;

- Opportunities to improve safety and address any existing highway safety problems that may exist;
 - Increased economic activity.
- 7.15 Other relevant strategic and local infrastructure authorities and providers are also key to facilitating the planning and delivery of supporting infrastructure for individual and combinations of sites.
- 7.16 The South and East of Leicester Cluster (including Farmcare Stoughton/Stretton Hall), Whetstone Pastures and Whetstone Pastures Plus (within the Lutterworth-Leicester Corridor), the Leicester International Gateway Cluster and the three sites centred on Six Hills (within the North of Leicester Corridor) present the most significant opportunities to concentrate investment and growth into comprehensively planned new strategic growth locations (each with capacity for in excess of 10,000 homes). Each location would require cross-boundary coordination and significant reinforcements in each case in relation to social, green and physical infrastructure.
- 7.17 Given there are four options for autonomous new settlements of the order of 5,000+ to 10,000+ homes it is necessary to consider a strategy that also incorporates constellations/clusters of smaller urban extension/co-dependent options centred on larger existing settlements and Leicester or new Garden Villages. So, irrespective of whether the growth locations come forward as allocations (or new style 'categories' with permission in principle) in separate Local Plans, the Leicestershire authorities should consider what strategy and groups of sites work best together as 'baskets of sites' concentrated in sustainable transport corridors or at nodes of economic activity. This study has begun the conversation through the analysis of distinct corridors and clusters, but these sections do not constitute policy or strategy.
- 7.18 A Leicestershire-wide spatial strategy with aligned policies in Local Plans would offer significant opportunities for shared evidence base studies and it may be prudent to consider a joint Infrastructure Delivery Plan that could identify cross-boundary social, physical and green/blue infrastructure projects that will be necessary alongside the strategic-scale opportunities identified.
- 7.19 The study considers strategic opportunities for growth outside of Leicester City Council boundary. However, the role of the City will be key for those opportunities with close functional relationship with Leicester (including urban extensions to the City or new settlements with an umbilical/co-dependent relationship with the City). In addition, urban sites (whether infill or redevelopment opportunities) and smaller sites (<1,000 dwellings) throughout the study area have a critical role to play in the study area up to 2050.
- 7.20 The Strategic Growth Option assessments has been undertaken without reference to the detailed housing needs for Leicestershire¹⁰² or the individual authority areas. The housing need for the next tranche of the Local Plans is likely to be subject to a revised standard method for calculating need and the discussions that will follow between the local planning authorities. Work will need to be undertaken to understand the amount of need that can be accommodated within the urban areas and on Strategic Growth Options. However, it is important to note that the area of land identified by this study is likely to be several times more than what is needed to accommodate future housing need (representing in excess of 120,000 homes and 1,200 hectares of

¹⁰² It is noted that Iceni has been appointed to update the local housing need evidence in tandem.

employment land). Therefore, choices over where the growth should go can be informed by this report and other technical evidence base documents as part of the wider plan preparation process, which will build in the views of local people and other stakeholders.

Recommendations

7.21 Based on the assessment and analysis contained within this study (including the review of the various alternative typologies that would be potentially suitable/deliverable in each cluster and corridor across the HMA), our view is that there are a series of corridors and clusters that offer the greatest potential to achieve good sustainable growth if allied with focused investment and coordinated delivery. These locations are as follows (not in any order of preference or rank):

- **South and East of Leicester Cluster**
 - 1d Land at Hospital Lane, Blaby (Blaby / Oadby and Wigston)
 - 3a Land East of Scraptoft (Harborough)
 - 3b Farmcare Stoughton/Stretton Hall (Harborough / Oadby and Wigston)
 - 7a Land South of Wigston, West of the A6 (Oadby and Wigston)
 - 7b Land East of Oadby (Oadby and Wigston)
- **Lutterworth-Leicester Corridor (M1)¹⁰³**
 - 1a Whetstone Pastures (Blaby)
 - 3c Whetstone Pastures Plus (Harborough / Blaby)
 - 3f Land West of Lutterworth (Harborough)
 - 3h Warren Farm, Misterton (Harborough)
- **North of Leicester Corridor (A46)**
 - 2a Burton on the Wolds & Wymeswold (Charnwood)
 - 2c Seagrave (Charnwood)
 - 5c Six Hills (Melton)
- **Leicester International Gateway Cluster**
 - 6c Land North and South of Park Lane (North West Leicestershire)
 - 6d Land South of Isley Walton & East Midlands Airport (NW Leicestershire)
 - 6g Land South of EMA (North West Leicestershire)
 - 6h Land North of Shepshed (North West Leicestershire / Charnwood)

7.22 Corridors and clusters that offer medium potential to achieve good sustainable growth if allied with focused investment and coordinated delivery are as follows (not in any order of preference or rank):

- **Harborough-Leicester Corridor (A6)**
 - 3d Newton Harcourt
 - 3e Land north and east of Kibworth Harcourt

¹⁰³ In chapter 4 (Figure 4.19) the Lutterworth-Leicester Corridor (M1) was highlighted as being an area partially constrained and/or moderately aligned to the opportunities (as shown by the GIS data analysis). It is classified as offering the greatest potential to achieve good sustainable growth if allied with focused investment in this chapter as it offers economies of scale with four Strategic Growth Options (and partial overlap with the South and East of Leicester cluster). It offers potential for an autonomous/co-dependent new settlement.

- 3g Land north of Market Harborough
- **Coventry-Hinkley-Leicester Corridor (M69)**
 - 1b West of Stoney Stanton (Blaby)
 - 1c Hinckley NRFI and Land North of the Railway (Blaby / Hinckley & Bosworth)
 - 4d Hinckley North (Hinckley & Bosworth)
 - 4f West of Dodwells, North of the A5 (Hinckley & Bosworth)
- **Coalville-Leicester Corridor (A551)**
 - 4e Groby, North of the A50
 - 6b Land at Stephenson Way, Coalville (North West Leicestershire)
- **Nottingham-Loughborough-Leicester Corridor (A6)**
 - 2b Cotes (Charnwood)
 - 2e South of Sileby (Charnwood)
- **Melton Mowbray Cluster**
 - 5a Melton Mowbray East
 - 5b Melton Airfield
 - 5d Land off St Bartholomew's Way, Welby

7.23 Corridors and clusters that offer comparatively lower potential to achieve good sustainable growth if allied with focused investment and coordinated delivery are as follows (not in any order of preference or rank):

- **Tamworth-Nuneaton-Rugby Corridor (A5)**
 - 4a Soarbrook, South of Burbage (Hinckley & Bosworth)
 - 4c Fenny Drayton (Hinckley & Bosworth)
- **Nottingham-Grantham Corridor (A52)**
 - 5f Normanton (Melton)

7.24 On the basis of the preceding analysis, there are three locations that offer the greatest potential for residential-led new autonomous/large-scale co-dependent new settlements (located in and around the following Strategic Growth Options: Farmcare Stoughton/Stretton Hall; Whetstone Pastures/Whetstone Pastures Plus; and Six Hills) based on their cumulative scale, relative proximity to Leicester and potential to deliver transformational strategic growth.

7.25 From an economic perspective there were several high performing employment sites that would deliver good growth in isolation (e.g. in the south of the County), however, there are obvious benefits in pursuing a strategy that seeks to maximise the locational advantages afforded by the Leicester International Gateway Cluster in the north leveraging the existing infrastructure investment in that location and drivers such as HS2. All four clusters and corridors have been shown through our analysis to offer the highest potential to deliver good growth over the long term.

Appendix A Statutory Consultee Responses

To Whetstone Pastures	Environment Agency	Natural England	Severn-Trent	Western Powers	LCC Highways Authority	LCC Planning and Technical Teams	Homes England	Canal and River Trust	Sport England
	Flood risk constraints: Flood zones 2 and 3 on site. Properties at risk of flooding downstream in Whetstone. Whetstone Brook is an Ordinary Watercourse - there is no EA hydraulic model data available. Opportunities: Include measures to reduce runoff below greenfield rate to reduce flood risk to downstream communities. Fisheries comments: There are opportunities to use development to restore the brook, enhance water quality and improve biodiversity. Fisheries comments: There will be general coarse time constraints (depending how close to the water bodies they are working) as well as salmonid time constraints in certain areas due to the watercourses nearby being Salmonid regulation routes. There will be opportunities to improve migration, habitat and spawning grounds.	No Major Impacts likely A proposal for a 'Garden Village' has been put forward on this site and opportunities for the highest standards of Green Infrastructure should be considered at the earliest stages of development.	Watercourse Treatment Assessment by Severn-Trent Water states that the WWTW is situated in Blaby District. The WWTW is shown at low risk of exceeding spare capacity. Furthermore, STW states that there is a medium risk associated with the watercourse as there are some constraints that could lead to provision of additional capacity. An AMF7 solution of transferring final effluent to Wigston Towns of Wigston and Counterslope spare DWF capacity to be given up to enable Whetw growth.	These sites (1a and 3c) are adjacent and are likely to trigger significant / extensive / lengthy works. Major reinforcement i.e. Primary substation upgrade required/new primary substation. Extra High Voltage network reinforcement.	Neutral - In principle, concentrated urban expansion in the form of strategic sites is supported but this would be subject to a transport modelling assessment to provide evidence to address whether or not any mitigation is required and any mitigation proposed is acceptable to the highway authority. Due to its location close to the city's highway network and for its expansion of this site, it is expected that there will be an impact. Strategically, the M1 experiences congestion and capacity issues and further improvements on the Strategic Road Network may be required to accommodate additional growth. However, this strategic site should provide an opportunity to improve sustainable transport solutions and interventions to achieve significant modal shift from single occupancy car use to Leicester to access jobs and services. Specifically for the city, the issue of concern are the wider routes into the city, other routes and possible displacement of more traffic onto more appropriate routes. These areas of concern may include A503 Outer Ring Road (including the A429 junction), A429 Ashbourne Road, B5396 Saffron Lane, A460 Narborough Road, A47 Hinckley Road, A50 Grimsby Road.	A Sand & Gravel MCA is situated at the very edge of this site to the east of Hinckley Road. The area limited extent of the MCA within site 1b and the presence of Hinckley Road means future mineral development within at this site. Large Sand & Gravel MCA extending from Storey Station and Grange to the south to Hinckley and Magna Park to the south-east. No safeguarded mineral or waste sites. Adjacent to area investigated in Storey Station S19 for flood well in October 2018 at site eastern boundary. Source of flooding thought to be partially due to surface water and is now subject to modelling investigation investigating unknown watercourse within the same catchment. Site sufficient to provide both Primary and Secondary Schools on site. SEND to be incorporated in new schools. Opportunity for new Secondary School to accommodate pupils in existing housing and thus reduce transport costs. Complexity of how this would be funded.	The scheme was awarded Garden Village status by MHCLG in 2019 following a joint submission by Tetra Summery and Blaby DC and it is the first Garden Community coming forward within Leicestershire, joining that the footprint of the site continues cross boundaries into Northampton District (our reference is Leicestershire Pastures Place). As part of the programme, the LPA recovery capacity funding and enabling support from Homes England to assist in driving forward delivery of the proposal as aligned with Garden Communities principles.		
1b West of Storey Station	Flood risk constraints: Flood zones 2 and 3 on site. There are small watercourses on site, plus larger watercourse to the North of site. There is no EA hydraulic modelling for these watercourses. Properties at risk of flooding at Green Road B5011 flood risk. Opportunities: Include measures to reduce runoff below greenfield rate to reduce flood risk to downstream communities. Fisheries comments: There will be general coarse time constraints (depending how close to the water bodies they are working) as well as salmonid time constraints in certain areas due to the watercourses nearby being Salmonid regulation routes. There will be opportunities to improve migration, habitat and spawning grounds.	Burghage Wood and Aston Firs SS29 The site is within close proximity to this SS29, development here may cause impacts i.e. Recreational pressure, Air Quality (construction)	Watercourse Treatment Assessment by Severn-Trent Water states that the WWTW is situated in the Hinckley and Bosworth Borough. The WWTW is shown at low risk of exceeding spare capacity and therefore not expected to be any issues with spare capacity. Furthermore, STW state that there is low risk associated with the watercourse and therefore no land or other constraints will prevent expansion.	These sites (1b and 1c) are adjacent and are likely to trigger significant / extensive / lengthy works. Major reinforcement i.e. Primary substation upgrade required/new primary substation. Extra High Voltage network reinforcement.	Neutral - In principle, concentrated urban expansion in the form of strategic sites is supported but this would be subject to a transport modelling assessment to provide evidence to address the City Council Highways Authority whether the development could be accommodated on the network. Strategically as the development is likely to have a draw in the M1, there remains congestion capacity issues which could cause vehicles to use inappropriate routing. This could include parts of the city's highway network. Specific concerns for the city would be the impact on the B4114 into Leicester, the A503 Outer Ring Road, A460 Narborough Road, A47 Hinckley Road and B5396 Saffron Lane. Potential requirement for slip on M10. Could need to follow HS2 process.	A Sand & Gravel MCA is situated at the very edge of this site to the east of Hinckley Road. The area limited extent of the MCA within site 1b and the presence of Hinckley Road means future mineral development within at this site. Large Sand & Gravel MCA extending from Storey Station and Grange to the south to Hinckley and Magna Park to the south-east. No safeguarded mineral or waste sites. Adjacent to area investigated in Storey Station S19 for flood well in October 2018 at site eastern boundary. Source of flooding thought to be partially due to surface water and is now subject to modelling investigation investigating unknown watercourse within the same catchment. Site sufficient to provide both Primary and Secondary Schools on site. SEND to be incorporated in new schools. Opportunity for new Secondary School to accommodate pupils in existing housing and thus reduce transport costs. Complexity of how this would be funded.			
1c Hinckley BRT and Land South of the Railway, Enderby	Flood risk constraints: Flood zones 2 and 3 on site. There are small watercourses on site, plus larger watercourse to the North of site. There is no EA hydraulic modelling for these watercourses. Properties at risk of flooding at Green Road B5011 flood risk. Opportunities: Include measures to reduce runoff below greenfield rate to reduce flood risk to downstream communities. Fisheries comments: There will be general coarse time constraints (depending how close to the water bodies they are working) as well as salmonid time constraints in certain areas due to the watercourses nearby being Salmonid regulation routes. There will be opportunities to improve migration, habitat and spawning grounds.	Burghage Wood and Aston Firs SS29 The site is within close proximity to this SS29, development here may cause impacts i.e. Recreational pressure, Air Quality (construction)	Watercourse Treatment Assessment by Severn-Trent Water states that the WWTW is situated in the Hinckley and Bosworth Borough. The WWTW is shown at low risk of exceeding spare capacity and therefore not expected to be any issues with spare capacity. Furthermore, STW state that there is low risk associated with the watercourse and therefore no land or other constraints will prevent expansion.	These sites (1b and 1c) are adjacent and are likely to trigger significant / extensive / lengthy works. Major reinforcement i.e. Primary substation upgrade required/new primary substation. Extra High Voltage network reinforcement.	Neutral - In principle, concentrated urban expansion in the form of strategic sites is supported but this would be subject to a transport modelling assessment to provide evidence to address the City Council Highways Authority whether the development could be accommodated on the network. Strategically as the development is likely to have a draw in the M1, there remains congestion capacity issues which could cause vehicles to use inappropriate routing. This could include parts of the city's highway network. Specific concerns for the city would be the impact on the B4114 into Leicester, the A503 Outer Ring Road, A460 Narborough Road, A47 Hinckley Road and B5396 Saffron Lane. Potential requirement for slip on M10. Could need to follow HS2 process.	A Sand & Gravel MCA is situated at the very edge of this site to the east of Hinckley Road. The area limited extent of the MCA within site 1b and the presence of Hinckley Road means future mineral development within at this site. Large Sand & Gravel MCA extending from Storey Station and Grange to the south to Hinckley and Magna Park to the south-east. No safeguarded mineral or waste sites. Adjacent to area investigated in Storey Station S19 for flood well in October 2018 at site eastern boundary. Source of flooding thought to be partially due to surface water and is now subject to modelling investigation investigating unknown watercourse within the same catchment. Site sufficient to provide both Primary and Secondary Schools on site. SEND to be incorporated in new schools. Opportunity for new Secondary School to accommodate pupils in existing housing and thus reduce transport costs. Complexity of how this would be funded.			
1d Land at Hospital Lane, Blaby	Flood risk constraints and data available: Flood zones 2a and 2b on site. River Sever - EA have hydraulic model data. Upper River Sever & Tributaries Model (CHQM, September 2018) and River Sever Hydraulic Model and Floodplain Mapping (LPA, April 2009). Properties at risk adjacent to site or the M1 House. Also properties at risk further downstream at Blaby close to the River Sever and on the opposite bank at Little Oak Road and New Bridge Road. Opportunities: We don't currently have an EA flood risk project for the River Sever but we are having a new EA hydraulic model delivered shortly at which point we will consider options for a flood risk scheme. Opportunities: Contact EA to discuss opportunities to link with support potential future flood risk alleviation scheme on the River Sever. Measures to reduce runoff below greenfield rate to reduce flood risk to downstream communities. Fisheries comments: The proposed development site, particularly the area to the East, cuts across the River Sever. There are opportunities to use development to improve the watercourse to enhance water quality and improve biodiversity.	No Major Impacts likely	Watercourse Treatment Assessment by Severn-Trent Water states that the WWTW is situated in the Blaby District. The WWTW is shown at low risk of exceeding spare capacity and therefore not expected to be any issues with spare capacity. Furthermore, STW states that there is a medium risk associated with the watercourse as there are some constraints that could lead to provision of additional capacity. An AMF7 solution of transferring final effluent to Wigston, where there is tertiary treatment to reduce pollution. Some of Wigston and Counterslope spare DWF capacity to be given up to enable Whetw growth.		Neutral - In principle, concentrated urban expansion in the form of strategic sites is supported but this would be subject to a transport modelling assessment to provide evidence to address the City Council Highways Authority whether the development could be accommodated on the network. As the development is likely to have a draw in the M1, there remains congestion capacity issues which could cause vehicles to use inappropriate routing. This could include parts of the city's highway network. Specific concerns for the city would be the impact on the B4114 into Leicester, the A503 Outer Ring Road, A460 Narborough Road, A47 Hinckley Road, A50 Grimsby Road.	Sand & Gravel MCA is semi-open countryside. No safeguarded waste sites but the presence of an MCA means any development that is proposed in this area is exempt from safeguarding, see Table 4 of Policy M11 should be accompanied by a Minerals Assessment and considered against Policy M11 of the Leicestershire Minerals and Waste Local Plan (LMWLPP). Substantial highway improvements required. Very challenging site. Previous planning history of refusal upheld on appeal in this area. Possible extension of existing Primary Schools but Secondary may be an issue. Consider secondary provision in relation to Whetstone Pastures.	Site 1d appears to be close to the Grand Union Canal, although equally it does appear that the location identified may only extend outwards as far as the River Trent, which runs to the south of the canal on a roughly parallel course. If this is the case, it is relatively unlikely that development south of the river would significantly affect the canal.		
1e Land north of Glenfield	Flood risk constraints and data available: Flood zones 2a and 2b on site. Blaby Brook - EA Hydraulic model data (River Sever Flood Plain Mapping, Harlow, February 1999). Community at risk of flooding in Glenfield. Opportunities: A new EA hydraulic model for the Blaby Brook is being delivered soon. Risk of upstream flooding which may require more detailed modelling regarding breach risk.	No Major Impacts likely	Watercourse Treatment Assessment by Severn-Trent Water states that the WWTW is situated in the Blaby District. The WWTW is shown at very high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there is no scope to provide additional capacity. Provision of additional capacity and reduction of infiltration are being considered, with the strategy being developed. Confirmation of growth would be required to allow STW to plan in.		Neutral - In principle, concentrated urban expansion in the form of strategic sites is supported but this would be subject to a transport modelling assessment to provide evidence to address the City Council Highways Authority whether the development could be accommodated on the network. As the development is likely to have a draw in the City's highway network, there are opportunities which will be essential to improve sustainable transport interventions for travel into / out of Leicester to access jobs and services. This includes the continuation of the delivery of the City's Transforming Cities Fund (TCF) programme. Specific concerns are the highway network including A429 Ashbourne Road, A503 Outer Ring Road, A47 London Road, B5396 Saffron Lane.	Two safeguarded waste sites designated as S2 (Glenfield Autopark) and S23 (Glenfield S19). Consideration given to Policy V9 should development fall within close proximity to these sites. Site access unlikely to be deliverable. Contrary to policy R6 (access into A50) isolated from Secondary Schools and use not sufficient to warrant new Secondary School.			
2a Saxon on the Wolds & Wyntersford	Flood risk constraints: Flood zone 1. Opportunities: Include measures to reduce runoff below greenfield rate to reduce flood risk to downstream communities. Fisheries comments: All the watercourse in this area come under the general coarse species time constraints. There will be areas to improve fish migration, habitat and spawning grounds.	Twenty Acres Place SS29 This site appears to include an area occupied by this SS29. This would likely cause an impact to the site. Alterations to this site, watercourse would reduce impacts, however the proximity to the site means that steps should be taken to protect the SS29.	Watercourse Treatment Assessment by Severn-Trent Water states that the WWTW is situated in the Charnwood Borough. The WWTW is shown at low risk of exceeding spare capacity and therefore not expected to be any issues with spare capacity. Furthermore, STW states that there is low risk associated with the watercourse as there are no other constraints preventing expansion.		Unfavourable - Not considered to be a sustainable option, given the rural location. There is concern how the development will achieve sustainable travel patterns. Concern with dependency on car use and therefore the highway impacts on the A46 and wider road network including junctions within the city. River Soar and its wide flood plain - when flooded, can impact on the local road network. When flooding occurs, alternative routes carry an increased volume of traffic and will also impact on the A46 corridor.	Opinion MCA is the west of Harrow Lane but mostly outside of growth area. Consideration given to Policy M11 if any development is proposed in this MCA although the County Matter constraints in this area are not significant. Site access unlikely to be deliverable. Contrary to policy R6. Not a sustainable location. Known flooding issues. No local secondary provision or capacity to absorb.			
2b Cotes	Flood risk constraints: Flood zones 2 and 3 on site. Ordinary watercourse on site which is a tributary of the River Soar. Site not in flood zone 3b from the Soar, but ordinary watercourse with some EA floodplain. Another area of flood zone 1 is to the south of the site. Opportunities: Include measures to reduce runoff below greenfield rate to reduce flood risk to downstream communities. Fisheries comments: This area includes prime better spawning grounds with natural meadows and habitat. It is also a salmonid regulation route. European fish migration route, and is sensitive to gravel removal. There are low flow times, but and general coarse species present. If the area will be needed and for Regulations and Salmon and Freshwater Fisheries legislation will need to be taken into consideration. This is a good area to look at removing barriers (small weirs), speeding and changing flow direction (flow deflectors) and improving surrounding habitats for all life stages of trout.	Cotes Greenfield SS29 This site is within close proximity to Cotes Greenfield Meadows SS29. This site is within close proximity to Cotes Greenfield and also within proximity to 1 neighbouring Meadows.	Watercourse Treatment Assessment by Severn-Trent Water states that the WWTW is situated in the Charnwood Borough. The WWTW is shown at low risk of exceeding spare capacity and therefore not expected to be any issues with spare capacity. However, STW states that there is high risk associated with the watercourse as there is no scope to provide additional capacity.		Neutral - Public transport opportunities to access the city is likely to be limited. Therefore vehicles accessing the city could be more drawn to travel by car instead of using sustainable transport. The A46 has existing congestion issues, that could lead to vehicles using the highway to access the city. From the Charnwood Local Plan modelling outputs we have seen that traffic disperses across a number of routes coming into the city, avoiding the main radial corridor due to existing pressures.	Sand & Gravel MCA covering the west of the growth area. Any development that is proposed in this area (access exempt from safeguarding, see Table 4 of Policy M11) should be accompanied by a Minerals Assessment and considered against Policy M11 of the Leicestershire Minerals and Waste Local Plan (LMWLPP). Not a sustainable location. Known flooding issues. No local secondary provision or capacity to absorb.			
2c Sleaford	Flood risk constraints: Flood zones 2 and 3 on site. Ordinary watercourse on site which is a tributary of the River Soar. Site not in flood zone 3b from the Soar, but ordinary watercourse with some EA floodplain. Another area of flood zone 1 is to the south of the site. Opportunities: Include measures to reduce runoff below greenfield rate to reduce flood risk to downstream communities. Fisheries comments: This area includes prime better spawning grounds with natural meadows and habitat. It is also a salmonid regulation route. European fish migration route, and is sensitive to gravel removal. There are low flow times, but and general coarse species present. If the area will be needed and for Regulations and Salmon and Freshwater Fisheries legislation will need to be taken into consideration. This is a good area to look at removing barriers (small weirs), speeding and changing flow direction (flow deflectors) and improving surrounding habitats for all life stages of trout.	Twenty Acres Place SS29 This site is within close proximity to this SS29.	Watercourse Treatment Assessment by Severn-Trent Water states that the WWTW is situated in the Blaby District. The WWTW is shown at very high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there is no scope to provide additional capacity. Provision of additional capacity and reduction of infiltration are being considered, with the strategy being developed. Confirmation of growth would be required to allow STW to plan in.		Unfavourable - Not considered to be a sustainable option, given the rural location. There is concern how the development will achieve sustainable travel patterns. Concern with dependency on car use and therefore the highway impacts on the A46 and wider road network including junctions within the city. River Soar and its wide flood plain - when flooded, can impact on the local road network. When flooding occurs, alternative routes carry an increased volume of traffic and will also impact on the A46 corridor.	Opinion MCA contains the entire growth area. Any development that is proposed in this area (access exempt from safeguarding, see Table 4 of Policy M11) should be accompanied by a Minerals Assessment and considered against Policy M11 of the Leicestershire Minerals and Waste Local Plan (LMWLPP). Not a sustainable location. Known flooding issues. No local secondary provision or capacity to absorb.			
2d SE Sleaford	Flood risk constraints and data available: Flood zones 2 and 3 on site. Blaby Brook - EA model for the Blaby Brook basin over River Whetstone and Thiborough, CHQM, May 2019. Community at risk of flooding downstream in the Blaby District. The Blaby Brook is an ordinary watercourse through the site. The Flood zone 3 outline is just along the channel of the Blaby Brook, on the majority of the floodplain affecting the site is Flood zone 2. Community at risk of flooding downstream in Sleaford. Opportunities: Needs EA project - Blaby Brook, Sleaford Flood Alleviation Scheme. Please contact the EA to discuss opportunities to link with support this project. Also an opportunity for on-site measures to reduce runoff below greenfield rate to reduce flood risk to downstream communities. Opportunities: There is also an Environment Programme led project (Blaby, Sleaford and Community project) which has funding for Natural Flood Management (NFM) and river restoration. Please contact the EA to discuss opportunities to link with support this project. The Environment Agency (EA) and (and Rivers Trust (TRT)) have a catchment partnership project to deliver a scheme in Sleaford which aims to reduce flood risk and improve water quality and biodiversity. There are opportunities which we would like to see happen for development at this site (and potentially to include Natural Flood Management (NFM) and river restoration). Fisheries comments: This area is sensitive to gravel removal and includes a salmonid river. There would be good to look at removing small barriers and weirs and also to restoration as there are large areas of concrete. There is the opportunity to remove small barriers and weirs and also to restoration the watercourse since it includes large areas of concrete.	No Major Impacts likely	Watercourse Treatment Assessment by Severn-Trent Water states that the WWTW is situated in the Blaby District. The WWTW is shown at high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there is no scope to provide additional capacity. Provision of additional capacity and reduction of infiltration are being considered, with the strategy being developed. Confirmation of growth would be required to allow STW to plan in.		Neutral - The impacts of the development are cross boundary and needs to be considered as part of a co-ordinated approach. As the development is likely to have a draw for trips towards Leicester City, there are opportunities, which will be essential to improve sustainable transport interventions for travel into / out of Leicester to access jobs and services. This includes the continuation of the delivery of the City's Transforming Cities Fund (TCF) programme. Assessment of the site to consider the interaction with the Thrapston SUE development.	Sand & Gravel MCA contains the whole growth area. Any development that is proposed in this area (access exempt from safeguarding, see Table 4 of Policy M11) should be accompanied by a Minerals Assessment and considered against Policy M11 of the Leicestershire Minerals and Waste Local Plan (LMWLPP). It should be noted that although this area is of a fair size, the presence of built development may restrict mineral expansion in this area. Expansion of highway and local roads in SE, Sleaford and Glenfield due to surface water. Blaby Brook (ordinary watercourse) and tributaries through Sleaford main area in Sleaford. One report of highway flooding due to Blaby Brook in Sleaford through opportunity for NFM within the site. Primary on site but Secondary complex although may be possible due to proximity of NFM, the previously provided more detailed considerations for the sub-components of this site during 2020 Draft Charnwood Local Plan consultation.			
2e South of Sleaford	Flood risk constraints: Flood zones 2 and 3 on site. The site is not in flood zone 3b from the River Soar but the ordinary watercourse on site will have to cross floodplain. Community at risk of flooding downstream in Cossington and Sleaford. Opportunities: There are two nearby EA projects - Blaby Brook Flood Alleviation Scheme and Sleaford Brook Property Level Protection. Please contact the EA to discuss opportunities to link with support these projects. There is also an opportunity for on-site measures to reduce runoff below greenfield rate to reduce flood risk to downstream communities. Fisheries comments: This area is sensitive to gravel removal and includes a salmonid river. There would be good to look at removing small barriers and weirs and also to restoration as there are large areas of concrete. There is the opportunity to remove small barriers and weirs and also to restoration the watercourse since it includes large areas of concrete.	No Major Impacts likely	Watercourse Treatment Assessment by Severn-Trent Water states that the WWTW is situated in the Blaby District. The WWTW is shown at high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there is no scope to provide additional capacity. Provision of additional capacity and reduction of infiltration are being considered, with the strategy being developed. Confirmation of growth would be required to allow STW to plan in.		Neutral - The development extends south towards the northern edge of Leicester and northern parts of Warrum County Park. Sustainable transport opportunities (access towards Leicester City) are in the region of the location. There is the potential to use Blaby Park and Ride. Opportunities to extend cycling connectivity should also be explored. Further evidence is required for the City Local Highways Authority to address if the growth extension could be accommodated on the network. Particularly given the challenges on the A46 and the displacement of traffic on inappropriate routes. River Soar and its wide flood plain - when flooded, can impact on the local road network. When flooding occurs, alternative routes carry an increased volume of traffic and will also impact on the A46 corridor.	Sand & Gravel MCA contains the whole growth area. Any development that is proposed in this area (access exempt from safeguarding, see Table 4 of Policy M11) should be accompanied by a Minerals Assessment and considered against Policy M11 of the Leicestershire Minerals and Waste Local Plan (LMWLPP). Not a sustainable location. Known flooding issues. No local secondary provision or capacity to absorb.			
2f Wyntersford Ashfield	Flood risk constraints: Flood zone 1. Opportunities: Include measures to reduce runoff below greenfield rate to reduce flood risk to downstream communities. Fisheries comments: This area includes prime better spawning grounds with natural meadows and habitat. It is also a salmonid regulation route. European fish migration route, and is sensitive to gravel removal and includes a salmonid river. There would be good to look at removing small barriers and weirs and also to restoration as there are large areas of concrete. There is the opportunity to remove small barriers and weirs and also to restoration the watercourse since it includes large areas of concrete.	No Major Impacts likely	Watercourse Treatment Assessment by Severn-Trent Water states that the WWTW is situated in the Charnwood Borough. The WWTW is shown at low risk of exceeding spare capacity and therefore not expected to be any issues with spare capacity. However, STW states that there is very high risk associated with the watercourse as there is no scope to provide additional capacity.		Unfavourable - Not considered to be a sustainable option, given the rural location. There is concern how the development will achieve sustainable travel patterns. Concern with dependency on car use and therefore the highway impacts on the A46 and wider road network including junctions within the city. River Soar and its wide flood plain - when flooded, can impact on the local road network. When flooding occurs, alternative routes carry an increased volume of traffic and will also impact on the A46 corridor.	Opinion MCA contains the whole growth area. Any development that is proposed in this area (access exempt from safeguarding, see Table 4 of Policy M11) should be accompanied by a Minerals Assessment and considered against Policy M11 of the Leicestershire Minerals and Waste Local Plan (LMWLPP). Not a sustainable location. Known flooding issues. No local secondary provision or capacity to absorb.			

Strategic Growth Option	Environment Agency	Natural England	Severn Trent	Western Power	LCC Highways Authority	LCC Planning and Technical Teams	Homes England	Canal and River Trust	Sport England
W Land East of Aubrey	Flood risk and other constraints There is an Oxbow watercourse (Cotton Brook) adjacent to the site but there are no flood zone/s as catchment below 3m2, and so the flood zone will need to be confirmed / modelled as part of development assessment to confirm site layout. This area is in the floodplains of the River Moseley Special Area of Conservation (SAC) Site of Special Scientific Interest (SSSI) catchment, with all 6 watercourses being Water Framework Directive targets, suffering with impacts from issues with poor water quality caused by phosphate and sediment impacts from diffuse urban, arable and point sources (runoff from storage treatment works). Recent developing issues from localized flooding is present at Oakthorpe Moorfarm industrial estate and at Appleby Magna. A flood risk into Natural Flood Management is being funded by the Local Flood Authority (Leicestershire County Council) and delivered by Trent Rivers Trust to identify opportunities at Appleby Magna, Oakthorpe Parkington and Mase. Flood resilience groups are present at Appleby Magna and Packington. There is no attenuation from the SAC(SAC) currently and indeed existing flood drainage systems are being used. Opportunities Should consider reinstating original valley channel as the watercourse is currently in an elevated soil channel, and reducing flood risk to Packington Village downstream (included in EA flood zoning area), both as part of any future development. Trent Rivers Trust are currently looking to undertake watercourse enhancements on this site. There is an opportunity here to deal with surface water flooding issues, introduce and reform SUDs to slow down and absorb water thereby helping to improve water quality in a SAC flow which has unfavourable water quality whilst. Natural England reports from 2019 show that road run off is impacting meadows on the river. An EA river restoration project is ongoing which Ayles Trent Rivers Trust (TRT) is carrying out improvements in line with the river restoration plan and this aligns outcomes with the Development Contribution Scheme (DCS) in place with 3 Local Planning Authority's to offer phosphate pressure from development. Severn Trent Water Ltd have a pump out scheme planned for the catchment and flow diversions are planned. The area is in a sensitive farming catchment. There will be opportunities to explore woodland creation connecting to the ancient woodland at Gopwell Wood. The EA understands this to be a part of the H2020 route.	Flood Zone 1 Flood risk constraints Community at risk of flooding downstream in Downhills Opportunities Two nearby EA projects – Long Whitham Flood Alleviation Scheme and Downhills Flood Alleviation Scheme. Please contact the EA to discuss opportunities to link with support these projects. There is also an opportunity for on-site measures to reduce runoff below greenfield rate to reduce flood risk to downstream communities. Future comments This area includes Downhills water courses which are sensitive to gravel removal and sediment deposits. There are good numbers of Sedgeflow mud found at the upstream end of some of the brooks (Downhills brook and Black brook for example). However the downstream ends have poor habitat for a species including some small barbel to migration. Opportunities should be taken to naturalise concrete areas, introduce flow deflectors, large wooded materials and improve grass.	Flood Zone 1 Flood risk constraints and data available Nearest Zones 2, 3a and 3b are in site. Floodplain on Grace Dey Brook (EA main river) and Black Brook (EA main river). EA model data available for both watercourses - Black Brook (SRM - Capita Symonds, December 2009). Community at risk of flooding downstream at Thorne Aisle. Risk of reservoir flooding which may require more detailed modelling regarding brook risk. We don't currently have an EA flood risk project for the Grace Dey Brook but we are having a new EA hydraulic model delivered shortly at which point we will consider options for a flood risk scheme. Opportunities Please contact the EA to discuss opportunities to link with support potential future flood risk alleviation scheme on the Grace Dey Brook. There is an opportunity for on-site measures to reduce runoff below greenfield rate to reduce flood risk to downstream communities. The EA has a Catchment Partnership Project working with the National Forest Commission to deliver NFM measures in Charnwood. The project has identified a number of interventions on the Black Brook near (Shepherd). Any development in this area is likely to benefit from such measures and they should seek to contribute / increase the opportunities available.	A Wastewater Treatment Assessment by Severn Trent Water states that the WWTW is situated in the North West Leicestershire District. The WWTW is shown at medium risk of exceeding spare capacity, with marginal concern subject to size of development. Furthermore, STW states that there is very high risk associated with the watercourse as there is no scope to provide additional capacity. AMF7 scheme is for investigation only, with the delivery for London identified, will be planned in AMF8.	Leaky to require significant / extensive / lengthy works. Major reinforcement in Primary substation upgrade required New primary substation, Extra High Voltage network reinforcement.	Neutral - Not considered to be a sustainable option, given the rural location, although the development does propose employment. There is concern how the development will achieve sustainable travel patterns. Concern with dependency on car use. Transport evidence is required for the City Highway Authority to determine if growth can be accommodated on the city network (e.g. A503, A50 and A47) as well as the M1 (particularly with the capacity and congestion issues).	Land fully within Core MCA. Any development that is proposed in an MCA (unless exempt from safeguarding, see Table 4 of Policy M11) should be accompanied by a Minerals Assessment and considered against Policy M11 of the Leicestershire Minerals and Waste Local Plan (LMWL). Not sustainable. Would be impacted by H23. Not sustainable. Appropriate access not achievable? No Secondary places in the area.		With respect to the growth option currently indicated it is difficult to assess each individual site given the scale of the plan however it is noted that playing fields could be impacted or lost at the following sites which would result in an objection from Sport England. There may be other allocations which also affect playing fields and Sport England reserves the right to object to these sites and more detailed site boundary information becomes available. Site 01 – appears to impact on Meadow Park
N Land South of EMA		No Major impacts likely	A Wastewater Treatment Assessment by Severn Trent Water states that the WWTW is situated in the North West Leicestershire District. The WWTW is shown at high risk of exceeding spare capacity, with there being a probable issue. Furthermore, STW states that there is high risk associated with the watercourse as there is limited scope to provide additional capacity. Assumption that growth has been considered within the scope of the project for the first time forecast, i.e. 2026.		Neutral - There is concern how the development will achieve sustainable travel patterns. Concern with dependency on car use. Transport evidence is required for the City Highway Authority to determine if growth can be accommodated on the city network (e.g. A503, A50 and A47) as well as the M1 (particularly with the capacity and congestion issues) and any subsequent re-routing of vehicles using inappropriate routes.	Sand & Gravel MCA constraining site. Any development that is proposed in an MCA (unless exempt from safeguarding, see Table 4 of Policy M11) should be accompanied by a Minerals Assessment and considered against Policy M11 of the Leicestershire Minerals and Waste Local Plan (LMWL). Not sustainable. Appropriate access not achievable? Issues with deliverability of off-site mitigation, isolated.			
W Land North of Shephard		Gravel Wood SSSI The site lies adjacent to Gravel Wood SSSI, separated by the M1. Additionally, the site adjoins Pigeon Wood, which presents a threat to creating an isolated green block, but also great opportunities to improve connectivity to this area of habitat.	A Wastewater Treatment Assessment by Severn Trent Water states that the WWTW is situated in the Charnwood Borough. The WWTW is shown at low risk of exceeding spare capacity, with no issues expected. Furthermore, STW states that there is a very high risk associated with the watercourse as there is no scope to provide additional capacity. AMF6 growth scheme is expected.		Neutral - There is potential for sustainable transport connections due to the proposed site abutting an existing urban area. There is a concern on the impact of development on the strategic road (M1, A46) network for connections into the city, given the existing capacity and congestion issues and other constraints in the north and west of the city. Transport evidence would be required to assess if growth could be accommodated on the highway network.	Land partially constrained by Sand & Gravel MCA. Any development that is proposed in an MCA (unless exempt from safeguarding, see Table 4 of Policy M11) should be accompanied by a Minerals Assessment and considered against Policy M11 of the Leicestershire Minerals and Waste Local Plan (LMWL). Possible extension of Wignation Secondary School. Question whether off-site mitigation is deliverable. Not sustainable.			
TA Land South of Wignation Street of the A61	Flood Zone 1 Constraints Community at risk of flooding downstream at Wignation Hallcroft. Opportunities There is an opportunity for on-site measures to reduce runoff below greenfield rate to reduce flood risk to downstream communities. Future comments The local waterbodies at this location are ideal for Deadflow trout (which are present) spawning due to faster water flow and available gravel. There will be opportunities to improve habitats for early life stages of trout fly and improving migration. The Trout Rivers Trust may be a useful partner here. There may be the opportunity to set up a Trout Unlimited Angling Club.	Kilby Foster Canal SSSI The Southern portion of this site lies in close proximity to Kilby Foster Canal SSSI. The Northern portions of the site lie further from this site, and so impacts from development on these spaces are less likely.	A Wastewater Treatment Assessment by Severn Trent Water states that the WWTW is situated in the Harborough District and Leicestershire City. Both WWTW are shown at low risk of exceeding spare capacity, with no issues expected. However, STW states that there is very high risk associated with the watercourse at the Oakley WWTW, as there is no scope to provide additional capacity. Furthermore, STW states that there is high risk associated with the watercourse at the Wignation WWTW, as there is limited scope to provide additional capacity.		Neutral - In principle, concentrated urban expansion in the form of strategic sites is generally supported as it can contribute towards the delivery of major transport infrastructure. There are strong opportunities for the sustainable transport interventions, and these will be essential to ensure that the development is sustainable. This includes walking, cycling connections into Leicester and the provision of a high quality public transport service. (Continuation of the city's Transforming Cities Programme (TCP)). The role of park and ride to the south of the city to be explored. Transport evidence is required for the City Highway Authority to determine if growth can be accommodated on the city network (e.g. A61 London Road, A5199 Watford Road and A503) and orbital vehicle movements in the south east of the city due to poor accessibility and infrastructure connections. However, one part of the TA proposed site appears to be isolated. There is a concern with the ability of achieving sustainable transport connections.	No constraints in the two areas to the north but the section of this growth area to the south forms part of a Sand & Gravel MCA. Any development that is proposed in an MCA (unless exempt from safeguarding, see Table 4 of Policy M11) should be accompanied by a Minerals Assessment and considered against Policy M11 of the Leicestershire Minerals and Waste Local Plan (LMWL). Possible extension of Wignation Secondary School. Question whether off-site mitigation is deliverable.			
TS Land East of Oakley	Flood Zone 1 Constraints Community at risk of flooding downstream at Evvington and Sedgrave. Also community at risk of flooding downstream on the Wash Brook in Oakley. Opportunities Neatby EA project – Evvington Brook Flood Alleviation scheme. Please contact the EA to discuss opportunities to link with support this project. There is also an opportunity for on-site measures to reduce runoff below greenfield rate to reduce flood risk to downstream communities. This site is at the headwaters of the Wash Brook brook. A project called Saving the Wash has recently received a significant investment through the Green Recovery Fund. The first included water beneficial interventions in the rural headwaters as well as interventions in the urban area. This is an important wildlife corridor linking the rural and urban areas. Its widening development at this location the integrity of the Wash/Gaitham brook would be with the urban area. This makes it critical that development must support good water quality and enhanced biodiversity and ensure it does not undo any of the progress made through the Saving the Wash project.	No Major impacts likely	A Wastewater Treatment Assessment by Severn Trent Water states that the WWTW is situated in the Harborough District and Leicestershire City. The Oakley WWTW is shown at low risk of exceeding spare capacity, with no issues expected. However, STW states that there is very high risk associated with the watercourse, as there is no scope to provide additional capacity. The Wash WWTW is shown at high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there is no scope to provide additional capacity. Provision of additional capacity and reduction of infiltration are being considered, with the strategy being developed. Confirmation of growth would be required to allow STW to plan it.		Neutral - In principle, concentrated urban expansion in the form of strategic sites is generally supported as it can contribute towards the delivery of major transport infrastructure. Opportunities for sustainable transport interventions will be essential to ensure that the development is sustainable. This includes walking, cycling connections into Leicester and the provision of a high quality public transport service (Continuation of the city's Transforming Cities Programme (TCP)). The role of park and ride to the south of the city to be explored. Transport evidence is required for the City Highway Authority to determine if growth can be accommodated on the city network (e.g. A61 London Road, A503 and orbital vehicle movements in the south east of the city due to poor accessibility and infrastructure connections).	No safeguarded minerals or waste development. No MCAs (the Sand & Gravel MCA to the north at Bloughton but this appears to be outside of the growth area). Difficulty for extension of Secondary Schools.			

Appendix B Infrastructure Model Planning Benchmarks

Education			Standard	Assessment Reference
Early Year Facilities	% of 0-1 year olds in formal Provision		9%	AECOM benchmark Standard based upon guidance from wider UK Councils
	% of 1 year olds in formal Provision		18%	AECOM benchmark Standard based upon guidance from wider UK Councils
	% of 2 year olds in formal Provision		40%	AECOM benchmark Standard based upon guidance from wider UK Councils
	% of 3 year olds in formal Provision		71%	AECOM benchmark Standard based upon guidance from wider UK Councils
	% of 4 year olds in formal Provision		80%	AECOM benchmark Standard based upon guidance from wider UK Councils
Primary Schools	Sq.m per 50 place nursery		150	Previous project Experience (Milton Keynes, Swindon, Exeter, East Hampshire, Huntingdonshire, Hampshire)
	Places per dwelling		0.30	Leicestershire County Council
	% of yield to private schools		5%	AECOM Rule of Thumbs
Secondary Schools	Primary School Pupils in 1 Farm Entry		210	DPB
	Places per dwelling		0.1670	Leicestershire County Council
	% of yield to private schools		5%	AECOM Rule of Thumbs
Sixth Form / College	Secondary School Pupils in 1 Farm Entry		180	DPB
	Places per dwelling		0.03	Leicestershire County Council
	Proportion of 16-17 year olds in Sixth Form		94%	AECOM assumption from comparable projects
	Adjusted places per dwelling		0.02	From above
	Pupils per Sixth Form / College		400	High Level Assumption - to be refined
Health and Social Care			Standard	Assessment Reference
GP Surgeries	People per GP		1,800	Planning Benchmark Standard
	Sq.m per GP		180	NHS Healthy Urban Development Model
Dental Practices	People per Dentist		1,780	Existing ratio of Dentists to population across England 2015 based on General Dental Council 2015 Data
	Sq.m per Dentist		80	AECOM Standard from Comparable UK Infrastructure projects
Hospitals	People per Bed		0.10	Existing ratio of Hospital Beds to population across England 2015 based on NHS England Data
	Sq.m per Bed		180	AECOM Cost Consultant Benchmark data
Mental Health Hospitals	People per Bed		2,479	Existing ratio of Hospital Beds to population across England 2015 based on NHS England Data
	Sq.m per Bed		85	AECOM Cost Consultant Benchmark data
Social Care - Nursing Homes	Beds per 1000 persons over 75		45	The Housing Learning and Improvement Network (LH SHOP TOOL - Demand levels based prevalence rates from "More Choice, Greater Voice"
	Bed Per Facilities		72	Kent and Medway Social Care Research - Estuary View Medical Centre Plans for Expansion
	Sq.m Per Bed		56	Kent and Medway Social Care Research - Estuary View Medical Centre Plans for Expansion
Social Care - Residential Care Homes	Beds per 1000 persons over 75		65	The Housing Learning and Improvement Network (LH SHOP TOOL - Demand levels based prevalence rates from "More Choice, Greater Voice"
	Bed Per Facilities		72	Kent and Medway Social Care Research - Estuary View Medical Centre Plans for Expansion
	Sq.m Per Bed		56	Kent and Medway Social Care Research - Estuary View Medical Centre Plans for Expansion
Social Care - Extra Care Units	Beds per 1000 persons over 75		25	The Housing Learning and Improvement Network (LH SHOP TOOL - Demand levels based prevalence rates from "More Choice, Greater Voice"
	Bed Per Facilities		77	AECOM benchmark Standard based upon guidance from wider UK Councils
	Sq.m Per Bed		88	AECOM benchmark Standard based upon guidance from wider UK Councils
Community and Civic Services			Standard	Assessment Reference
Community Space	Sq.m per 1,000 person		79	AECOM benchmark planning data
	Sq.m per 1,000 person		30	AECOM benchmark planning data
Library Space	Sq.m per 1,000 person		30	AECOM benchmark planning data
	Sq.m per 1,000 person		50	AECOM benchmark planning data
Police Station	Population Per Station		53,659	AECOM assessment of current provision across West Yorkshire service area and Population (2018)
	Sq.m per Station		1,000	High level assumption - Requires evidence review
Fire Station	Population Per Station		45,833	AECOM assessment of current provision across West Yorkshire service area and Population (2018)
	Sq.m per Station		1,250	High level assumption - Requires evidence review
Ambulance Station	Population Per Station		104,762	AECOM assessment of current provision across West Yorkshire service area and Population (2018)
	Sq.m per Station		500	High level assumption - Requires evidence review
Indoor Sports			Standard	Assessment Reference
Swimming Pools	People per Sq.m of pool Water		93.4	Sport England - Active Places - UK Average Data 2017 assuming 53.6 sq.m per lane
	People per Pool Lane		5,000	Sport England - Active Places - UK Average Data 2017
	People per 4 Lane Pool		20,000	Sport England - Active Places - UK Average Data 2017
Sport Halls	People per Sq.m of Sports hall		42.8	Sport England - Active Places - UK Average Data 2017 assuming 172.5 sq.m per 4 court hall
	people per court		3,571	Sport England - Active Places - UK Average Data 2017
	people per 4 Court Sports hall		14,286	Sport England - Active Places - UK Average Data 2017
Indoor Bowls Risk	People per Risk		14,286	Sport England - Active Places - UK Average Data 2017
	People per 30-Fish		30,333	Sport England - Active Places - UK Average Data 2017
Open Space and Recreation			Standard	Assessment Reference
Outdoor Sports	ha per 1,000 person		1.290	NPPA (Fields in Trust) standards from 1.6 ha standard which includes 0.4ha for Parks which are covered below
	ha per 1,000 person		2.297	Average across Leicestershire authorities (see Tab 1)
Natural Green Space	ha per 1,000 person		3.700	Average across Leicestershire authorities (see Tab 1)
	ha per 1,000 people		0.709	Average across Leicestershire authorities (see Tab 1)
Parks and Gardens	ha per 1,000 people		0.263	Average across Leicestershire authorities (see Tab 1)
	ha per 1,000 people		0.550	NPPA (Fields in Trust) standards
Childrens Playspace (informal)	ha per 1,000 people		0.250	NPPA (Fields in Trust) standards
	ha per 1,000 people		0.250	NPPA (Fields in Trust) standards

Open Space and Recreation		Standard in current model		Blaby	Charnwood	Harborough	Hicknory & Bosworth	NWL	Melton	O&W	Average
Outdoor Sports	ha per 1,000 person	1.200		Type / Pitches-based	2.600	In development - previously 1.6 Ha	Type / Pitches-based	FIT: 1.6	Type / Pitches-based	1.000	1.7* note that parks are covered below)
Natural Green Space	ha per 1,000 person	3.150		2.600	2.000	8.5 (rural) / 1.5 (urban)	2.000	Evidence being produced	1.380	0.800	2.297
Parks and Gardens	ha per 1,000 person	1.440		0.230	0.320	0.400	0.830	Evidence being produced	1.920	0.500	0.700
Amenity Green Space	ha. per 1,000 people	0.880		1.000	0.460	0.900	0.600	Evidence being produced	0.770	0.500	0.705
Allotments	ha. per 1,000 people	0.200		0.250	0.330	0.350	0.310	Evidence being produced	0.380	0.500	0.353
Childrens Playspace (informal)	ha. per 1,000 people	0.550		N/A	Accessibility-based	0.300	0.039 (Urban) / 0.14 (Rural) + 0.038 (young people)	FIT: 0.8	N/A	N/A	
Childrens Playspace (formal)	ha. per 1,000 people	0.250		0.060	Accessibility-based				0.130	0.300	

Appendix C Strategic Growth Options Assessments



Table 71 1a Whetstone Pastures, Blaby

Criterion	Considerations
Environment	- The majority of the site is defined as Flood Zone 1, low probability of flooding from rivers, and a small area is Flood Zone 3, high probability of flooding. The Whetstone Brook and an unmodelled tributary flow north through the site and pose a risk of flooding. The area has a medium to high susceptibility to groundwater flooding. Development of the site could provide an opportunity to restore the brook and should be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - The site is Grade 3 good to moderate quality agricultural land
Landscape	A large search area which is bisected into east and west sites by the M1 motorway. To the east is the village of Peatling Magna and to the west the village of Broughton Astley. To the north is Countesthorpe, Whetstone and Cosby. Willoughby Waterleys which lies to the south. Gently rolling topography with localised undulation is characteristic with the area of search comprising of agricultural land in arable use with localised pasture adjacent to the settlements. There is some ribbon development running along road networks. There are elements of scenic quality and tranquillity due to the expanse of panoramic view, particularly on the eastern side of the search area and well established field boundaries and roadside hedgerows. There is a network of Public Rights of Way (PRoW) central in the area of search, including the long distance Leicestershire Round walk. Overall there are open views along the eastern and southern edges, but views elsewhere are contained through intervening landform and vegetation. The field boundaries are dense and intact and with trees in them, contribute to sense of place and a perception of a rural landscape. There are defensible boundaries available to provide buffers to the adjacent villages of Dunton Bassett and Ashby Magna. There is potential for perceived coalescence with Willoughby Waterleys but the strong

	landscape structure and intervening landform would potentially act to contain development.
Heritage	• There is one listed building located within the Site. Whetstone Pastures Residential Home (NHLE 1386063) is a Grade II listed, villa-style farmhouse, dated c.1800, of roughcast with hipped Swithland slate roofs. The building is located within a complex of buildings to the east and is screened by mature trees to the north, south and west. • There are three conservation areas in the surrounding area. Willoughby Waterleys Conservation Area is located approximately 500m south of the Site. The conservation area covers much of the present settlement from the historically significant Old Hall in the south, including more recent developments in the village. There are 13 listed buildings within the conservation area, including the Grade II*-listed Church of St Mary (NHLE 1180279) and the Old Rectory (NHLE 1061538). The village is characterised by the tall redbrick walls to older large properties. The setting of the conservation area and listed buildings is the rural village and surrounding agricultural land. This setting may be altered by development within the Site which may bring a modern context to the agricultural fields in close proximity to the village. • Countesthorpe Conservation Area is located approximately 770m north-east of the Site. The conservation area covers the eastern side of the village. There are 14 listed buildings within the conservation area, all of which are Grade II listed, including the Church of St Andrew (NHLE 1074767), war memorial (NHLE 1454780) and surrounding post-medieval houses, most of which are of brick construction with Welsh slate roofs. The setting of the conservation area consists of the historic core of the village and the immediate surrounding agricultural land. There are slight views between the southern edge of the village and the Site, although the setting of the conservation area is unlikely to be changed by development on the Site. • Cosby Conservation Area is located approximately 1.13km north-west of the Site. Within the conservation area are 12 listed buildings, including the Grade II* listed medieval Church of St Michael and All Angels (NHLE 1361087), and Grade II listed post-medieval brick houses and outbuildings. The conservation area is set within the historic core of the village, at the southern end of Main Street. The Site is unlikely to impact the conservation area as the conservation area is screened from the Site by further residential streets to the south. • There are 13 additional Grade II listed buildings, all of which are located at the western edge of Countesthorpe, along The Drive, approximately 340m north of the Site. These listed buildings comprise a row of late 19th century houses built by the Leicester Poor Law Union as well as a school, infirmary, and boiler house. The listed buildings are screened from the Site by further residential buildings to the south. Development on the Site is not likely to alter the setting of the buildings. • There are also two scheduled monuments, comprising separate sections of the Petlinge medieval settlement remains (NHLE 1017214; 1017209), located approximately 1.28km south-east. These would not be physically impacted by the Site although there may be some change to the setting of the scheduled monuments due to the addition of modern buildings into the agricultural setting. • Historic mapping of the Site records the former Leicester and Rugby Branch railway is located within the Site, aligned north-east to south-west, the line of which is still present within the Site. A series of non-listed buildings are also recorded on the historic mapping within the Site, recorded as Whetstone Gorse. A group of farm buildings are still present on this site. Removal of the surrounding agricultural land from the development may have an impact on the buildings from the introduction of modern buildings to the agricultural setting. • Medium suitability for development - Medium potential for harmful impacts on the historic environment. Medium potential for integration of assets.
Transport	Highways

- Indicative centre point of the site located approximately 1.8km to existing built up area of Countesthorpe, which benefits from existing local health, retail leisure and educational amenities. For a site of this size, on-site amenities are likely to be required;
- Local highway network comprises the A426 Lutterworth Road (major road network), a two-way single carriageway road with potential for primary vehicular access to the site;
- The A426 provides direct access northward into Leicester city centre. It also provides accessibility by road to the M1, which is part of the Strategic Road Network (SRN) and owned and maintained by National Highways;
- Located approximately 10km driving distance north of M1 J20 and 6km driving distance south of J21;
- The site is severed by the M1 running north to south through it;
- The A426 is the key, main link north towards Leicester and south to Lutterworth and the M1 and a full assessment of the capacity of this key link will be required to determine whether it can accommodate the impact of development at this location or whether mitigation would be required;
- Should be subject to a full Transport Assessment including modelling assessment to determine impacts on key strategic routes and junctions in the vicinity of the site, with key radial routes identified by Leicester City Council (LCC) (September 2021) as the B4114 and the A5460 into Leicester;
- There is a proposal for a new M1 J20a (however, it is noted that this not committed) at the point where the A426 crosses the M1 (Leicestershire Prospectus for Growth, 2019). If these proposals proceed, the purpose is to alleviate congestion around M1 J21 and in south Leicester and would provide direct accessibility from the site to the motorway network for direct regional accessibility by car journeys. Junction capacity assessments and a transport assessment will be required to determine the capacity of the existing junctions, highway network and the impact of development at the site to determine what mitigation may be required;
- Localised congestion observed using Google traffic data along Willoughby Road north of Ashby Magna in the evening peak, large scale residential development could exacerbate this. To reiterate, a full Transport Assessment including junction capacity assessments will be required to determine the capacity of existing junctions and the impact of development at the site.

Public Transport

- The nearest accessible rail station is located 3.5km northwest of the site at Narborough, providing Cross Country rail services, therefore connections from the site by cycle or bus would likely be key for any forthcoming transport strategy for the site. Narborough station has facilities including car and bicycle parking. Passenger capacity on cross-country services at peak times is likely constrained and a future detailed assessment could include impact of development on passenger capacity on key services.
- Limited access to existing bus services, the nearest bus stops to the site are located in proximity to the site's north-eastern boundary within Countesthorpe, providing one infrequent bus service (85 Arriva bus) to South Wigston. However, no safe walking route is provided to these stops, with no footways along local Lutterworth Road, Cosby Road or Willoughby Road;
- Accessibility to forthcoming HS2 services at East Midlands Parkway (39km north) only viable by car journeys northward via the M1;
- Limited access to East Midlands Airport (EMA) and the East Midlands Gateway by modes other than the private car.

Active Modes

- Given the rural character of the area, some local roads surrounding the site comprise single lane track with no existing footway or street lighting provision, limiting accessibility to the site by sustainable modes;

	• The National Cycle Network (NCN) Route 6 routes on-street through the site area along Willoughby Road, a long distance route connecting northward into Leicester city centre; • The portion of the site west of the M1 would be likely to use Broughton Astley for local amenities, albeit with limited access by sustainable modes due to the rural character of Cottage Lane. For a site of this size, on-site amenities are likely to be required. • Lack of local amenities or employment opportunities accessible from the site, therefore a mix of land uses should be brought forward as part of development proposals for the site; • There is access to a range of primary and secondary schools located approximately 1.6km north of the site within Countesthorpe, albeit these are located a sub-optimal walking distance from the site; and • Development in this location should aim to maximise opportunities for sustainable transport, given its proximity to Leicester, and risk of exacerbating congestion issues due to its proximity to key radial routes. On the basis of the key highways, public transport and active modes review, the site has medium suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has moderate potential of enabling strategic links between key corridors/destinations.
Utilities and Infrastructure	• WPD has stated that this site is likely to trigger significant, extensive and lengthy works. Major reinforcement in the form of a Primary substation upgrade and/or a new primary substation, alongside extra high voltage network reinforcement. • Using the Government's future population growth predictions across Blaby, this site would cause the district to be over capacity within STW's potable water network. Therefore, a full network capacity check should be completed to assess whether significant infrastructure development will likely be required. • According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Countesthorpe, and the site extent is likely to impact downstream sewerage infrastructure. The development will likely join 150mm foul sewer heading north west along Willoughby Road, the site will require pumping due to its topography. The potential impact is high with network improvements likely to be required. Surface water for the site can drain directly into Whetstone Brook which runs through the site boundary therefore efforts must be made to separate surface water runoff drainage from foul water system. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in Blaby District. The WwTW is shown at low risk of exceeding spare capacity and therefore not expected to be any issues with spare capacity. However, STW state that there is medium risk associated with the watercourse as there are some constraints that could limit provision of additional capacity. An AMP7 solution of transferring final effluent to Wigston. Some of Wigston and Countesthorpe spare DWF capacity to be given up to enable Wanlip growth. • High Pressure Gas Pipeline runs across the northern part of the site. • Leicestershire County Council indicates that the site is one of the most favourable locations (relative) for education provision. The site is capable of providing both primary and secondary schools on-site.
Housing	• The average new build house priced paid in Blaby in April 2021 was £247,808. This is considerably higher than in Leicester City (£204,208) and the average price in the East Midlands (£213,308). It is also lower than the England and Wales average of £263,778. Prices are slightly lower, on average than the Leicestershire average (£256,890), indicating relatively lower demand for housing. • From September 2007 to April 2021, house prices in Blaby have increased by approximately 38.4%, which broadly mirrors the average house price change in Leicestershire during the same period (+38.6%). • The site is within the 'adjacent to Leicester' typology area in Appendix B (Viability analysis). The viability analysis identifies that development in this

	area is able to bear £25,000 per unit in developer contributions with around 15% affordable housing or £15,000 per unit between 20 and 25% affordable housing. Whilst not the highest value typology, this area is located closest to Leicester City which has a high demand for housing with unmet needs and has seen the highest level of housing price growth in Leicestershire over the period 2007 – 2021 (+51.6% compared to the Leicestershire average of 38.6%). As with all potential large Garden village / Co-dependent / Autonomous typologies the additional costs of study area-wide strategic infrastructure will need to be fed into future cost planning and viability exercises.
Economy	• The area appears to be well-suited to accommodate future developments due to its proximity to Leicester. The area has very good connectivity with the road network owing to its position on the A426 road, although there is no direct access to the M1 motorway. • Nearby industrial land is found at The Whittle Estate in Whetstone which has industrial facilities and logistics warehousing, including occupants such as GeoAmey and Cavendish Nuclear. The site is nearby to a number of industrial premises associated with Cottage Lane Industrial Estate, Estley Green Business Park, and surrounding premises in Broughton Astley operating warehousing and manufacturing functions. The site comprises a Garden Village status proposal which is set to be the first Garden Community coming forward within Leicestershire. Funding and enabling support from Homes England is secured to assist in driving forward delivery of the proposal. • The Leicester & Leicestershire Warehousing & Logistics study (April, 2021) identifies the location as being in a Key Area of Opportunity (road linked). • The site could benefit from the enabling of additional housing provision and economic growth afforded by improved transport connectivity associated with the South East Leicester Priority Growth Corridor, although this scheme and its extent are uncommitted. Significant investment and upgrading of the route could unlock development potential at a number of sites, including this one. These improvements would be necessary to enable significant developments to be constructed, and effectively connected to wider network once operational. • New developments in this location would necessitate linkages of the site with the surrounding road network, in particular to ensure connectivity with the larger employment centre of Leicester via the M1 and A426 routes. The proposed, but not committed, additional motorway junction (20a) at the intersection of the M1 and A426 routes would significantly improve the suitability of the site for future development and considerably increase the connectivity of the site with employment opportunities nationwide. The delivery of an adjacent motorway junction would facilitate the efficient transportation of goods to and from the site and enhance the attractiveness of the site for prospective tenants and occupants. • The local authority of Blaby as a whole has an employment density which is considerably higher than that for Leicestershire, indicating that the area currently has considerable employment opportunities. • The area has a fairly weak retention rate with approximately 24.9% of working age residents of Blaby as a whole who are employed in workplaces employed in Blaby, compared with 28.5% employed in Leicester, showing the strong dependence of residents of Blaby on the key employment centre of Leicester. • Businesses in the LSOAs within 1km of the area of search tend to specialise in the wholesale industry (14.4%), which contributes a large proportion of local employment when compared to Blaby (3.6%), Leicestershire (6.2%), and the East Midlands region (5.4%). The manufacturing industry also is responsible for a large portion of the employment in the vicinity of the site (14.0%), compared to Blaby (7.0%), Leicestershire (12.3%), and the East Midlands region (12.5%). • The area attracts well-qualified workers, as 28.1% of working age residents hold NVQ Level 4+ qualifications, and nearly 13.7% of working age residents are employed in manager, director, and senior official occupations.

- The area records a very low level of deprivation (with LSOAs within 1km of the site all lying within 30% least deprived LSOAs nationally).

Conclusion - Potential Area for Strategic Growth

Area - 390 Ha

Typologies - Autonomous / Co-dependent / Garden Village / Employment Site

Typology Delivery Period - 2030s - 2070s

1a Whetstone Pastures could come forward as either a Garden Village (<5,000 homes) or Co-dependent new community (<10,000 homes), with the added potential to deliver up to 100 Ha of employment land. It may be delivered alongside 3c Whetstone Pastures Plus. Two smaller independent garden villages for 1a and 3c would risk missing out on the economies of scale a combined development would generate.

Establishing connections between the main built up area of Leicester and this location would be critical with the nearest accessible rail station located 3.5km northwest of the site at Narborough. Therefore connections from the site by cycle or bus would likely be key for any forthcoming transport strategy for the site.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there are a series of heritage assets within the locality and there is also potential for perceived coalescence with Willoughby Waterleys. Development in this location should aim to maximise opportunities for sustainable transport, given its proximity to Leicester, and risk of exacerbating congestion issues due to its proximity to key radial routes.

All options for this area would represent significant levels of growth and would potentially require large-scale and timely infrastructure investments, especially in public transport to avoid delivering development reliant on the private car, and a coordinated approach to placemaking given this area's functional relationship with Leicester City, Blaby and Harborough.

The potential for a new M1 J20a has been discussed as one future solution (however, it is noted that this is not committed) at the point where the A426 crosses the M1 (Leicestershire Prospectus for Growth, 2019). If this idea was taken forward, the purpose is intended to alleviate congestion around M1 J21 and in south Leicester and would provide direct accessibility from the site to the motorway network for direct regional accessibility by car journeys.

1a Whetstone Pastures and 3c Whetstone Pastures Plus, considered together, represent a significant opportunity to deliver an autonomous new community (>10,000 homes). National Highways state that such a measure (a new motorway junction) will only be considered where it mitigates growth (DfT Circular 02/2013).

Development of the scale of Whetstone Pastures 1a (and Whetstone Pastures Plus 3c) is unlikely to be appropriate unless a new junction/point of access is provided to the M1 in the vicinity. In isolation, it is doubtful whether the site would be of sufficient scale to justify a new junction or provide the required level of funding to deliver this and would instead need to be considered cumulatively with potential wider development opportunities in the area. There are also significant wider local capacity and highway safety issues that would need to be addressed. Furthermore, the area is severed by the M1 and A426 and it would be challenging to bring forward as a single/cohesive entity from a transport perspective. The Whetstone Pastures area is remote from existing facilities, so a standalone development of circa 3,500 dwellings could accommodate the jobs and facilities to be more self-contained, meaning it would be less reliant on car-based transport as a comprehensively planned autonomous or co-dependent typology. This area could be more favourably considered as part of a comprehensively masterplanned approach with adjoining (and potentially other nearby) sites, including sites 3a, 3b, 3c, 3d, 7a and 7b, that (at the least) delivered significantly enhanced transport connectivity to Leicester, Blaby and Whetstone and address the challenges presented by the location's current poor road connectivity. This is a challenging location and would need to be strategically planned and coordinated with wider proposals.

Western Power Distribution (WPD) noted that Strategic Growth Options 1a and 3c, together, would be likely to trigger significant / extensive / lengthy works, Major reinforcement i.e. Primary substation upgrade required/New primary substation and extra high voltage network reinforcement.

The Local Education Authority (LEA) noted that 1a and 3c are of a size sufficient to provide both Primary and Secondary Schools on site and they are located in one of the most favourable locations (relative) for education provision.

The scale of Strategic Growth Options 1a and 3c, if both brought forward, would require sensitive masterplanning informed by a joint evidence base that can assess the totality of development and its potential impacts e.g. landscape, transport. Transport modelling will be required to understand impacts on strategic, major and local routes.



Table 72 1b West of Stoney Stanton

Criterion	Considerations
Environment	- The site is defined as Flood Zone 1, low probability of flooding from rivers. However there are some unmodelled watercourses passing through the site that form part of the catchment of the River Soar and these pose a risk of flooding. Surface water is shown to flow overland towards these watercourses, and pond adjacent to the M69. The LLFA undertook a Section 19 investigation following property flooding from surface water in October 2019 in this catchment. Based on the underlying geology, the area is indicated to have a low susceptibility to groundwater flooding. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - The site is within close proximity to Burbage Wood and Aston Firs SSSI; development here may cause impacts i.e. recreational pressure, air quality (construction) - The site is in close proximity to areas of woodland - The site is Grade 3 good to moderate quality agricultural land
Landscape	This is a relatively flat area of search on land which occupies a plateau, largely contained centrally to the west by the M69 motorway. Land use is predominantly composed of large arable fields, with housing to the east nearby to the location along Huncote Road and Grace Road within the villages of Stoney Stanton and Sapcote. A network of PRoW and bridleways exists within the boundaries of the site. The landscape is typically and dominantly rural, adding to the perception of tranquillity but feels quite developed to the eastern edge due to the development along the road networks. The strong field boundaries and hedgerow trees provide a sense of a well-managed, intact landscape. Due to the size of the open field networks and hedgerows views extend into the middle

	distance, encompassing several fields. These existing field boundaries, the rail network to the north and the M69 to the west form defensible boundaries to development. There is however potential for the coalescence of Stoney Stanton or Sapcote if all of the area of search is developed.
Heritage	• There are no designated assets located within the Site. • There are six listed buildings located to the east of the Site in Stoney Stanton, the closest of which is approximately 430m east of the Site. These comprise the Grade II* listed Church of St Michael (1074704) and four Grade II listed post-medieval houses and a war memorial. The listed buildings are screened from the Site by modern housing at the western end of the village. • There are also three listed buildings in Elvesthorpe approximately 380m north-west of the Site. These comprise an 18th century farmhouse and 19th century cottages and a public house. The setting of the buildings comprises the village setting, and the Wentworth Arms Public House's (NHLE 1307251) position on Station Road. There is no intervisibility between the Site and the buildings due to mature trees either side of Station Road and the M69, directly west of the Site. • There is a scheduled monument located approximately 800m east of the south-eastern edge of the Site. This consists of the earthwork and buried remains of Sapcote Castle and Motte (NHLE 1010301). There are also nine further listed buildings located within Sapcote. There is no intervisibility between the Site and the scheduled monument or the listed buildings, and their setting would not be altered. • Aston Flamville Conservation Area is located approximately 990m south-south-west of the Site. The conservation area covers the small village and contains five Grade II listed buildings, including a medieval church with 19th century rebuilding (NHLE 1361065), 16th century manor house (NHLE 1074727) and 18th century thatched farmhouse (NHLE 1177757). The setting of the conservation area and listed buildings comprises the village and immediate agricultural fields. Development on the Site would not alter the surrounding fields to the south of Hinckley Road (B4669) and is unlikely to alter the setting of the assets. • High suitability for development - Low potential for harmful impacts on the historic environment. High potential for integration of assets.
Transport	Highways • The B581, a two-way single carriageway road with footway provision along its southern side, routes on an east-west alignment centrally through the site, providing scope for internal routing and multimodal transport access; • The site is bounded on to the south by the B4669 and to the east by Stanton Lane, both two-way single carriageway roads with footway provision providing scope for pedestrian and vehicular access to the site; • Good access to the SRN which can be gained via J2 of the M69 to the southwest of the site, for access north eastwards to Leicester and the M1; • The proposed Hinckley National Rail Freight Interchange is located immediately west of this site, and will provide major employment opportunity in addition to expanded capacity for freight rail services between Coventry and Leicester (albeit not passenger rail); • Potential for increased congestion on the M1 and M69 as a result of cumulative impacts of this site and development of the Hinckley Rail Freight interchange (HNRFI); • The site would benefit from reduced congestion towards Leicester around the M1 J21 if the proposals for the M1 J20a were to come forward (however, it is noted that this is not committed); • A full Transport Assessment will be required, including a junction modelling assessment to determine impacts on key strategic routes in the vicinity of the site, with key radial routes identified by LCC (September 2021) as the B4114, the A5460 and the A47 (major road network) into Leicester; • Access to the M69 is limited as there are currently no south-facing slip roads (i.e. no access to/from Coventry);

- Some localised congestion observed using Google traffic data on roads within and north and south of Stoney Stanton during the inter-peak hours, may be exacerbated by development here. Junction capacity assessments will be required to determine the capacity of existing junctions and the impact of development at the site.

Public Transport

- No good access to rail provision, with the nearest rail station being Hinckley approximately 6km west of the site, providing Cross Country rail services to regional destinations. Connections across the area by cycle or bus would likely be key for any forthcoming transport strategy for the site;
- Bound to the north by railway line between Hinckley and Leicester, causing severance issues northward. It is considered that the scale of development is likely not large enough to support new rail station provision however an economic assessment would be required to determine this;
- Very poor access to existing bus services, Stoney Stanton is within the service area for the FoxConnect demand responsive transport service approximately 500m east of the eastern site boundary for access between Leicester and Hinckley.

Active Modes

- Indicative centre point of the site located approximately 850m west of Stoney Stanton, an acceptable walking/cycling distance subject to appropriate footway/cycle link provision;
- Potential severance constraint as the site is bound to the west by the M69. This can result in limited connectivity westbound from the site on foot or by cycle, albeit there are no existing junctions local amenities westward within accessible walking distance;
- Stoney Stanton benefits from a range of existing local amenities including primary school, Football and the impact of development at the site. Tennis club and post office;
- Poor accessibility to local cycle routes, with the nearest NCN route being Route 6 approximately 10km east of the site;
- Access to one primary school in walking distance within Stoney Stanton, overall lack of provision within the local area; and
- Existing public footpaths and a public bridleway run through the site area providing sustainable accessibility to Stoney Stanton to the east.

On the basis of the key highways, public transport and active modes review, the site has medium suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has moderate potential of enabling strategic links between key corridors/destinations.

Utilities and Infrastructure

- WPD has stated that this site is likely to trigger significant, extensive and lengthy works. Major reinforcement in the form of a Primary substation upgrade and/or a new primary substation, alongside extra high voltage network reinforcement.
- Using the Government's future population projections across Blaby, this site would cause the district to be close to capacity within STW's potable water network. Therefore, a full network capacity check should be completed to assess whether infrastructure development will likely be required.
- According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Stoney Stanton and the site is likely to cause flooding and pollution downstream as well as negatively affect the downstream sewerage infrastructure. The development will likely join the 225mm foul sewer heading east along Station Road with multiple connection points likely. Potential impact is high with network improvements likely to be required. Surface water for the site can drain directly into tributaries to River Soar and Thurlaston Brook. Efforts must be made to separate surface water from the foul system.
- A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the Hinckley & Bosworth Borough. The WwTW is shown at low risk of exceeding spare capacity and therefore not expected

	to be any issues with spare capacity. Furthermore, STW state that there is low risk associated with the watercourse and therefore no land or other constraints will prevent expansion. Leicestershire County Council indicates that the site is one of the most favourable locations (relative) for education provision. The site is capable of providing both primary and secondary schools on-site.
Housing	- The average new build house priced paid in Blaby in April 2021 was £247,808. This is considerably higher than in Leicester City (£204,208) and the average price in the East Midlands (£213,308). It is also lower than the England and Wales average of £263,778. Prices are slightly lower, on average than the Leicestershire average (£256,890), indicating relatively lower demand for housing. - From September 2007 to April 2021, house prices in Blaby have increased by approximately 38.4%, which broadly mirrors the average house price change in Leicestershire during the same period (+38.6%). - The site is within the 'adjacent to Leicester' typology area in Appendix B (Viability analysis). The viability analysis identifies that development in this area is able to bear £25,000 per unit in developer contributions with around 15% affordable housing or £15,000 per unit between 20 and 25% affordable housing. Whilst not the highest value typology, this area is located closest to Leicester City which has a high demand for housing with unmet needs and has seen the highest level of housing price growth in Leicestershire over the period 2007 – 2021 (+51.6% compared to the Leicestershire average of 38.6%).
Economy	- The site appears to be well-suited to accommodate future developments due to its proximity to Junction 2 of the M69 motorway, which could connect the development with nearby settlements and offer connectivity with employment opportunities nationwide by road. However, there is a lack of south facing slips at this junction and upgrades would be beneficial in order to unlock the potential of this site without increasing congestion. There is a planning consent for 2.75ha of Use Class B2 and B8 adjacent to the north west of the site. - The site could also benefit from the proposed Hinckley Rail Freight terminal adjacent to the site, and the employment opportunities generated. This economic asset is anticipated to contribute to economic growth, particularly in the transport, storage, distribution, and logistics sectors if the rail freight terminal is fully developed. - The site could further benefit from the enabling of additional housing provision and economic growth afforded by improved transport connectivity associated with the A46 Priority Growth corridor, although this scheme and its extent are uncommitted. - The area provides varied picture of employment opportunities: the local authority of Blaby as a whole in which the majority of the site falls has an employment density considerably higher than that for Leicestershire, indicating that the area currently has reasonable employment opportunities. However, the area of Hinckley & Bosworth as a whole, within which some of the LSOAs within 1km of the site sit has an employment density considerably lower than Leicestershire. The overall jobs density in the locale of the site approximates to the average for Leicestershire. - The area has a fairly weak retention rate as approximately 24.9% of working age residents of Blaby as a whole who are employed in workplaces are employed in Blaby, compared with 28.5% employed in Leicester, showing the strong dependence of residents of Blaby on the key employment centre of Leicester. Approximately 32.2% of working age residents of Hinckley & Bosworth as a whole who are employed in workplaces are employed in Hinckley & Bosworth, which is considerably higher than the 7.2% of residents of Hinckley & Bosworth who are employed in Leicester. 50% of the those working age individuals who reside within the LSOAs within 1km of the site travel between 5km and 20km to work.

- Businesses in the immediate area where the site lies tend to specialise in the construction sector, which is responsible for a considerably higher amount of employment (19.8%) than is found in Blaby (6.0%), Hinckley & Bosworth (5.2%), Leicestershire (5.4%), and the East Midlands (4.7%). The business administration (13.5%), and transport and storage (10.2%) sectors also contribute a greater amount of employment in the immediate area at the site than in the wider comparator geographies.
- The area attracts a typical amount of well-qualified workers, with 24.0% of working age residents holding an NVQ Level 4+ qualification, which is lower than recorded across Leicestershire, but broadly in line with that across East Midlands.
- The area (LSOAs within 1km of the site) records a varied picture of deprivation. At worst, one LSOA falls within the 30% most deprived nationally, whereas others are ranked within the 10% least deprived nationally.

Conclusion - Potential Area for Strategic Growth

Area - 287 Ha

Typologies - Garden Village / Village Expansion

Typology Delivery Period - 2030s - 2040s

1b West of Stoney Stanton could come forward as either a new garden village (<5,000 homes) or as a village expansion to the west of Stoney Stanton (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there is potential for the coalescence of Stoney Stanton or Sapcote if all of the area were to be developed under a new garden village scenario.

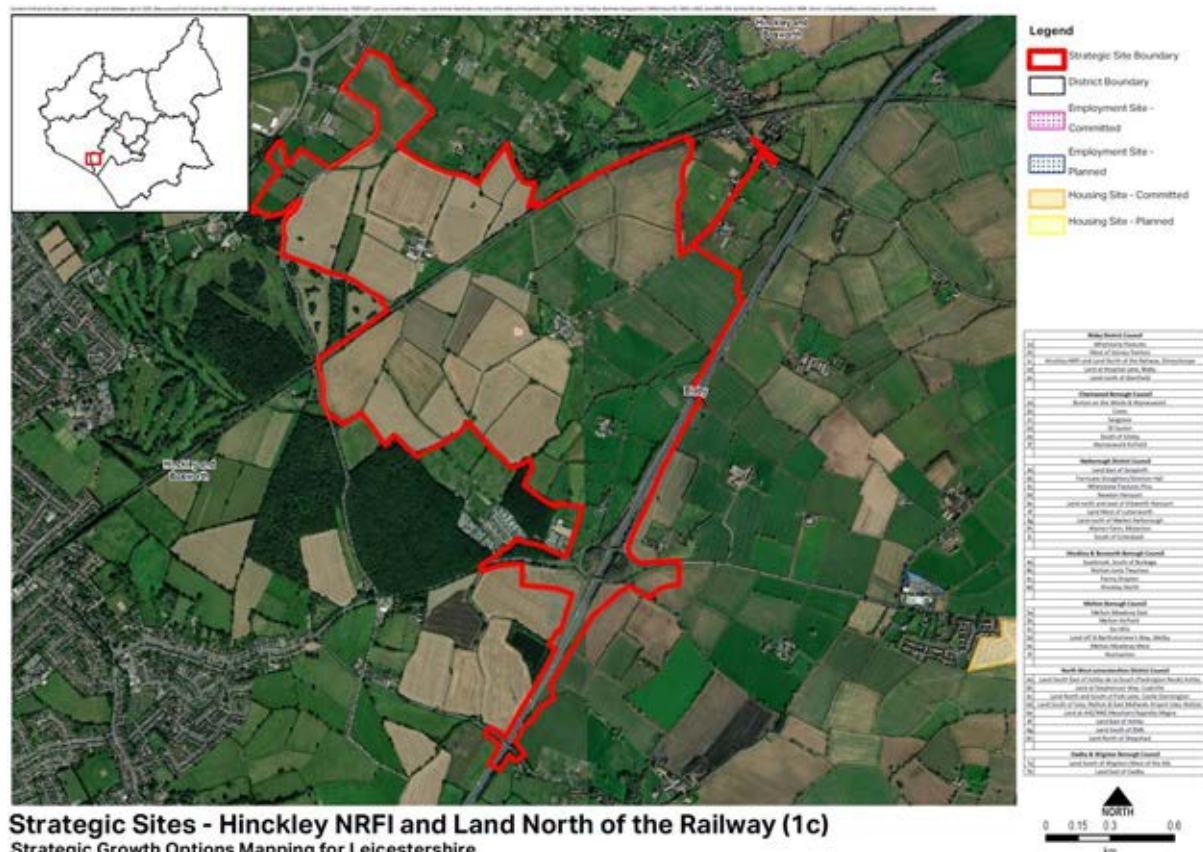
There is no good access to rail provision, with the nearest rail station being Hinckley approximately 6km west of the site. There is potential for increased congestion on the M1 and M69 as a result of growth due to development of the proposed Hinckley Rail Freight interchange. In addition, modelling would be required to understand impacts on key strategic routes in the vicinity of the site, with key radial routes identified by LCC Highways Authority such as the B4114, the A5460 and the A47 (major road network) into Leicester.

The indicative centre point of the site is located approximately 850m west of Stoney Stanton, which may offer an acceptable walking/cycling distance subject to appropriate footway/cycle link provision. Stoney Stanton benefits from a range of existing local amenities. The site could benefit from reduced congestion towards Leicester around the M1 J21 if the proposals for the M1 J20a were to come forward (however, it is noted that this is not committed).

The LEA noted that that the site is one of the most favourable locations (relative) for education provision. The site is capable of providing both primary and secondary schools on-site.

1b West of Stoney Stanton and 1c Hinckley NRFI and Land North of the Railway could be brought forward together with opportunities to provide new homes at both Strategic Growth Option locations (located to the north and east of the proposed NRFI) in close proximity to proposed new jobs. WPD noted that together 1b and 1c would be likely to trigger significant / extensive / lengthy works, Major reinforcement i.e. Primary substation upgrade required/New primary substation and extra high voltage network reinforcement.

1c Hinckley NRFI and Land North of the Railway, Elmeſthorpe



Criterion	Considerations
Environment	- The majority of the site is defined as Flood Zone 1, low probability of flooding from rivers, and a small area is Flood Zone 3, high probability of flooding in the north of the site. The Thurlaston Brook and at least two unmodelled tributaries flow north east through the site and pose a risk of flooding. There are records of property flooding from the Thurlaston Brook on B581 Station Road/Bostock Close immediately downstream of the site. Surface water flooding is also shown to occur along the upstream side of the railway line. Based on the underlying geology, the area is indicated to have a medium susceptibility to groundwater flooding. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development must ensure no additional discharge to local watercourses and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - The site is within close proximity to Burbage Wood and Aston Firs SSSI; development here may cause impacts i.e., recreational pressure, air quality (construction) - The south western site is bordered by pockets of Ancient Woodland - The south western site is bordered by areas of Country Parks - The south western site is bordered by areas of Local Nature Reserves - The south western boundary of the site borders numerous areas of woodland - The site is Grade 3 good to moderate quality agricultural land
Landscape	A large search area which is dissected into north and south sites by the rail network. This is a relatively flat landform largely contained centrally to the east by the M69 motorway. The area of search is largely composed of large arable fields, with a ribbon of housing to the north along the B581 and Billington Road West, this forms the hamlet of Elmeſthorpe. The towns of Barwell and Earl Shilton are situated adjacently to the northern boundary of the site, with Hinckley, Lash Hill and Burbage to the south

	western boundary separated by Hinckley Golf Course and Burbage Common and Woods. A network of PRow exists on the western side of the area of search and Burbage Common and Woods is a prominent feature of the site, and well used by the general public. The M69 is visible from parts of the site as you travel eastwards on Burbage Common Road. The landscape is typically and dominantly rural, adding to the perception of tranquillity but feels fairly developed to the northern edge due to the development along the road network. Views are limited to field extents by mature mixed species hedgerows. These existing field boundaries, along with the rail network dissecting the area of search and the M69 to the west form defensible boundaries to development. There is potential to increase perception of sprawl where the search area meets the northern and westerly suburban edge, with high risk of coalescence for a tranquil and rural location which demonstrates little development at present. Therefore the search area is potentially partially suitable for development.
Heritage	• There are no designated assets located within the Site. • The Grade II listed Wentworth Arms Public House (NHLE 1307251) in Elmesthorpe is located directly to the northern edge of the Site, which runs along Station Road and Burbage Common Road. There are also two further listed buildings in Elmesthorpe, an 18th century farmhouse and 19th century cottages. The setting of the listed buildings may be affected due to the close proximity to the northern edge of the Site and the development of agricultural land to the south of the village. • Aston Flamville Conservation Area is located to the southern edge of the Site, which runs along the M69. The conservation area covers the small village and contains five Grade II listed buildings, including a medieval church with 19th century rebuilding (NHLE 1361065), 16th century manor house (NHLE 1074727) and 18th century thatched farmhouse (NHLE 1177757). The setting of the conservation area and listed buildings comprises the village and immediate agricultural fields. Any development directly to the west or north of the village would alter the setting of the conservation area and the listed buildings within it due to the addition of a modern built context to the agricultural fields surrounding the village. • Two non-designated farms are also recorded within the Site on historic mapping, and any remaining historic buildings should be treated as non-designated built heritage assets. One of these farms is located to the south of Burbage Common Road and the other to the north of Smithy Lane. The agricultural setting of these buildings would be changed by development on the Site due to the addition of a modern built context. • Medium suitability for development - Medium potential for harmful impacts on the historic environment. Medium potential for integration of assets.
Transport	Highways • Local highway network comprises the B581 to the north, the A47 (major road network) and Leicester Road to the west and the B4669 to the south, all two-way single carriageway road with existing footway provision providing opportunity for vehicular and sustainable access to the site; • Burbage Common Road routes internally through the site between the B581 to the east and Leicester Road to the west, albeit being a single lane carriageway with no footway provision for pedestrian accessibility; • M69 J2 situated at the south-eastern extent of the site area, for direct access north-eastward to Leicester and the M1; • No clear localised congestion observed using Google traffic data on the local highway network at peak times; • Completion of south facing slip roads at Junction 2 of the M69 as part of the Hinckley Rail Freight Interchange Masterplan will help to alleviate congestion on this route; • The proposed Hinckley National Rail Freight Interchange (HNRFI) is located within the approximate boundary of this site. This will provide major employment opportunity and provide expanded capacity for freight rail services between Coventry and Leicester (albeit not passenger rail) and is located on the gauge cleared Nuneaton to Felixstowe Line;

- M69 forms the sites eastern boundary, causing severance to the east, with connectivity eastward requiring use of an existing footbridge, the B581 road bridge and the B4669 / M69 J2;
- Potential for increased congestion on the M1 and M69 as a result of the cumulative impacts of this site and growth due to development of the Hinckley Rail Freight interchange (HNRFI);
- Access to the M69 is limited as there are currently no south-facing slip roads (i.e. no access to/from Coventry);
- Should be subject to a full Transport Assessment including a transport modelling assessment to determine impacts on key strategic routes in the vicinity of the site with key radial routes identified by LCC (September 2021) as the B4114, the A5460 and the A47 (major road network) into Leicester.

Public Transport

- Access to existing regular bus services within walking distance, with one service (X6 Arriva Bus) on the B4669 for connection between Hinckley and Leicester, and three services (1 & 2 Arriva Buses and 159 Roberts Travel Group) on the Leicester Road, providing connection between Hinckley and Barwell, Coalville & Earl Shilton;
- Limited access to passenger rail provision, with the nearest station being Hinckley approximately 5km west of the site providing Cross Country services;
- Connection to Hinckley by cycle or bus would therefore likely be key for any forthcoming transport strategy for the site;
- Existing railway line with no rail station severs the site, limiting internal connectivity.

Active Modes

- Indicative centre point of the site located approximately 2.4km to the western boundary of Stoney Stanton, 2.5km eastern boundary of Hinckley and 2.7km southern boundary of Earl Shilton, within feasible cycle distance and with viable opportunities for public transport access to both;
- Existing public footpath network across the existing agricultural site could provide for pedestrian accessibility if upgraded to a hard surface;
- Access to local leisure facilities and amenities, including Hinckley Football, Rugby and Cricket Clubs, Burbage and Common Woodland and Hinckley Golf Course;
- Access to schools in accessible walking distance of the site within Barwell, requires pedestrian movements across the A47 / The Common / Leicester Road roundabout junction with a shared footway / cycleway provided;
- No access to NCN cycle routes, the nearest being Route 6 11km east of the site and NCN Route 52 10km west.

On the basis of the key highways, public transport and active modes review, the site has medium suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has moderate potential of enabling strategic links between key corridors/destinations.

Utilities and Infrastructure

- WPD has stated that this site is likely to trigger significant, extensive and lengthy works. Major reinforcement in the form of a Primary substation upgrade and/or a new primary substation, alongside extra high voltage network reinforcement.
- Using the Government's future population projections across Blaby, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed.
- According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Stoney Stanton and the site is likely to cause flooding and pollution downstream as well as negatively affect the downstream sewerage infrastructure. The development will likely join 225mm foul sewer heading north off Station Road. Parts of the site may require pumping due to topography. Potential impact is high with network

	improvements likely to be required. Surface water for the site can drain directly into Thurlaston Brook. Efforts must be made to separate surface water runoff drainage from foul water system. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the Hinckley & Bosworth Borough. The WwTW is shown at low risk of exceeding spare capacity and therefore not expected to be any issues with spare capacity. Furthermore, STW state that there is low risk associated with the watercourse and therefore no land or other constraints will prevent expansion. • Leicestershire County Council highlights that the site may not be capable of providing secondary schools.
Housing	• The average new build house priced paid in Blaby in April 2021 was £247,808. This is considerably higher than in Leicester City (£204,208) and the average price in the East Midlands (£213,308). It is also lower than the England and Wales average of £263,778. Prices are slightly lower, on average than the Leicestershire average (£256,890), indicating relatively lower demand for housing. • From September 2007 to April 2021, house prices in Blaby have increased by approximately 38.4%, which broadly mirrors the average house price change in Leicestershire during the same period (+38.6%). • The site is within the 'adjacent to Leicester' typology area in Appendix B (Viability analysis). The viability analysis identifies that development in this area is able to bear £25,000 per unit in developer contributions with around 15% affordable housing or £15,000 per unit between 20 and 25% affordable housing. Whilst not the highest value typology, this area is located closest to Leicester City which has a high demand for housing with unmet needs and has seen the highest level of housing price growth in Leicestershire over the period 2007 – 2021 (+51.6% compared to the Leicestershire average of 38.6%).
Economy	• The site is nearby to Hinckley town centre where employment opportunities are located. The Harrowbrook Industrial Estate located south west of Hinckley, including occupants such as Tesco, is found 4.5km from the site. The site could accommodate up to 350ha of employment land. The site could benefit from the proposed Hinckley Rail Freight terminal on site and local employment opportunities that could be generated. The rail freight terminal is anticipated to contribute to economic growth, particularly in the transport, storage, distribution and logistics sectors if it is fully developed. A number of industrial estates to the south west of Hinckley operate in these industries. • The site appears to be well-suited to accommodate future developments due to its proximity to Junction 2 of the M69 motorway, which could connect the development with nearby settlements and offer nationwide connectivity by road. However, there is currently a lack of south facing slips which should be addressed if the growth potential of the site is to be unlocked without increasing congestion locally. The site could benefit from the enabling of additional housing provision and economic growth afforded by improved transport connectivity associated with the South East Leicester Priority Growth Corridor, although this scheme and its extent are uncommitted. • The Leicester & Leicestershire Warehousing & Logistics study (April, 2021) identifies the location as a Key Area of Opportunity (both rail-linked and road linked). • The area provides varied picture of employment opportunities: the employment density in the local authority of Blaby as whole, in which the majority of the site falls, has an employment density considerably higher than that for Leicestershire, indicating that the area currently has reasonable employment opportunities. However, the local authority of Hinckley & Bosworth as a whole, within which some of the LSOAs within 1km of the site sit has an employment density considerably lower than Leicestershire. The overall jobs density in the locale of the site approximates to the average for Leicestershire.

- The area has a fairly weak retention rate as approximately 24.9% of residents of Blaby as a whole who are employed in workplaces are employed in Blaby, compared with 28.5% employed in Leicester, showing the strong dependence of residents of Blaby on the key employment centre of Leicester. Approximately 32.2% of residents of Hinckley & Bosworth as a whole who are employed in workplaces are employed in Hinckley & Bosworth, which is considerably higher than the 7.2% of residents of Hinckley & Bosworth who are employed in Leicester. 42.0% of the those who reside within the LSOAs within 1km of the site, travel less than 10km to work.
- Businesses in the immediate area where the site lies tend to specialise in the construction sector, which is responsible for a considerably higher amount of employment (17.5%) than is found in Blaby (6.0%), Hinckley & Bosworth (5.2%), Leicestershire (5.4%), and the East Midlands (4.7%). The education (13.1%), and health (12.7%) sectors also contribute a significant amount of employment in the immediate area of the site than in the wider comparator geographies.
- The area attracts well-qualified workers (23.7%) who hold an NVQ 4+ qualification at a level broadly in line with the districts of Blaby (24.9%) and Hinckley & Bosworth (24.1%), and the East Midlands region (23.6%). 13.2% of employees are in skilled trades occupation in the immediate area around the site.
- The area (LSOAs within 1km of the site) records a varied picture of deprivation. At worst, one LSOA falls within the 40-50% most deprived LSOAs nationally, whereas others are ranked within the 10% least deprived nationally.

Conclusion - Potential Area for Strategic Growth

Area - 290 Ha

Typologies - Employment Site / Garden Village

Typology Delivery Period - 2030s - 2040s

1c Hinckley NRFI and Land North of the Railway, Elmeſthorpe is subject to an ongoing Nationally Significant Infrastructure Project (NSIP) proposal for the Hinckley National Rail Freight Interchange¹⁰⁴ - as at December 2021. This will be determined through the Development Consent Order process rather than the Local Plan. The Strategic Growth Option also includes land outside of the emerging NSIP boundary that could be capable of delivering ~1,000 homes as a new garden village (<5,000 homes).

There are areas within the Strategic Growth Option which may not be suitable for development. For example, there are environmental assets (SSSI, Ancient Woodland, Country Parks, LNRs) to the west and north west of the area. In addition, there is potential to increase perception of sprawl where the search area meets the northern and westerly suburban edge, with high risk of coalescence for a tranquil and rural location which demonstrates little development at present.

Limited access to passenger rail provision, with the nearest station being Hinckley approximately 5km west of the site providing Cross Country services. There is potential for increased congestion on the M1 and M69 as a result of growth due to development of the Hinckley Rail Freight interchange. In addition, modelling would be required to understand impacts on key strategic routes in the vicinity of the site, with key radial routes identified by LCC Highways Authority such as the B4114, the A5460 and the A47 (major road network) into Leicester.

Indicative centre point of the site located approximately 2.4km to the western boundary of Stoney Stanton, 2.5km eastern boundary of Hinckley and 2.7km southern boundary of Earl Shilton, within feasible cycle distance and with viable opportunities for public transport access to both. Access to existing regular bus services within walking distance, with one service (X6 Arriva Bus) on the B4669 for connection between Hinckley and Leicester, and three services (1 & 2 Arriva Buses and 159 Roberts Travel Group) on the Leicester Road, providing connection between Hinckley and Barwell, Coalville & Earl Shilton. Completion of south facing slip roads at Junction 2 of the M69 as part of the Hinckley Rail Freight Interchange Masterplan will help to alleviate congestion on this route.

¹⁰⁴ Accessed at: <https://www.hinckleynrft.co.uk/>

WPD has stated that this site is likely to trigger significant, extensive and lengthy works. Major reinforcement in the form of a Primary substation upgrade and/or a new primary substation, alongside extra high voltage network reinforcement. The LEA highlights that the site may not be capable of providing a secondary school(s).

1c Hinckley NRFI and Land North of the Railway and 1b West of Stoney Stanton and could be brought forward together with opportunities to provide new homes at both Strategic Growth Option locations (located to the north and east of the proposed NRFI) in close proximity to proposed new jobs. This may also help to provide the requisite social infrastructure for both sites e.g. secondary school provision.

1d Land at Hospital Lane, Blaby



Criterion	Considerations
Environment	- The south of the site is defined as Flood Zone 1 low probability of flooding and the northern part is defined as Flood Zone 3a, high probability of flooding and Flood Zone 3b Functional Floodplain associated with the River Sence. A tributary of the River Sence flows north through the site and poses a risk of flooding. Based on the underlying geology, the area is indicated to have a low to medium susceptibility to groundwater flooding. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. There are opportunities to use development to improve the watercourse, enhance water quality and improve biodiversity. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - Canal & River Trust state that Site 1d appears to be close to the Grand Union Canal, although equally it does appear that the location identified may only extend northwards as far as the River Sence, which runs to the south of the canal on a roughly parallel course. If this is the case, it is relatively unlikely that development south of the river would significantly affect the canal. - The site contains and is adjacent to areas of woodland - The site is Grade 3 good to moderate quality agricultural land - The site adjoins the safeguarded waste site designated B4 (Countesthorpe STW). Records show that the site is within 250m of landfill.
Landscape	This is a relatively flat area of search, largely contained centrally to the west by the village of Blaby. The area of search is largely composed of medium to large arable fields, with clusters of suburban villages to the west at Blaby and to the north of the River Sence and Grand Union Canal at South Wigston. A limited network of PROW exists. The landscape is typically and dominantly rural, adding to the perception of tranquillity but

	feels quite developed due to the proximity of the suburban edge. Views are limited to field extents by mature hedgerows. These existing field boundaries along with the River Sence and Grand Union Canal form defensible boundaries to development. There is however potential to increase perception of sprawl where the search area meets the suburban edges, with high risk of coalescence of Blaby and to some extent South Wigston, if all of the area of search is developed. Therefore the search is potentially suitable for development.
Heritage	• The Site covers an area of agricultural land to the east of Blaby. There are no designated assets located within the Site. • The Grand Union Canal Conservation Area is located directly to the north of the eastern section of the Site. The conservation area covers a 48-kilometre long linear area along the canal which was built between 1793 and 1814. The setting of the canal includes the waterway, associated structures, and the surrounding surviving agricultural land which was the canal's original setting. Development on the Site would alter the setting of the conservation area due to the introduction of a modern built context into the agricultural fields. This change would not however necessarily diminish the canal's significance to a significant degree. • South Wigston Conservation Area is located approximately 50m north of the Site. The conservation area comprises an area developed by the owner of a large brickworks in the 19th century. There are also other industrial buildings as well as residential buildings, mainly terraces, for workers laid out generally in a grid. The setting of the conservation area comprises the rows of 19th century terraces associated with the industrialisation of the area. Development on the Site is unlikely to alter the setting of the conservation area. • Blaby Conservation Area is located approximately 570m west of the Site and contains nine listed buildings. The conservation area covers the eastern edge of the village and includes the Grade I listed medieval Church of All Saints (NHLE 1074757) and Grade II listed 19th century Blaby Hall (NHLE 1074760). The conservation area is screened by mature trees to the east in the direction of the Site. • The scheduled moat and hut circle at Glen Parva (NHLE 1008259) is a medieval moated site located approximately 540m north-west of the Site. The moated site is located just to the north of the River Sence. The Grade II listed Manor Restaurant (NHLE 1074733) is located just to the north of the scheduled monument. The listed building and scheduled monument are screened from the Site by mature trees along the river. • Historic mapping records the Midland Railway passing through the Site, aligned north-east to south-west and the line of the railway is still extant. There are also buildings within the Site on the historic mapping labelled as Blaby Hill and Port Hill. Both have extant historic buildings which should be treated as non-designated assets should their significance warrant it. The extant non-designated buildings are surrounded by hedges and mature trees, although developments surrounding the buildings may alter the setting of the buildings due to the encroachment of modern buildings in the agricultural landscape. • Medium suitability for development - Medium potential for harmful impacts on the historic environment. Medium potential for integration of assets.
Transport	Highways • Local highway network comprises Countesthorpe Road to the east and Hospital Lane through the southern portion of the site, both providing existing footway provision and opportunity for vehicular access to the site; • Should be subject to a full Transport Assessment including a transport modelling assessment to determine impacts on key strategic routes in the vicinity of the site including the B5366 into Leicester; • Some localised congestion observed using Google traffic data within surrounding local centres such as South Wigston, but not along local roads in close proximity to the site. Junction capacity assessments will be required to determine the capacity of existing junctions and the impact of development at the site;

	• Access to the SRN, gained approximately 6km driving distance from M1 J21. The site could benefit from proposals for M1 J20a as a result of improved connectivity and reduced congestion at M1 J21 if the scheme is delivered. Public Transport • Limited access to existing bus services, with one service (85 Arriva Buses) stopping along Hospital Lane approximately 200m south of the site boundary and Park Road approximately 250m north of the site for access to South Wigston and Leicester; • South Wigston rail station located approximately 1.2km north of the site, providing Cross Country rail services to Leicester and Birmingham New Street; • South Wigston rail station does not include dedicated car or bicycle storage. A future detailed assessment could evaluate opportunities to improve facilities at the station and the impact of development on rail passenger capacity at peak times. Active Modes • Access to local schools in walking distance of the site. within surrounding local centres. Indicative centre point of the site located adjacent to an established urban area, being approximately 1.4km walking distance south of the local centre of South Wigston, benefits from a range of existing local amenities including South Wigston High School, South Leicestershire College and supermarkets; • The site is also situated approximately 1.4km and 1.8km from the local centres of Blaby and Countesthorpe respectively, providing further local amenities and accessible by sustainable modes; • Pedestrian / cycle accessibility along Crow Mills Way, for access northward towards South Wigston; • Close proximity to the NCN Route 6, running approximately 500m west of the site boundary, for access into Leicester and southward towards Market Harborough; • Access to an existing network of public footpaths and bridleways within the local area, providing for active modes; and • Abuts the Leicester city boundary, thereby presenting opportunity and obligation to maximise opportunities for sustainable transport from the site to / from Leicester, with LCC pursuing further delivery of the Transforming Cities Fund (TCF) including potential for improved walking and cycling connections to Blaby. On the basis of the key highways, public transport and active modes review, the site has medium suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has moderate potential of enabling strategic links between key corridors/destinations.
Utilities and Infrastructure	• WPD's network capacity map indicates that there are 3 substations within the Wigston area. All 3 are situated on the Northern side of the river, so may require further works to divert across the river. There is a 132kV substation, 33kV substation and 11kV substation, all of which are shown as green on the map and therefore are not likely to require reinforcement. The 132kV substation is shown to have further developments in the form of an 11 kV indoor circuit breaker, costing £125,000 and indicative timescale of 1-2 years. The 33kV substation is shown to have further developments in the form of a 33kV indoor circuit breaker, with a connection cost of £225,000, with an indicative timescale of 1-2 years. It is also stated that there is an average reinforcement cost of £40,000 for this substation. • The next closest substation is situated in Whetstone approximately 2km away and is shown the WPD's network capacity map as amber, therefore it is likely to require reinforcement. WPD has stated that the sites at Whetstone are likely to trigger significant, extensive and lengthy works. Major reinforcement in the form of a Primary substation upgrade and/or a new primary substation, alongside extra high voltage network

	reinforcement. Therefore, this site at Hospital lane is also likely to require the same improvements if delivered at the same time. • Using the Government's future population projections across Blaby, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed. • According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Countesthorpe. The site will negatively affect downstream sewerage infrastructure, pollution has also been reported downstream. The development will likely join 150mm foul sewer heading south off Hospital Lane, the site will require pumping due to topography. Potential impact is high with network requirements likely. Surface water for the site can drain directly into River Sence which runs across the north of most of the parcels of land involved in this site. Efforts must be made to separate surface water runoff drainage from foul water system. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the Blaby District. The WwTW is shown at low risk of exceeding spare capacity and therefore not expected to be any issues with spare capacity. However, STW state that there is medium risk associated with the watercourse as there are some constraints that could limit provision of additional capacity. An AMP7 solution of transferring final effluent to Wigston, where there is tertiary treatment to reduce pollution. Some of Wigston and Countesthorpe spare DWF capacity to be given up to enable Wanlip growth. • Leicestershire County Council suggests that there might be opportunities to extend existing primary schools to accommodate primary education requirements generated on-site. However, the site might not be capable of providing new secondary schools.
Housing	• The average new build house priced paid in Blaby in April 2021 was £247,808. This is considerably higher than in Leicester City (£204,208) and the average price in the East Midlands (£213,308). It is also lower than the England and Wales average of £263,778. Prices are slightly lower, on average than the Leicestershire average (£256,890), indicating relatively lower demand for housing. • From September 2007 to April 2021, house prices in Blaby have increased by approximately 38.4%, which broadly mirrors the average house price change in Leicestershire during the same period (+38.6%). • The site is within the 'adjacent to Leicester' typology area in Appendix B (Viability analysis). The viability analysis identifies that development in this area is able to bear £25,000 per unit in developer contributions with around 15% affordable housing or £15,000 per unit between 20 and 25% affordable housing. Whilst not the highest value typology, this area is located closest to Leicester City which has a high demand for housing with unmet needs and has seen the highest level of housing price growth in Leicestershire over the period 2007 – 2021 (+51.6% compared to the Leicestershire average of 38.6%).
Economy	• The site is nearby to employment areas at Chartwell Drive (with occupants including manufacturing and logistics firms), Radnor Road (with occupants including specialist manufacturers Nova Laboratories), Saffron Road, and Blaby Road. A range of employment opportunities can be found in Blaby town centre. • The area currently has suboptimal connectivity with the road network, although connectivity with Leicester is currently available. South Wigston railway station is also nearby to the site, offering options for sustainable transport modes to be opted for by prospective residents. The uncommitted upgrade of Leicester Railway Station could enhance journey quality and time for commuters using South Wigston railway station to access employment in the urban centre. The uncommitted increased frequency of rail services between Leicester and Birmingham, and Leicester and Coventry associated with Midlands Connect schemes could

also improve commuting journeys for those accessing employment in these locations from the site.

- If the 'Greenlines' Electric Bus Project is fully delivered, the G7 route which is awaiting funding could serve bus stops at nearby Wigston and Eyres Monsell with electric buses and updated infrastructure that provides additional options for prospective residents to access employment opportunities across Leicester using high-quality, sustainable transport modes.
- The site sits within the South East Leicester Priority Growth Corridor, which if fully developed, could enable significant housing and employment opportunities to the south of Leicester, including additional connectivity that could benefit the site itself. The site could benefit from the enabling of additional housing provision and economic growth afforded by improved transport connectivity associated with the South East Leicester Priority Growth corridor, although this scheme and its extent are uncommitted.
- The employment density in the local authority of Blaby as a whole is considerably higher than that of Leicestershire, indicating that the area currently has significant employment opportunities. Yet, the neighbouring local authority of Oadby and Wigston as a whole, in which LSOAs within 1km of the site sit, records an employment density considerably lower than the rate recorded for Leicestershire. Therefore, the employment density in the immediate area around the site approximates to the average for Leicestershire.
- The area has a fairly weak retention rate, with 28.5% of working age residents of Blaby as a whole employed in Leicester, compared with the 24.9% employed within Blaby. Moreover, 37.4% of working age residents of Oadby and Wigston as a whole are employed in Leicester, compared with 20.6% employed in Oadby and Wigston. Therefore, a considerable amount of employment in the local area is dependent on the larger employment centre of Leicester. Typically, 70.6% of working age residents in the immediate area of the site travel less than 20km to work.
- Businesses in the area local to the site tend to specialise in construction more than is typical for Leicestershire and the East Midlands, with this broad industrial group representing nearly 16.4% of total employment in the local area. The education (16.0%) and business administration and support services (14.6%) also contribute a significant amount of employment within the local area.
- The area attracts fewer well-qualified working age residents (19.2%) who hold and NVQ4+ qualification than if recorded in Blaby (24.9%) and Oadby and Wigston (24.8%), and most working age residents are employed in skilled trades occupations (14.5%).
- The area (LSOAs within 1km of the site) records a varied picture of deprivation with some LSOAs ranked within the 3rd decile of deprivation and thus amongst the 20-30% most deprived nationally.

Conclusion - Potential Area for Strategic Growth

Area - 101 Ha

Typologies - Garden Village

Typology Delivery Period - 2030s - 2040s

1d Land at Hospital Lane could come forward as a new garden village (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there are areas of flood zone 3b associated with River Sence to the north. There is also potential to increase perception of sprawl where the search area meets the suburban edges, with high risk of coalescence of Blaby and to some extent South Wigston, if all of the area of search is developed. Limited access to existing bus services and modelling assessment will be required to determine impacts on key strategic routes in the vicinity of the site including the B5366 into Leicester. WPD has stated that the sites at Whetstone are likely to trigger significant, extensive and lengthy works. Therefore, this site at Hospital lane is also likely to require the same improvements if delivered at the same time. Severn Trent state that there is medium risk associated with the watercourse as there are some constraints that could limit provision of additional capacity. The LEA suggests that there might be opportunities to extend existing primary schools to accommodate

primary education requirements generated on-site. However, the site might not be capable of providing new secondary schools.

The indicative centre point of the site is located adjacent to an established urban area, being approximately 1.4km walking distance south of the local centre of South Wigston and 1.4km and 1.8km from the local centres of Blaby and Countesthorpe respectively, providing further local amenities accessible by sustainable modes. South Wigston rail station located approximately 1.2km north of the site, providing Cross Country rail services to Leicester and Birmingham New Street. NCN Route 6 runs approximately 500m west of the site boundary, for access into Leicester and southward towards Market Harborough.

Alongside sites 1a, 3a, 3b, 3c, 3d, 7a and 7b there is potential to contribute towards major cumulative traffic impact including on the A6 and A47. But there is also a potential opportunity to deliver enhanced passenger transport networks and orbital transport routes to supplement growth. There is an opportunity for new developments to help fund alternative strategic routes with a joined up approach to the delivery of sites. Enhanced passenger transport and orbital transport connections are needed to facilitate strategic growth across this area, transport infrastructure is required to unlock growth rather than vice-versa (growth enabling transport upgrades). It is unclear if a development of this scale could deliver the new/enhanced orbital links required. A new orbital route may need to pass through some of the sites and hence reduce the number of dwellings that could be delivered. If these sites were to come forward together it would have major cumulative (and potentially cross-boundary) transport impacts. A comprehensively masterplanned approach would be required to overcome these impacts, as well as maximise opportunities for transport enhancements.

1e Land north of Glenfield



Criterion	Considerations
Environment	- The majority of the site is defined as Flood Zone 1 low probability of flooding from rivers. The eastern edge is defined Flood Zone 3, high probability of flooding and Flood Zone 3b Functional Floodplain associated with the Rothley Brook. The community at Glenfield is at risk of flooding. There are existing surface water flowpaths through the site to the Rothley Brook floodplain. Based on the underlying geology, the area is indicated to have a low to medium susceptibility to groundwater flooding. Development of the site should seek opportunities to restore the Brook, enhance water quality and improve biodiversity. Opportunities should be sought to link with the Environment Agency's Glenfield flood alleviation scheme. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. Given the location of the site between the A46 on the west and the Rothley Brook floodplain on the east, it will be necessary to give careful thought to the provision of safe access and egress to and from the site. - Two safeguarded waste sites designated as B2 (Glenfield Autospares) and B23 (Glenfield STW). Local records of landfill within 250m of site. - The site is Grade 3 good to moderate quality agricultural land
Landscape	Gently undulating land within the area of search sitting between Groby to the west and the suburb of Glenfield to the east. Primarily comprises agricultural land with some fields containing grazing livestock. The search area has a relatively rural character, but is locally influenced by the adjacent urban fringe which includes an industrial estate to the south. A network of PRoW and limited bridleways exists. A comparatively smaller area of search with a pattern of large open field. Views into the area are locally limited by a mixture of intervening built form and vegetation. The adjacent urban area is relatively featureless suburban. Key defensible boundaries along A46 to the west and suburban edge to the north east and south. Potential for perception of sprawl as development crosses the A46. Development will be separated from Glenfield due to Rothley Brook but close enough that there is potential for walking and cycling to the facilities at Glenfield due to existing

	walking and cycling network. Leicester Western Bypass acts as defensible boundary and maintaining separation with Groby would be desirable. Development has already taken place to the north east of the site, including ribbon development on Groby Road. It would be desirable to limit further ribbon development and to avoid crossing the Rothley Brook eastwards. High risk for perceived coalescence as an urban extension with Glenfield. Limiting development to the western edge of the site could reduce or mitigate sprawl. There is potential within the area of search for strengthening and expansion of the green infrastructure network. Therefore the search area is potentially suitable for development with some caution noted that landscape impact will need to be carefully considered.
Heritage	• There are no designated or non-designated assets located within the Site. • Glenfield Conservation Area is located approximately 40m south-east of the Site. The conservation area covers the historic core of the settlement and includes a scheduled medieval moated site and garden enclosure (NHLE 1017680) and five listed buildings including the Grade II listed ruins of the 13th century Church of St Peter (NHLE 1177117) and the subsequent extant 19th century church (NHLE 1361056) and the Grade II* listed 15th century Old Tudor Rectory (NHLE 1361058). There is limited intervisibility between the Site and the conservation area due to mature trees along Rothley Brook and industrial buildings to the north-east and north-west of the Site. • Groby Conservation Area is located approximately 890m north-west of the Site. The conservation area is centred around the historic core of the village and includes the scheduled remains of a motte and bailey castle and manorial complex (NHLE 1010193), the Grade II* listed 15th century Old Hall (NHLE 1074083) and 11 other listed buildings including various post-medieval houses. There is no intervisibility between the Site and the conservation area due to modern development between the east of the conservation area and the A46 dual carriageway. There would be no change to the assets' setting from development on the Site. • A Grade II listed tunnel entrance for the Leicester railway line is located approximately 500m east of the Site. There are also 11 listed ventilation shafts located along the tunnel to the east. There is no intervisibility between the listed buildings and the Site and there would be no change to their setting. • High suitability for development - Low potential for harmful impacts on the historic environment. High potential for integration of assets.
Transport	Highways • Local highway network comprises Groby Road to the northeast, a two-way single carriageway road with existing footway provision providing opportunity for primary vehicular access to the site. Groby Road also provides direct connection to Leicester city centre and the Leicester Western Bypass; • Fundamental concerns about the ability to provide suitable vehicular access to the site from the A50 Groby Road, which has a high weighting. The inability to provide a suitable and safe means of vehicular access would result in the site being unviable, with access via A50 (contrary to LHDG Policy IN5); • Should be subject to a full Transport Assessment including a transport modelling assessment to determine impacts on key strategic routes in the vicinity of the site including the A50 Groby Road; • Site bounded to the north by the Leicester Western Bypass, limiting connectivity to Groby to the north; • Opportunity for second vehicle access through the Mill Lane Industrial Estate to the west of the site; • Access to the SRN via direct connection approximately 6km driving distance from M1 J21a via the Leicester Western Bypass. No access to the M1 for northbound journeys is available at J21a; • Direct vehicular access from the site to the M1 for southbound journeys provided at J21 via the A46; • Access to M1 for northbound journeys is approx. 7km northwest at J22 via Markfield Road; • Potential for sustainable connections to HS2 at East Midlands Parkway (23km north) via upgraded Midland Mainline services from Leicester rail station;

- Access to local employment opportunities within the Mill Lane Industrial Estate, the DPD Leicester depot, Optimus Point, and the Braunstone Frith Industrial Estate, in addition to within Leicester city centre;
- Likely to be relatively high existing levels of HGV traffic on local roads due to the nearby industrial estate, negatively impact due to congestion and air quality / noise issues or constrain opportunities for promoting journeys by active modes;
- Opportunities for travel by sustainable modes for the site and wider town would need to be maximised. Glenfield Town Centre likely to experience congestion at peak times, negatively impacting on journey times as well as amenity and public realm. Impact of additional travel demand on key junctions would need to be assessed through junction capacity assessments;
- Some localised congestion observed using Google traffic data along Station Road within Glenfield, may be exacerbated by development at this location.

Public Transport

- Park & Ride site at Beaumont Leys (for public transport access to the site into Leicester city centre) is located approximately 3km northeast from the site and is accessible via a short car journey;
- Located approximately 4km northwest of Leicester city centre, with opportunities for access by public transport provision;
- Lack of easy access to HS2 at East Midlands Parkway (23km north). Connection available via upgraded Midland Mainline services from Leicester rail station, however this would require a circa 50-minute bus journey to Leicester station;
- Limited access to rail stations, with the nearest available station being Leicester rail station, approximately 6km southeast of the site. Bus connections into Leicester rail station would therefore likely be key for any forthcoming transport strategy for the site;
- Access to existing bus services; two services (40 Centrebus and 13 FirstGroup) routing along Kirby Road and Station Road southeast of the site approximately once per hour, and four regular services (26, 27, 29 and 29a Arriva Buses) providing direct access to Leicester city centre routing along Groby Road northeast of the site;
- Situated in close proximity to the Leicester city boundary, thereby presenting opportunity to maximise opportunities for sustainable transport from the site to / from Leicester, with LCC pursuing further delivery of the Transforming Cities Fund (TCF) including potential funding for electric park and ride services from Beaumont Leys to Glenfield Hospital.

Active Modes

- Direct access to the NCN Route 63, which routes along the Ivanhoe Trail directly south of the site, providing access to Leicester city centre;
- Indicative centre point of the site located approximately 600m northwest of the existing urban area of Glenfield, benefitting from a range of existing local amenities including supermarket, gym and Glenfield Primary School, with further amenities including Glenfield Hospital located 1.8km east of the site;
- Kirby Road and Station Road to the southeast of the site, providing footways and street lighting along both sides of the carriageway, facilitating pedestrian access through the site area;
- Network of existing public footpaths within the site area, in addition to a public bridleway along the Ivanhoe Trail to the south of the site, for good off-street cycle and pedestrian connectivity; and
- Access to local schools within Groby and Glenfield, within walking distance of the site.

On the basis of the key highways, public transport and active modes review, the site has low suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has low potential of enabling strategic links between key corridors/destinations.

Utilities and Infrastructure

- WPD's network capacity map shows that there are two substations nearby. A 33/11kV substation at Groby Road is shown in amber on the map and therefore reinforcement may be required. This substation shows further development in the form of an 11kV indoor circuit breaker, costing £125,000 and indicative timescale of 1-2 years. A second 33/11kV substation is shown to be at Hockley Farm Road,

	with it likely to require reinforcement. No further developments are planned for this substation. • Using the Government's future population projections across Blaby, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed. • According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Wanlip, with growth has increased from previous assessment but there are no known constraints. The development will likely join 1200mm foul sewer heading north through the site boundary. Potential impact is low with network improvements unlikely to be required. Surface water for the development can drain directly into Rothley Brook which runs along the southern site boundary. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the Blaby District. The WwTW is shown at very high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. Provision of additional capacity and reduction of infiltration are being considered, with the strategy being developed. Confirmation of growth would be required to allow STW to plan in. • Leicestershire County Council indicates that the site is removed from the existing secondary schools in the area. Its site size is not sufficient to warrant a new secondary school.
Housing	• The average new build house priced paid in Blaby in April 2021 was £247,808. This is considerably higher than in Leicester City (£204,208) and the average price in the East Midlands (£213,308). It is also lower than the England and Wales average of £263,778. Prices are slightly lower, on average than the Leicestershire average (£256,890), indicating relatively lower demand for housing. • From September 2007 to April 2021, house prices in Blaby have increased by approximately 38.4%, which broadly mirrors the average house price change in Leicestershire during the same period (+38.6%). • The site is within the 'adjacent to Leicester' typology area in Appendix B (Viability analysis). The viability analysis identifies that development in this area is able to bear £25,000 per unit in developer contributions with around 15% affordable housing or £15,000 per unit between 20 and 25% affordable housing. Whilst not the highest value typology, this area is located closest to Leicester City which has a high demand for housing with unmet needs and has seen the highest level of housing price growth in Leicestershire over the period 2007 – 2021 (+51.6% compared to the Leicestershire average of 38.6%).
Economy	• The site is almost contiguous location with the larger settlement of Leicester, its adjacency to the A46 and A50 roads, and Junction 21A of the M1 motorway, offering good connectivity of residents with employment opportunities and the transport of goods on the wider road network. The site is nearby to employment land at Junction 21A of the M1 motorway, at Scudamore Road, and at Beaumont Leys Industrial Estate. The site is nearby to the industrial land at Braunstone Frith, occupants of which include Biffa, Casepak, and Eddie Stobart. Access to the site and connections to nearby employment areas are challenging in the absence of a feasible vehicular access. • The site promoter has identified this site as a potential mixed use site including a portion of employment development. • There is an existing Park and Ride Site and Meynell's Gorse about 4km from the site. The delivery of a committed Park and Ride site at Beaumont Leys, approximately 2km from the site, could increase the accessibility of the urban centre of Leicester from the site, and offer sustainable transport modes for prospective residents. If the 'Greenlines' Electric Bus Project is fully delivered, the funded G5 route, and G7 route which is awaiting funding, could serve bus stops at nearby Glenfield Hospital and Beaumont Centre with electric buses and updated infrastructure that provides additional options for prospective residents to access employment opportunities across Leicester using high-quality, sustainable transport modes.

- The employment density in the local authority of Blaby as a whole, in which the majority of the site falls, is considerably higher than that for Leicestershire, indicating that the area currently has a significant amount of employment opportunities. However, the area of Hinckley & Bosworth as a whole, within which some of the LSOAs within 1km of the site sit has an employment density considerably lower than Leicestershire. The overall jobs density in the locale of the site approximates to the average for Leicestershire.
- The area has a fairly weak retention rate as approximately 24.9% of working age residents of Blaby as a whole who are employed in workplaces are employed in Blaby, compared with 28.5% employed in Leicester, showing the strong dependence of residents of Blaby on the key employment centre of Leicester. Approximately 32.2% of residents of Hinckley & Bosworth who are employed in workplaces are employed in Hinckley & Bosworth, which is considerably higher than the 7.2% of residents of Hinckley & Bosworth who are employed in Leicester. 70.6% of the those working age individuals who reside within the LSOAs within 1km of the site travel less than 20km to work.
- Businesses in the area tend to specialise in public administration and defence, which accounts for the vast majority of employment in the local area, contributing approximately 39.3% of employment, which is significantly higher than is recorded in Blaby (10.5%), Hinckley & Bosworth (1.3%), Charnwood (2.3%), Leicestershire (3.5%), and the East Midlands region (3.7%). Notable contributions of local employment are also within the manufacturing (9.6%) broad industrial group.
- The local area attracts some well-qualified residents, with 27.5% of residents holding a NVQ4+ qualification. Approximately 29.5% of working age residents of the LSOAs within 1km of the site are in manager, director and senior official, or professional, occupations.
- The area records a relatively low level of deprivation, with many of the LSOAs within the vicinity of the site being recorded as within the 10% least deprived LSOAs nationally.

Conclusion - Unsuitable Area for Strategic Growth

Area - 74 Ha

Typologies - Urban Extension

Typology Delivery Period - 2020s - 2040s

1e Land North of Glenfield would most likely come forward as a Sustainable Urban Extension (SUE) (<5,000 homes) sitting within both Blaby and Hinckley & Bosworth (should the 32Ha of employment land come forward the housing element of the site may be fairly modest at ~450 homes). The location of the Rothley Brook (and associated flood zone) means that a SUE to Glenfield would not be feasible. It would be desirable to limit further ribbon development and to avoid crossing the Rothley Brook.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there is a high risk for perceived coalescence as an urban extension with Glenfield. Limiting development to the western edge could reduce and mitigate the perception of sprawl. There is potential within the area of search for strengthening and expansion of the green infrastructure network.

The indicative centre point of the site located approximately 600m northwest of the existing urban area of Glenfield, benefitting from a range of existing local amenities. Access to local primary schools within Groby and Glenfield, within walking distance of the site. Access to existing bus services and direct access to the NCN Route 63, which routes along the Ivanhoe Trail directly south of the site, providing access to Leicester city centre. Opportunities for travel by sustainable modes for the site and wider town would need to be maximised.

Glenfield Town Centre likely to experience congestion at peak times, negatively impacting on journey times as well as amenity and public realm. In addition, the Highways Authority have fundamental concerns regarding the ability to provide suitable vehicular access to the site from the A50 Groby Road. The inability to provide a suitable and safe means of vehicular access would result in the site being unsuitable.

The WwTW is shown at very high risk of exceeding spare capacity, with the issue currently being investigated. Severn Trent states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. Provision of additional capacity and reduction of infiltration

are being considered, with the strategy being developed. Confirmation of growth would be required to allow STW to plan in. The LEA commented that the site is removed from the existing secondary schools in the area. Its site size is not sufficient to warrant a new secondary school. Any growth in this location (strategic or non-strategic would require further investigations with LCC and utilities providers to ascertain whether a suitable access can be provided alongside commensurate social infrastructure and utilities reinforcements. Based upon the current analysis this location is unsuitable area for strategic growth. There are fundamental concerns about the ability to provide suitable vehicular access to the site, failure to provide a suitable and safe means of vehicular access renders the site unviable for strategic-scale growth.

2a Burton on the Wolds & Wymeswold



Criterion	Considerations
Environment	- The site is defined as Flood Zone 1, low probability of flooding from rivers. However there are at least four small watercourses passing through the site flowing north to the Kingston Brook. There are localised surface water flowpaths leading to these watercourses. Based on the underlying geology, the area is indicated to have a low susceptibility to groundwater flooding. Development should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - The site includes an area occupied by Twenty Acre Piece SSSI. This would cause an impact to the site. Alterations to this site's size/shape would reduce impacts, however the proximity to the site means that steps should be taken to protect the SSSI.
Landscape	The area of search is highly enclosed by tall overgrown hedgerows along the A6006 to the northern boundary. Views from the other boundaries are also obstructed by intervening tall hedgerows and other vegetation, including woodland. The area of search is bisected by the wooded Kingston Brook, the majority of the land appears to be under pasture/grassland. Land to the east of the brook comprises larger, more irregular fields bounded by hedgerows and leading to the A46. Land to the west of the brook comprises a series of linear, small fields under pasture, creating a markedly different character immediately east of Narrow Lane. Away from the A46 the area of search is perceived as somewhat isolated, enclosed by the A46, A6006 and B676 with limited access or visibility. Land to the west of the Kingston Brook appears to have potential historical value based on the field pattern and if not is a small scale, area of pasture with good tree and hedgerow cover which would have a low ability to

	accommodate development without loss of key characteristics. Land to the east of Kingston Brook has greater ability to accommodate development with potentially fewer adverse effects on landscape character. The eastern part of the area of search potentially agglomerates well with areas of search 2c and 5c as a new settlement.
Heritage	• There are no designated assets within the Site. • The nearest listed buildings are located approximately 1.98km south-east of the Site. These comprise the Grade II* listed Church of All Saints (NHLE 1188553) and associated scheduled monument and the Grade II* listed cross (NHLE 1014510) and Grade II listed churchyard wall (NHLE 1360931). The setting of the church comprises the churchyard on the edge of Ragdale and surrounded by agricultural land. There is no intervisibility between the Site and listed buildings due to the topography and areas of woodland to the west. • There are a number of buildings recorded on the historic mapping within the Site and historic buildings including Wymeswold Lodge, Willoughby Lodge and Fox Covert Farm are still present within the Site. The setting of the buildings would be altered by development on the Site due to the introduction of a modern built context to the agricultural setting and care would be needed to avoid loss of significance as a result of change to the setting in any masterplan. • High suitability for development - Low potential for harmful impacts on the historic environment. High potential for integration of assets.
Transport	Highways • Good connectivity to the Strategic Road Network via the A46, which forms the site's eastern boundary and is accessed from Six Hills to the south. This is a major dual carriageway road forming the Trans-Midlands Trade Corridor (Midlands Connect Transport Strategy Refresh, 2021), providing access northward into the East Midlands and southward to Leicester city centre; • The A46 Six Hills services is located immediately southeast of the site; • The A6006 and Melton Road form the site's northern and southern boundaries respectively. Both are two-way single carriageway roads with opportunity for vehicular access to the site; • Existing rural lane running internally within the site area, providing scope for internal connectivity; • The site is equidistant between Loughborough and Melton Mowbray town centres at 10.5km to each; • No issues with localised congestion observed using google traffic data on local roads in proximity to the site area; • Flooding of the River Soar can impact operation of the local highway network; • Lack of employment sites in proximity to the site area; • Given the site's rural location, the development would be dependent on car use for mobility. Public Transport • Existing Park & Ride site located at Birstall for public transport access into Leicester city centre. This is located approximately 13km driving distance south from the site and is accessible via car along the A46; • Lack of rail station provision, with the nearest station being Sileby and Barrow-upon-Soar approximately 7.5km southwest of the site, providing East Midlands Rail (EMR) services. • Lack of bus services in proximity to the site, with the nearest bus stop being within Wymeswold approximately 3.5km northwest, providing the 8 Centrebus service to Loughborough; • Limited existing amenities accessible by sustainable modes from the proposed site, reflecting the rural nature of the area; • Accessibility to forthcoming HS2 services at East Midlands Parkway viable by car journeys only. Active Modes

	• No existing footway provision along local roads resulting in poor access by sustainable modes; • Indicative centre point of the site located approximately 3.6km southeast and 3.6km southwest of Wymeswold and Old Dalby local centres respectively, significant amenities provision would be required on-site to support a strategic site of this scale; • Network of existing single lane tracks route internally within the site, providing a public footpath along Narrow Lane albeit on-street without dedicated footway provision; and • Limited access to NCN cycle routes, the nearest being Route 48 approximately 5.5km southwest. On the basis of the key highways, public transport and active modes review, the site has low suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has low potential of enabling strategic links between key corridors/destinations.
Utilities and Infrastructure	• WPD's network capacity map shows that there are 33kV and 11kV substations to the North in Willoughby. Both are shown in red and are therefore likely to require reinforcement. The 33kV substation is shown to have further developments in the form of a 33kV indoor circuit breaker, with a connection cost of £225,000 and an average reinforcement cost of £2,390,000. The 11kV has further development in the form of an 11kV indoor circuit breaker, with a connection cost of £125,000 and an average reinforcement cost of £70,000. The indicative timescale for both developments is stated to be 1-2 years. • Using the Government's future population projections across Charnwood, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed. • According to Severn Trent level 1 Sewer Capacity Assessment the closest wastewater treatment works is in Ragdale which is not suitably sized to accept development of this size. A connection could be made to Burton on the Wold WwTW, although this is likely to also need upgrading. Potential impact is high with network requirements likely to be required. Surface water for the development can drain directly to Kingston Brook which runs through the site boundary. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in Charnwood Borough. The WwTW is shown at low risk of exceeding spare capacity and therefore not expected to be any issues with spare capacity. Furthermore, there is low risk associated with the watercourse with no land or other constraints preventing expansion. • Leicestershire County Council indicates that the site is one of the most favourable locations (relative) for education provision. The site is capable of providing both primary and secondary schools on-site if delivered with sites 2c and 5c.
Housing	• The average new build house priced paid in Charnwood in April 2021 was £256,412. This is considerably higher than in Leicester City (£204,208) and the East Midlands average (£213,308). It is also slightly lower than the England and Wales average of £263,778. Prices are approximately in line with the Leicestershire average (£256,890), indicating relatively typical demand for housing in the county. • From September 2007 to April 2021, house prices in Charnwood have increased by approximately 38.7%, which broadly mirrors the average house price change in Leicestershire during the same period (+38.6%). • The site is within the 'North East Leicestershire' typology area in Appendix B (Viability analysis). The viability analysis identifies that development in this area is able to bear £25,000 per unit in developer contributions with around 15% affordable housing or £15,000 per unit between 20 and 25% affordable housing.
Economy	• The site has a strategic location at the intersection of the A46 and A6006 routes. However, the site is not morphologically contiguous with a larger

settlement and does not benefit from opportunities for choosing sustainable transport modes. The site is approximately 4km west of industrial land at Old Dalby Business Park. The site is also approximately 4km east of industrial land at Wymeswold Industrial Park.

- The employment density in the local authority of Charnwood as a whole is lower than that recorded for Leicestershire, indicating that the area currently has relatively limited employment opportunities. Similarly, the jobs density recorded for Melton as a whole is marginally lower than that recorded for Leicestershire.
- The area has a strong retention rate as 40.0% of working age residents of Charnwood as a whole employed in workplaces are employed within Charnwood. Similarly, 40.8% of working age residents of Melton as a whole employed in workplaces are employed in Melton. 19.2% of the working age residents of Charnwood and only 6.8% of the working age residents of Melton employed in workplaces travel to Leicester for work. Indicatively, 53.0% of working age residents of the LSOAs within 1km of the site travel between 5km and 30km to work.
- Businesses in the area tend to specialise in the arts, recreation and other services broad industrial group, contributing approximately 18.6% of employment, which is considerably higher than the equivalent proportions in Charnwood (6.1%), Melton (7.4%), Leicestershire (4.6%), and the East Midlands region (4.6%). The manufacturing (16.1%) and education (13.0%) sectors also make significant contributions to employment locally.
- The area attracts a high proportion of well-qualified workers, as 32.9% of working age residents hold a NVQ4+ qualification, and 41.3% of working age residents are employed in a manager, director, or senior official occupation, or professional occupation.
- The area records a low level of deprivation, with all LSOAs within 1km of the site ranking within the 40% least deprived nationally.

Conclusion - Potential Area for Strategic Growth

Area - 230 Ha

Typologies - Garden Village

Typology Delivery Period - 2030s - 2040s

2a Burton on the Wolds & Wymeswold could come forward as a new garden village (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there is a SSSI in the south of the site and small watercourses (including the Kingston Brook). In landscape terms the land to the east of Kingston Brook has greater ability to accommodate development with potentially fewer adverse effects on landscape character. The eastern part of the area of search potentially agglomerates well with 2c Seagrave and 5c Six Hills as a single new settlement.

Whilst the site has good connectivity to the Strategic Road Network via the A46, which forms the site's eastern boundary and is accessed from Six Hills to the south, the location is remote. The A46 is a major dual carriageway road forming the Trans-Midlands Trade Corridor (Midlands Connect Transport Strategy Refresh, 2021), providing access northward into the East Midlands and southward to Leicester city centre. Given the site's rural location, the development would be dependent on car use for mobility. WPD's network capacity map shows that there are 33kV and 11kV substations to the North in Willoughby. Both are shown in red and are therefore likely to require reinforcement. The closest wastewater treatment works is in Ragdale is not suitably sized to accept development of this size. A connection could be made to Burton on the Wold WwTW, although this is likely to also need upgrading. Potential impact is high with network requirements likely to be required. The LEA indicates that the site is one of the most favourable locations (relative) for education provision. The site is capable of providing both primary and secondary schools on-site if delivered with Sites 2c and 5c.

In isolation the location may not have the critical mass to support the required infrastructure improvements. However, when considered in combination with 2c Seagrave and 5c Six Hills, this location could potentially support a new autonomous new settlement (>10,000 homes) or co-dependent new settlement with improved connections Leicester (>5,000 homes). A key challenge is the locations remoteness and the need to provide new public transport and active modes connections.

2b Cotes



Criterion	Considerations
Environment	- The site defined as Flood Zone 1, 2 and 3, low, medium and high probability of river flooding. A tributary of the River Soar flows south west through the site, and another to the south east of the site. Surface water runs off the site to these watercourses. Development of the site should be set back from the watercourse and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development must ensure no additional discharge to local watercourse, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - The site is within close proximity to Cotes grassland, and also within proximity to Loughborough Meadows. - The site is adjacent to an SSSI - The site contains woodland - The site is Grade 2 very good quality agricultural land
Landscape	Rolling, high quality and well managed arable land containing woodland blocks and strong field and highway boundaries. Away from the A60 there is a sense of remoteness and tranquillity, aided by the absence of traffic, c-class roads and a sense of enclosure. The land is perceived as highly rural, high quality and value albeit with limited public access. It is separate from urban influences and landscape elements are intact. Landform variations would potentially result in prominence of built form, depending on layout. Land north and south of the A60, immediately adjacent to Cotes appears potentially suitable as a contiguous expansion of the village if the scale of development could be accommodated without overwhelming the existing village. Any larger scale settlement would be nucleated and require careful integration into the landform and landscape context.
Heritage	- There are no designated assets located within the Site. - Cotes deserted medieval village scheduled monument (NHLE 1005066) is located directly to the south-west of the Site.

	• There are also seven listed buildings in the village of Cotes to the south-west of the Site. These include two post-medieval farmhouses and the remains of a 16th century wall (NHLE 1074598) of the former Cotes Hall. To the south is also a Grade II listed 16th/ 17th century watermill (NHLE 1361167) and three 18th century bridges. Developments on the Site would introduce a modern built context into the predominately agricultural surroundings of the village, which would alter the setting of the listed buildings and scheduled monument. • Prestwold Hall registered park and garden (NHLE 1000964) is located approximately 1.08km east of the Site. It comprises 19th century parkland and gardens surrounding the Grade I listed 18th and 19th century Prestwold Hall (NHLE 1074562). There are also six further listed buildings within the park. There is no intervisibility between the Site and the park due to mature trees along the boundary of the park and the setting of the listed buildings and park would not be altered. • There are eight listed buildings within Stanton on Soar to the north-west of the Site; the closest of which is approximately 600m from the Site. The setting of the buildings is the rural village setting and surrounding agricultural land. There is no intervisibility between the Site and the listed buildings due to screening from mature trees along King's Brook, which runs roughly north-south to the east of the village. There would be no change to the setting of the listed buildings. • Historic mapping records buildings at Park Farm within the Site to the north of Cotes. The farmhouse and a barn remain today and should be treated as non-designated heritage assets. The buildings are mostly surrounded by mature trees, although their setting could be altered by the introduction of a modern built context to the surrounding agricultural fields. • Medium suitability for development - Medium potential for harmful impacts on the historic environment. Medium potential for integration of assets.
Transport	Highways • Local highway network comprises the A60 which routes on an east-west axis through the site area, provides opportunity for primary vehicular and sustainable access to the site and provides continuous footways along its northern side; • Further local roads comprise the B676 Loughborough Road, providing accessibility eastward to the A46, for access to the Trans-Midlands Trade Corridor (Midlands Connect Transport Strategy Refresh, 2021); • Limited access to the M1 at J23 approximately 7.4km driving distance westward, with traffic having to route through Loughborough; • Stanford Lane provides internal accessibility through the site; • The A60 provides opportunity for primary vehicular and sustainable access to the site and provides continuous footways along its northern side; • Good access to employment sites, including Charnwood Business Park and Falcon Business Park, located approximately 1.3km west of the site adjacent to Loughborough rail station; • No localised congestion issues found on the existing local highway network; • Approximately 18 minutes driving time from East Midlands Airport (EMA) and the East Midlands Gateway (SLPEMG) development, with further accessibility by Trent Barton bus services from Loughborough. Public Transport • Severe severance issues as a result of the River Soar and Floodplain between the site and facilities in Loughborough therefore, routes into Loughborough highly constrained and the site is considered to have poor accessibility without significant walking / cycling / public transport infrastructure; • Access to rail services by sustainable modes, with Loughborough rail station located approximately 1.6km walking distance from the site via the A60, providing EMR services to national destinations, however A60 is subject to the national speed limit; • Loughborough Station includes a large car park and bicycle parking facilities. A future detailed assessment could evaluate the impact of

	development on the parking capacity on the site and passenger capacity on services at peak hours; • Existing Park & Ride site located at Birstall for public transport access into Leicester city centre. This is located approximately 11km driving distance south from the site and is accessible via car along the A6; • Opportunities for travel by sustainable modes for the site and wider town would need to be maximised. Loughborough Town Centre likely to experience congestion at peak times, negatively impacting on journey times as well as amenity and public realm. Impact of additional travel demand on key junctions would need to be assessed through junction capacity assessments; • Regular public transport provision, with existing bus stops in place at the junction of the A60 / Stanford Lane, providing two regular services (8 Centrebus & 9 Kinch bus) between Nottingham, Melton Mowbray and Loughborough, with the latter providing an interchange onto Leicester; • Accessibility to forthcoming HS2 services at East Midlands Parkway provided by public transport opportunities including proposed upgrades to the Midland Mainline as set out in the Integrated Rail Plan (IRP, 2021) for rail journeys via Loughborough; and • Accessibility to East Midlands Airport via a 25-minute car journey, with indirect public transport requiring change of bus services in Loughborough town centre. Active Modes • Indicative centre point of the site located approximately 2.5km to the northeast of Loughborough town centre; • Access to existing schools within Loughborough by public transport and cycling; • Limited access to existing NCN cycle routes, the nearest being Route 6 approximately 3.8km southwest of the site within Loughborough; and • Limited access to existing local amenities given the sites rural setting, this could be mitigated by provision of local amenities as part of development proposals for the site. • Severe severance issues as a result of the River Soar and Floodplain between the site and facilities in Loughborough. Therefore, routes into Loughborough highly constrained and the site is considered to have poor accessibility without significant walking / cycling / public transport infrastructure; and • Provision of existing public footpaths and a public bridleway through the site for sustainable accessibility. On the basis of the key highways, public transport and active modes review, the site has low suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has low potential of enabling strategic links between key corridors/destinations.
Utilities and Infrastructure	• WPD's network capacity map shows that there are 4 substations within the area, all of which are the other side of the river so may require further development to create access. There is 33/11kV substation in the Brush Works area (factory site), which is shown in red on the map and is therefore likely to require reinforcement. Further development in the form of an 11kV indoor circuit breaker, costing £125,00 and indicative timescale of 1-2 years. In Northern Loughborough, there are 3 sub stations; 132kV, 33kV and 11kV substations, all of which are red on the map and therefore they are likely to require reinforcement. The 132kV substation has a further development of an 11kV indoor circuit breaker, costing £125,000 and indicative timescale of 1-2 years. The 33kV substation has further development of a 33kV indoor circuit breaker costing £225,000 and indicative timescale of 1-2 years. • Using the Government's future population projections across Charnwood, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed.

	• According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Loughborough as the site is not in the vicinity of any sewage treatment works assets, the closest viable sewerage is on the opposite side of the River Soar, the 800mm combined sewer in Nottingham Road. Potential impact is high with the network improvements likely to be required. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in Charnwood Borough. The WwTW is shown at low risk of exceeding spare capacity and therefore not expected to be any issues with spare capacity. However, STW states that there is high risk associated with the watercourse as there no scope to provide additional capacity. • Leicestershire County Council's assessment shows that there is no local secondary school provision or capacity to extend. • The site falls within the Mineral Safeguarding Area for Gypsum. Any proposed development should be accompanied by a Minerals Assessment and considered against Policy M11 (Safeguarding of Mineral Resources) of the Leicestershire Minerals and Waste Local Plan (LMWLP).
Housing	• The average new build house priced paid in Charnwood in April 2021 was £256,412. This is considerably higher than in Leicester City (£204,208) and the East Midlands average (£213,308). It is also slightly lower than the England and Wales average of £263,778. Prices are approximately in line with the Leicestershire average (£256,890), indicating relatively typical demand for housing in the county. • From September 2007 to April 2021, house prices in Charnwood have increased by approximately 38.7%, which broadly mirrors the average house price change in Leicestershire during the same period (+38.6%). • The site is within the 'North East Leicestershire' typology area in Appendix B (Viability analysis). The viability analysis identifies that development in this area is able to bear £25,000 per unit in developer contributions with around 15% affordable housing or £15,000 per unit between 20 and 25% affordable housing.
Economy	• The site is nearby to a number of employment sites and allocations of employment land, particularly in the north of Loughborough. Large industrial warehousing, logistics and manufacturing premises are found at: Falcon Business Park; Charnwood Business Park; Derby Road and Bishop Meadows Industrial Estate; and at Loughborough University Science and Enterprise Park. • The site appears to be well-suited to accommodate future developments due to its proximity to the larger settlement of Loughborough, and the connectivity with the railway station of Loughborough, which offer opportunities for prospective future residents to opt for sustainable transport modes. Moreover, the location of the site on the A60 road could accommodate connectivity for residents and goods with the surrounding area and settlements. The uncommitted upgrade of Leicester Railway Station could enhance journey quality and time for commuters using Loughborough railway station to access employment in the urban centre. However the issues identified in the transport section above regarding severance issues caused by the River Soar should be noted. • The employment density in the local authority of Charnwood as a whole is lower than that recorded for Leicestershire, indicating that the area currently has relatively limited employment opportunities. • The area has a strong retention rate as 40.0% of working age residents of Charnwood as a whole employed in workplaces are employed within Charnwood. 19.2% of working age residents of Charnwood as a whole employed in workplaces travel to Leicester for work. Indicatively, 71.4% of working age residents of the LSOAs within 1km of the site travel less than 20km to access employment. • Businesses in the area tend to specialise in the wholesale (20.3%) and manufacturing (19.5%) broad industrial groups (19.5%), compared with Charnwood (13.3% and 6.3% respectively), Leicestershire (12.3% and 6.3% respectively), and the East Midlands region (12.5% and 5.4%



respectively). The professional, scientific, and technical (12.6%) and business administration and support services (11.5%) broad industrial groups also make significant contributions to employment locally.

- The area attracts some well-qualified workers, as 27.6% of working age residents hold a NVQ4+ qualifications, which is marginally higher than the rate across Leicestershire (26.1%). Residents of the local area are primarily employed in professional occupations, representing 18.5% of employment, compared to 17.9% in Charnwood, and 16.7% across Leicestershire.
- Of the six LSOAs within 1km of the site, widely varying levels of deprivation are reported. One LSOA ranks within the 2nd decile, and thus is amongst the 10-20% most deprived LSOAs nationally; although this is a spatially variable picture, as one LSOA ranks in the 9th decile and thus is amongst the 10-20% least deprived nationally.

Conclusion - Potential Area for Strategic Growth

Area - 129 Ha

Typologies - Garden Village / Village Expansion

Typology Delivery Period - 2030s - 2040s

2b Cotes could come forward as a new garden village and/or village expansion of Cotes (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there is a SSSI to the south of the site. A tributary of the River Soar flows south west through the site. Development of the site should be set back from the watercourse and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Cotes deserted medieval village scheduled monument (NHLE 1005066) is located directly to the south-west of the site and a number of listed buildings in Cotes. Developments on the Site would introduce a modern built context into the predominately agricultural surroundings of the village, which would alter the setting of the listed buildings and scheduled monument. Land north and south of the A60, immediately adjacent to Cotes appears potentially suitable as a contiguous expansion of the village if the scale of development could be accommodated without overwhelming the existing village. Any larger scale settlement would be nucleated and require careful integration into the landform and landscape context. The site is grade 2 agricultural land and this would need to be considered as part of any decision to proceed with new housing development.

The indicative centre point of the site located approximately 2.5km to the northeast of Loughborough town centre. Access to rail services by sustainable modes is possible, with Loughborough rail station located approximately 1.6km walking distance from the site via the A60, providing EMR services to national destinations, however A60 is subject to the national speed limit. Regular public transport provision, with existing bus stops in place at the junction of the A60 / Stanford Lane, providing two regular services between Nottingham, Melton Mowbray and Loughborough, with the latter providing an interchange onto Leicester. The site is nearby to a number of employment sites and allocations of employment land, particularly in the north of Loughborough.

There are severe severance issues as a result of the River Soar and floodplain between the site and facilities in Loughborough therefore, routes into Loughborough are highly constrained and the site is considered to have poor accessibility without significant walking / cycling / public transport infrastructure upgrades. Opportunities for travel by sustainable modes for the site and wider town would need to be maximised. Loughborough Town Centre likely to experience congestion at peak times, negatively impacting on journey times as well as amenity and public realm. It is not clear, at this stage, to ascertain whether or not the scale of development possible at the site would be sufficient to fund and sustain the additional infrastructure and services required to make the site sustainable in transport terms e.g. passenger transport and active travel connections to Loughborough.

WPD's network capacity map shows that there are 4 substations within the area. All of which are the other side of the river so may require further development to create access. There is 33/11kV substation in the Brush area, which is shown in red on the map and is therefore likely to require reinforcement. The LEA states that there is no local secondary school provision or capacity to extend. If social infrastructure and physical infrastructure cannot be provided the Strategic Growth Option would not be feasible.

2c Seagrave



Criterion	Considerations
Environment	- The site is defined as Flood Zone 1, low probability of flooding from rivers. However the site drains to the upper part of the Sileby Brook which flows south through the site and there are localised surface water flowpaths leading to the watercourse. Flooding has been reported in Sileby further downstream as a result of intense rainfall, the natural topography and insufficient capacity in the local drainage network. The area is shown to have low susceptibility to groundwater flooding. Development should be set back from the Sileby Brook and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Opportunities should be sought to implement river restoration and Natural Flood Management measures on this site as part of the Environment Agency and Trent River's Trust's catchment partnership project for Sileby. Development must ensure no additional discharge to the Sileby Brook, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - The site is within close proximity to Twenty Acre Piece SSSI. - The site is Grade 3 good to moderate quality agricultural land
Landscape	The area of search is relatively open but not prominent from the wider landscape. It comprises moderately sized fields in mixed arable and pastoral use defined by well managed hedgerows. It is relatively small, contains few landscape elements of value and is slightly adversely impacted by the A46. The land contains a large farm building accessed off Oak Farm Lane/Paudy Lane. Low voltage overhead powerlines along Paudy Lane and high voltage overhead lines and pylons, coupled with the A46, reduce tranquillity and landscape value and the area of search is perceived as defined by proximity of the A46 to the east. There are no overriding landscape constraints to development but any development would require sensitive treatment to reduce the influence of the A46.
Heritage	There are no designated assets within the Site.

	• A scheduled monument, the remains of the monastic grange and water control features immediately south of Thrussington Grange (NHLE 1016316) is located approximately 1km south-east of the Site. The remains consist of earthworks and buried remains. The setting of the scheduled monument comprises the surrounding agricultural land. There is limited intervisibility between the Site and the scheduled monument and while any development would introduce a modern element into the agricultural setting, the distance from the Site means it is unlikely to alter the setting of the scheduled monument. • The Grade II* listed Church of All Saints (NHLE 1188553) and associated scheduled (NHLE 1014510) and Grade II* listed (NHLE 1014510) cross and Grade II listed wall (NHLE 1360931) are located approximately 1.9km east of the Site. The setting of the church comprises the settlement of Ragdale and surrounding agricultural land. There is no intervisibility between the Site and listed buildings due to the topography and areas of woodland to the west. • A farm labelled as Seagrave Wolds is shown on the historic mapping. The farmhouse and three outbuildings appear to remain and should be treated as non-designated heritage assets. The setting of the buildings may be altered by development on the Site due to the introduction of a modern built context to the agricultural setting. • High suitability for development - Low potential for harmful impacts on the historic environment. High potential for integration of assets.
Transport	Highways • The A46 forms the site's eastern boundary. This is a major dual carriageway road forming the Trans-Midlands Trade Corridor (Midlands Connect Transport Strategy Refresh, 2021), providing access northward into the East Midlands and southward to Leicester city centre; • Good connectivity to the local road network at the A46 Six Hills services, southeast of the site; • The site's eastern boundary with the A46 limits connectivity eastward to the south of Six Hills services; • Paudy Lane forms the site's north-western boundary, a two-way single carriageway lane providing direct access to Barrow upon Soar and the A6 for access to Loughborough; • Flooding of the River Soar can impact operation of the local highway network; • No localised congestion issues on local the local highway network surrounding the site; • Lack of employment sites in proximity to the site area; • Given the rural location the development would be heavily dependent on car use for mobility. Public Transport • Existing Park & Ride site located at Birstall for public transport access into Leicester city centre. This is located approximately 10km driving distance south from the site and is accessible via car along the A46; • Limited access to the M1, approximately 14km driving distance to J23; • Lack of rail station provision, with the nearest station being Sileby and Barrow-upon-Soar approximately 5.5km southwest of the site, providing EMR services; • No bus services within an acceptable walking distance (2km) of the site, with the nearest bus stop being within Seagrave approximately 3.5km south west; • Public transport opportunities from the site to Leicester are limited due to the rural location, thereby resulting in reliance on the local road network and impacting on key routes; • Limited existing amenities to serve the site, reflecting the rural nature of the area; • Accessibility to the forthcoming HS2 services at East Midlands Parkway viable by car journeys only.

	Active Modes • Site area is accessible by cycling to village centres surrounding the site area including Seagrave, Ragdale, Hoby and Walton on the Wolds. However given the strategic size of the site, these would be negligible and significant amenities provision would be required on-site; • Public footpath running internally through the site area, providing for off-street sustainable provision between the Berycott Lane and the A46; • Indicative centre point of the site located approximately 3.6km northeast of Seagrave village centre, 5.3km northeast Sileby town centre and 10.5km east of Loughborough town centre; • The site is almost equidistant between Loughborough and Melton Mowbray town centres at ~10.5km to both; • Limited access to NCN cycle routes, the nearest being Route 48 approximately 4km southwest; • Paudy Lane provides no existing footways or street lighting given the rural nature of the area. Limited accessibility by sustainable modes; • Furthermore, surrounding local roads are subject to national speed limit, making them unattractive to active modes; and • No existing footway provision along local roads, for access by sustainable modes. On the basis of the key highways, public transport and active modes review, the site has low suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has low potential of enabling strategic links between key corridors/destinations.
Utilities and Infrastructure	• WPD's network capacity map shows that the substations with potential for feeding are a significant distance from the site, and therefore, would likely require a new primary substation in the site area and/or reinforcement. • Using the Government's future population projections across Charnwood, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed. • According to Severn Trent level 1 Sewer Capacity Assessment the closest wastewater treatment works is in Ragdale, which is not suitably sized to accept development of this size. A connection could be made to the Wanlip WwTW catchment near Seagrave. Potential impact is high with the network improvements likely required. Surface water for the development can drain directly into Sileby Brook which runs through the site boundary. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the Blaby District. The WwTW is shown at very high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. Provision of additional capacity and reduction of infiltration are being considered, with the strategy being developed. Confirmation of growth would be required to allow STW to plan in. • Leicestershire County Council's assessment shows that the site size is sufficient to provide both primary and secondary schools on site, with provision for children with special education needs and disability, if combined with Sites 2a and 5c.
Housing	• The average new build house priced paid in Charnwood in April 2021 was £256,412. This is considerably higher than in Leicester City (£204,208) and the East Midlands average (£213,308). It is also slightly lower than the England and Wales average of £263,778. Prices are approximately in line with the Leicestershire average (£256,890), indicating relatively typical demand for housing in the county. • From September 2007 to April 2021, house prices in Charnwood have increased by approximately 38.7%, which broadly mirrors the average house price change in Leicestershire during the same period (+38.6%). • The site is within the 'North East Leicestershire' typology area in Appendix B (Viability analysis). The viability analysis identifies that development in

	this area is able to bear £25,000 per unit in developer contributions with around 15% affordable housing or £15,000 per unit between 20 and 25% affordable housing. As with all potential large Garden village / Co-dependent / Autonomous typologies the additional costs of study area-wide strategic infrastructure will need to be fed into future cost planning and viability exercises.
Economy	• The site appears to be well-suited to accommodate the travel of prospective residents by road due to its strategic location at the intersection of the A46 and A6006 routes. However, the site is not morphologically contiguous with a larger settlement and does not benefit from opting for sustainable transport modes. The site is approximately 5km west of industrial land at Old Dalby Business Park. The site is also approximately 5km east of industrial land at Wymeswold Industrial Park. • The employment density in the local authority of Charnwood is lower than that recorded for Leicestershire, indicating that the area currently has relatively limited employment opportunities. Similarly, the employment density of the local authority of Melton, where some of the LSOAs within 1km of the site lie, is also below the density in Leicestershire. • The area has a strong retention rate as 40.0% of working age residents of Charnwood as a whole employed in workplaces are employed within Charnwood. Similarly, 40.8% of working age residents of Melton as a whole employed in workplaces are employed in Melton. 19.2% of the working age residents of Charnwood and only 6.8% of the working age residents of Melton employed in workplaces travel to Leicester for work. Indicatively, 53.0% of working age residents of the immediate area around the site travel between 5km and 30km to work. • Businesses in the area tend to specialise in the arts, recreation and other services broad industrial group, contributing approximately 18.6% of employment, which is considerably higher than the equivalent proportions in Charnwood (6.1%), Melton (7.4%), Leicestershire (4.6%), and the East Midlands region (4.6%). The manufacturing (16.1%) and education (13.0%) sectors also make significant contributions to employment locally. • The area attracts a high proportion of well-qualified workers, as 32.9% of working age residents hold a NVQ4+ qualification, and 41.3% of working age residents are employed in a manager, director, or senior official occupation, or professional occupation. • The area records a low level of deprivation, with all LSOAs within 1km of the site ranking within the 40% least deprived nationally.

Conclusion - Potential Area for Strategic Growth

Area - 87 Ha

Typologies - Autonomous / Garden Village

Typology Delivery Period - 2030s - 2070s

2c Seagrave could come forward as a new garden village (<5,000 homes).

There are no overriding landscape, environmental or heritage constraints to development but any development would require sensitive treatment to reduce the influence of the A46.

Whilst the site has good connectivity to the Strategic Road Network via the A46, which forms the site's eastern boundary and is accessed from Six Hills to the south, the location is remote. The A46 is a major dual carriageway road forming the Trans-Midlands Trade Corridor (Midlands Connect Transport Strategy Refresh, 2021), providing access northward into the East Midlands and southward to Leicester city centre. Given the site's rural location, the development would be dependent on car use for mobility.

WPD's network capacity map shows that there are a 33kV and 11kV substations to the North in Willoughby. Both are shown in red and are therefore likely to require reinforcement. The closest wastewater treatment works is in Ragdale is not suitably sized to accept development of this size. Based on location, connections could be made to Wanlip or Burton on the Wold WwTW, although this is likely to also need upgrading. Potential impact is high with network requirements likely to be required. The LEA indicates that the site is one of the most favourable locations (relative) for education provision. The site is capable of providing both primary and secondary schools on-site if delivered with Sites 2a and 5c.

In isolation the location may not have the critical mass to support the required infrastructure improvements. However, when considered in combination with 2a Burton on the Wolds and Wymeswold and 5c Six Hills, this location could potentially support a new autonomous new settlement (>10,000 homes) or co-dependent new settlement with improved connections Leicester (>5,000 homes). A key challenge is the locations remoteness and the need to provide new public transport and active modes connections.

2d South East of Syston



Criterion	Considerations
Environment	- The majority of the site is defined as Flood Zone 2, medium probability of flooding from the Barkby Brook which flows through the site. The risk is likely to increase when considering the impact of climate change. The LLFA records instances of highway and field flooding from surface water. The community downstream in Syston is at risk of river flooding. The area has medium susceptibility to groundwater flooding. Development should be steered towards areas of Flood Zone 1. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. There are opportunities within this site for Natural Flood Management methods as part of the Sileby Syston Catchment and Community Project. Opportunities should also be sought to link with the Environment Agency's Barkby Brook, Syston Flood Alleviation Scheme. - The southern area of the site lies adjacent to the Kilby-Foxton SSSI, which is water quality sensitive. It also lies within the site's catchment. - The site is within Grade 3 good to moderate quality agricultural land and Grade 2 very good quality agricultural land. - Areas of the site that are less constrained are being proposed for growth in the Charnwood Local Plan. Additional growth would likely be environmentally damaging. - The Syston AQMA is on Melton Road, Syston located to the north of the site.
Landscape	Intensively farmed arable agricultural land with a partially degraded, open field pattern defined by low, well managed, hedgerows. The area of search is perceived as semi-rural with urban influences in proximity. The land falls gradually from the existing urban edge of Syston southwards to Barkby Lane. The land is open but screened by the vegetated boundary of the railway to the west, landform falling away from Barkby Lane to the south, the urban edge of Syston to the north and vegetation along Barkby Brook to the east. Consequently, although there are some long views, the area of

	search is not prominent from within the wider landscape. These elements form defensible boundaries to the potential development and the area of search would form a logical and balanced extension to the south of Syston. The search area may be suitable for development, pending further investigations. A standoff to Barkby Brook would be desirable, and could form GI associated with the development.
Heritage	• There are no designated assets within the Site. • Barkby Conservation Area is located approximately 220m south-east of the Site. The conservation area covers the majority of the village and contains 27 listed buildings including the Grade I listed medieval Church of St Mary (NHLE 1074500), the Grade II listed 19th century Barkby Hall (NHLE 1361191) as well as numerous houses of mostly 18th century date. The setting of the conservation area comprises the small village and surrounding agricultural land. Development on the Site would bring the urban development of Leicester closer to the village, altering the semi-rural setting of the village. • Other listed buildings in the area of the Site include the Grade II listed Syston War memorial clock tower (NHLE 1433278) approximately 580m north-west of the Site and Eastfield Primary School (NHLE 1441518) approximately 770m to the south-west. There would be no change to the setting of these buildings due to the urban nature of their setting. • Medium suitability for development - Medium potential for harmful impacts on the historic environment. Medium potential for integration of assets."
Transport	Highways • Local highway network comprises Barkby Lane to the south, a two-way single carriageway that provides opportunity for primary vehicular to the site and potential for footway provision; • An opportunity for vehicular connectivity is provided by Queniborough Road to the east, a two-way single carriageway road; • Close proximity to the A46, with the Thurmaston Roundabout located approximately 1.9km driving distance westward. The A46 provides access around Leicester to the M1 and has been branded the Trans-Midlands Trade Corridor (Midlands Connect Transport Strategy Refresh, 2021; • Opportunities for travel by sustainable modes for the site and wider town would need to be maximised. Syston Town Centre likely to experience congestion at peak times, negatively impacting on journey times as well as amenity and public realm. Impact of additional travel demand on key junctions would need to be assessed through junction capacity assessments; • Proposals for M1 J20a are in development which would help to alleviate congestion along the M1 between J21 & J21a (Leicestershire Prospectus for Growth, 2019). Public Transport • Access to existing bus provision, with bus stops along Wanlip Road approximately 800m west of the centre of the site operating regular services to Leicester, and further stops along Barkby Road operating a further service between Melton Mowbray and Syston; • Opportunity to make use of Birstall Park and Ride approximately 4km driving distance southwest of the site, for access to Leicester (20 minute journey time); • Good access to existing rail network, with the nearest station at Syston located approximately 950m walking distance from the site along Barkby Road, providing regular EMR services to regional destinations. Additionally, Syston station includes a bicycle parking area. A future detailed assessment could examine existing passenger capacity on key services accessible from Syston at peak times and the impact of development on these services; • Bounded to the west by the existing railway line running northwards from Leicester which limits connectivity westward from the site to the road bridges on Melton Road and Barkby Road;

- Potential for sustainable connections to HS2 at East Midlands Parkway (23km north) via proposed upgrades to Midland Mainline services (IRP, 2021) from Leicester rail station.

Active Modes

- Indicative centre point of the site located approximately 1km from Syston town centre high street, for access to a range of local amenities including designated green space, supermarkets, health centre and local shops;
- Further local centre within Barkby is located 850m southeast of the site with sustainable accessibility to further local amenities;
- Queniborough Road to the east of the site subject to a 50mph speed limit and does not provide existing footways, limiting pedestrian and cycle accessibility from the east along this road;
- Access to employment and retail area by sustainable modes, including Watermead Business Park, Thurmaston Avenue Retail Park and Earls Way Industrial Estate, however footways along Barkby Lane is narrow and unlit;
- Access to local schools within walking distance, including Merton Primary School immediately north of the site area and the Roundhill Academy 900m walking distance west of the site along Barkby Lane;
- Access to NCN Cycle Route 48 which routes centrally through Syston approximately 1.2km north of the site. This provides access westward to the NCN Route 6 towards Leicester, and access north-eastward towards Melton Mowbray; and
- Lack of existing Public Rights of Way within the site area, however a network of public footpaths exist in the vicinity of the site which the internal Non-Motorised User (NMU) provision could integrate with.

On the basis of the key highways, public transport and active modes review, the site has high suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has moderate potential of enabling strategic links between key corridors/destinations.

Utilities and Infrastructure

- WPD's network capacity map indicates that there is a 33/11kV substation in Syston. It is shown in red and therefore the substation is likely to require reinforcement. Future works consist of an 11kV indoor circuit breaker, costing £125,000 and an indicative timescale of 1-2 years.
- Using the Government's future population projections across Charnwood, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed.
- Within the Charnwood Infrastructure Delivery Plan from 2013, it is indicated that the wastewater in this area would drain to the Wanlip wastewater treatment plant, which has sufficient capacity for developments. This will need to be reviewed due to the age of the Delivery Plan.
- According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Wanlip, and the site will negatively affect downstream sewerage infrastructure. Predicted and reported flooding downstream with the site having a very high impact and warning letters received from Environment Agency. The development will likely join 225mm foul sewer heading north west through the site boundary. Parts of the site may require pumping due to topography. Potential impact is high with network improvements likely required. Surface water for the development can drain directly into Barkby Brook which runs through the site boundary.
- A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the Blaby District. The WwTW is shown at very high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. Provision of additional capacity and reduction of infiltration are

	being considered, with the strategy being developed. Confirmation of growth would be required to allow STW to plan in. - Leicestershire County Council's assessment shows that the site is capable of delivering a primary school on site. Secondary education provision for the site would be complex although potentially possible due to its proximity to Leicester. - The site falls within the Mineral Safeguarding Area for Sand and Gravel. Any proposed development should be accompanied by a Minerals Assessment and considered against Policy M11 (Safeguarding of Mineral Resources) of the Leicestershire Minerals and Waste Local Plan (LMWLP).
Housing	- The average new build house priced paid in Charnwood in April 2021 was £256,412. This is considerably higher than in Leicester City (£204,208) and the East Midlands average (£213,308). It is also slightly lower than the England and Wales average of £263,778. Prices are approximately in line with the Leicestershire average (£256,890), indicating relatively typical demand for housing in the county. - From September 2007 to April 2021, house prices in Charnwood have increased by approximately 38.7%, which broadly mirrors the average house price change in Leicestershire during the same period (+38.6%). - The site is within the 'adjacent to Leicester' typology area in Appendix B (Viability analysis). The viability analysis identifies that development in this area is able to bear £25,000 per unit in developer contributions with around 15% affordable housing or £15,000 per unit between 20 and 25% affordable housing. Whilst not the highest value typology, this area is located closest to Leicester City which has a high demand for housing with unmet needs and has seen the highest level of housing price growth in Leicestershire over the period 2007 – 2021 (+51.6% compared to the Leicestershire average of 38.6%).
Economy	- The site is nearby to a number of employment land allocations in the north of Leicester, offering nearby employment opportunities. The site is nearby to a number of industrial and retail premises along the A607 Newark Road corridor, housed in large warehouses. A large quantity of industrial land is found at Thurmaston and Troon Industrial Estates. Employment site commitments ES9 and ES10 are within 1km of the site. The site appears to be fairly well-suited to accommodate new developments due to its contiguous location with the settlement of Syston and proximity to the larger urban conurbation of Leicester. The adjacent Syston railway station offers options of sustainable transport mode for prospective future residents, and the nearby A607 offers connectivity with Leicester. If the 'Greenlines' Electric Bus Project is fully delivered, the funded G1 route could serve bus stops at nearby Birstall Park and Ride with electric buses and updated infrastructure that provides additional options for prospective residents to access employment opportunities across Leicester using high-quality, sustainable transport modes. The uncommitted upgrade of Leicester Railway Station could enhance journey quality and time for commuters using Syston railway station to access employment in the urban centre. - The site also sits within the A46 Priority Growth corridor (the scheme and its extent are uncommitted at present) which could enable a large amount of housing and employment if fully developed. - The employment density in the local authority of Charnwood as a whole is lower than that recorded for Leicestershire, indicating that the area currently has relatively limited employment opportunities. - The area has a strong retention rate as 40.0% of working age residents of Charnwood as a whole employed in workplaces are employed within Charnwood. 19.2% of the working age residents of Charnwood as a whole employed in workplaces travel to Leicester for work. Indicatively, 64.1% of working age residents of LSOAs within 1km of the site travel less than 10km to access employment and approximately 17.1% travel less than 2km to work.

- Businesses in the area tend to specialise in the manufacturing (21.9%) and retail (17.5%) broad industrial groups, which contribute considerably higher proportions of employment compared with Charnwood (13.3% and 9.5% respectively), Leicestershire (12.3% and 8.8% respectively), and the East Midlands region (12.5% and 9.3% respectively). The wholesale broad industrial group also makes a significant contribution to local employment (12.8%).
- The area attracts well-qualified working age residents holding a NVQ4+ qualification (21.0%) at a rate broadly in line with nearby Leicester (21.2%), but lower than is recorded in Charnwood (26.8%) or Leicestershire (26.1%). The most significant occupations in terms of the proportion of employment in the local area are skilled trades occupations (14.7%).
- Of the 10 LSOAs located within 1km of the site, a spatially variable picture of deprivation emerges, with some LSOAs recorded as being amongst the 20-30% most deprived nationally, and some recorded as being amongst the 10-20% least deprived nationally.

Conclusion - Unsuitable Area for Strategic Growth

Area - 82 Ha

Typologies – Urban Extension

Typology Delivery Period - 2020s - 2040s

2d South East of Syston could come forward as an SUE to Syston (<5,000 homes). This assessment and the commentary below are made on the basis that the parts of the site identified for housing in the submitted local plan (shaded yellow) are discounted from the conclusions.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, the majority of the site is defined as Flood Zone 2, medium probability of flooding from the Barkby Brook which flows through the site. The risk is likely to increase when considering the impact of climate change. The area has medium susceptibility to groundwater flooding. Development should be steered towards areas of Flood Zone 1. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities.

The indicative centre point of the site located approximately 1km from Syston town centre high street, for access to a range of local amenities. There is good access to existing rail network, with the nearest station at Syston located approximately 950m walking distance from the site along Barkby Road, providing regular EMR services to regional destinations.

WPD's network capacity map indicates that there is a 33/11kV substation in Syston. It is shown in red and therefore the substation is likely to require reinforcement. Severn Trent state that the site will negatively affect downstream sewerage infrastructure. Predicted and reported flooding downstream with the site will have a very high impact and warning letters have been received from Environment Agency. In addition, the WwTW is shown at very high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. Provision of additional capacity and reduction of infiltration are being considered, with the strategy being developed. Confirmation of growth would be required to allow STW to plan in. The LEA state that the site is capable of delivering a primary school on site. Secondary education provision for the site would be complex although potentially possible due to its proximity to Leicester.

Due to the flood and water issues this site is highly likely to fall below the threshold for a Strategic Growth Option and is therefore an unsuitable area for strategic growth. However, it is acknowledged that there are locational advantages in terms of social infrastructure and local facilities that may support non-strategic levels of new housing in flood zone 1 areas.

2e South of Sileby



Criterion	Considerations
Environment	- The majority of the site is defined as Flood Zone 1, low probability of flooding from rivers, and a small area is Flood Zone 3, high probability of flooding. A tributary of the River Soar flows through the site and poses a risk of flooding. There are also surface water flowpaths which lead to ponding adjacent to the railway line. In 2019 residential properties in Cossington village were internally flooded when the ordinary watercourse that passes through this site breached its banks and the local highway network was overwhelmed by heavy rainfall. - Given the history of local flooding, redevelopment of this site will need to undertake modelling of the watercourse and improvements to the local drainage network. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Opportunities should be taken to support and enhance Environment Agency projects 'Sileby Brook Flood Alleviation Scheme' and 'Sileby Brook Property Level Protection'. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - The site is Grade 2 very good quality agricultural land, which should be avoided if possible.
Landscape	Elevated plateau with open views towards the Charnwood Hills to the west and the hills of the Vale of Belvoir to the East. There is a strong field pattern defining what appears to be high quality agricultural land. There is a strong sense of place derived from intact landscape elements such as hedgerows and woodland, and high quality long views to wooded ridgelines. The area of search is prominent, rural and with only limited influence from urban areas or other development or detractors. These factors result in appreciable landscape value and coupled with the elevation, separation from defined urban areas, results in a broadly unfavourable area of search for large scale development.

Heritage	• There are no designated assets located within the Site. • Sileby Conservation Area is located approximately 490m north-west of the Site. The conservation area covers the historic core of the settlement and contains nine listed buildings. These include the Grade II* listed medieval Church of St Mary (NHLE 1230687) and Grade II listed 16th century public house (NHLE 1278497) and various post-medieval houses. The conservation area and listed buildings are screened from the Site by streets of modern houses in the southern end of Sileby. • Cossington Conservation Area is located approximately 450m south-west of the Site. The conservation area is located along Main Street of the village and contains 16 listed buildings. These include the Grade II* listed medieval Church of All Saints (NHLE 1228032) and the Old Rectory (NHLE 1228038) as well as Grade II listed post-medieval houses of red brick and timber frame along Main Street. The setting of the conservation area is agricultural land to the west and modern development to the east which screens the conservation area from the Site. The railway line between Syston and Sileby also forms a barrier between the village and the Site • The Grade II listed Wreake House Farmhouse (NHLE 1230031), an early 19th century house is located approximately 500m south-east of the Site and Grade II listed Ratcliffe College (NHLE 1287422) is approximately 700m north of the Site. There is no intervisibility between the Site and the listed buildings due to the topography and screening by mature trees and hedges. • Buildings are recorded on the historic mapping within the Site at Barn Lodge, Glebe Lodge Farm and Lodge Farm. The majority of these buildings appear to be extant and should be treated as non-designated heritage assets. Development of the Site has the potential to alter the settings of the three farms and care would be needed in any masterplan to protect their significance. • High suitability for development - Low potential for harmful impacts on the historic environment. High potential for integration of assets.
Transport	Highways • Concentrated urban expansions such as this site can contribute towards the delivery of major transport infrastructure; • Local highway network comprises Ratcliffe Road forming the site's eastern boundary, a two-way single carriageway road that provides opportunity for primary vehicular access to the site; • Access to the M1 J23 requires approximately 13km driving distance west of the site along the A6; • Flooding of the River Soar can impact operation of the local highway network, and given the rural location the development would be heavily dependent on car use for mobility; • Some localised congestion observed using Google Satellite traffic analysis within Sileby, which maybe be exacerbated by development at this location. • Syston Road routes through the southern portion of the site area, with further opportunity for vehicular access to the site; • Well placed regarding the SRN, with good accessibility to the A46 located approximately 300m distance east of the site. Public Transport • Access to existing rail provision with Sileby rail station located approximately 800m northwest of the site, providing for regular EMR services to regional destinations. Note however that no cycle storage is currently available from the station. A future assessment could consider improvements to station facilities as well as the impact of development on passenger rail capacity on services from the station at peak times; • Opportunity to make use of Birstall Park and Ride approximately 4km driving distance southwest of the site, for access to Leicester (20 minute journey time); • Poor accessibility to existing bus services, with bus stops along Cossington Road and within Sileby providing for one regular service (2

	Kinch Bus) between Loughborough and Sileby, however provision could be introduced to serve the local area of the development; • The existing railway that forms the western boundary of the site limits accessibility to the west, with access limited to the Humble Lane road bridge within Sileby. Active Transport • The site forms an urban extension to Sileby, with the indicative centre point of the site located approximately 1.1 km south of the centre of Sileby, providing a range of local amenities including library, supermarkets, surgery and post office; • Access to local education and leisure facilities within cycle distance, including Ratcliffe College, Beedles Lake Golf Course and Syston Town Cricket Club, however cycling is limited to on-street movements along unlit roads; • Further local centre located approximately 1km of the site within Cossington, providing further local amenities within walking and cycling distance, with existing NMU provision limited to a narrow footpath along the northern side of Humble Lane across the existing railway line; • Ratcliffe Road provides a narrow, unlit footway along sections of its northern side but not along its southern side and is subject to a national speed limit, limiting pedestrian accessibility from this road; • Public footpaths exist within the site area providing for existing pedestrian accessibility across and to / from the site; • Access to the NCN Route 48 which routes approximately 3km east of the site, providing access northward to Hickling and access southward into Leicester City Centre; • Opportunity for sustainable access to the site found on local roads from Cossington via Humble Lane and Sileby Cemetery Lane; and • Close proximity to Charnwood Edge Business Park to the southeast of the site, however a lack to existing pedestrian crossing facilities at the A607 (major road network) limit sustainable access to this employment site. On the basis of the key highways, public transport and active modes review, the site has medium suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has moderate potential of enabling strategic links between key corridors/destinations.
Utilities and Infrastructure	• WPD's network capacity map indicates that there is a 33/11kV substation South of Mountsorrel. The substation is red and therefore is likely to require reinforcement. Future works consist of an 11kV indoor circuit breaker, costing £125,000 and an indicative timescale of 1-2 years. • Using the Government's future population projections across Charnwood, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed. • According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Wanlip, and the site will negatively affect downstream sewerage infrastructure. Flooding is predicted with warning letters from EA, pollution has also been reported downstream. The development will likely join 150mm foul sewer heading north along Kendal Road. Parts of the site will require pumping due to topography. Potential impact is high with network improvements likely to be required. Surface water for the development can drain directly into tributary to River Soar which runs through the site boundary. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the Blaby District. The WwTW is shown at high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. Provision of additional capacity and reduction of infiltration are being considered, with the strategy being developed. Confirmation of growth would be required to allow STW to plan in.

	- Leicestershire County Council's assessment highlights constraints with regards to secondary education provision as the site size is insufficient to warrant a new secondary school. - The site falls within the Mineral Safeguarding Area for Sand and Gravel. Any proposed development should be accompanied by a Minerals Assessment and considered against Policy M11 (Safeguarding of Mineral Resources) of the Leicestershire Minerals and Waste Local Plan (LMWLP).
Housing	- The average new build house priced paid in Charnwood in April 2021 was £256,412. This is considerably higher than in Leicester City (£204,208) and the East Midlands average (£213,308). It is also slightly lower than the England and Wales average of £263,778. Prices are approximately in line with the Leicestershire average (£256,890), indicating relatively typical demand for housing in the county. - From September 2007 to April 2021, house prices in Charnwood have increased by approximately 38.7%, which broadly mirrors the average house price change in Leicestershire during the same period (+38.6%). - The site is within the 'adjacent to Leicester' typology area in Appendix B (Viability analysis). The viability analysis identifies that development in this area is able to bear £25,000 per unit in developer contributions with around 15% affordable housing or £15,000 per unit between 20 and 25% affordable housing. Whilst not the highest value typology, this area is located closest to Leicester City which has a high demand for housing with unmet needs and has seen the highest level of housing price growth in Leicestershire over the period 2007 – 2021 (+51.6% compared to the Leicestershire average of 38.6%).
Economy	- Allocations of employment land are nearby to the site, offering employment opportunities. Two commitments of employment land, ES6 and ES7, can be found approximately 1.5km west of the site, at Rothley Lodge and off Loughborough Road in Rothley, where logistics and retail premises are currently located. Allocations ES9 and ES3 are found 1.5km south of the site. The site appears to be fairly well-suited to accommodate new development due to its contiguous location with the existing settlement of Sileby. The site is in close proximity to the A607 and A46 roads with a nearby junction already in situ. The area is also served by Sileby railway station. The uncommitted upgrade of Leicester Railway Station could enhance journey quality and time for commuters using Sileby railway station to access employment in the urban centre. If the 'Greenlines' Electric Bus Project is fully delivered, the funded G1 route could serve bus stops at nearby Birstall Park and Ride with electric buses and updated infrastructure that provides additional options for prospective residents to access employment opportunities across Leicester using high-quality, sustainable transport modes. - The employment density in the local authority of Charnwood as a whole is lower than that recorded for Leicestershire, indicating that the area currently has relatively limited employment opportunities. - The area has a strong retention rate as 40.0% of working age residents of Charnwood as a whole employed in workplaces are employed within Charnwood. 19.2% of working age residents of Charnwood as a whole employed in workplaces travel to Leicester for work. Indicatively, 72.8% of working age residents of LSOAs within 1km of the site travel less than 20km to access employment. - Businesses in the area tend to specialise in the professional, scientific and technical (17.3%), wholesale (17.2%), and manufacturing (17.1%) broad industrial groups which contribute the majority of local employment. - The area attracts some well-qualified workers as 24.7% hold a NVQ4+ qualification, although this is slightly below the recorded rate for Charnwood (26.8%), and Leicestershire (26.1%). Most working age residents of the LSOAs within 1km of the site hold professional (15.0%) or skilled trade (14.5%) occupations. - Of the LSOAs within 1km of the site, a relatively low incidence of deprivation is recorded, as all LSOAs are ranked within the 50% least



deprived nationally. Although the area surrounding the site has low incidence of deprivation and therein potential for regeneration, and the estimated scale of housing delivery scores lowly in terms of potential to deliver economies of scale, there are very strong opportunities for employment which enhance the overall rating at this site.

Conclusion - Potential Area for Strategic Growth

Area - 128 Ha

Typologies - Garden Village / Village Expansion

Typology Delivery Period - 2030s - 2040s

2e South of Sileby could come forward as either a new garden village or a village expansion to Sileby (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, parts of the site are grade 2 agricultural land. Additionally, given the history of local flooding, redevelopment of this site will need to undertake modelling of the watercourse and improvements to the local drainage network. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. From a landscape perspective, the area is prominent, rural and with only limited influence from urban areas or other development or detractors. These factors result in appreciable landscape value and coupled with the elevation, separation from defined urban areas, results in a broadly unfavourable area for large scale development.

The indicative centre point of the site is located approximately 1.1 km south of the centre of Sileby, providing a range of local amenities. Concentrated urban expansions such as this site can contribute towards the delivery of major transport infrastructure. Access to existing rail provision with Sileby rail station located approximately 800m northwest of the site, providing for regular EMR services to regional destinations.

Poor accessibility to existing bus services and flooding of the River Soar can impact operation of the local highway network. Given the rural location the development, development here would be heavily dependent on car use for mobility. WPD's network capacity map indicates that there is a 33/11kV substation South of Mountsorrel. The substation is red and therefore is likely to require reinforcement. The WwTW is shown at high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. Provision of additional capacity and reduction of infiltration are being considered, with the strategy being developed. Confirmation of growth would be required to allow STW to plan in. The LEA highlights constraints with regards to secondary education provision as the site size is insufficient to warrant a new secondary school.

On the basis of the constraints identified, this Strategic Growth Option may not be feasible unless an acceptable flood alleviation and utilities upgrades can be provided to a satisfactory level.

2f Wymeswold Airfield



Criterion	Considerations
Environment	- The site is defined as Flood Zone 1, low probability of flooding from rivers. There is low risk of surface water flooding and the area has a low susceptibility to groundwater flooding. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - The site is within Grade 3 good to moderate quality agricultural land and Grade 2 very good quality agricultural land.
Landscape	The area of search is highly enclosed by tall hedgerows along the Wymeswold Road to the north and by intervening vegetation and distance/landform from the other boundaries. Aerial images indicate that the airfield land is currently occupied by a large solar farm, although this was not visible from the locations visited and the area is perceived as very rural. The area of search appears flat and contains only peripheral landscape elements of value as a result of their removal/degradation to enable use as an airfield. Landscape value and quality is therefore low and the area of search is highly suitable for strategic growth assuming the existing solar farm use is not a constraint.
Heritage	- The Site is located to the south of Wymeswold on the Site of the former Wymeswold Airfield. The eastern side of the Site is currently in use as a solar farm. - The south-eastern edge of Hoton Conservation Area is located within the western side of the Site, along Old Parsonage Lane. The conservation area covers much of the village and contains 17 listed buildings. These listed buildings are all Grade II listed and include the Church of St Leonard which has medieval origins and was mostly rebuilt in the 18th century (NHLE 1177746). Other buildings comprise post-medieval brick houses, farmhouses and outbuildings. As part of the conservation area lies within the Site, development on it would change the setting of the conservation

	area due to the addition of a modern built context into the agricultural landscape surrounding the village. • Prestwold Hall registered park and garden is located 30m to the south-west of the Site (NHLE 1000964). It comprises 19th century parkland and gardens surrounding the Grade I listed 18th and 19th century Prestwold Hall (NHLE 1074562). There are also six further listed buildings within the park. Much of the park is screened by mature trees along the border of the park, although the proximity of the Site and the introduction of modern buildings into the rural landscape would alter the setting. • Seven listed buildings are located in Burton on the Wolds to the south of the Site. The closest of these to the Site is the Grade II listed 32-34 Seymour Road (NHLE 1177634). Other listed buildings in the village include the 18th century Burton Hall (NHLE 1361120), associated lodge and gates (NHLE 1074595) and other post-medieval houses. The buildings are screened from the Site by mature trees along the southern boundary of the Site and modern development to the north of the village and the setting of the buildings is unlikely to be altered. • Historic mapping shows the Site was formerly the site of Wymeswold Airfield and the runways are still extant. Much of the Site is currently in use as a solar farm, and buildings recorded within the Site on historic mapping are no longer extant. • Medium suitability for development - Medium potential for harmful impacts on the historic environment. Medium potential for integration of assets.
Transport	Highways • The local highway network comprises Wymeswold Road, a two-way single carriageway road that forms the northern boundary of the site, with opportunity for primary vehicular access to the site; • The further local highway network comprises Burton Lane immediately to the east of the site and Prestwold Lane to the west, with the latter providing further opportunity for vehicular access; • Accessible to the A46 by car, being approximately 5.7km east of the site area along Melton Road; • 19 minute driving time to M1 J23, however this requires routing through Loughborough, which is subject to congestion at peak times; • Flooding of the River Soar can impact operation of the local highway network, and given the rural location the development would be heavily dependent on car use for mobility; • Localised congestion observed using Google traffic data on Wysall Lane to the north of Wymeswold to the northeast of the site during Saturday peak times due to on-street parking. Public Transport • Park & Ride site is available at Birstall. This is located approximately 19km driving distance south from the site and is accessible via car along the A46; • The site area is accessible to Loughborough by public transport provision; • Limited access to existing bus services, with one regular service (8 Centrebus) operating at bus stops along Prestwold Lane, Burton Lane and Loughborough Road through Burton on the Wolds, providing access between Melton Mowbray and Loughborough; • Accessibility to forthcoming HS2 services at East Midlands Parkway viable by car journeys only; • Accessibility to East Midlands Airport via a 30-minute car journey, with indirect public transport requiring change of bus services in Loughborough town centre. Active Modes • Indicative centre point of the site located approximately 1.3km east of the centre of Hoton, 1.2km north of Burton the Wolds and 1.8km southeast of Wymeswold, for access to a range of local centres including post offices, pharmacies, public houses and primary schools;

	• Lack of primary amenities given the rural nature of the area, with the nearest major local centre being Loughborough approximately 5.5km to the southwest; • No Public Rights of Way within the site area, however there is a network of public footpaths and a public bridleway to the south of the site area, providing sustainable accessibility within the vicinity of the site; • Lack of accessibility to existing NCN cycle routes, with the closest route being NCN Route 6 approximately 6km southwest of the site; • Good access to employment sites, with Wymeswold Industrial Park located immediately east of the boundary, and accessible by active modes; • Access to local leisure facilities including Wymeswold Cricket Club and a trampoline park; • Local roads surrounding the site provide no footways, therefore limiting accessibility to the site by active modes; • Likely to be relatively high existing levels of HGV traffic on local roads due to the nearby industrial estate, could result in air quality / noise issues in residential areas or constrain opportunities for promoting journeys by active modes; and • Local roads are subject to national speed limits, being rural nature, therefore making them unattractive for on-street cyclist movements to / from the site area. On the basis of the key highways, public transport and active modes review, the site has low suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has low potential of enabling strategic links between key corridors/destinations.
Utilities and Infrastructure	• WPD's capacity network map shows that there is no substation nearby, with the closet being in Loughborough. Therefore, reinforcement is likely required and/or a new substation to be installed in the area. • Using the Government's future population projections across Charnwood, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed. • According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Hoton, and the site will negatively affect downstream sewerage infrastructure, with the development likely to join a 225mm foul sewer heading north on Old Parsonage Lane. Parts of the site will require pumping due to topography. Potential impact is high with network improvements likely required. Surface water for the development can drain directly into River Soar to the south west of the site, or a tributary to Kings Brook to the east of the site. Surface water will require constructing to outfall¹⁰⁵. Efforts must be made to remove surface water from the foul system. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the Charnwood Borough. The WwTW is shown at low risk of exceeding spare capacity and therefore not expected to be any issues with spare capacity. However, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. • Leicestershire County Council's assessment highlights constraints with regards to secondary education provision as the site size is insufficient to warrant a new secondary school. • The site falls within the Mineral Safeguarding Area for Gypsum. Any proposed development should be accompanied by a Minerals Assessment and considered against Policy M11 (Safeguarding of Mineral Resources) of the Leicestershire Minerals and Waste Local Plan (LMWLP).
Housing	• The average new build house priced paid in Charnwood in April 2021 was £256,412. This is considerably higher than in Leicester City (£204,208) and the East Midlands average (£213,308). It is also slightly lower than

¹⁰⁵ An outfall is a small surface water drain that discharges into a watercourse or the sea. It can also include larger flapped outfalls where a small watercourse flows under a defence and thence into a larger watercourse or the sea.

	the England and Wales average of £263,778. Prices are approximately in line with the Leicestershire average (£256,890), indicating relatively typical demand for housing in the county. • From September 2007 to April 2021, house prices in Charnwood have increased by approximately 38.7%, which broadly mirrors the average house price change in Leicestershire during the same period (+38.6%). • The site is within the 'North East Leicestershire' typology area in Appendix B (Viability analysis). The viability analysis identifies that development in this area is able to bear £25,000 per unit in developer contributions with around 15% affordable housing or £15,000 per unit between 20 and 25% affordable housing.
Economy	• The site is adjacent to two small employment land allocations currently occupied with industrial estates. • The site has good connectivity with the road network owing the proximity of the A60 road, but the nearest railway station is found in Loughborough, meaning opportunities for choosing sustainable transport modes are limited. • The employment density in the local authority of Charnwood as a whole is lower than that recorded for Leicestershire, indicating that the area currently has relatively limited employment opportunities. The area has a strong retention rate as 40.0% of working age residents of Charnwood as a whole employed in workplaces are employed within Charnwood. 19.2% of the working age residents of Charnwood as a whole employed in workplaces travel to Leicester for work. Indicatively, the majority (46.7%) of working age residents of the LSOAs within 1km of the site travel between 5km and 20km to access employment. • Businesses in the area tend to specialise in the professional, scientific and technical (27.9%) broad industrial group, compared with Charnwood (8.9%), Leicestershire (11.3%), and the East Midlands region (7.6%), owing to the large solar farm and nearby Wymeswold Industrial Park in situ. • The area attracts a significant amount of well qualified workers, as 43.9% of working age residents hold a NVQ4+ qualification, which is significantly higher than is found in Charnwood (26.8%), and Leicestershire (26.1%). Accordingly, 45.9% of working age residents of the LSOAs within 1km of the site are employed in manager, director, and senior official, or professional occupations. • The area records a low level of deprivation, as all LSOAs within 1km of the site are ranked amongst the 30% least deprived LSOAs nationally. • Large areas of the site are currently being used as a solar farm with a lifespan until at least 2040. A change in use / development may only be appropriate after this timeframe.

Conclusion – Unsuitable Area for Strategic Growth

Area - 127 Ha

Typologies - Garden Village

Typology Delivery Period - 2030s - 2040s

2f Wymeswold Airport could come forward as a new garden village (<5,000 homes).

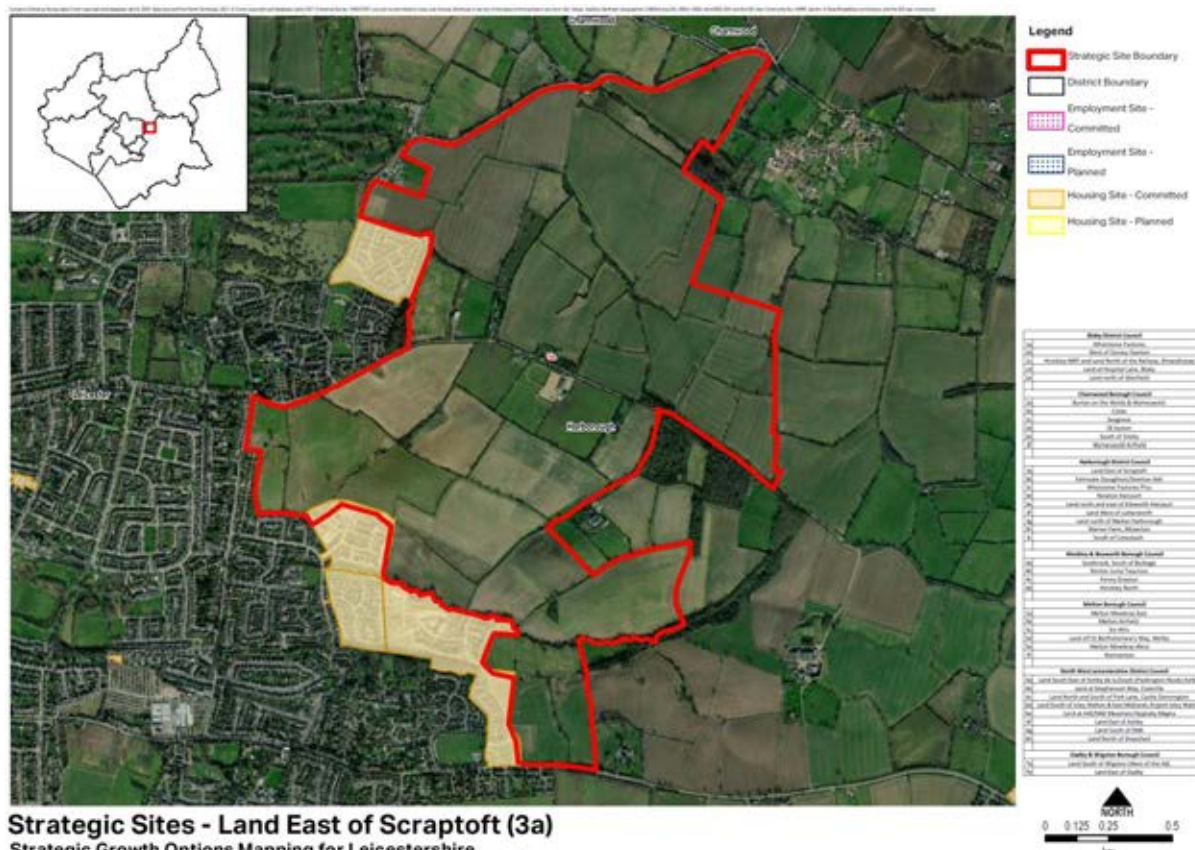
There are areas within the Strategic Growth Option which would not be suitable for development. For example, the south-eastern edge of Hoton Conservation Area is located within the western side of the Site, along Old Parsonage Lane. The conservation area covers much of the village and contains 17 listed buildings. As part of the conservation area lies within the Site, development on it would change the setting of the conservation area due to the addition of a modern built context into the agricultural landscape surrounding the village. In addition, Prestwold Hall registered park and garden is located 30m to the south-west of the Site (NHLE 1000964). The proximity of the Site and the introduction of modern buildings into the rural landscape would alter the setting.

There is a lack of primary amenities given the rural nature of the area, with the nearest major local centre being Loughborough approximately 5.5km to the southwest. Local roads surrounding the site provide no footways, therefore limiting accessibility to the site by active modes and there is likely to be relatively high existing levels of HGV traffic on local roads due to the nearby industrial estate,

which could result in air quality / noise issues in residential areas or constrain opportunities for promoting journeys by active modes. WPD's capacity network map shows that there is no substation nearby, with the closest being in Loughborough. Therefore, reinforcement is likely required and/or a new substation to be installed in the area. Parts of the site will also require pumping due to topography. Potential impact is high with network improvements likely required. Severn Trent states that there is very high risk associated with the watercourse as there is no scope to provide additional capacity. The LEA highlighted constraints with regards to secondary education provision as the site size is insufficient to warrant a new secondary school.

On the basis of the constraints identified, this area is an unsuitable area for strategic growth.

3a Land East of Scraptoft



Criterion	Considerations
Environment	- The site is defined as Flood Zone 1, low probability of flooding from rivers. However the unmodelled upper reaches of the Thurnby Brook pose a risk of fluvial flooding. The LLFA record instances of property and highway flooding downstream of the site from the Thurnby Brook in 2016. There is also a risk of surface water flooding in the flowpaths that contribute to the natural floodplain. The area has low susceptibility to groundwater flooding. Development of the site should be set back from the Thurnby Brook and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Opportunities should be sought to incorporate Natural Flood Management measures and link with the Environment Agency's Bushby Flood Alleviation Scheme. Development must include measures to reduce runoff to below mean annual flood (QBAR) to reduce flood risk to downstream communities. - The site lies in an area with no impact risk zones. The Local Nature Reserve, north-west of the site, is scheduled for de-designation in connection with the development of an allocated housing site (The de-designation process will begin when planning consent is issued). - The site is adjacent to and in close proximity to areas of woodland - The site is Grade 3 good to moderate quality agricultural land
Landscape	The area of search occupies undulating land and a localised hill either side of the shallow valley of a watercourse. It comprises arable agricultural land, a golf course and small to medium sized woodland. There is a varied condition to the landscape, which contains networks of PRow and bridleways. There is a sense of tranquillity in the east with fields fenced for livestock including horses. There are some open views in and across the area of search with dense field hedgerows, woodland which interrupt views and provide enclosure. The hedgerows are key characteristics of landscape value and provide opportunity for improvement and expansion of green infrastructure. There is potential to increase perception of sprawl beyond the suburban edge, with high risk of coalescence for a tranquil and

	rural location. The landform increases potential for development to be prominent and would potentially restrict or define developable areas. Partial development may be possible without undue effects on landscape character and visual amenity.
Heritage	• There are no designated assets within the Site, although Scraftoft Conservation Area is located directly to the north of the Site. The conservation area covers the historic core of the village, which includes the Grade II listed Scraftoft Hall (NHLE 1061724) and Grade I listed All Saints Church (NHLE 1188364). The churchyard also contains a Grade II* listed (NHLE 1061727) and scheduled (NHLE 1014515). medieval cross. There are also several Grade II listed post-medieval houses within the conservation area. Any development on the Site would change the setting of the conservation area and listed buildings from its semi-rural landscape, connecting the village to the urban area of Leicester to the west. • Several further listed buildings are located close to the Site. The Grotto at Scraftoft (NHLE 1061726) is Grade II listed and located approximately 30m west of the Site and comprises an 18th century red brick grotto with internal shellwork. The building is located in a strip of woodland on the eastern edge of the village. The setting of the building is the remains of the gardens of Scraftoft Hall which have mostly been developed. Development of the Site has the potential to change the asset's setting to the detriment of its significance. • Scraftoft Hill Farmhouse is a Grade II listed 17th century house with a timber framed core clad in red brick (NHLE 1061728). The farmhouse is located approximately 30m south-east of the Site. The setting of the farm is the surrounding agricultural land and development on the Site would change the setting through the addition of a modern built context. • There is also a Grade II listed milestone (NHLE 1061694) approximately 200m east of the southern end of the Site. The milestone is located along Uppingham Road. The Site would not alter the setting of the listed building, as its position beside the road would not change. • Thurnby and Bushby Conservation Area is approximately 310m west of the southern end of the Site. The conservation area covers the historic core of the village and contains ten listed buildings. The setting of the conservation area would be unlikely to be changed by development on the Site as the conservation area is screened by modern development to the north and east. • There are no non-designated buildings recorded on the historic mapping, although the Tilton and Leicester branch railway is recorded on the historic mapping, running through the Site on an east-west alignment. • Medium suitability for development - Medium potential for harmful impacts on the historic environment. Medium potential for integration of assets.
Transport	Highways • Local highway network comprises the A47 Uppingham Road to the south, a two-way single carriageway road providing direct access into Leicester city centre to the west, and towards Peterborough to the east; • The A47 (major road network) provides opportunity for primary vehicular and pedestrian access to the site, with provision of an existing footway along both sides in proximity to the site's southern boundary; • The northern extent of the site abuts Beeby Road, a two-way single carriageway road that provides opportunity for vehicular access to the site; • Covert Lane routes centrally through the site area, providing opportunity for internal connectivity. The lane is a narrow two-way single carriageway road with no lane markings or footway provision and currently subject to a national speed limit; • The site could benefit from the enabling of additional housing provision and economic growth afforded by improved transport connectivity associated with the A46 Priority Growth corridor (although this scheme and its extent are uncommitted); • Some localised congestion issues observed using Google traffic data within Bushby & Thurnby at weekday evening peak times and

- Restricted access to the M1 Motorway, located approximately 12km southwest of the site and accessible through Leicester city centre and SRN.

Public Transport

- Leicester City Centre is approximately 6km from the site and could be accessed through existing bus provision;
- Limited access to bus services, with one service (747 Centrebus) routing along the A47 (major road network) with stops adjacent to the site boundary, for access between Leicester city centre and Uppingham approximately once per hour, and a further service (56 Arriva Bus) routing along Station Road to the west of the site for access between Leicester and Scraptoft once per hour, however further bus provision could be implemented as part of proposals for the site;
- Accessibility to forthcoming HS2 services at East Midlands Parkway provided by public transport opportunities from Leicester;
- Access to East Midlands Airport (EMA) and the East Midlands Gateway provided by public transport opportunities from Leicester, albeit a 2-hour journey time via the Derby Skylink bus service;
- Park & Ride is in development at Leicester General Hospital for public transport access into Leicester city centre. This is located approximately 6.5km driving distance west from the site and is accessible via car along Scraptoft Lane;
- Access to employment sites within Leicester city centre, accessible by bus provision;
- Limited access to rail provision, with the nearest station being Leicester approximately 6km west of the site, providing EMR and Cross Country services to national destinations. Connections into Leicester city centre by bus would likely be key for any forthcoming transport strategy for the site.

Active Modes

- Good access to primary schools within the local area of the site, and accessible within walking and cycling distances;
- Proximity to amenities such as Leicester General Hospital and the City of Leicester College, accessible by cycling provision or bus provision; and
- A network of Public Rights of way (PRoW) cross the site, with public footpaths and a public bridleway providing sustainable access across the site area;
- Indicative centre point of the site located approximately 800m southeast of the centre of Scraptoft and 1.3km northeast of the centre of Bushby, for a range of local amenities including community hubs, village hall, Primary Schools and medical centres;
- Limited access to NCN cycle network, with the closest route being NCN Route 63 routing approximately 3.5km southwest along Gaulby Lane, for access into Leicester city centre to the west; and
- Beeby Lane at the northern extent of the site area does not provide existing footpaths, thereby limiting pedestrian accessibility from the north.

On the basis of the key highways, public transport and active modes review, the site has medium suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has moderate potential of enabling strategic links between key corridors/destinations.

Utilities and Infrastructure

- WPD's network capacity map shows that there is a 33/11kV substation in Thurnby shown in green, therefore, it is not likely to require reinforcement. Future works consist of an 11kV indoor circuit breaker, costing £125,000 and an indicative timescale of 1-2 years.
- Using the Government's future population projections across Harborough, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed.
- According to Severn Trent level 1 Sewer Capacity Assessment, the WwTW would be in Wanlip and there is predicted and reported flooding

	downstream, pollution is also predicted and EA warning letters. The site will negatively affect downstream sewerage infrastructure with the development likely joining a 150mm foul sewer heading south on Stanton Lane. Parts of the site will require pumping due to topography. Potential impact is high with network improvements likely required. Surface water for the development can drain directly into Scraftoft Brook in the north and Turnby Brook in the south. Efforts must be made to remove surface water from the foul system. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the Charnwood Borough. The WwTW is shown at low risk of exceeding spare capacity and therefore not expected to be any issues with spare capacity. However, STW states that there is very high risk associated with the watercourse as there is no scope to provide additional capacity. • Leicestershire County Council's assessment highlights constraints with regards to the provision of secondary school in the vicinity. New secondary school required on-site or in close proximity.
Housing	• The average new build house price paid in Harborough in April 2021 was £323,413. This is significantly higher than in Leicester City (£204,208) and the average price in the East Midlands (£213,308). It is also significantly higher than the England and Wales average of £263,778. Accordingly, prices are higher, on average than the Leicestershire average (£256,890), indicating relatively higher demand for housing. • From September 2007 to April 2021, house prices in Harborough have increased by approximately 47.8%, which is a greater increase than the average house price change in Leicestershire during the same period (+38.6%). • The site is within the 'adjacent to Leicester' typology area in Appendix B (Viability analysis). The viability analysis identifies that development in this area is able to bear £25,000 per unit in developer contributions with around 15% affordable housing or £15,000 per unit between 20 and 25% affordable housing. Whilst not the highest value typology, this area is located closest to Leicester City which has a high demand for housing with unmet needs and has seen the highest level of housing price growth in Leicestershire over the period 2007 – 2021 (+51.6% compared to the Leicestershire average of 38.6%).
Economy	• The site is 3km from the major employment land allocations in the north of Leicester, particularly at Thurmaston and Troon Industrial Estates where occupants include retail, leisure, manufacturing, and distribution firms. • The area appears to be very well-suited to accommodate future developments due to its contiguous location with the larger employment and services centre of Leicester. The site also benefits from its location adjacent to the A47 road. • The committed delivery of a Park and Ride terminal at Leicester General Hospital will provide increased connectivity with the urban centre of Leicester, offering sustainable transport options for prospective residents of the site seeking employment in Leicester. • If the 'Greenlines' Electric Bus Project is fully delivered, the funded G5 route, and G7 route which is awaiting funding, could serve bus stops at nearby Hamilton Way, Colchester Road, Thurnby Lodge, and Goodwood Road with electric buses and updated infrastructure that provides additional options for prospective residents to access employment opportunities across Leicester using high-quality, sustainable transport modes. • The site could benefit from its central position within the identified A46 Priority Growth Corridor (the scheme and its extent are uncommitted at present) which aims to deliver a large amount of housing and employment opportunities, if fully developed. • The employment density in the local authority of Harborough as a whole is marginally above that for Leicestershire, indicating that the area currently has reasonable employment opportunities. Similarly, the jobs density in neighbouring Leicester is also high. The area has a good retention rate as

	44.0% of working age residents of Harborough as a whole who are employed in workplaces are employed in either Harborough or Leicester. • Businesses in the area tend to specialise in the education (28.9%) broad industrial group, which contributes a large proportion of employment, compared with the equivalent proportion in Harborough (6.8%), Leicestershire (8.5%), and the East Midlands region (8.8%). • The area attracts some well-qualified workers, who hold NVQ4+ qualifications, although this is a spatially variable picture as some of the LSOAs within 1km of the site record rates of 38.0% of working age residents and above, and others have rates as low as 9.0% of working age residents. The majority of working age residents are employed in professional occupations (16.4%). • The area records a high incidence of deprivation, although this picture is spatially variable, as some of the LSOAs within 1km of the site are ranked in the 10% least deprived LSOAs nationally, while others are within the 10% most deprived nationally. Although estimated scale of housing delivery scores lowly in terms of potential to deliver economies of scale, there are very strong opportunities for employment which enhance the economic rating at this site.

Conclusion - Potential Area for Strategic Growth

Area - 290 Ha

Typologies – Urban extension

Typology Delivery Period - 2020s - 2040s

3a Land East of Scraftoft could come forward as a SUE (<5,000 homes) to the north east of Leicester.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, the LCC Lead Local Flood Authority have recorded instances of property and highway flooding downstream of the site from the Thurnby Brook in 2016. There is also a risk of surface water flooding in the flowpaths that contribute to the natural floodplain. Development of the site should be set back from the Thurnby Brook and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. From a landscape perspective, there is potential to increase perception of sprawl beyond the suburban edge, with high risk of coalescence for a tranquil and rural location. The landform increases potential for development to be prominent and would potentially restrict or define developable areas. Partial development may be possible without undue effects on landscape character and visual amenity.

The indicative centre point of the site is located approximately 800m southeast of the centre of Scraftoft and 1.3km northeast of the centre of Bushby, for a range of local amenities. The site could benefit from the enabling of additional housing provision and economic growth afforded by improved transport connectivity associated with the A46 Priority Growth corridor (the scheme and its extent are uncommitted at present). Limited access to bus services, rail provision (the nearest station being Leicester approximately 6km west of the site) and to the NCN cycle network. Alongside sites 1a, 1d, 3b, 3c, 3d, 7a and 7b there is potential to contribute towards major cumulative traffic impact including on the A6 and A47. But there is also a potential opportunity to deliver enhanced passenger transport networks and orbital transport routes to supplement growth. There is an opportunity for new developments to help fund alternative strategic routes with a joined up approach to the delivery of sites. Enhanced passenger transport and orbital transport connections are needed to facilitate strategic growth across this area, transport infrastructure is required to unlock growth rather than vice-versa (growth enabling transport upgrades). It is unclear if a development of this scale could deliver the new/enhanced orbital links required. A new orbital route may need to pass through some of the sites and hence reduce the number of dwellings that could be delivered. If these sites were to come forward together it would have major cumulative (and potentially cross-boundary) transport impacts. A comprehensively masterplanned approach would be required to overcome these impacts, as well as maximise opportunities for transport enhancements.

The LEA highlights constraints with regards to the provision of secondary school on-site unless a new secondary school could be delivered in close proximity. However, in its favour the site is 3km from the major employment land allocations in the north of Leicester, particularly at Thurmaston and Troon Industrial Estates where occupants include retail, leisure, manufacturing, and distribution firms. The area appears to be very well-suited to accommodate future developments due to its contiguous location with the larger employment and services centre of Leicester. The proximity of the

Strategic Growth Option to 3b Farmcare Stoughton/Stretton Hall may offer potential to share facilities and infrastructure.

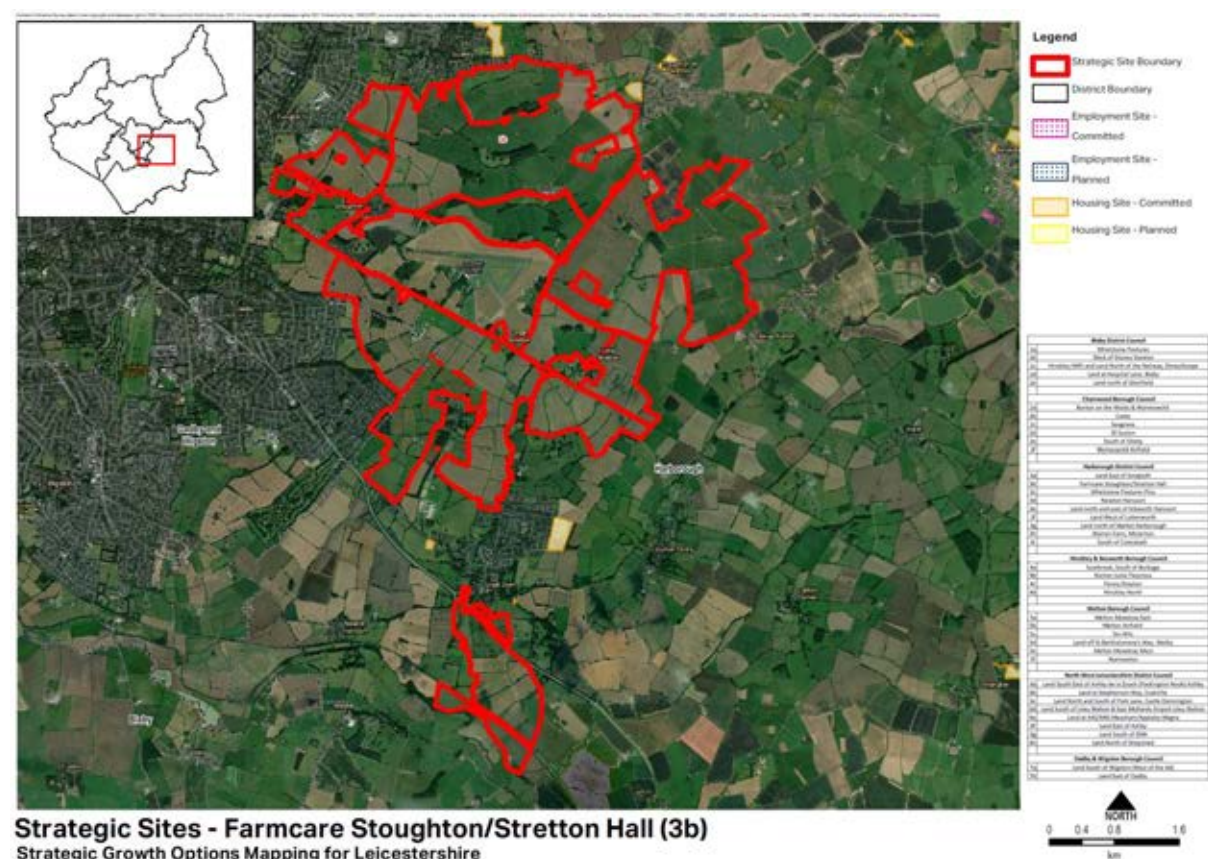


Table 83 3b Farmcare Stoughton/Stretton Hall

Criterion	Considerations
Environment	- The majority of the site is defined as Flood Zone 1, low probability of flooding from rivers. There are areas of Flood Zone 3, high probability, and Flood Zone 3b Functional Floodplain associated with the River Sence, Evington Brook and Bushby Brook. However the unmodelled upper reaches of these three watercourses and the Wash Brook also pose a risk of fluvial flooding. The LLFA hold records of flooding in Oadby to the south east of the site from the culverted sections of these watercourses, and the communities at Great Glen (River Sence), Oadby (Wash Brook), Evington and Belgrave (Evington Brook) are identified by the Environment Agency to be at risk of river flooding. There is also a risk of surface water flooding in the flowpaths that contribute to these natural floodplains. The area has low to medium susceptibility to groundwater flooding. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. These watercourses flow into the city of Leicester and are important wildlife corridors so it is vital they are protected and enhanced as part of any development. Opportunities should be sought to support the Environment Agency's Evington Brook Flood Alleviation Scheme and the Bushby Brook Flood Alleviation Scheme. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - Three safeguarded waste sites (H11, H14 and H18). - The majority of this site does not lie within any IRZ's; however, the southern and eastern extents extend within the catchment of the Kilby Foxton Canal SSSI, which is water quality sensitive. This area to the east of Leicester may contain a large proportion of BMV agricultural land - this should be considered in any plans for the site. - The site is within, adjacent to and in close proximity to areas of woodland - The site is within Grade 3 good to moderate quality agricultural land

Landscape	The search area covers a substantial area including the villages of Little Stretton near Stoughton. The land broadly rises from west to east up to the minor plateau containing Leicester airport. The area of search is perceived as highly rural and tranquil. Land use comprises mixed arable and pasture, and pockets of small to medium sized woodland. There is a varied condition to the landscape, which contains a good network of PRow and bridleways. There is a sense of tranquillity in the small hamlets and villages to the east despite the presence of Leicester Airport. There are few PRow but minor roads create boundaries of potential development areas. There are some open views in and across the area of search with dense hedgerows and small to medium sized, mature woodland containing long views. The hedgerows in the area of search give opportunities for improvement and expansion of green infrastructure. The area of search offers potential as an eastern expansion of the urban edge subject to careful consideration of landform and potential prominence and the need to subdivide a potentially large expanse of housing.
Heritage	- The Site covers a large area from Thurnby in the north to Great Glen in the south and from Oadby in the west to King's Norton in the east. - Stretton Magna deserted village, two fishponds and moated site scheduled monument is located within the Site (NHLE 1010201). The Site surrounds the village of Great Stretton, which contains three listed buildings, the Grade II* listed Church of St Giles (NHLE 1074853) and two Grade II listed house and outbuildings. Development within the Site has the potential to change the setting of these listed buildings by the addition of a modern built context into the rural setting. - Little Stretton village is also located within the Site and contains six listed buildings. Development within the Site has the potential to change the setting of these listed buildings by the addition of a modern built context into the rural setting. - The village of Stoughton is surrounded by Site and contains 13 listed buildings including the grade II* listed Church of St Mary (NHLE 1360631). The village also contains two scheduled monuments, a churchyard cross in St Mary's churchyard (NHLE 1017491) and a moated grange to the west of the village (NHLE 1010482). Development within the Site has the potential to change the setting of these designated assets by the addition of a modern built context into the rural setting. - There are several conservation areas located close to the Site. These include Kings Norton Conservation Area, Gaulby Conservation Area, Houghton on the Hill Conservation Area, Evington Conservation Area and Thurnby and Bushby Conservation Area. Development within the Site has the potential to change the setting of these designated assets by the addition of a modern built context into the rural/ semi-rural settings. - There are a number of other listed buildings near to the Site, including Lodge Cottage (NHLE 1073688) and South Lodge (1361552) to the west, Stretton Hall (NHLE 1178302) and associated Obelisk (NHLE 1180267) surrounded by the Site, and Cricks Retreat (NHLE 1061599) and 39, London Road (NHLE 1180229), directly east of southern end of the Site, as well as the listed buildings in Kings Norton and Gaulby to south-east. Development within the Site has the potential to change the setting of these designated assets by the addition of a modern built context into the rural/ semi-rural settings. - Low suitability - High potential for harmful impacts on the historic environment. Low potential for integration of assets.
Transport	Highways - Local highway network comprises the A47 Uppingham Road, part of the Major Road Network (MRN), providing opportunity for primary vehicular access to the site and providing direct access to Leicester city centre to the west and Peterborough to the east. There is a lack of connectivity to the SRN; - Concentrated urban expansions such as this site can contribute towards the delivery of major transport infrastructure; - The site could benefit from the enabling of additional housing provision and economic growth afforded by improved transport connectivity

associated with the A46 Priority Growth corridor (although this scheme and its extent are uncommitted);

- Some localised congestion issues observed using Google traffic data within Thurnby at weekday evening peak times which may be exacerbated by development at this location. Junction capacity assessments and transport assessments will be required to identify safe and suitable vehicle access and determine the impact of development on the operation of local highway network;
- Existing traffic issues on south-eastern side of the city's highway network which need to be addressed, including lack of radial connectivity and pressure on the existing B667 through Evington 2km west of the site;
- Potential for traffic impacts on the local MRN and local road network due to the size of the site and proximity to Leicester.

Public Transport

- Abuts the Leicester city boundary, thereby presenting opportunity to maximise opportunities for sustainable transport from the site to / from Leicester, including through the role of Park & Ride in development at Leicester General Hospital for public transport access into Leicester City centre;
- This is located approximately 4km distance northwest of the indicative centre of the site and is accessible via car along the A47 / Wakerley Road. Junction capacity assessments and transport assessments will be required to identify safe and suitable vehicle access and determine the impact of development on operation of local highway network;
- Access to bus services providing direct access into Leicester city centre and regional destinations, including the 747 Centrebus routing on the A47 and further services routing along the southern and western boundaries of the site, albeit currently routing on the periphery of the site area;
- Potential for extension / redirecting a range of bus services between Leicester city centre and key destinations further afield through and within the site. Further bus provision within the site area would be key to successful delivery of the site;
- Access to employment sites within Leicester city centre, including with the Troon Industrial area located approximately 4km northwest, however only currently accessible by bus via change within Leicester;
- Currently limited access to rail provision, with the nearest station being Leicester approximately 6km west, providing EMR and Cross Country services. Connection into Leicester by bus provision would be key for any forthcoming transport strategy for the site;
- Accessibility to forthcoming HS2 services at East Midlands Parkway (39km north) viable via change to rail services from Leicester.

Active Transport

- Large scale urban expansion covering the east of Leicester. The indicative centre point of the site is located approximately 2km south of Thurnby, 3km northeast of Oadby, 1.4km east of Stoughton and 3km southwest of Houghton on the Hill, for access to local amenities within walking and cycling distance of the site;
- Access to education within the local area including Judgemeadow community college, the City of Leicester College and a range of local primary and secondary schools;
- Access to recreation and leisure facilities with access by walking and cycling, including Evington Leisure Centre, Houghton & Thurnby Cricket Club and Leicester Airstrip;
- Access to the on-street NCN route 63, routing within the site boundary through Stoughton for access into Leicester city centre;
- Network of existing public footpaths and bridleways in close proximity to the site, provide for sustainable accessibility throughout the local area; and
- Pedestrian access from the A47 Uppingham Road not currently available due to a lack of existing footways along its southern side in proximity to the site boundary, however wide verges could accommodate future provision.

	On the basis of the key highways, public transport and active modes review, the site has medium suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has moderate potential of enabling strategic links between key corridors/destinations.
Utilities and Infrastructure	• WPD's network capacity map indicates there are 4 substations near the site. There is 2 in East Leicester (33kV and 6/6kV), 1 in Thurnby (33/11kV) and 1 in Stoneygate (33/6kV). All the substations are shown in red and therefore are likely to require reinforcement. Future works consist of an 11kV indoor circuit breaker costing £125,000 and indicative timescale of 1-2 years for the substations in Thurnby, Stoneygate and the 6/6kV substation in Eastern Leicester. The 33kV substation in East Leicester states a 33kV indoor circuit breaker costing £225,000, average reinforcement cost of £40,000 and an indicative timescale of 1-2 years. • Using the Government's future population projections across Harborough, this site would cause the district to be over capacity within STW's potable water network. Therefore, a full network capacity check should be completed to assess whether significant infrastructure development will likely be required. • The Infrastructure Delivery Plan by Peter Brett in 2017 that STW may opt to drain the wastewater to the Wanlip treatment plant, which would need to be considered in conjunction with other developments that may drain to the same treatment plant. • According to Severn Trent level 1 Sewer Capacity Assessment the extent of the development will negatively impact downstream sewerage infrastructure, with the potential extent of the site being approximately the size of Loughborough. Multiple connections would be required to three WwTW in Wanlip, Oadby and Great Glen. Reported and predicted flooding downstream, EA has also warned of pollution downstream. The development is likely to need multiple connection points, it is likely to join a 175mm foul sewer on Orcharge lane, a 150mm foul sewer on Glen Rise, a 150mm foul sewer on Stretton Road, a 225mm foul sewer heading through the site boundary and a 225mm foul sewer on Sedgebrook Road. Parts of the site requiring pumping due to topography. Potential impact is high with network improvements likely to be required. Surface water for the development will drain directly into tributaries of Willow Brook, Evington Brook, Wash Brook and River Sence which run through the site boundaries. Efforts must be made to remove surface water from the foul system. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTWs are situated in the Blaby District and Harborough District. The Wanlip WwTW is shown at very high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. Provision of additional capacity and reduction of infiltration are being considered, with the strategy being developed. Confirmation of growth would be required to allow STW to plan. The Oadby WwTW is shown at low risk of exceeding spare capacity, with it not expected to be an issue. However, STW states that there is very high risk associated with the watercourse as there is no scope to provide additional capacity. The Great Glen WwTW is shown at low risk of exceeding spare capacity, with it not expected to be an issue. However, STW states that there is high risk associated with the watercourse as there is limited scope to provide additional capacity. • Leicestershire County Council indicates that the site is one of the most favourable locations (relative) for education provision. The site is capable of providing primary, secondary and special education needs or disability schools on-site. • The site falls within the Mineral Safeguarding Area for Sand and Gravel. Any proposed development should be accompanied by a Minerals Assessment and considered against Policy M11 (Safeguarding of Mineral Resources) of the Leicestershire Minerals and Waste Local Plan (LMWLP).

Housing	• The average new build house priced paid in Harborough in April 2021 was £323,413. This is significantly higher than in Leicester City (£204,208) and the average price in the East Midlands (£213,308). It is also significantly higher than the England and Wales average of £263,778. Accordingly prices are higher, on average than the Leicestershire average (£256,890), indicating relatively higher demand for housing. • From September 2007 to April 2021, house prices in Harborough have increased by approximately 47.8%, which is a greater increase than the average house price change in Leicestershire during the same period (+38.6%). • The site is within the 'adjacent to Leicester' typology area in Appendix B (Viability analysis). The viability analysis identifies that development in this area is able to bear £25,000 per unit in developer contributions with around 15% affordable housing or £15,000 per unit between 20 and 25% affordable housing. Whilst not the highest value typology, this area is located closest to Leicester City which has a high demand for housing with unmet needs and has seen the highest level of housing price growth in Leicestershire over the period 2007 – 2021 (+51.6% compared to the Leicestershire average of 38.6%). As with all potential large Garden village / Co-dependent / Autonomous typologies the additional costs of study area-wide strategic infrastructure will need to be fed into future cost planning and viability exercises.
Economy	• The area appears to be very well-suited to accommodate future employment development owing to its contiguous location with the large employment centre of Leicester, and the considerable amount of employment opportunities located there, including at several allocated employment sites and within the city centre. The site is equidistant from industrial employment land at Thurmaston, South Wigston, and within the centre of Leicester. • Homes England owns a circa 86ha site within the site. • The proposed site is well served by the A6 and A47 roads which offer connectivity with employment opportunities in Leicester and regionally. The contiguous location also means that sustainable transport modes are viable options for accessing local employment. • The committed delivery of a Park and Ride terminal at Leicester General Hospital will provide increased connectivity with the urban centre of Leicester, offering sustainable transport options for prospective residents of the site seeking employment in Leicester. • If the 'Greenlines' Electric Bus Project is fully delivered, the funded G5 route, and G7 route which is awaiting funding, could serve bus stops at nearby Colchester Road, Thurnby Lodge, Goodwood Road, and Stoughton Drive South with electric buses and updated infrastructure that provides additional options for prospective residents to access employment opportunities across Leicester using high-quality, sustainable transport modes. • The site could benefit from the enabling of additional housing provision and economic growth afforded by improved transport connectivity associated with the A46 Priority Growth corridor, although this scheme and its extent are uncommitted and unfunded. • Depending on the design of the site and mode of development, it is possible that the land on which Leicester Airport currently sits could be redeveloped to serve the build out of the significant amount of housing associated with this site. Although this could potentially result in the loss (of viability) of the airport, the significant amount of housing and population that could result from the redevelopment of the site would bring considerable additional local spending and workforce, contributing a significant beneficial effect on the local economy. Conversely, if the Airport is not released for housing, this may offer the potential for a significant intensification of employment on the site. • The employment density in the local authority of Harborough as a whole, in which the majority of the site falls, is considerably higher than that for Leicestershire, indicating that the area currently has a significant amount of employment opportunities. Likewise, the employment density in

neighbouring Leicester is higher than that for Leicestershire. The local authority area of Harborough as a whole has a good retention rate as 44.0% of working age residents of Harborough who are employed in workplaces are employed in either Harborough or Leicester.

- In terms of employment, businesses in the area tend to specialise in the education broad industrial group, which contributes the largest proportion of employment in the LSOAs within 1km of the site, representing 40.0% of total jobs.
- The area attracts a considerable amount of well-qualified workers, as 35.3% of working age residents hold a NVQ4+ qualification, and 37.8% of working age residents are employed in manager, director and senior official (14.4%) or professional (23.4%) occupations.
- The area records a limited amount of deprivation as only three of eighteen of the LSOAs that lie within 1km of the site are ranked amongst the 60% most deprived LSOAs nationally.
- Although the area surrounding the site has low incidence of deprivation and therefore limited potential for regeneration, there are very strong opportunities for employment which enhance the economy rating at this site.

Conclusion - Potential Area for Strategic Growth

Area - 1,918 Ha

Typologies - Autonomous / Co-dependent / Garden Village / Urban Extension / Village Expansion

Typology Delivery Period - 2030s - 2070s

3b Farmcare Stoughton/Stretton Hall could come forward as: a new garden village, SUE to the east of Leicester or village expansion to Great Glen, Stretton Hall and/or Houghton on the Hill (<5,000 homes). It could also accommodate far higher levels of growth i.e. as a co-dependent new settlement (>5,000) or new autonomous settlement (>10,000 homes) detached from the built up area of Leicester and other nearby villages. The latter two typologies would have greater potential to limit out commuting where delivered alongside a significant proportion of new employment.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there are areas of Flood Zone 3, high probability, and Flood Zone 3b Functional Floodplain associated with the River Sence, Evington Brook and Bushby Brook. The LLFA hold records of flooding in Oadby to the south east of the site from the culverted sections of these watercourses. These watercourses flow into the city of Leicester and are important wildlife corridors so it is vital they are protected and enhanced as part of any development. The area offers potential as an eastern expansion of the urban edge subject to careful consideration of landform and potential prominence and the need to subdivide a potentially large expanse of housing. Development within the site has the potential to change the setting of heritage assets and Conservations Areas by the addition of a modern built context into the rural setting. Overall, the site was adjudged to have low suitability from a cultural heritage perspective as there is high potential for harmful impacts on the historic environment/low potential for integration of assets.

Conversely, concentrated urban/village expansion opportunities such as this site can contribute towards the delivery of major transport infrastructure. The site could benefit from the enabling of additional housing provision and economic growth afforded by improved transport connectivity associated with the A46 Priority Growth corridor, although this scheme and its extent are uncommitted and unfunded at this time. The site benefits from access to bus services providing direct access into Leicester city centre and regional destinations albeit currently routing on the periphery of the site area. There is potential for extension / redirecting a range of bus services between Leicester City centre and key destinations further afield through and within the site. Further bus provision within the site area would be key to successful delivery as there are existing traffic issues on south-eastern side of the city's highway network which need to be addressed, including lack of radial connectivity and pressure on the existing B667 through Evington 2km west of the site. Potential for traffic impacts on the Major Road Network (MRN) and local road network, due to the size of the site and its proximity to Leicester, will need to be carefully considered and modelled. There is limited access to rail provision, with the nearest station being Leicester approximately 6km west.

Alongside sites 1a, 1d, 3a, 3c, 3d, 7a and 7b there is potential to contribute towards major cumulative traffic impact including on the A6 and A47. But there is also a potential opportunity to deliver enhanced passenger transport networks and orbital transport routes to supplement growth.

There is an opportunity for new developments to help fund alternative strategic routes with a joined up approach to the delivery of sites. Enhanced passenger transport and orbital transport connections are needed to facilitate strategic growth across this area, transport infrastructure is required to unlock growth rather than vice-versa (growth enabling transport upgrades). It is unclear if a development of this scale could deliver the new/enhanced orbital links required. A new orbital route may need to pass through some of the sites and hence reduce the number of dwellings that could be delivered. If these sites were to come forward together it would have major cumulative (and potentially cross-boundary) transport impacts. A comprehensively masterplanned approach would be required to overcome these impacts, as well as maximise opportunities for transport enhancements.

In isolation the location would have the critical mass to provide its own social and physical infrastructure. However, when considered in combination with 1a, 1d, 3a, 3c, 3d, 7a and 7b, this location alongside the other Strategic Growth Options, offers significant potential to comprehensively plan the south and east of Leicester with commensurate investment and delivery in supporting facilities, utilities and transport upgrades (including new highways) capable of serving the wider region.

The location south of Great Glen is physically detached from the wider Strategic Growth Option by the A6 (to the north), River Sence (to the west) and railway line (to the south). This location may offer sufficient land to provide a distinct garden village (<5,000 homes). However, there are challenges in terms of access and flooding that would need to be investigated in greater detail with the LLFA and Highways Authority.

3c Whetstone Pastures Plus



Criterion	Considerations
Environment	- The site is defined as Flood Zone 1, low probability of river flooding. However, there are multiple unmodelled watercourses passing through the site, which flow north to the Whetstone Brook and River Soar. Properties in Whetstone downstream are at risk of flooding. Surface water flood risk mapping identifies the overland flow paths across the site which drain to these watercourses. The area has medium to high susceptibility to groundwater flooding. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - The site is adjacent to and in close proximity to areas of woodland - The site is within Grade 3 good to moderate quality agricultural land
Landscape	- A large search area which is dissected into east and west sites by the M1 motorway. To the southeast is the village of Ashby Magna and to the southwest the village of Dunton Bassett. - Gently rolling topography with localised undulation is characteristic with the area of search comprising of agricultural land, with medium sized woodlands. - The area of search is representative of its rural context, although there is some ribbon development along roads. There are elements of scenic quality due to the expanse of panoramic views, particularly on the west of the search area. - A good network of PRoW is present central to the area of search. There is a sense of tranquillity away from settlement edge, particularly on the south-eastern side near Ashby Magna. Overall there are open views towards the north-east, but views elsewhere are contained through intervening landform and vegetation.

	• Landscape elements are strongly defined by well managed hedgerows and a well-defined field pattern and good numbers of hedgerow trees which contribute to sense of place. • Development of the area of search could impact Dunton Bassett and Ashby Magna. Development could be accommodated within the relatively flat topography, which with retention of woodland and key hedgerows, would contain visibility and wider effects on landscape character.
Heritage	• There is one designated asset within the Site, a Grade II listed milepost c.400 yards north of Coopers Lane (NHLE 1178210). It is an early 19th century cast iron milepost. Its setting is its position along the A426 which should not be affected by development on the Site. • Willoughby Waterleys Conservation Area is located directly to the east of the Site boundary. The conservation area covers much of the village and contains 13 listed buildings, including two Grade II* listed buildings, the medieval Church of St Mary (NHLE 1180279) and the 18th century Old Rectory (NHLE 1061538). The Grade II listed buildings comprise 18th and 19th century red brick houses, outbuildings and a former school (NHLE 1295001). The setting of the conservation area and listed buildings is the rural village and surrounding agricultural land. This setting would be altered by development within the Site which would bring a modern bit context to the agricultural fields directly to the west of the village. • The village of Ashby Magna is located directly to the south of the Site. The village contains six listed buildings, the closest to the Site being the Grade II listed Manor Farmhouse (NHLE 1061554), approximately 60m to the south on the south side of Peveril Road. The other listed buildings comprise the Grade II* listed Church of St Mary (NHLE 1061550) and other Grade II listed houses and cottages. A scheduled medieval moated site (NHLE 1009173) is also located within the village, approximately 290m south-east of the Site. The setting of the listed buildings and scheduled monument is the village and surrounding agricultural land. This setting would be altered by development within the Site which would bring a modern bit context to the agricultural fields directly to the north of the village. • There are also 12 listed buildings and a scheduled moated site (NHLE 1010915) within the village of Dunton Bassett to the south of the Site. The listed buildings include a Grade II* listed church (NHLE 1360702) and Grade II listed post-medieval houses. The setting of the listed buildings and scheduled monument is the village and surrounding agricultural land. This setting would be altered by development within the Site which would bring a modern bit context to the agricultural fields directly to the north of the village. • Historic mapping of the Site records the former Leicester and Rugby Branch railway runs through the north-west corner of the Site, aligned north-east to south-west, the line of which is still present within the Site. • Medium suitability for development - Medium potential for harmful impacts on the historic environment. Medium potential for integration of assets.
Transport	Highways • The M1 motorway routes on a north-south axis centrally through the site. East-west connectivity across the site is provided via four foot and road bridges; • Local highway network comprises the A426 (major road network), a two-way single carriageway road routing centrally through the site, for direct access northward into Leicester and southward to Lutterworth and the M1 J20; • Equidistant between J21 and J20 of the M1 at approximately 8km north and south respectively. The site would therefore benefit from the uncommitted proposals for the M1 J20a (Prospectus for Growth, 2019) proposed at the point where the M1 crosses the A426, approximately 1.5km north of the site. Junction capacity assessments and transport assessment will be required to determine the capacity of the local highway network and the impact of development on the operation of key junctions / links;

- Localised congestion observed using Google traffic data within Dunton Bassett and Ashby Magna during the morning peak hour.

Public Transport

- Limited accessibility to rail provision, with the nearest station at Narborough being approximately 5.5km north of the site, served by Cross Country services. Connections to Narborough by new frequent bus services would therefore likely be key for any forthcoming transport strategy for the site.
- Limited accessibility to bus services, with the nearest stops located along the B581 at the southern boundary of the site and being served by one service (84 Arriva Bus) between Leicester and Lutterworth;
- Accessibility to forthcoming HS2 services at East Midlands Parkway (39km north) viable by car journeys only along the M1;
- Limited access to East Midlands Airport (EMA) and the East Midlands Gateway by modes other than the private car.

Active Modes

- Poor accessibility for sustainable modes across the area, given the rural nature of the site;
- Severance as the site is bisected by the M1 motorway with cross-site permeability constrained to four existing bridges;
- The A426 currently provides no footways and is subject to a national speed limit, reflecting the rural nature of the area, limiting accessibility through along the route by active modes;
- Indicative centre point of the site located approximately 1.3km northeast of Dunton Bassett, 1.4km northwest of Ashby Magna, 2km from Broughton Astley and 1.8km west of Willoughby Waterleys for access to local amenities within walking distance including post offices, supermarkets, leisure centre and primary schools;
- Access to employment sites within a reasonable cycle distance of the site comprising the Cottage Lane Industrial Estate and Estley Green Business Park;
- Access to education facilities, including Dunton Bassett Primary School, Thomas Estley Community College, Old Mill Primary School;
- Surrounding local leisure and recreational amenities including local sports clubs, fisheries and leisure centre, within Broughton Astley;
- The NCN Route 50 routes along Willoughby Road along the site's eastern boundary, providing cycle access northward towards Leicester city centre via NCN Route 6; and
- Network of existing local public footpaths and a public bridleway route within the site.

On the basis of the key highways, public transport and active modes review, the site has medium suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has moderate potential of enabling strategic links between key corridors/destinations.

Utilities and Infrastructure

- WPD has stated that this site is likely to trigger significant, extensive and lengthy works. Major reinforcement in the form of a Primary substation upgrade and/or a new primary substation, alongside extra high voltage network reinforcement.
- Using the Government's future population projections across Harborough, this site would cause the district to be over capacity (using indicative capacity of the site) within STW's potable water network. Therefore, a full network capacity check should be completed to assess whether significant infrastructure development will likely be required.
- According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Broughton Astley and the site will negatively affect downstream sewerage infrastructure. Flooding reported downstream, pollution also reported with a warning letter from EA. Multiple connection points are likely with the development likely to join the 225mm foul sewer on Dunton Road and the 150mm foul sewer adjacent to Main Street. Parts of the site may need pumping due to topography. Potential impact is high

	with network improvements likely required. Surface water for the development can drain directly to a tributary of River Soar in the west and a tributary of Whetstone Brook in the east. Efforts must be made to remove surface water from the foul system. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the Harborough District. The WwTW is shown at low risk of exceeding spare capacity, with no issues expected. However, STW states that there is high risk associated with the watercourse as there is limited scope to provide additional capacity. • Leicestershire County Council indicates that the site is one of the most favourable locations (relative) for education provision. The site is capable of providing primary, secondary and special education needs or disability schools on-site. • The site falls within the Mineral Safeguarding Area for Sand and Gravel. Any proposed development should be accompanied by a Minerals Assessment and considered against Policy M11 (Safeguarding of Mineral Resources) of the Leicestershire Minerals and Waste Local Plan (LMWLP).
Housing	• The average new build house priced paid in Harborough in April 2021 was £323,413. This is significantly higher than in Leicester City (£204,208) and the average price in the East Midlands (£213,308). It is also significantly higher than the England and Wales average of £263,778. Accordingly prices are higher, on average than the Leicestershire average (£256,890), indicating relatively higher demand for housing. • From September 2007 to April 2021, house prices in Harborough have increased by approximately 47.8%, which is a greater increase than the average house price change in Leicestershire during the same period (+38.6%). • The site is within the 'adjacent to Leicester' typology area in Appendix B (Viability analysis). The viability analysis identifies that development in this area is able to bear £25,000 per unit in developer contributions with around 15% affordable housing or £15,000 per unit between 20 and 25% affordable housing. Whilst not the highest value typology, this area is located closest to Leicester City which has a high demand for housing with unmet needs and has seen the highest level of housing price growth in Leicestershire over the period 2007 – 2021 (+51.6% compared to the Leicestershire average of 38.6%). As with all potential large Garden village / Co-dependent / Autonomous typologies the additional costs of study area-wide strategic infrastructure will need to be fed into future cost planning and viability exercises.
Economy	• The nearest industrial land is found at The Whittle Estate in Whetstone which has industrial facilities and logistics warehousing, including occupants such as GeoAmey and Cavendish Nuclear. The site is nearby to a number of industrial premises associated with Cottage Lane Industrial Estate, Estley Green Business Park and surrounding premises in Broughton Astley operating warehousing and manufacturing functions. • The area appears to be well-suited to accommodate future developments due to its proximity with the contiguous settlement of Leicester. The area benefits from proximity to the M1 and A426 routes, although there is no direct access to the M1 motorway at present. • The area of search sits within the A46 Priority Growth corridor (the scheme and its extent are uncommitted at present) which centres on the future development of additional transport routes to the south of Leicester, which if fully developed could deliver a large number of new homes and additional employment opportunities. • New developments in this location would necessitate linkages of the site with the surrounding road network, in particular to ensure connectivity with the larger employment centre of Leicester via the M1 and A426 routes. The proposed, but not committed, installation of an additional motorway junction (20a) at the intersection of the M1 and A426 routes would significantly improve the suitability of the site for future development and considerably increase the connectivity of the site with employment

opportunities nationwide. The delivery of an adjacent motorway junction would facilitate the efficient transportation of goods to and from the site and enhance the attractiveness of the site for prospective tenants and occupants. Significant investment and upgrading of the route could unlock development potential at a number of sites, including this one. These improvements would be necessary to enable significant developments to be constructed, and effectively connected to wider network once operational.

- The employment density in the local authority of Harborough as a whole is marginally above that for Leicestershire, indicating that the area currently has reasonable employment opportunities. The area has a good retention rate as 44.0% of working age residents of Harborough as a whole who are employed in workplaces are employed in either Harborough or Leicester.
- Businesses in the LSOAs within 1km of the area of search tend to specialise in the wholesale (15.9%) broad industrial group, which contributes a large proportion of local employment when compared to Harborough (8.3%), neighbouring Blaby (3.6%), Leicestershire (6.2%), and the East Midlands region (5.4%). The manufacturing (14.7%) and business administration and support services (11.2%) also make significant contributions to local employment.
- Working age residents of the LSOAs within 1km of the site are well-qualified, as 30.6% hold a NVQ4+ qualification. Accordingly, the most significant occupations in terms of proportion of employment are professional (17.7%) and manager, director and senior official (15.3%).
- The area records a very limited degree of deprivation, as all of the LSOAs within 1km of the site are ranked amongst the 30% least deprived LSOAs nationally.

Conclusion – Potential Area for Strategic Growth

Area – 649 Ha

Typologies – Autonomous / Co-dependent / Garden Village

Typology Delivery Period – 2030s – 2070s

3c Whetstone Pastures Plus could come forward as either a Garden Village (<5,000 homes) or Co-dependent new community (<10,000 homes) alongside 1a Whetstone Pastures. Two smaller independent garden villages for 1a and 3c would risk missing out on the economies of scale a combined development would generate.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, The area has medium to high susceptibility to groundwater flooding and areas of fluvial and pluvial flood risk. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. There are open views towards the north-east, but views elsewhere are contained through intervening landform and vegetation. Landscape elements are strongly defined by well managed hedgerows and a well-defined field pattern and good numbers of hedgerow trees which contribute to sense of place.

Establishing connections between the main built up area of Leicester and this location would be critical with the nearest accessible rail station located 3.5km northwest of the site at Narborough. Therefore connections from the site by cycle or bus would likely be key for any forthcoming transport strategy for the site. There is a proposal for a new M1 J20a (however, it is noted that this is not committed). If these proposals proceeded, the purpose is intended to alleviate congestion around M1 J21 and in south Leicester and would provide direct accessibility from the site to the motorway network for direct regional accessibility by car journeys.

Development of the scale of Whetstone Pastures Plus 3c (and Whetstone Pastures 1a) is unlikely to be appropriate unless a new junction/point of access is provided to the M1 in the vicinity. In isolation, it is doubtful whether the site would be of sufficient scale to justify a new junction or provide the required level of funding to deliver this, and would instead need to be considered cumulatively with potential wider development opportunities in the area. There are also significant wider local capacity and highway safety issues that would need to be addressed. "Furthermore, the area is severed by the M1 and A46 and would be challenging to bring forward as a single/cohesive entity from a transport perspective. The Whetstone Pastures area is remote from existing facilities; so a small standalone development would not be capable of accommodating the jobs and facilities required to

be self-contained, meaning it would be a largely car-based site without a comprehensive autonomous or co-dependent typology... This area could be more favourably considered as part of a comprehensively masterplanned approach with adjoining (and potentially other nearby) sites that (at the least) delivered significantly enhanced transport connectivity to Leicester, Blaby and Whetstone and address the challenges presented by the location's current poor road connectivity. This is a challenging location and would need to be strategically planned and coordinated with wider proposals.

All options for this area would represent significant levels of growth and would potentially require large-scale and timely infrastructure investments, especially in public transport to avoid delivering development reliant on the private car, and a coordinated approach to placemaking given this area's functional relationship with Leicester City, Blaby and Harborough.

3c Whetstone Pastures Plus and 1a Whetstone Pastures, considered together, represent a significant opportunity to deliver an autonomous new community (>10,000 homes). WPD noted that Strategic Growth Options 1a and 3c, together, would be likely to trigger significant / extensive / lengthy works, Major reinforcement i.e. Primary substation upgrade required/New primary substation and extra high voltage network reinforcement. Severn Trent state that there is high risk associated with the watercourse as there is limited scope to provide additional capacity. The LEA indicates that the site is one of the most favourable locations (relative) for education provision. The site is capable of providing primary, secondary schools. The scale of Strategic Growth Options 1a and 3c, if both brought forward, would require sensitive masterplanning informed by a joint evidence base that can assess the totality of development and its potential impacts e.g. landscape, transport.

3d Newton Harcourt



Criterion	Considerations
Environment	- The Grand Union Canal and the River Sence are located 400m to the south of the site. The site is largely defined as Flood Zone 1 low probability of flooding from rivers, with a small area of Flood Zone 3, high probability in the west where a watercourse flows west to the River Sence. However there are several unmodelled watercourses passing through the site which pose a risk of flooding. The site is also at risk of surface water ponding as overland flow drains to the network of watercourses. The area has a low to medium susceptibility to groundwater flooding. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - One safeguarded waste site (H29). - Canal & River Trust state that site 3d appears to be to the north of the existing railway which itself runs north of the Grand Union Canal, and this is likely to act as something of a buffer to limit likely impacts. The canal here is designated as a Site of Special Scientific Interest (SSSI) (Kilby-Foxton). - The site is adjacent to and in close proximity to areas of woodland - The site is within Grade 3 good to moderate quality agricultural land
Landscape	This search area adjoins the village of Newton Harcourt and is composed of a central ridgeline bounded by gently sloping land constrained by the A6 on the east and falling steadily to the Grand Union Canal to the south. The area of search encompasses a shallow valley and topography is therefore a factor in defining development areas and potential visibility. The agricultural fields include arable and pasture and are of large size with hedgerow boundaries. The railway line runs from east to west along the southern boundary of the site but still allows for panoramic views in places. A network of ProW and bridleways are present and a golf course occupies the ridgeline. The search area is typical of the surrounding rural area but borders on suburban due to the railway line and proximity to Newton Harcourt, Great Glen and Fleckney. Built form is limited to isolated

	farmstead and sporadic hamlets of few houses. Perceptions of tranquillity are high away from the A6. Hedgerows and topography combine with woodland to the south, east and north to enclose the site, limiting intervisibility. The area of search is however open and visible from the A6 to the east. The railway line provides a defensive boundary, as do existing field boundaries. The distance from nearby settlements means that the risk of coalescence is low. Overall there is potential suitability for development within the area of search but unlikely to include all areas due to landform considerations.
Heritage	• There are no designated assets located within the Site. • A section of the Grand Union Canal Conservation Area runs directly to the south of the Site, as well as an associated Grade II listed bridge (NHLE 1307401). The setting of the canal includes the waterway, associated structures, and the surrounding surviving agricultural land which was the canal's original setting. Development on the Site would alter the setting of the conservation area due to the introduction of modern built context into the agricultural fields. This change would not however necessarily diminish the canal's significance to a significant degree • Hurst's Farmhouse (NHLE 1188297) is a Grade II listed 18th century house located approximately 80m south of the Site in Newton Harcourt. There are also three further listed buildings in the village, including the Grade II* listed Church of St Luke (NHLE 1061548). The setting of the building is the village and surrounding agricultural land. Development on the Site has the potential to alter the setting of the building from the addition of a modern built context into the agricultural fields. • No. 26, London Road (NHLE 1061600) is a Grade II listed building, located approximately 350m north-east of the Site, on the edge of Great Glen. The building is mostly screened to the south and west by mature trees along the boundary of the house's garden and along the A6, which passes between the Site and the building. There is unlikely to be any change to the setting of the building. • Historic mapping of the Site records the Midland railway running east-west through the Site, the line of which is still present within the Site. • Medium suitability for development - Medium potential for harmful impacts on the historic environment. Medium potential for integration of assets.
Transport	Highways • The local highway network comprises a mix of single lane tracks, single carriageway roads and the dual-carriageway A6 Leicester Road; • The dual carriageway A6 (major road network) forms the site's north-eastern boundary providing direct access northwest into Leicester city centre approximately 7km northwest; • The A6 junctions with London Road at the Glen Gorse Roundabout, providing opportunity for primary vehicular access via a new western arm at this roundabout junction; • Newton Lane, a two-way single carriageway road routes centrally through the site and provides opportunity for additional / alternative vehicular access to the site from the northwest, for direct vehicular and sustainable access into Wigston; • Any new strategic orbital transport links would likely have to pass through the site and reduce developable area; • Pressure and existing congestion issues on southern / eastern arterial routes into Leicester. Junction capacity assessments and transport assessments will be required to determine the capacity of the local highway network and the impact as a result of development at this location; • Possible severance issues to the eastern boundary of the site due to the boundary with the A6, limiting access to Great Glen; • The site could benefit from the enabling of additional housing provision and economic growth afforded by improved transport connectivity associated with the A46 Priority Growth corridor (although this scheme and its extent are uncommitted). Public Transport • Opportunities to access Park & Ride site at Enderby. Additionally, Park & Ride site is in development at Leicester General Hospital for public transport access into

	Leicester city centre. This is located approximately 8km driving distance west from the site and is accessible via car along Glen Road; • Poor access to rail provision, with the nearest rail station at South Wigston approximately 5km from the indicative centre of the site area and not accessible via public transport provision; • The site adjoins the Midland Mainline railway; however no rail station is provided at Newton Harcourt; • Limited access to bus services, with the nearest bus stops located along London Road approximately 1.4km east of the site, providing two services (31E and X3 Sapphire Arriva Buses) services between Leicester and Market Harborough; • Any new strategic orbital transport links would likely have to pass through the site and reduce developable area; • Pressure and existing congestion issues on southern / eastern arterial routes into Leicester. Junction capacity assessments and transport assessments will be required to determine the capacity of the local highway network and the impact as a result of development at this location; • Accessibility to forthcoming HS2 services at East Midlands Parkway viable by car journeys only; • Limited access to East Midlands Airport (EMA) and the East Midlands Gateway by modes other than the private car. Active Modes • Indicative centre point of the site located approximately 2.8km southeast of Wigston and Oadby respectively, providing a range of local amenities, with accessibility by active modes; • Segregated cycle lane along the western side of the A6 for direct cycle accessibility northwards towards Leicester; • Good accessibility to Public Rights of Way (ProW) including public footpaths and bridleways within the site area, providing existing accessibility by sustainable modes; • Limited access to local cycling provision, with NCN Route 63 routing approximately 4.3km northeast of the site area, with severance caused the boundary with the A6; • Existing bridleway requires crossing the A6 with no existing crossing facilities provided, for access eastward from the site; • Good access to school provision within the local area, including Gartree High School, Leicester Grammar School, The Beauchamp College and Brocks Hill Primary School; • Good access to local leisure and recreational amenities in the local area, including Wigston & Oadby, Wistow Rural Centre, Wistow Hall, Great Glen recreational ground and Coombe Park; • Access to an off-street shared footway / cycleway to the east of the site for direct access northwest from Archers Roundabout towards Oadby, Wigston and Leicester; and • Lack of employment sites in the vicinity of the site are given the rural character of the area, with Wigston town centre and the Chartwell Industrial estate within accessible cycle distance and via indirect public transport provision. On the basis of the key highways, public transport and active modes review, the site has medium suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has moderate potential of enabling strategic links between key corridors/destinations.
Utilities and Infrastructure	• WPD's network capacity map shows that there 3 substations in the surrounding area. A 33/11kV substation in Wigston Magna and 33kV and 11kV substations in Kibworth. The substation in Wigston Magna is shown in amber, therefore may require reinforcement, and the ones in Kibworth are shown in green and therefore are not likely to require reinforcement. Future works in Wigston Magna consist of an 11kV indoor circuit breaker, costing £125,000 and indicative timescale of 1-2 years. In Kibworth, a 132kV and 33kV indoor circuit breaker, costing £500,000 and £225,000 respectively. The indicative timescale on both is 5+ years. • Using the Government's future population projections across Harborough, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result

	in being over capacity, therefore, a full network capacity check should be completed. • According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Wigston and the site will negatively affect downstream sewerage infrastructure, pollution also reported downstream. The development will likely join 225mm foul sewer heading through the site boundary, parts of the site will require pumping due to topography. Potential impact is high with network improvements likely required. Surface water for the development will drain directly to tributary of the River Sence which runs through the site boundary. Efforts must be made to remove surface water from the foul system. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in Leicester City. The WwTW is shown at low risk of exceeding spare capacity, with no issues expected. However, STW states that there is high risk associated with the watercourse as there is limited scope to provide additional capacity. • Leicestershire County Council indicates that the site may be capable of providing both primary and secondary schools on-site. • The site falls within the Mineral Safeguarding Area for Sand and Gravel. Any proposed development should be accompanied by a Minerals Assessment and considered against Policy M11 (Safeguarding of Mineral Resources) of the Leicestershire Minerals and Waste Local Plan (LMWLP).
Housing	• The average new build house priced paid in Harborough in April 2021 was £323,413. This is significantly higher than in Leicester City (£204,208) and the average price in the East Midlands (£213,308). It is also significantly higher than the England and Wales average of £263,778. Accordingly prices are higher, on average than the Leicestershire average (£256,890), indicating relatively higher demand for housing. • From September 2007 to April 2021, house prices in Harborough have increased by approximately 47.8%, which is a greater increase than the average house price change in Leicestershire during the same period (+38.6%). • The site is within the 'adjacent to Leicester' typology area in Appendix B (Viability analysis). The viability analysis identifies that development in this area is able to bear £25,000 per unit in developer contributions with around 15% affordable housing or £15,000 per unit between 20 and 25% affordable housing. Whilst not the highest value typology, this area is located closest to Leicester City which has a high demand for housing with unmet needs and has seen the highest level of housing price growth in Leicestershire over the period 2007 – 2021 (+51.6% compared to the Leicestershire average of 38.6%).
Economy	• The site is approximately 3km south east of industrial land alongside the railway in South Wigston. • The site could also accommodate 7ha of employment land, offering additional local employment opportunities. • The site appears to be well-suited to accommodate development due to its proximate position to the larger urban conurbation of Leicester where a considerable amount of existing employment opportunities are found, and adjacent location on the A6 road, offering connectivity with the urban centre. The site also adjoins national rail infrastructure, which could offer future opportunities for the promotion of sustainable transport modes. • The site could benefit from its central position within the identified A46 Priority Growth Corridor, which aims to deliver a large amount of housing and employment opportunities, if fully developed, although this scheme and its extent are uncommitted. • The employment density in the local authority of Harborough as a whole is marginally above that for Leicestershire, indicating that the area currently has reasonable employment opportunities. Yet the adjacent local authority of Oadby and Wigston as a whole has a lower employment density than across Leicestershire, indicating weaker employment opportunities. The overall employment density of the local area approximates to that which is typical for Leicestershire. The local authority area of Harborough has a good retention rate as 44.0% of working age residents of Harborough who are employed in workplaces are employed in either Harborough or Leicester. This dependence on the major employment centre of Leicester is more pronounced in the neighbouring

Oadby and Wigston where 37.4% of residents employed in workplaces are employed in Leicester, compared to 20.6% who are retained within Oadby and Wigston. Indicatively, 61.6% of working age residents of the LSOAs within 1km of the site travel between 2km and 20km to access employment.

- Businesses in the area tend to specialise in the education (38.8%) broad industrial group which makes the most significant contribution of all industrial groups to local employment, and a significantly greater proportion than is found across Harborough (6.8%), Leicestershire (8.5%), and the East Midlands region (8.8%).
- Working age residents of the LSOAs within 1km of the site are well-qualified, as 35.5% hold a NVQ4+ qualification, which is significantly higher than typical for Leicestershire. Accordingly, 37.7% of working age residents are employed in manager, director and senior official (13.3%) or professional (24.3%) occupations.
- The area records very low levels of deprivation, with all of the LSOAs within 1km of the site ranked amongst the 20% least deprived LSOAs nationally.
- Although the area surrounding the site has low incidence of deprivation and therein potential for regeneration, and the estimated scale of housing delivery scores lowly in terms of potential to deliver economies of scale, there are very strong opportunities for employment which enhance the overall rating at this site.

Conclusion – Suitable Area for Strategic Growth

Area – 212 Ha

Typologies – Garden Village

Typology Delivery Period – 2030s – 2040s

3d Newton Harcourt could come forward as: a new garden village to the south east of Leicester (<5,000 homes). There are no major issues within the Amber thematic topics (above) that could not be overcome. Therefore the site is adjudged to be suitable.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, areas of Flood Zone 3 in the west where a watercourse flows west to the River Sence. There are also several unmodelled watercourses passing through the site which pose a risk of flooding. The site is also at risk of surface water ponding as overland flow drains to the network of watercourses. The area has a low to medium susceptibility to groundwater flooding. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change.

In addition, the assessment has highlighted some landscape concerns that would need to be explored in greater detail. In landscape terms, the area is open and visible from the A6 to the east. The railway line provides a defensive boundary, as do existing field boundaries. The distance from nearby settlements means that the risk of coalescence is low. Overall there is potential suitability for development within the area of search but unlikely to include all areas due to landform considerations.

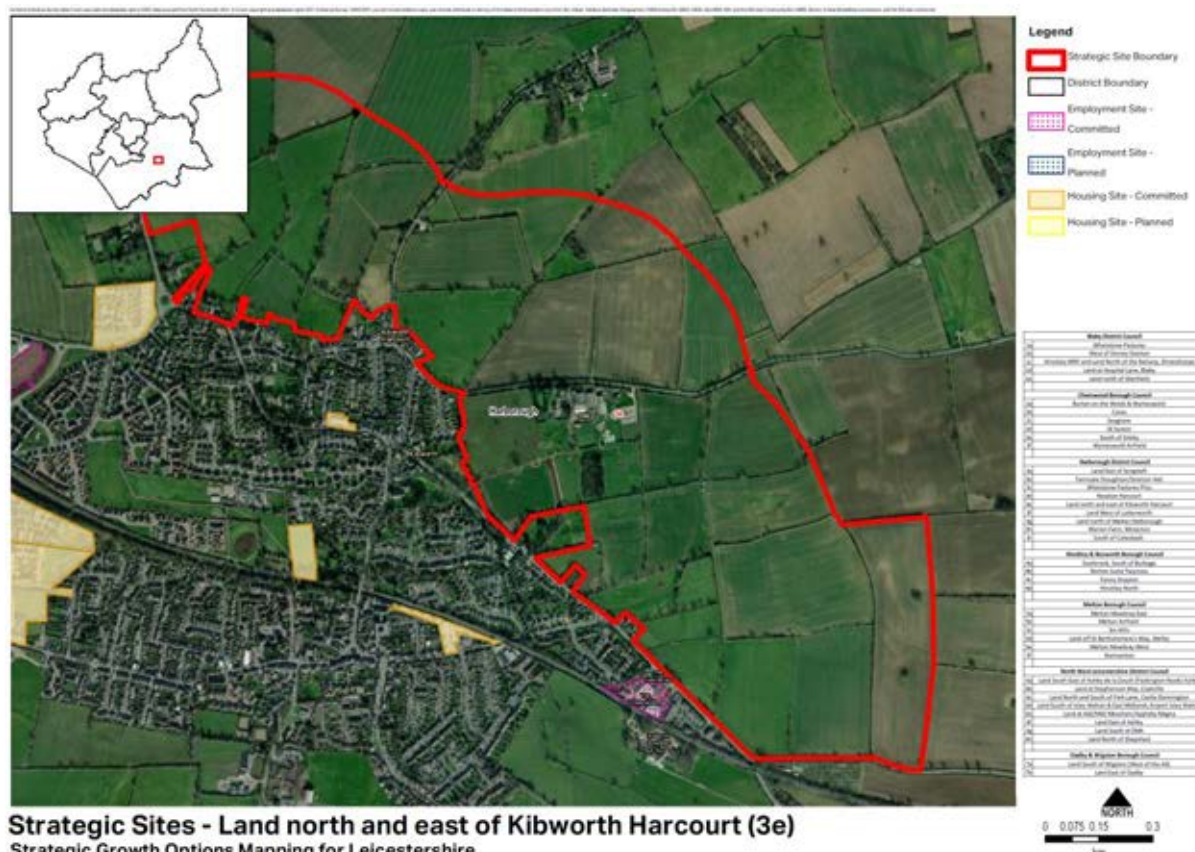
The dual carriageway A6 (major road network) forms the site's north-eastern boundary providing direct access northwest into Leicester city centre approximately 7km northwest. The A6 junctions with London Road at the Glen Gorse Roundabout, providing opportunity for primary vehicular access via a new western arm at this roundabout junction. In addition, the site could benefit from the enabling of additional housing provision and economic growth afforded by improved transport connectivity associated with the A46 Priority Growth corridor, although this scheme and its extent are uncommitted. The site could also accommodate 7ha of employment land, offering additional local employment opportunities.

There are possible severance issues to the eastern boundary of the site due to the boundary with the A6, limiting access to Great Glen. There is also poor access to rail provision, with the nearest rail station at South Wigston approximately 5km from the indicative centre of the site area and not accessible via public transport provision. Additionally, there is limited access to bus services, with the nearest bus stops located along London Road approximately 1.4km east of the site. Of particular note is that any new strategic orbital transport links would likely have to pass through the site and reduce developable area. There are known existing congestion issues on southern / eastern arterial routes into Leicester. Therefore understanding junction capacity through transport assessments will be required to determine the capacity of the local highway network and the impact as a result of development at this location. WPD note that the substation is Wigston Magna is shown in amber, therefore may require reinforcement, and the ones in Kibworth are shown in green and therefore are

not likely to require reinforcement. The LEA indicate that the site may be capable of providing both primary and secondary schools on-site.

In isolation the location would have the critical mass to support the required infrastructure improvements to provide its own social and physical infrastructure. However, when considered in combination with 1a, 1d, 3a, 3b, 3c, 7a and 7b, this location alongside other Strategic Growth Options, offers significant potential to comprehensively plan the south and east of Leicester with commensurate facilities and utilities.

3e Land north and east of Kibworth Harcourt



Criterion	Considerations
Environment	- The site is defined as Flood Zone 1, low probability of flooding from rivers. However there are multiple watercourses flowing north to south through the site that form the upper part of the Langton Brook and River Welland catchment. These pose a significant risk to the site. The site is also susceptible to surface water ponding. The area has a low susceptibility to groundwater flooding. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - The site is within and in close proximity to areas of woodland - The site is within Grade 3 good to moderate quality agricultural land - The Kibworth AQMA is on Leicester Road, Kibworth Harcourt located to the south of the site
Landscape	This search area is adjacent to Kibworth Harcourt and the A6, both on the west. It is composed of gently undulating topography and allows expansive views locally, due to the large size of the fields. Field boundaries are dense with mature mixed species. A railway line is adjacent to the southern boundary of the site. There are limited PRoW and bridleways within the site. The search area is typical of the surrounding rural area but borders Kibworth Harcourt which is established and developed. Built form is limited to isolated farmstead and sporadic hamlets of few houses. Perceptions of tranquillity are high away from the A6. Hedgerows and topography within the area of search combine to the south, east and north to enclose it, limiting intervisibility. There is very little in terms of woodland and the perceived sense of this is due to the dense mature hedgerows. The A6 and proximity to Kibworth Harcourt provides a defensive boundary, but there is potential for the area of search to form coalescence with Kibworth Harcourt. The distance from other nearby

	settlements such as Tur Langton means that the risk of coalescence here is low. Overall, there is potential suitability for development.
Heritage	• Kibworth Harcourt Windmill, a scheduled monument (NHLE 1005061) and Grade II* listed building (NHLE 1360710) is located within the Site along Langton Road. The windmill is 18th century origin and consists of a red brick round-house and timber-framed body covered with weather boarding. It was restored in the 20th century. The windmill is set within a farm complex to the east of Kibworth Harcourt and is surrounded by agricultural land. Development within the Site has the potential for impact on the asset by changing its setting with the introduction of a modern built context into the agricultural fields. • Kibworth Harcourt Conservation Area lies within the western side of the Site boundary in the agricultural fields to the north of the village. The conservation area contains a scheduled motte (1012568) as well as numerous listed buildings. The conservation area covers the medieval core of the village, and the buildings mostly comprise vernacular dwellings of the late 18th century and early 19th century, mainly of red brick but with slate, Swithland slate and pantile roofs. Development on the Site has the potential for impact on the conservation area both by development within it and by change to its setting. • Kibworth Beauchamp Conservation Area is located approximately 330m south-west of the Site to the south of Kibworth Harcourt and to the south of the railway line. The conservation area covers the historic core of the village containing 11 listed buildings, which include the 18th century former grammar school (NHLE 1061573) as well as various residential buildings along High Street. The former railway station (now closed) and station yard are also included in the conservation area. The conservation area is surrounded by further 19th and 20th century developments. Development on the Site is unlikely to alter the setting of the conservation area or the listed buildings within it. • Kibworth Hall (NHLE 1188017) is located approximately 240m north of the Site, a Grade II listed, 19th century former country house, now used as a hospital. The rural setting of the building would be changed by development on the Site due to the encroachment of modern buildings. • The village of Tur Langton to the east of the Site includes a conservation area, two scheduled monuments and 17 listed buildings. The closest of these to the Site are the scheduled Medieval manorial earthworks (NHLE 1017208) and scheduled chapel, also a Grade II listed building (NHLE 1018837). These are located at the western edge of the settlement, approximately 930m east of the Site. The rural setting of these assets may be altered by development on the Site due to the addition of modern buildings into the agricultural surroundings. • Historic mapping records a windmill within the Site, although this no longer exists in the landscape. • Medium suitability for development - Medium potential for harmful impacts on the historic environment. Medium potential for integration of assets.
Transport	Highways • The local highway network includes the A6 Harborough (major road network), which forms the southern boundary of the site area. This provides opportunity for primary vehicular and pedestrian access to the site, with footways and street lighting along both sides; • The A6 provides access to Leicester approximately 12km to the northwest and Market Harborough 9km to the southeast, both accessible by local bus services within Kibworth Harcourt; • The local highway network also comprises Langton Road and Carlton Road, both single carriageway roads that are rural in nature and provide vehicular accessibility through the site; • No localised congestion issues observed using Google traffic data of note that could be exacerbated by development at this location however junction capacity assessments would be required to establish the capacity of the local highway network. Public Transport

	• Access to frequent local bus services within Kibworth providing direct access between Leicester and Market Harborough, with bus stops located along the A6 immediately south of the site; • Park & Ride site is in development at Leicester General Hospital for public transport access into Leicester city centre. This is located approximately 14km driving distance west from the site and is accessible via car along the A6; • The site is in close proximity to a railway line routing through Kibworth; however the village is not currently served by a rail station, with no current plans to implement a rail station at Kibworth. Therefore, nearest rail station is Market Harborough approximately 9km distance which is considered relatively poor accessibility to rail services; • Local employment sites are Nursery Court, Milestone Court, The Hatchery and Priory Business Park. Notwithstanding these, there is a relative lack of employment sites within the local area, with the nearest additional employment opportunities at Harcourt; • Accessibility to forthcoming HS2 services at East Midlands Parkway viable by car journeys only; • Limited access to East Midlands Airport (EMA) and the East Midlands Gateway by modes other than the private car. Active Modes • Existing network of public footpaths and a public bridleway in close proximity to the site, providing sustainable accessibility; • The site would serve as an urban extension/garden village north of Kibworth Harcourt, with the indicative centre of the site located approximately 800m from the combined centre of the adjacent villages; • Provides sustainable accessibility to local amenities including a grammar school at Great Glen, primary school, Secondary School at Kibworth, local medical centre, farm centre, supermarkets and recreation grounds; • With cycle distance of the NCN Route 6, routing approximately 4km southwest of the site, for sustainable access north-westward towards Leicester city centre, and eastwards to Market Harborough; and • No existing footway or street lighting provision along local roads routing through the site due to the rural locality of the area. Improvements to accessibility along these highways required to support development at this location. On the basis of the key highways, public transport and active modes review, the site has medium suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has low/moderate potential of enabling strategic links between key corridors/destinations.
Utilities and Infrastructure	• WPD's network capacity map shows that there 2 substations Kibworth (33kV and 11kV). The substations are shown in green and therefore likely not to require reinforcement. Future works consist of a 132kV and 33kV indoor circuit breaker, costing £500,000 and £225,000 respectively. The indicative timescale on both is 5+ years. • Using the Government's future population projections across Harborough, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed. • Leicestershire County Council's assessment highlights constraints with regards to the provision of secondary school in the vicinity unless a new secondary school could be delivered in close proximity.
Housing	• The average new build house priced paid in Harborough in April 2021 was £323,413. This is significantly higher than in Leicester City (£204,208) and the average price in the East Midlands (£213,308). It is also significantly higher than the England and Wales average of £263,778. Accordingly prices are higher, on average than the Leicestershire average (£256,890), indicating relatively higher demand for housing.

	- From September 2007 to April 2021, house prices in Harborough have increased by approximately 47.8%, which is a greater increase than the average house price change in Leicestershire during the same period (+38.6%). - The site is within the 'adjacent to Leicester' typology area in Appendix B (Viability analysis). The viability analysis identifies that development in this area is able to bear £25,000 per unit in developer contributions with around 15% affordable housing or £15,000 per unit between 20 and 25% affordable housing. Whilst not the highest value typology, this area is located closest to Leicester City which has a high demand for housing with unmet needs and has seen the highest level of housing price growth in Leicestershire over the period 2007 – 2021 (+51.6% compared to the Leicestershire average of 38.6%).
Economy	- The site could accommodate 25ha of employment land, which could contribute to employment opportunities that would otherwise be accessed in the larger neighbouring settlements, including Leicester. The site is also in close proximity to a number of employment land allocations, which could provide employment opportunities for prospective future residents, for example at Land South and West of Priory Business Park in Kibworth and at Fleckney, Market Harborough. - The area appears to be suited to future development owing to its position on the A6 road. The site could benefit from the enabling of additional housing provision and economic growth afforded by improved transport connectivity associated with the A46 Priority Growth corridor, although this scheme and its extent are uncommitted. - The employment density in the local authority of Harborough as a whole is marginally above that for Leicestershire, indicating that the area currently has reasonable employment opportunities. Similarly, the jobs density in neighbouring Leicester is also high. The area has a good retention rate as 44.0% of working age residents of Harborough as a whole who are employed in workplaces are employed in either Harborough or Leicester. - Businesses in the area tend to specialise in the health (19.4%) and professional, scientific and technical (15.1%) broad industrial groups, when compared with the equivalent contribution of employment in Harborough (6.3% and 9.1% respectively) and Leicestershire (6.1% and 11.3% respectively). - The area attracts a considerable amount of well-qualified workers, as 36.3% of working age residents of the LSOAs within 1km of the site hold a NVQ4+ qualification. Accordingly, 39.2% of working age residents are employed in manager, director, and senior official (17.3%), or professional qualifications (21.9%). - The area records very limited levels of deprivation, with all LSOAs within 1km of the site ranking amongst the 30% least deprived nationally. - Although the area surrounding the site has low incidence of deprivation and therein potential for regeneration, and the estimated scale of housing delivery scores lowly in terms of potential to deliver economies of scale, there are very strong opportunities for employment which enhance the overall rating at this site.

Conclusion - Potential Area for Strategic Growth

Area - 180 Ha

Typologies - Garden Village / Village Expansion / Employment Site

Typology Delivery Period - 2030s - 2040s

3e Land north and east of Kibworth Harcourt could come forward as either a village expansion to Kibworth Harcourt or a detached new garden village (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there are several heritage assets and two conservation areas. Development on the site has the potential for impact on these cultural heritage assets by changing its setting.

The indicative centre of the site is located approximately 800m from the combined centre of the adjacent villages and their amenities. The local highway network includes the A6 Harborough (major road network), which forms the southern boundary of the site area. This provides opportunity for

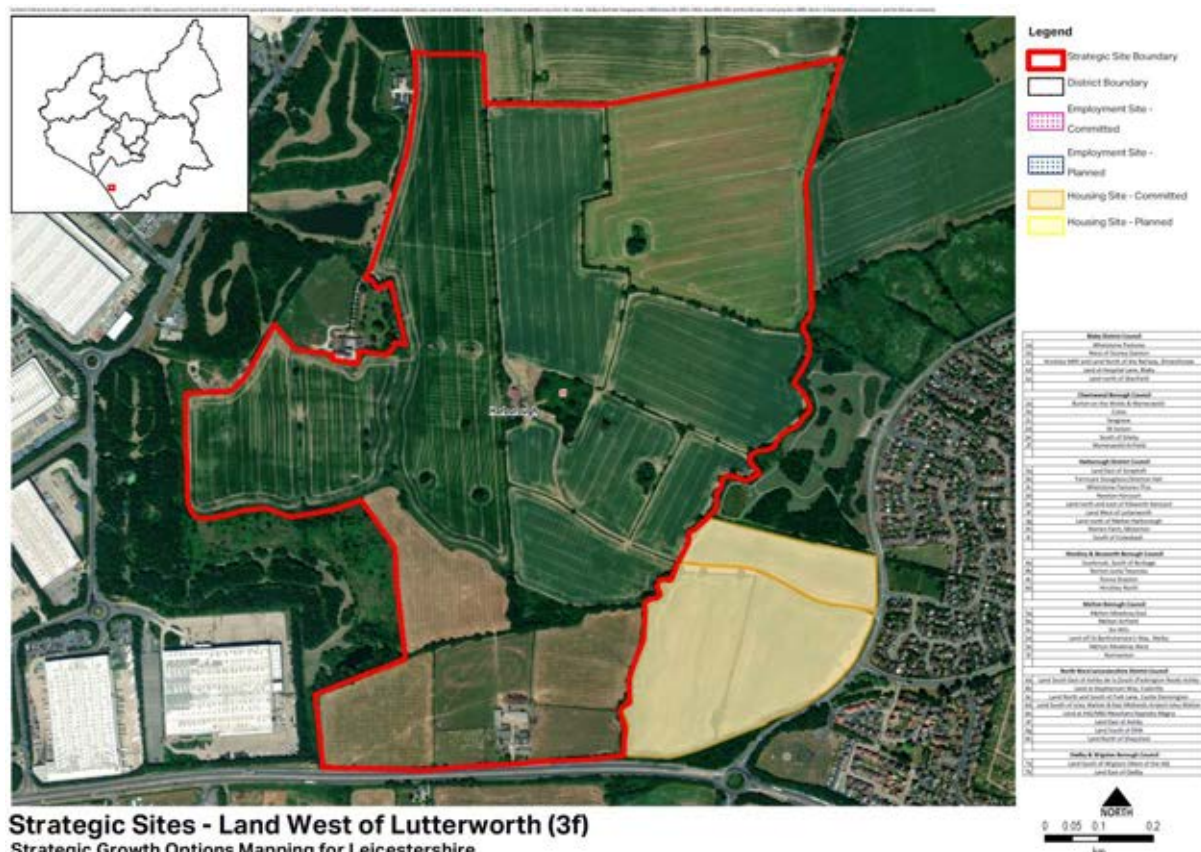
primary vehicular and pedestrian access to the site, with footways and street lighting along both sides. There is access to frequent local bus services within Kibworth providing direct access between Leicester and Market Harborough, with bus stops located along the A6 immediately south of the site.

However, the nearest rail station is Market Harborough approximately 9km distance which is considered relatively poor accessibility to rail services. In addition, there is no existing footway or street lighting provision along local roads routing through the site due to the rural locality of the area. Improvements to accessibility along these highways would be required to support development at this location. The LEA state that there are constraints with regards to the provision of secondary school in the vicinity unless a new secondary school could be delivered in close proximity.

The site could accommodate 25ha of employment land, which could contribute to employment opportunities that would otherwise be accessed in the larger neighbouring settlements, including Leicester. The site is also in close proximity to a number of employment land allocations, which could provide employment opportunities for prospective future residents, for example at Land South and West of Priory Business Park in Kibworth and at Fleckney, Market Harborough.

If improvements to accessibility and social infrastructure are feasible in this location it could be a suitable area for strategic growth.

3f Land West of Lutterworth



Criterion	Considerations
Environment	- The majority of the site is defined as Flood Zone 1, low probability of flooding from rivers. A tributary of the River Swift flows along the eastern edge of the site and this area is Flood Zone 3, high probability of flooding from rivers. However there is also a watercourse flowing west to east through the site and several surface water flow paths leading to the watercourses which pose a risk of flooding. Further modelling would be required to determine the extent of flood risk. Surface water is shown to pond along the floodplain of these watercourses. The area has a low susceptibility to groundwater flooding. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - The site is adjacent to and in close proximity to areas of woodland - The site is within Grade 3 good to moderate quality agricultural land - The Lutterworth AQMA is located on the High Street, Lutterworth to the east of the site.
Landscape	Gently undulating land falling north to south within the area of search between Lutterworth and Magna Park/Bittesby. Primarily comprises of arable land with some pastoral fields with grazing livestock. The search area has a relatively rural character, but is locally influenced by the adjacent urban fringe of Lutterworth to the east. Structure planting serves to limit the influence of Magna Park to the west. There is a limited network of PRow. There are some smaller fields to the far north and south of the area and the sinuous line of a watercourse forms the eastern boundary. The field pattern is intact and hedgerow trees contribute to the value of the landscape. There are open views looking south across the area of search from the north, but views into the area looking north from the south are limited by a mixture of intervening built form and vegetation. Development

	would therefore be relatively enclosed and defined by key defensible boundaries along A4303 to the south. • Some potential for perceived coalescence as an urban extension bridging Lutterworth and Magna Park. There is potential within the area of search for strengthening and expansion of green infrastructure. Development in this location should protect Bitteswell's identity as a rural village and seek to mitigate coalescence risk through the provision of green infrastructure. • The boundaries to the north (Woodby Lane) and East (river corridor) may offer potential to establish defensible boundaries if development were to proceed in this location.
Heritage	• There are no designated assets located within the Site. • The Bitteswell Conservation Area is located approximately 500m north-east of the Site. The conservation area covers much of the village, whose buildings are grouped around its large central green and extend along the Lutterworth Road. On the north side of the green are a series of 18th century red brick farmhouses • Modern housing developments in Lutterworth have altered the agricultural setting to the south and east of the conservation area, and development in the Site to the south-west would further erode the rural setting of the village. • Historic mapping records the site of Bitteswell Fields Farm just outside the north-west boundary of the Site and the majority of the historic buildings appear to remain. Two barns to the north of the farm and within the Site are also shown on historic mapping and also appear to remain. Both groups of assets should be treated as non-designated assets should their significance warrant it. Development on the Site has the potential to change the setting of both groups of assets. • High suitability for development - Low potential for harmful impacts on the historic environment. High potential for integration of assets.
Transport	Highways • The local highway network comprises the A4303 forming the southern boundary of the site and provides for opportunity for primary vehicular access to the site; • The site is situated in close proximity to major roads on the highway network, with the A4303 providing direct access to the A426 (MRN) and the M1 J20 (SRN) approximately 2.6km to the east; • Situated in close proximity to the A5, an important transport link providing direct access north-westward to Hinckley and Nuneaton and south-eastward towards Rugby and the M6 motorway and known as the Midlands Logistics Corridor (Midlands Connect Refresh, 2021); • Existing shared pedestrian / cycleway on northern side of A4303 between Magna Park and Lutterworth A426 junction; • Major employment hub located immediately to the west of the site at Magna Park, accessible by sustainable modes, with further employment in Hinckley, Lutterworth and Rugby accessible by local bus provision; • Close proximity to the M1 motorway, accessible at J20 approximately 2km southeast of the site; • Proposals for a new M1 junction J20a (though not currently committed or funded) are in development which would help to alleviate congestion along the M1 between J20 & J21 (Leicestershire Prospectus for Growth, 2019); • No localised congestion issues observed using Google traffic data of concern in close proximity to this site. Public Transport • Access to bus stops along the site's western boundary adjacent to Magna Park, serving the 8, X45 and X84 Arriva Buses services to Hinckley, Lutterworth and Rugby; • Further bus services to the east of the site area within the existing residential area west of Lutterworth, served by same Arriva Buses services as above; • No viable access to rail services from the site, with the nearest rail station being Rugby, approximately 10km, and Hinckley, approximately 12.5km

	northwest, These are accessible by local bus provision with an approximately 1 hour journey time, and further stations located 13km north within south Leicester. Connections by bus services would therefore likely be key for any forthcoming transport strategy for the site; • Likely to be relatively high existing levels of HGV traffic on local roads due to the nearby industrial estate, could affect the attractiveness of journeys by active modes; • Accessibility to forthcoming HS2 services at East Midlands Parkway viable by car journeys only; • Limited access to East Midlands Airport (EMA) and the East Midlands Gateway by modes other than the private car via the M1. Active Modes • The site would serve as an urban extension to Lutterworth, filling the rural land between Lutterworth and Magna Park which is a major employment hub; • The indicative centre point of the site is located approximately 1.9km west of the centre of Lutterworth, for access to local amenities including supermarkets, sports centres, medical practices and a range of high street shops; • Good access to education provision within Lutterworth including Lutterworth College, Lutterworth High School and a range of primary schools within walking distance of the site area; • Network of public footpaths routing through the site, for sustainable access through the site area to Lutterworth; • Existing shared pedestrian / cycleway on northern side of A4303 between Magna Park and Lutterworth A426 junction; • Limited accessibility to local cycle routes, with NCN Route 6 routing approximately 4.7km east of the site on-street through Walcote, for access to Leicester city centre; and • Access to designated green space in close proximity, including Lutterworth country park at the site's eastern boundary. On the basis of the key highways, public transport and active modes review, the site has high suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has moderate potential of enabling strategic links between key corridors/destinations.
Utilities and Infrastructure	• WPD has stated that this site is likely to trigger significant, extensive and lengthy works. Major reinforcement in the form of a Primary substation upgrade and/or a new primary substation, alongside extra high voltage network reinforcement. • Using the Government's future population projections across Harborough, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed. • According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Lutterworth and site extent will negatively affect downstream sewerage infrastructure with pollutions also reported downstream. The development will likely join a 375mm foul sewer heading south on Coventry road. The site will require pumping due to topography. Potential impact is high with network improvements likely required. Surface water for the site can drain directly into River Swift which runs along the eastern site boundary. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the Harborough District. The WwTW is shown at low risk of exceeding spare capacity, with no issues expected. However, STW states that there is high risk associated with the watercourse as there is limited scope to provide additional capacity. • Leicestershire County Council's assessment indicates that the site may be sufficient to provide both primary and secondary schools on-site if combined with other sites in the area (although it is noted that sites 3h and are proposed for employment-led development).

Housing	• The average new build house priced paid in Harborough in April 2021 was £323,413. This is significantly higher than in Leicester City (£204,208) and the average price in the East Midlands (£213,308). It is also significantly higher than the England and Wales average of £263,778. Accordingly prices are higher, on average than the Leicestershire average (£256,890), indicating relatively higher demand for housing. • From September 2007 to April 2021, house prices in Harborough have increased by approximately 47.8%, which is a greater increase than the average house price change in Leicestershire during the same period (+38.6%). • The site is within the 'South Leicestershire' typology area in Appendix B (Viability analysis). The viability analysis identifies this area as being the higher value area within Leicestershire including the higher value towns of Lutterworth and Market Harborough, Development in this area is likely to be able to bear £30,000 per unit in developer contributions and 40% affordable housing so is most likely to be deliverable. Development in this location can bear considerable levels of developer contributions for infrastructure and affordable housing.
Economy	• There are a considerable number of employment opportunities in close proximity to the site including the existing Magna Park for which construction is underway to significantly expand as part of the Magna Park North and Magna Park South developments, and large allocations of employment land, which if developed, could contribute a significant number of employment opportunities to the local area. • The site appears to be very well-suited to accommodate future developments due to its strategic location in close proximity to major road routes including the A5 and via the nearby Junction 20 of the M1 motorway. • The site could also benefit from the associated improvements in transport capacity and housing provision associated with the A5 Improvement Corridor (currently uncommitted). • The employment density in the local authority of Harborough as a whole is marginally above that for Leicestershire, indicating that the area currently has reasonable employment opportunities. The area of Harborough as a whole has a good retention rate as 44.0% of working age residents of Harborough who are employed in workplaces are employed in either Harborough or Leicester. Indicatively, 17.4% of the working age residents of the LSOAs within 1km, travel less than 2km to access employment, although 41.6% travel between 2km and 20km to access employment. • Businesses in the area specialise primarily in the transport and storage (50.1%) broad industrial group which contributes the majority of employment in the LSOAs within 1km of the site, when compared to Harborough (7.7%), Leicestershire (8.8%). When viewed alongside typical travel to work distances and proposed developments of nearby employment land, it is viewed that future prospective residents could access local employment opportunities, making sustainable transport modes viable options. • The area attracts well-qualified workers, as 30.0% of the working age residents of the LSOAs within 1km of the site hold a NVQ4+ qualification. • The area records limited levels of deprivation, as all of the LSOAs within 1km of the site are ranked within the 30% least deprived LSOAs nationally. • Although the area surrounding the site has low incidence of deprivation and therein potential for regeneration, and the estimated scale of housing delivery scores lowly in terms of potential to deliver economies of scale, there are very strong opportunities for employment which enhance the overall rating at this site.

Conclusion - Suitable Area for Strategic Growth

Area - 94 Ha

Typologies – Urban extension

Typology Delivery Period - 2020s - 2040s

3f Land West of Lutterworth could come forward as a SUE to the west of Lutterworth (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there are areas of area is Flood Zone 3 and there is also a watercourse flowing west to east through the site and several surface water flow paths leading to the watercourses which pose a risk of flooding. Further modelling would be required to determine the extent of flood risk and development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development will need to include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. From a landscape perspective, there are open views looking south across the area from the north, but views into the area looking north from the south are limited by a mixture of intervening built form and vegetation. Development would therefore be relatively enclosed and defined by key defensible boundaries along A4303 to the south. There is some potential for perceived coalescence as an urban extension bridging Lutterworth and Magna Park. However, there is potential within the area for strengthening and expansion of green infrastructure.

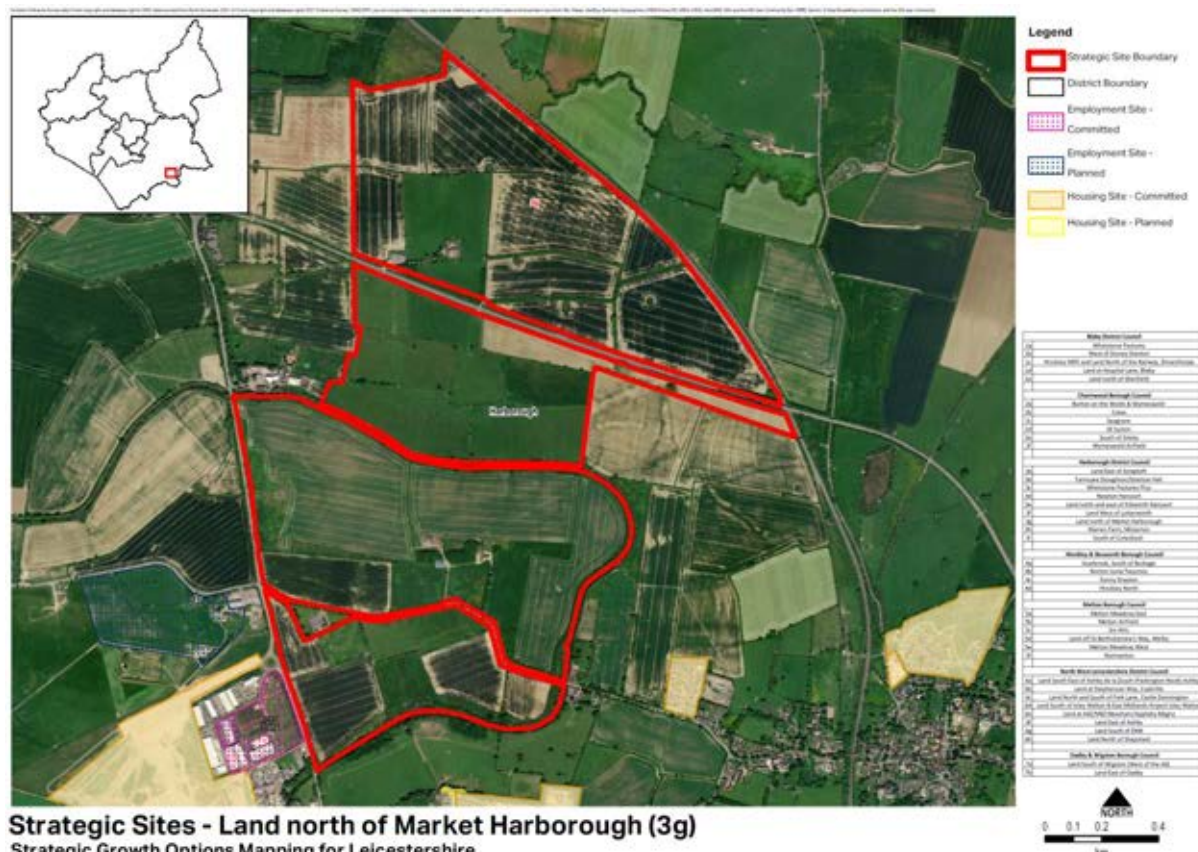
The indicative centre point of the site is located approximately 1.9km west of the centre of Lutterworth, for access to local amenities. The local highway network comprises the A4303 forming the southern boundary of the site and provides for opportunity for primary vehicular access to the site. The area is situated in close proximity to the A5, an important transport link providing direct access north-westward to Hinckley and Nuneaton and south-eastward towards Rugby and the M6 motorway and known as the Midlands Logistics Corridor. Proposals for M1 J20a are in development, but not committed, which would help to alleviate congestion along the M1 between J20 & J21 (Leicestershire Prospectus for Growth, 2019). There are a considerable number of employment opportunities in close proximity to the site including the existing Magna Park for which construction is underway to significantly expand as part of the Magna Park North and Magna Park South developments, and large allocations of employment land, which if developed, could contribute a significant number of employment opportunities to the local area.

There is no viable access to rail services from the site, with the nearest rail station being Rugby, approximately 10km, and Hinckley, approximately 12.5km northwest, These are accessible by local bus provision with an approximately 1 hour journey time, and further stations located 13km north within Narborough and South Wigston. Therefore, connections by bus services would be key for any forthcoming transport strategy for the site. The relatively high existing levels of HGV traffic on local roads due to the nearby industrial estate, would also need to be carefully considered in terms of effects on the attractiveness of journeys by active modes. For 3f Land West of Lutterworth (Harborough) a single access point off Coventry Road may not be appropriate to serve a development of this scale and additional connections to Brookfield Way or Woodby Lane may be necessary to make the site acceptable (alongside further consideration of capacity on the A5).

WPD has stated that this site is likely to trigger significant, extensive and lengthy works. Major reinforcement in the form of a Primary substation upgrade and/or a new primary substation, alongside extra high voltage network reinforcement. The LEA indicates that the site may be sufficient to provide both primary and secondary schools on-site if combined with other sites in the area (although it is noted that sites 3h and 3i, in this study, are proposed for employment-led development).

In isolation the location would meet the threshold for an area suitable for strategic growth (with the required social and physical infrastructure). When considered in combination with 3f, this location offers potential to comprehensively plan for growth in and around Lutterworth with commensurate investment and delivery in supporting facilities, utilities and transport upgrades capable of serving the wider area.

3g Land north of Market Harborough



Criterion	Considerations
Environment	- The site is defined as Flood Zone 1, low probability of flooding from rivers. Surface water is shown to pond adjacent to Leicester Lane through the centre of the site. Surface water also flows south. The area has a low susceptibility to groundwater flooding. Development of this site will need to make space for water by retaining flowpaths for surface water. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - Canal & River Trust state that site 3g encompasses the Harborough Arm of the Grand Union Canal. Along the southern boundary, the canal sits in a cutting and it is important that any development nearby takes full account of the need to avoid increasing loads on the cutting slope or otherwise risks creating land instability likely to adversely affect the stability of the slope. - Natural England state that the eastern part of this site is within close proximity to Great Bowden Borrowpit SSSI. - The southern boundary of the site is adjacent to an area of forest - The site is within Grade 3 good to moderate quality agricultural land
Landscape	The area of search sits north of Market Harborough and includes and is partially defined by the Grand Union Canal which winds through the landform. It is relatively rural in character with large open arable fields rising to Gallow Hill in the north and southwards from the canal to the edge of Market Harborough. There is some scenic quality owing to the open panoramic views and vegetation along Leicester Lane and the canal. There are several PRoW towards the north east of the area of search. Potential to link with adjacent village of Great Bowden and canal green infrastructure network from the Grand Union Canal to the west. Some defensible boundaries, with the A6 to the north, but these are limited. Green infrastructure adjacent to the area of search can form a framework

	to create green infrastructure within the site and avoid coalescence. Overall the search area is suitable for development.
Heritage	• Great Bowden Hall (NHLE 1074433) is located directly to the east of the Site. The hall is 19th century in date of two and three storeys with a rendered façade. The hall is located on the south side of Leicester Lane, bounded by the canal to the west. While the hall is located close to the boundary of the Site, views would be limited by the mature trees along the canal. Although there may still be some change to the setting of the building due to the addition of modern buildings. • Great Bowden Conservation Area is located approximately 470m east of the Site. The conservation area covers the historic core of the settlement and contains numerous listed buildings mostly comprised of post-medieval red brick houses. The Site is located beyond the canal and the immediate agricultural fields surrounding the village would not be altered, therefore there is unlikely to be a change to the setting of the conservation area or the listed buildings within it. • The site encompasses the Harborough Arm of the Grand Union Canal, a Conservation Area. Development on the Site has the potential to alter the setting of the canal by the addition of the modern buildings but not necessarily to the detriment of its significance. • There are no non-designated buildings recorded within the Site on historic mapping. • Medium suitability for development - Medium potential for harmful impacts on the historic environment. Medium potential for integration of assets.
Transport	Highways • Opportunity for primary vehicular access to the site provided along the B6047, with a continuous footway along its northern side; • The A6 (major road network) provides direct access into Leicester city centre by road, approximately 28 minute car journey; • Leicester Lane routes centrally through the site area, providing east-west connectivity to the village of Great Bowden to the east; • The B6047 forms the western boundary of the site and provides for direct connectivity to Market Harborough to the south and the A6; • Opportunities for travel by sustainable modes within site and to Market Harborough would need to be maximised. Market Harborough town centre experiences congestion at peak times observed by Google traffic data, negatively impacting on journey times as well as amenity and public realm. Impact of additional travel demand on key junctions would need to be assessed through junction capacity assessments; • Some localised congestion observed using Google traffic data within the centres of Market Harborough and Great Bowden, may be exacerbated by development at this location, public transport links and active modes should be promoted to future residents. Public Transport • Good accessibility to local bus services, with stops along the B6047 providing two services (44 Centrebus and X3 Sapphire Arriva Buses) between Leicester and Market Harborough and Foxton and Fleckney respectively; • The B6047 is used by existing bus routes, with the nearest stop provided adjacent to the Harborough innovation Centre immediately west of the site area; • Access to rail provision at Market Harborough station approximately 3km cycle distance southeast of the site with on-street cycling required via 30mph roads. This station provides direct EMR services between London and the East Midlands and secure cycle parking spaces as part of a cycle hub. A future detailed assessment could examine the existing passenger capacity on EMR services at peak times and subsequently the impact of development on these services; • Potential for development here to secure sustainable transport connections to Market Harborough Railway Station and maximise public transport opportunities into the Leicester city centre;

- Limited access to East Midlands Airport (EMA) and the East Midlands Gateway by modes other than the private car;
- Leicester Lane routing through the site area is subject to a national speed limit and currently has no footway provision, limited pedestrian accessibility eastward to Great Bowden;
- Accessibility to forthcoming HS2 services at East Midlands Parkway viable by car journeys only.

Active Modes

- The site serves as a northern extension to Market Harborough and is situated approximately 2.1km north of its centre, for access to a range of local amenities within the market town;
- Amenities within walk / cycle distance of the site include St Luke's Hospital, Union Wharf Marina and playing fields, with a shared footway / cycleway provided along the B6047 for access southwards;
- Good accessibility to employment sites, including Airfield Business Park immediately to the west of the site across the B6047, accessible by existing pedestrian crossing facilities;
- Employment opportunities including (not limited to) Welland Business Park and The Point Business Park located within cycle distance of the site approximately 2.5km to the southeast, with cycling on-street required on 30mph roads from the site boundary;
- Encompasses the Market Harborough Arm of the Grand Union Canal, which provides off-street, traffic-free pedestrian and cycle connectivity from the boundaries of the site southward into Market Harborough town centre;
- The Canal towpath forms part of the NCN Route 6, providing access north-westward towards Leicester city centre;
- Five crossing points are provided across the canal along the boundaries of the site area, for good accessibility to the existing canal towpath;
- Network of public footpaths to the north and east of the site area intersecting with the canal bridges and providing good pedestrian accessibility through the local area; and
- Access to a range of education provision in the local area, with the Robert Smyth Academy, Ridgeway Primary and Brooke House College within accessible walking distance of the site.

On the basis of the key highways, public transport and active modes review, the site has high suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has moderate potential of enabling strategic links between key corridors/destinations.

Utilities and Infrastructure

- WPD's network capacity map shows 2 substations in Market Harborough (in the centre and Farndon Road). Both are 33/11kV substations, with the one in the centre, shown in amber, meaning it may require reinforcement and Farndon Road shown in red, meaning it is likely to require reinforcement. Both have future works consisting of 33kV indoor circuit breaker, costing £225,000 each and indicative timescale of 5+ years.
- Using the Government's future population projections across Harborough, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed.
- The Harborough Infrastructure Delivery Plan by Peter Brett in 2017 stated that capacity improvements for the wastewater network would be required in this area Liaison is required with STW to confirm if any works have been undertaken or are included in AMP7 programme and if network has sufficient capacity.
- Leicestershire County Council's assessment shows that the site size is insufficient to provide a secondary school on-site and there is currently no potential to expand nearby secondary schools. It is noted that Welland Park Academy & Robert Smyth secondary schools are planning to expand.

Housing	• The average new build house priced paid in Harborough in April 2021 was £323,413. This is significantly higher than in Leicester City (£204,208) and the average price in the East Midlands (£213,308). It is also significantly higher than the England and Wales average of £263,778. Accordingly prices are higher, on average than the Leicestershire average (£256,890), indicating relatively higher demand for housing. • From September 2007 to April 2021, house prices in Harborough have increased by approximately 47.8%, which is a greater increase than the average house price change in Leicestershire during the same period (+38.6%). • The site is within the 'South Leicestershire' typology area in Appendix B (Viability analysis). The viability analysis identifies this area as being the higher value area within Leicestershire including the higher value towns of Lutterworth and Market Harborough. Development in this area is likely to be able to bear £30,000 per unit in developer contributions and 40% affordable housing so is most likely to be deliverable. Development in this location can bear considerable levels of developer contributions for infrastructure and affordable housing.
Economy	• The site is adjacent to Airfield Business Park and a planned employment site. The site is approximately 1.5km from Welland Business Park, in addition to a number of employment areas adjacent to Rockingham Road. The area appears to be reasonably suited to accommodate future development given existing employment opportunities nearby. The site does benefit from its proximity to the A6 route which offers connectivity with employment opportunities in Leicester. There are a number of opportunities for prospective residents to adopt sustainable transport modes which could be strengthened, yet the railway station at Market Harborough does offer additional connectivity using sustainable public transport. The upgrade of infrastructure as part of the underway Market Harborough Line Speed Improvement project could enhance journey quality and time for commuters using Market Harborough railway station to access employment in the urban centre of Leicester. • The area of Harborough as a whole has reasonable employment opportunities, given the employment density is marginally above that for Leicestershire. The area has a good retention rate as 44.0% of residents of Harborough as a whole who are employed in workplaces are employed in either Harborough or Leicester. • In terms of employment, businesses in the LSOAs within 1km of the site tend to specialise in the professional, scientific, and technical broad industrial group, which contributes 13.9% of total jobs. • The area attracts well-qualified workers, as 31.9% of the LSOAs within 1km of the site hold a NVQ4+ qualification, and 36.9% of working age residents are employed in manager, director, and senior official (16.8%) or professional (20.1%) occupations. • The area records a limited degree of deprivation, as of the seven LSOAs within 1km of the site, only one is ranked amongst the 50% most deprived LSOAs nationally. • Although the area surrounding the site has low incidence of deprivation and therein potential for regeneration, there are very strong opportunities for employment which enhance the overall rating at this site.

Conclusion - Suitable Area for Strategic Growth

Area - 242 Ha

Typologies - Garden Village

Typology Delivery Period - 2030s - 2040s

3g Land north of Market Harborough could come forward as a new garden village with a close functional relationship with Market Harborough (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, the Harborough Arm of the Grand Union Canal is encompassed within the site. Along the southern boundary, the canal sits in a cutting and it is important that any development nearby takes full account of the need to avoid increasing loads on the cutting slope or otherwise risks

creating land instability likely to adversely affect the stability of the slope. Surface water is shown to pond adjacent to Leicester Lane through the centre of the site. Surface water also flows south. Development of this site will need to make space for water by retaining flowpaths for surface water. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. The eastern part of this site is within close proximity to Great Bowden Borrowpit SSSI. There is potential to link with adjacent hamlet village of Great Bowden and canal green infrastructure network from the Grand Union Canal to the west. Some defensible boundaries, with the A6 to the east, but these are limited. Green infrastructure adjacent to the area of search can help to form a framework to create green infrastructure within the site and avoid coalescence.

The site is situated approximately 2.1km north of Market Harborough, for access to a range of local amenities within the market town. There is an opportunity for primary vehicular access to the site provided along the B6047, with a continuous footway along its northern side. The A6 (major road network) provides direct access into Leicester city centre by road, approximately 28 minute car journey. In addition, the B6047 is used by existing bus routes, with the nearest stop provided adjacent to the Harborough innovation Centre immediately west of the site area. Opportunities for travel by sustainable modes within site and to Market Harborough would need to be maximised. Market Harborough Town Centre experiences congestion at peak times. Access to rail provision at Market Harborough station approximately 3km cycle distance southeast of the site. Therefore there is potential for development here to secure sustainable transport connections to Market Harborough Railway Station and maximise public transport opportunities into the Leicester city centre.

WPD state the 2 substations in Market Harborough (in the centre and Farndon Road) are shown in amber, meaning it may require reinforcement and Farndon Road shown in red, meaning is it likely to require reinforcement. The Harborough Infrastructure Delivery Plan stated that capacity improvements for the wastewater network would be required in this area so liaison is required with Severn Trent to confirm if any works have been undertaken or are included in AMP7 programme and if network has sufficient capacity. The LEA state that the site size is insufficient to provide a secondary school on-site and there is currently no potential to expand nearby secondary schools.

In isolation the location could meet the threshold for an area suitable for strategic growth (with the requisite social and physical infrastructure).

3h Warren Farm, Misterton



Table 89 3h Warren Farm, Misterton

Criterion	Considerations
Environment	- The site is defined as Flood Zone 1, low probability of flooding from rivers. However, an unmodelled tributary of the River Swift flows south to north through the site and poses a flood risk. There are some surface water flowpaths leading to the tributary. The area has a low to medium susceptibility to groundwater flooding. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - The site is adjacent to areas of woodland - The site is within Grade 3 good to moderate quality agricultural land and Grade 2 very good quality agricultural land. - The Lutterworth AQMA is located on the High Street, Lutterworth to the north west of the site.
Landscape	Relatively flat area of search near to Walcote, bounded by the M1 to the west, and A4304 to the north. The area of search is relatively well enclosed by mature mixed species hedgerows. The adjacent road network includes narrow winding roads with large overhanging trees. Wind turbines and overhead powerlines are prominent. The transport network provides noise and movement so perceptions of tranquillity are low, pockets of small development, mainly farms and singular residential dwellings, decrease the feeling of remoteness. The landscape is in both arable and localised pastoral use but hedgerows are locally degraded and there is little scenic quality or conservation value. There are limited PRoW. The area of search is visually enclosed by tree belts alongside the highways. The area of search is contained by physical features which can act as defensible however feels less tranquil due to the road networks and wind turbine visibility. Potentially suitable for development.
Heritage	The Site is located to the south-east of the town of Lutterworth and is separated from it by the M1 motorway and Junction 20 of the M1 which

	connects the motorway to the A4303 and A4304 roads. There are no designated built heritage assets within the Site boundary but historic Ordnance Survey maps show a number of buildings including the farmhouse at Warren Farm within the Site including the farmhouse which are still extant. The buildings do not appear on the tithe map for the parish of Misterton and are likely to date to the mid or late-19th century. The group should be considered non-designated assets. The Grade II* listed Church of St Leonard in Misterton (NHLE 1294954) is approximately 350m to the north of the Site boundary with a scheduled bowl barrow (NHLE 1008541) approximately 375m to the east of the church and the non-designated Misterton Hall approximately 140m south of it. The non-designated, 19th century Misterton Lodge is located on the A4304 Lutterworth Road immediately to the north of the Site. Approximately 350m east of the settlement is a scheduled bowl barrow. • There are two listed buildings in the village of Walcote approximately 350m east of the Site and clusters at Cotesbach to the west of the Site and Lutterworth to the north-west. The listed buildings in Lutterworth are mostly contained within the Lutterworth Conservation Area. The Grade II registered park and garden of Stanford Hall (NHLE 1000509) is located approximately 1.9km south-east of the Site and shares its north-western boundary with the scheduled deserted medieval village (DMV) and fishpond of Stormsworth (NHLE 1008552). • The non-designated Warren Farm is located in the middle of the Site towards the northern end. The farm's setting is the surrounding agricultural context and development of the Site has the potential for change which would need to be mitigated by green buffers and planting. • The parish of Misterton extends into the Site and as such the Site is part of the setting of the Church of St Leonard. The church is well screened from the Site by the woodland that surrounds it and by further woodland between the church and the A4304 Lutterworth Road which forms the northern boundary of the Site and separates it from land to the north. Development on the Site will introduce a built element into the setting of the church, hall, lodge and bowl barrow however and without mitigation the development may be visible from all of them and especially from the lodge and during the winter months. There is also the potential for impact when approaching the settlement from the A3404 and Chapel Lane from the west and along the main entrance to the hall from the lodge. • The Lutterworth Conservation Area takes in the historic core of the town and is located approximately 650m north-east of the Site. While the conservation area is separated from the Site by the M1, Junction 20 of the M1 and by the dual carriageway A3403 development on the Site has the potential to change the conservation area's setting by introducing an extra built element. Without mitigation this will be particularly noticeable when approaching the town from the south-east along Swinford Road, an old route shown on historic OS maps and on the tithe map for the parish of Misterton (1838). • While the approach to the listed buildings in Walcote will be changed by development of the Site there is room for mitigation by buffers and planting and impact will be minor. • The Stanford Hall RPG and Stormsworth DMV and fishpond are both sufficiently distant from the Site that it does not form part of their setting and development on it will not have an impact. • High suitability for development - Low potential for harmful impacts on the historic environment. High potential for integration of assets.
Transport	Highways • Proposals for a new M1 junction J20a would help to alleviate congestion along the M1 between J20 & J21 (Leicestershire Prospectus for Growth, 2019) though this proposal(s) are not committed or funded at present; • The site abuts the A4304 Lutterworth Road to the north, which provides opportunity for primary vehicular access to the site; • The site is bounded to the west by Swinford Road, a narrow two-way single carriageway road without lane markings that crosses the M1 south of J20 and provides access to M1 J20 at its north-western extent via a junction with Rugby Road and the A4303;

- Accessible by road to the A5 via the A4303, an important transport link providing direct access north-westward to Hinckley and Nuneaton and south-eastward towards Rugby and the M6 motorway, known as the Midlands Logistics Corridor (Midlands Connect Refresh, 2021);
- Concern about how the development will achieve sustainable travel patterns and avoid dependency on car use given its rural character and location in close proximity to the M1 and A roads;
- Existing localised congestion issues observed using Google traffic data within Lutterworth during weekday interpeak periods. This may be exacerbated by development of employment land at this location, with accessibility by sustainable modes encouraged through staff travel planning measures.

Public Transport

- Poor access to rail provision, with the closest rail station being Rugby approximately 10km southwest of the site, providing Avanti West Coast and West Midlands Trains services. Connections to Rugby by bus would therefore likely be key for any forthcoming transport strategy for the site.
- Limited accessibility to local bus services, with one service (58 Centrebus) serving the nearest stops to the site located approximately 150m east of the site's northern boundary along the A4304, providing access between Lutterworth and Market Harborough;
- Limited access to East Midlands Airport (EMA) and the East Midlands Gateway by modes other than the private car using the M1 motorway;
- Accessibility to forthcoming HS2 services at East Midlands Parkway viable by car journeys only using the M1 motorway.

Active Modes

- The indicative centre point of the site is located approximately 2.2km south east of Lutterworth and 1.2km southwest of Walcote;
- Pedestrian and cycle access is provided northward from the northern extent of Swinford Road via existing Toucan crossings immediately to the east of the A4303 / Rugby Road roundabout. These provide off-street pedestrian and cycle access northward into Lutterworth via an existing shared footway / cycleway;
- Sustainable accessibility is provided westward from the A4303 / Coventry Road roundabout to Magna park via a shared footway / cycleway;
- NCN Route 50 routes on-street along Swinford Road, approximately 500m east of the site boundary, providing cycle accessibility northward towards Leicester and southward towards Daventry and Northamptonshire;
- Existing network of public footpaths within and around the site area, providing pedestrian links to Walcote, westward to Rugby Road, and northward to Lutterworth via a public bridleway in close proximity to Misterton;
- The A4304 Lutterworth Road on the site's northern boundary does not provide footways along its southern side, currently limiting pedestrian accessibility to the site;
- No footways provided along Swinford Road, with road also subject to the national speed limit; and
- Indirect cycle accessibility westward to Magna Park along a shared pedestrian / cycleway on the northern side of the A4303. This requires cycling on-street through Lutterworth to the A4303 / Coventry Road junction. The latest guidance (LTN1/20) requires segregated cycle paths.

On the basis of the key highways, public transport and active modes review, the site has medium suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has moderate potential of enabling strategic links between key corridors/destinations.

Utilities and Infrastructure

- WPD has stated that this site is likely to trigger significant, extensive and lengthy works. Major reinforcement in the form of a Primary substation upgrade and/or a new primary substation, alongside extra high voltage network reinforcement.
- Using the Government's future population projections across Harborough, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district

	this may result in being over capacity, therefore, a full network capacity check should be completed. • According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Lutterworth and the site extent will negatively affect downstream sewerage infrastructure. The development will likely join 150mm foul sewer heading east on Lutterworth Road with the site requiring pumping due to topography. Potential impact is high with network improvements likely to be required. Surface water for the site can drain directly into a tributary of River Swift which runs through the site boundary. Efforts must be made to remove surface water from foul system. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the Harborough District. The WwTW is shown at low risk of exceeding spare capacity, with no issues expected. However, STW states that there is high risk associated with the watercourse as there is limited scope to provide additional capacity.
Economy	• The area appears to be very well-suited to accommodate future developments due to its strategic location in close proximity to major road routes and proximity to a number of existing employment sites. • The Leicester & Leicestershire Warehousing & Logistics study (April, 2021) identifies the location as being in a Key Area of Opportunity (road linked). • The site could accommodate up to 164ha of employment land. The north western section of the site adjoins a planned employment allocation approximately 13ha in size. The site is also within 200m of a strategic allocation which would include 10ha of employment land. The site benefits from its proximity to a number of strategic transport routes, including the A5 road, A426 road, and M1 motorway. The site is nearby to a 4km stretch of the A4304 road which offers connectivity between the M1 motorway and A5 road. The site is nearby to the A5 Improvement Corridor (LLEP), which, although currently uncommitted, aims to deliver improvements in road infrastructure that could enable the development of employment land by facilitating less congested movement of goods and workforce. The site is approximately 4km to the east of Magna Park, which is occupied by a number of distribution and logistics premises, housed in large warehouse facilities - occupants include Asda, Nissan, Wayfair, and Clipper. Construction is underway to significantly extend Magna Park in the Magna Park North and Magna Park South developments. An allocation of land south of Magna Park is identified as a strategic distribution commitment. A number of relatively smaller industrial premises are found at an industrial park on the A426 Leicester road in Lutterworth, approximately 1km north of the site. • The employment density in the local authority of Harborough as a whole is marginally above that for Leicestershire, indicating that the area currently has a reasonable supply of local workforce. The area has a good retention rate as 44.0% of working age residents of Harborough as a whole who are employed in workplaces are employed in either Harborough or Leicester. Indicatively, 55.4% of working age residents of the LSOAs within 1km of the site travel less than 20km to access employment. • Businesses in the area tend to specialise in the transport and storage (19.6%) broad industrial group, which contributes a high proportion of employment, compared with Harborough (13.8%), and Leicestershire (7.6%). The local industrial specialism presents opportunities for firms operating in the transport and storage industry to derive agglomeration benefits from a clustering of firms performing similar activities. • The area attracts some well-qualified workers, as 28.9% of the residents of the LSOAs within 1km of the site hold an NVQ4+ qualification, but this rate is lower than found across Harborough. • The area records limited levels of deprivation, as all of the LSOAs within 1km of the site are ranked amongst the 20-30% least deprived LSOAs nationally. Although the area surrounding the site has low incidence of deprivation and therein potential for regeneration, there are very strong opportunities for employment which enhance the overall rating at this site.
Conclusion - Potential Area for Strategic Growth Area - 164 Ha Typologies - Employment Site	

Typology Delivery Period - 2020s - 2030s

3h Warren Farm, Misterton could come forward as an employment site to the south east of Lutterworth (>150Ha).

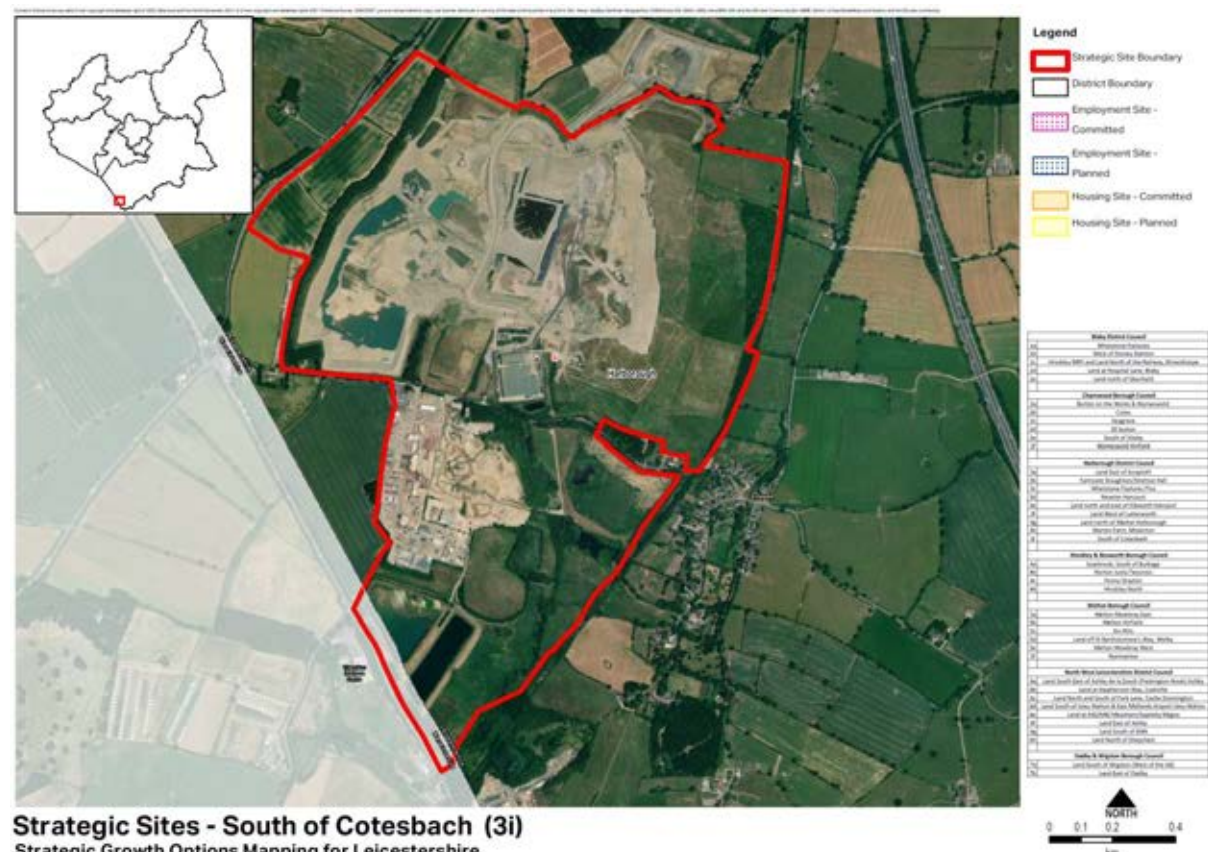
There are areas within the Strategic Growth Option which would not be suitable for development. For example, there is an unmodelled tributary of the River Swift flows south to north through the site and poses a flood risk. There are some surface water flowpaths leading to the tributary. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities.

The indicative centre point of the site is located approximately 2.2km southeast of the centre of Lutterworth, for access to local amenities. Proposals for M1 J20a are in development, but not committed, would help to alleviate congestion along the M1 between J20 & J21 (Leicestershire Prospectus for Growth, 2019). The site abuts the A4304 Lutterworth Road to the north, which provides opportunity for primary vehicular access to the site. Sustainable accessibility is provided westward from the A4303 / Coventry Road roundabout to Magna Park via a shared footway / cycleway NCN Route 50 routes on-street along Swinford Road. The area is accessible by road to the A5 via the A4303, an important transport link providing direct access north-westward to Hinckley and Nuneaton and south-eastward towards Rugby and the M6 motorway, known as the Midlands Logistics Corridor.

The development may not achieve sustainable travel patterns and be able to fully avoid dependency on car use given its rural character and location in close proximity to the M1 and A roads. There is poor access to rail provision, with the closest rail station being Rugby approximately 10km southwest of the site. Additionally, there is limited accessibility to local bus services and existing localised congestion issues observed within Lutterworth during weekday interpeak periods. This may be exacerbated by development of employment land at this location, accessibility by sustainable modes would need to be encouraged through staff travel planning measures. Access for 3h Warren Farm, Misterton could be achieved from Lutterworth Road (A4303) but growth would be unlikely to be able to be delivered without some conflict with Lutterworth East and would need further investigation, including the potential of delivery through the proposed Lutterworth East site access.

WPD has stated that this site is likely to trigger significant, extensive and lengthy works. Major reinforcement in the form of a Primary substation upgrade and/or a new primary substation, alongside extra high voltage network reinforcement.

From an economic perspective, the area appears to be very well-suited to accommodate future developments due to its strategic location in close proximity to major road routes and proximity to a number of existing employment sites. The north western section of the site adjoins a planned employment allocation approximately 13ha in size. The site is also within 200m of a strategic allocation including 10ha of proposed employment land. The site is nearby to the A5 Improvement Corridor (LLEP), which, although currently uncommitted, aims to deliver improvements in road infrastructure that could enable the development of employment land by facilitating less congested movement of goods and workforce. In isolation the location would meet the threshold for a potential area for strategic growth (with the requisite infrastructure). When considered in combination with 3f and 3i, this location offers significant potential to comprehensively plan for growth in and around Lutterworth with commensurate investment and delivery in supporting facilities, utilities and transport upgrades capable of serving the wider area.



Strategic Sites - South of Cotesbach (3i)
Strategic Growth Options Mapping for Leicestershire
Table 90 3i South of Cotesbach

Criterion	Considerations
Environment	- The site is defined as Flood Zone 1, low probability of flooding from rivers. However there are small watercourses and land drains on the site and the site is susceptible to surface water ponding. There are multiple surface waterbodies on the site. The area has a low susceptibility to groundwater flooding. Development of this site will need to make space for water by retaining flowpaths for surface water. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - Two safeguarded waste sites (H6 and H25). The site lies within close proximity to Cave's Inn Pits SSSI, which is water quality sensitive. It also lies within the site's catchment. - The site is within and in close proximity to areas of woodland. - The site is within Grade 3 good to moderate quality agricultural land - Currently operates as a sand and gravel quarry, redevelopment should present potential for re-wilding.
Landscape	Predominantly a mineral working and landfill area adjacent to Shawell, which is contained by the M1 to the east, A5 to the west and M6 to the south. Area of search is relatively well enclosed by mature mixed species hedgerows and includes areas of restored mineral working, now grassed. The transport network provides noise and movement so perceptions of tranquillity are low. There are pockets of small scale development, mainly farms and singular residential dwellings. The landscape is degraded and there is little scenic quality or conservation value. There are several PRoW within the area of search. The area of search is visually enclosed by tree belts alongside the highways network. The area of search has defensible boundaries to contain development however feels less tranquil due to the dominance of road networks.

	Development of big shed employment premises will require detailed site specific landscape and visual impact assessment.
Heritage	- The Site is located within a triangle of land formed by the M1 motorway, the M6 motorway and the A426 Rugby Road. The line of the former Great Central Railway (1899 to 1969) runs to the east of the Site. Much of the area covered by the Site has been subject to mineral extraction and there are no designated or non-designated built heritage assets within the Site boundary. The non-designated Hill Farm is approximately 150m north-west of the A426 Rugby Road which forms the north-western boundary of the Site. The farm appears on the tithe map for the parish of Cottesbach (1848) and may contain earlier buildings. The non-designated West Cottage is adjacent to the north-eastern tip of the Site. The asset is a pair of farmworkers cottages and bears a date stone of 1885 in its gable and the initials AM, presumably for a member of the Marriott family who were prominent local landowners in the 19th century. - The south-western boundary of the Site is the A5 which describes the route of the Watling Street Roman road. On the south-western side of the A5 opposite the Site is the scheduled Tripontium Roman station. There is a group of listed buildings along Main Street and Church Lane, Shawell which include the Grade II* listed church of All Saints (NHLE 1061424). Immediately to the south of the church are the scheduled remains of a motte castle and associated earthworks (NHLE 1017549). There is a further cluster of listed buildings at Cotesbach to the north of the Site which includes the Grade II* listed Church of St Mary (NHLE 1061446). - Development of the Site has the potential to impact on the non-designated Hill Farm and West Cottage through changes to their settings. - The setting of the scheduled Tripontium Roman station (NHLE 1005759) is the A5 and while development of the Site has the potential for impact there are also opportunities to integrate the asset into the Site and better reveal its significance. - The Site boundary is between approximately 250m and 350m from the listed buildings and scheduled monument in Shawell. These are largely screened from the Site by planting on the western side of Main Street and Church Lane, along east/west field boundaries between the settlement and by planting either side of the former railway line. The Site will not be visible to those approaching the village on Main Street and Bullaces Lane but there will be glimpsed views for those approaching along Gibbet Lane unless screening on either side of the lane is strengthened. - The historic core of the village of Cotesbach is approximately 800m from the Site boundary and there is no intervisibility between the two. There is however the potential for impact when approaching the village on the A426 Rugby Road which forms the boundary of the Site for approximately 700m. Unless screening and green buffers are employed the development will be apparent on approaching the village from the south-west. - High suitability for development - Low potential for harmful impacts on the historic environment. High potential for integration of assets.
Transport	Highways - The site is located between the existing employment areas of Magna Park to the northwest, the Waver Way and Castle Mound Way employment areas to the south and the Swift Park Industrial Estate to the southeast, providing links to existing industry and employment; - The proposed employment site is well placed on the strategic highway network, with the M1, M6, A5 situated in close proximity. Additionally the A426 which is part of the major road network is in close proximity; - Local highway network comprises the A426 Rugby Road to the northwest, providing access northward to the M1 and southward to

the M6 and the A5, (known as the Midlands Logistics Corridor, Midlands Connect Refresh, 2021);

- Gibbet Lane routes centrally through the site providing for primary vehicular access, from the A426 / A5 Gibbet Roundabout junction immediately west of the site boundary;
- Access to the M1 J19 and J20 are located approximately 2.9km southeast and 3.5km north of the site respectively;
- The site would benefit from proposals for the M1 J20a, located approximately 13km to the north and intended to alleviate congestion and to improve the highway network within south Leicestershire;
- The M6 is located immediately south of the site and accessible at J1 via the A426, 2.6km southwest of the site;
- Shawell Lane forms the northern boundary of the site, a currently unsurfaced track of single lane width;
- Localised congestion observed using Google traffic data at Saturday peak times along Gibbet Lane, may be exacerbated by development of employment land at this location, given the potential for HGV movements to / from this employment site.

Public Transport

- The site is located approximately 3.5km south of Lutterworth and 6km northeast of Rugby, and are not currently accessible via public transport provision;
- Concern about how the development will achieve sustainable travel patterns and avoid dependency on car use given its rural character and location in close proximity to the M1 and A roads;
- Poor access to rail services, with the nearest rail station being Rugby approximately 6km southwest of the site, providing Avanti West Coast and West Midlands Trains services. Connections into Rugby by bus would therefore likely be key for any forthcoming transport strategy for the site.
- Poor access to bus services, with the nearest stops to the site located within surrounding villages including within Newton and Catthorpe, approximately 2.5km south of the site, provide two services (9 Flexibus and X84 Arriva Buses) between Rugby, Lutterworth and North Kilworth;
- Limited access to East Midlands Airport (EMA) and the East Midlands Gateway by modes other than the private car using the M1 motorway;
- Accessibility to forthcoming HS2 services at East Midlands Parkway viable by car journeys only using the M1 motorway.

Active Transport

- Access to the NCN Route 50, located 2.8km east of the site, for on-street cycle access northward towards Leicester and southwards into Northamptonshire; and
- Network of public footpaths and a public bridleway routing through and in close proximity to the site area, providing for existing sustainable accessibility to the site between Cotesbach and Shawell;
- No local roads in proximity to the site boundary provide footway provision or street lighting, including Gibbet Lane, thereby limiting accessibility by sustainable modes;
- Likely to be relatively high existing levels of HGV traffic on local roads due to the nearby industrial estates which could constrain opportunities for promoting journeys by active modes;
- Public bridleway routing through the site comprises unsurfaced track through existing agricultural land, providing for limited accessibility by cycle users; and
- Roads in close proximity to the site area are subject to national speed limit, making them unsuitable for on-street cycle access to the site.

On the basis of the key highways, public transport and active modes review, the site has medium suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable

	movements). The location has moderate potential of enabling strategic links between key corridors/destinations.
Utilities and Infrastructure	• WPD has stated that this site is likely to trigger significant, extensive and lengthy works. Major reinforcement in the form of a Primary substation upgrade and/or a new primary substation, alongside extra high voltage network reinforcement. • Using the Government's future population projections across Harborough, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed. • According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Lutterworth and the site extent will negatively affect downstream infrastructure, pollutions also reported downstream. The development will likely join 150mm foul sewer heading north along Main Street, Cotesbach. The site will require pumping due to topography. Potential impact is high with network improvements likely required. Surface water for the site can drain directly into a tributary to River Avon which runs through the site boundary. Efforts must be made to remove surface water from foul system. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the Harborough District. The WwTW is shown at low risk of exceeding spare capacity, with no issues expected. However, STW states that there is high risk associated with the water course as there is limited scope to provide additional capacity. • The site falls within the Mineral Safeguarding Area for Sand and Gravel and there is an active Sand and Gravel quarry within the site. Any proposed development should be accompanied by a Minerals Assessment and considered against Policy M11 (Safeguarding of Mineral Resources) of the Leicestershire Minerals and Waste Local Plan (LMWLP).
Economy	• The site appears to be very well-suited to accommodate future developments due to its strategic location in close proximity to major road routes and proximity to a number of existing employment sites. • The site is approximately 3km to the south east of Magna Park, which is occupied by a number of distribution and logistics premises, housed in large warehouse facilities - occupants include Asda, Nissan, Wayfair, and Clipper. Construction is underway to significantly extend Magna Park in the Magna Park North and Magna Park South developments. An allocation of land south of Magna Park is identified as a strategic distribution commitment. The site is less than 3km from the Rugby Gateway Business Park at Junction 1 of the M6 motorway, which is occupied by a number of logistics and distribution firms. • The Leicester & Leicestershire Warehousing & Logistics study (April, 2021) identifies the location as being in a Key Area of Opportunity (road linked). • The site could accommodate up to 214ha of employment land (Promoter). The site is located on the A5 Improvement Corridor (LLEP), which, although currently uncommitted, aims to deliver improvements in road infrastructure that could enable the development of employment land by facilitating less congested movement of goods and workforce. The site benefits from its proximity to a number of strategic transport routes, including the A5 road, Junction 19 of the M1 motorway which offers connectivity with London in the south, Junction 1 of the M6 motorway which offers connectivity with Birmingham in the west. The A426 road is adjacent to the north of the site, and creates a 3km direct route between the site and Junction 20 of the M1 motorway, where a number of employment opportunities could arise. The A426 road which runs adjacent to the north of the site offers connectivity with the larger

employment centre of Rugby and the large Swift Valley and Glebe Farm Industrial Estates therein located.

- The employment density in the local authority of Harborough as a whole is marginally above that for Leicestershire, indicating that the area currently has reasonable supply of local workforce. The local authority area of Harborough as a whole has a good retention rate as 44.0% of working age residents of Harborough who are employed in workplaces are employed in either Harborough or Leicester.
- Businesses in the area specialise in the transport and storage (33.3%) broad industrial group, which contributes the largest proportion of local employment, and is considerably more pronounced in this location when compared with Harborough (13.8%), and Leicestershire (7.6%), owing to the existing facilities and employment land in proximity to the site. The local industrial specialism presents strong opportunities for firms operating in the transport and storage industry to derive agglomeration benefits from a clustering of firms performing similar activities.
- The area also attracts a considerable number of well-qualified workers, as 35.5% of working age residents of the LSOAs within 1km of the site hold a NVQ4+ qualification.
- The area records a low level of deprivation, as both of the LSOAs that fall within 1km of the site are ranked amongst the 20-40% least deprived nationally.

Conclusion - Unsuitable Area for Strategic Growth

Area - 215 Ha

Typologies - Employment Site

Typology Delivery Period - 2020s - 2030s (N.B. this typical typology delivery period is unfeasible in the case of 3i due to the presence of safeguarded waste sites)

3i South of Cotesbach could come forward as an employment site (>25Ha) located south of Lutterworth and the village of Cotesbach.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there are multiple surface waterbodies on the site. Development of this site will need to make space for water by retaining flowpaths for surface water. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. The site also lies within close proximity to Cave's Inn Pits SSSI, which is water quality sensitive. Redevelopment should present potential for re-wilding and biodiversity net gains.

The proposed employment site is well placed on the strategic highway network, with the M1, M6, A5 situated in close proximity. Additionally the A426 which is part of the major road network is close proximity. Gibbet Lane routes centrally through the site providing for primary vehicular access, from the A426 / A5 Gibbet Roundabout junction immediately west of the site boundary. The site would benefit from proposals (not committed) for the M1 J20a, located approximately 13km to the north and intended to alleviate congestion and to improve the highway network within south Leicestershire. The M6 is located immediately south of the site and accessible at J1 via the A426, 2.6km southwest of the site. The site is not currently accessible via public transport provision. Concern about how the development will achieve sustainable travel patterns and avoid dependency on car use given its rural character and location in close proximity to the M1 and A roads. Localised congestion observed at Saturday peak times along Gibbet Lane, may be exacerbated by development of employment land at this location, given the potential for HGV movements to / from this employment site. WPD has stated that this site is likely to trigger significant, extensive and lengthy works. Major reinforcement in the form of a Primary substation upgrade and/or a new primary substation, alongside extra high voltage network reinforcement. Severn Trent data shows the site extent will negatively affect downstream infrastructure, pollutions also reported downstream.

From an economic perspective, the site appears to be very well-suited to accommodate future developments due to its strategic location in close proximity to major road routes and proximity to a number of existing employment sites. The site is located on the A5 Improvement Corridor (LLEP), which, although currently uncommitted, aims to deliver improvements in road infrastructure that

could enable the development of employment land by facilitating less congested movement of goods and workforce.

In isolation the location would meet the threshold for an area suitable for strategic employment growth. When considered in combination with 3f and 3h, this location has the potential to comprehensively plan for growth in and around Lutterworth with commensurate investment and delivery in supporting facilities, utilities and transport upgrades capable of serving the wider area.

There are two safeguarded waste sites (H6 and H25) within the locality and the site currently operates as a sand and gravel quarry which means it is not currently developable or available and its long term availability up to 2050 is not guaranteed. Therefore, whilst the site does not have any Red assessments under the thematic topics, it is highly unlikely to be to offer a viable Strategic Growth Option prior to 2050.

4a Soarbrook, South of Burbage



Table 91 4a Soarbrook, South of Burbage

Criterion	Considerations
Environment	- The site is defined as Flood Zone 1, 2 and 3a and 3b. Four tributaries of the Soar Brook flow through the site and along the eastern boundary. Surface water drains to these watercourses and ponds in low-lying areas across the site. The area has a low susceptibility to groundwater flooding. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - The site is within and in close proximity to areas of woodland, but it ought to be possible to retain these given their location. - The site is within Grade 3 good to moderate quality agricultural land.
Landscape	Field boundaries are mature, include trees and are well vegetated, adding to the sense of a wooded buffer to the edge of Burbage and separating it from the M69. South of the M69 the large scale commercial building influence character adjacent to the A5 but the wooded intervening landscape between them and Lutterworth Road mitigates their effect on landscape character. The area of search is relatively free of urban influences and contain a field pattern and landscape elements of value. South and north of the woodland block (adjacent to the B578) are perceived as separate sites. The southern parcel rises as you get close to the A5. The northern parcel is more fragmented with higher incidence of trees. Defensible boundaries in the form of M69 and A5/Borough boundary. There is logic in developing the land parcel south of the M69 as a further extension of the urban area, already occurring as a result of commercial building, known as Hinckley park (with the likes of DPD and Amazon occupying large distribution/logistics centres), along the A5 to the south of the site. Potential for some development but would result in loss of remnant valuable landscape across the site.

Heritage	• There is one listed building located within the Site boundary. The milepost at NGR SP 4540 9052 (NHLE 1295206) is a Grade II listed, 19th century cast iron milepost located along Lutterworth Road. As the post lies within the Site, there is potential for the listed building to be physically impacted by development on the Site, or moved from its original location, altering its setting along Lutterworth Road. • Another Grade II listed milestone is located approximately 90m east of the Site, along the A5 (NHLE 1295210). The milestone would not be physically impacted and its setting along the road would not be altered. • There are also two listed buildings approximately 200m west of the Site. The North and South Lodges to Burbage House (NHLE 1074256, NHLE 1178165). These are Grade II listed early 19th century lodges either side of the approach to Burbage House. The buildings are a pair and consist of stucco with ornamental ridge tiles and scalloped and pierced barge boards. The setting of the lodges is their position on the approach to Burbage House, off Lutterworth Road. The lodges are partially screened to the east by mature trees and hedges although development within the Site may be visible from the upper storeys. However, the development would not change the setting of the buildings and would not affect their significance. • Wigston Parva Conservation Area is located approximately 340m east of the Site. The conservation area covers most of the village and contains seven Grade II listed buildings including the Church of St Mary (NHLE 1295237) and several 17th century houses and outbuildings. There is limited intervisibility between the Site and the conservation area and any change in its setting is unlikely to affect its significance. • Aston Flamville Conservation Area is approximately 400m north-east of the Site. The conservation area covers the small village and contains five Grade II listed buildings, including a medieval church with 19th century rebuilding (NHLE 1361065), 16th century manor house (NHLE 1074727) and 18th century thatched farmhouse (NHLE 1177757). The setting of the conservation area and listed buildings comprises the village and immediate agricultural fields. Development on the Site would not alter the surrounding fields to the south of Hinckley Road (B4669) and is unlikely to alter the setting of the assets. • Burbage Conservation Area is approximately 810m north-west of the Site. The conservation area contains 11 listed buildings including the Grade II* listed 19th century Church of St Catherine (NHLE 1295212) and the 16th century Old Grange (NHLE 1178068). There is no intervisibility between the Site and the conservation area due to modern buildings at the southern end of Burbage. There would be no change to the setting of the assets. • There are four scheduled monuments within 1km of the Site, three of which comprise bowl barrows (NHLE 1016846; NHLE 1010200; NHLE 1010197). The closest of these is approximately 270m south of the Site. The barrows are visible as cropmarks and survive as buried remains. The setting of the scheduled monuments is the surrounding rural landscape, which may be partially eroded by development on the Site. • The remaining scheduled monument is the remains of the Roman town at High Cross, approximately 970m south-east of the Site (NHLE 1003566). The site is the former Roman settlement of Venonis on the intersection between Watling Street and the Fosse Way. There are no above ground remains, although various post-medieval excavations revealed Roman building material and pottery. The setting of the Roman town is unlikely to be changed by development on the Site. • Historic mapping records Hog Hall within the Site boundary, and Hogue Hall is recoded on the site on modern mapping. It appears that a number of farm buildings are extant and should be treated as non-designated heritage assets. Development on the Site has the potential for impact on the group as a result of change to its setting. • Medium suitability for development - Medium potential for harmful impacts on the historic environment. Medium potential for integration of assets.
Transport	Highways • Local highway network comprises the B578 Lutterworth which routes on a north-south axis through the site, providing opportunity for primary vehicular

access to the site, and providing access northward into Burbage and Hinckley and southward to the A5;

- Existing employment areas located immediately west of the site comprising Amazon and DPD distribution centres, as well as the Juvinate Health and Leisure club for accessibility by car;
- The site is well located in relation to the SRN, being in close proximity to;
- The M69 to the north, for access to Leicester to the northeast and Coventry to the southwest; and
- The A5, known as Midlands Logistics Corridor (Midlands Connect Refresh, 2021) to the south, for access towards Tamworth to the northwest and the M1 to the southeast;
- These two major roads intersect at M69 J1, the six-arm Stretton Baskerville roundabout approximately 2.1km west of the site;
- No localised congestion issues observed using Google Traffic data;
- Potential for increased congestion on the M69 as a result of employment growth due to the proposed development of the Hinckley Rail Freight interchange (HNRFI);
- Potential for congestion impacts on the A5 Watling Street and M69 due to connectivity to / from the site, including at A5 / M69 J1. Should be subject to a transport modelling assessment to determine impacts on these key strategic routes.
- There are existing physical constraints along parts of the A5 corridor, including around Hinckley, that are likely to limit the scope for upgrade and thereby additional capacity for growth. These include: a low rail bridge between Birmingham – Leicester; sections of the existing A5 corridor that are heavily built up on both sides with limited scope to realign (e.g. Dodwells/Longshoot junctions, through Grendon and Dordon); and strategic development on land adjacent to the existing A5, which potentially further limit opportunities for 'offline' improvements (e.g. SUE/strategic employment proposals just over the Warwickshire border in Nuneaton and Bedworth and Rugby Boroughs).
- In addition, the previously identified National Highways Road Investment Strategy (RIS) upgrade to the A5 between the Dodwells and Longshoot junctions has been withdrawn, with no identified replacement scheme.

Public Transport

- Limited access to local bus services, with one service (8 Arriva Buses) serving a bus stop adjacent to the Amazon and DPD distribution centres, at a stop approximately 1km west of the indicative centre of the site, providing regular services between Hinckley and Lutterworth. However, this stop is not currently accessible by pedestrian means;
- Limited access to rail services, with the closest station being Hinckley approximately 3.8km northwest of the site, providing Cross Country services. Connections to Hinckley by bus would therefore be key for any forthcoming transport strategy for the site;
- Hinckley rail station is accessible by the 8 Arriva Buses service; however, this is indirect and requires accessibility to the aforementioned bus stop along the B578, with no sustainable access routes provided to the stop;
- Limited access to East Midlands Airport (EMA) and the East Midlands Gateway by modes other than the private car using the M1 motorway;
- Accessibility to forthcoming HS2 services at East Midlands Parkway viable by car journeys only using the M1 motorway, via the A5 or M69.

Active Modes

- Overall concern about how the development will achieve active travel patterns and avoid dependency on car use given its rural character and location;
- Existing public footpaths are unsurfaced given the rural nature of the area, and therefore not accessible in adverse weather conditions, limiting accessibility to the site;
- Not accessible to the NCN, with the nearest route being Route 52 located approximately 9km west within Nuneaton;
- Severance to the east due to the existing rural area with no easy access to local amenities within walking distance;

	• No pedestrian crossing facilities in place on the B578 or the A5; • The indicative centre point of the site is located approximately 1.8km southeast of Burbage and 4km southeast of the centre of Hinckley, for access to a range of local amenities including schools, local supermarkets, shopping centre, leisure centre, medical centres and designated green spaces; • Located approximately 1.8km west of the villages of Aston Flamville and Sharnford; • Public footpaths route through the site, providing for existing pedestrian access between Burbage via the B578 and Sharnford; • Local roads in proximity to the site such as the B578 and the B4114 do not provide footways or street lighting, thereby limited accessibility by active modes; • The B578 Lutterworth Road is subject to a national speed limit, limiting accessibility to the site by active modes; • The existing Amazon, DPD and Juvinate Health club are not currently accessible to pedestrians, with no footways provided along the B578. Cycle accessibility requires on-street cycling along the B578, however a wide verge is in place on the western side for implementation of a segregated cycle path in line with the latest LTN1/20 guidance; and • The M69 causes severance to the north with one access point northward towards Burbage and Hinckley across the B578 road bridge, with no pedestrian footways currently provided. On the basis of the key highways, public transport and active modes review, the site has medium suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has moderate potential of enabling strategic links between key corridors/destinations.
Utilities and Infrastructure	• WPD has stated that this site is likely to require significant, extensive and lengthy works. Major reinforcement in the form of a Primary substation upgrade and/or a new primary substation, alongside extra high voltage network reinforcement. • Using the Government's future population projections across Hinckley & Bosworth, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed. • An Infrastructure Study carried out by Arup in 2020 stated that within the Burbage area, wastewater is directed to the Burbage wastewater treatment plant, which is at risk of exceeding capacity for any new developments. • According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Hinckley and the site extent will negatively affect downstream sewerage infrastructure, Three Pots Watling Street sewage pumping station will require upgrades to take the flows from the development. The development will likely join a 225mm foul sewer heading north off Watling Street, with the site requiring pumping due to topography. Potential impact is high with network improvements likely required. Surface water for the development can drain directly into a tributary of Soar Brook which runs through the site boundary. Efforts must be made to remove surface water from the foul system. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the Harborough District. The WwTW is shown at low risk of exceeding spare capacity, with no issues expected. However, STW states that there is very high risk associated with the watercourse as there is no scope to provide additional capacity. Provisions for additional capacity are being considered by STW. • Leicestershire County Council's assessment shows that the site size is insufficient to provide a secondary school on-site. Transport would be required for meeting secondary education needs generated. However, opportunities around the potential of relocating Hastings Secondary School to the site to increase capacity to serve existing and future communities are currently being investigated by site representatives.

	The site falls within the Mineral Safeguarding Area for Sand and Gravel. Any proposed development should be accompanied by a Minerals Assessment and considered against Policy M11 (Safeguarding of Mineral Resources) of the Leicestershire Minerals and Waste Local Plan (LMWLP).
Housing	- The average new build house price paid in Hinckley & Bosworth in April 2021 was £244,244. This is considerably higher than in Leicester City (£204,208) and higher than the average price in the East Midlands (£213,308). It is also lower than the England and Wales average of £263,778. Prices are slightly lower, on average than the Leicestershire average (£256,890), indicating relatively lower demand for housing. - From September 2007 to April 2021, house prices in Hinckley & Bosworth have increased by approximately 34.1%, which is lower than the average house price change in Leicestershire during the same period (+38.6%). - The site is within the 'West Leicestershire' typology area in Appendix B (Viability analysis). The viability analysis identifies that this is the lowest value area (excluding development sites associated with Ashby-de-la-Zouch which has similar values to the 'North East Leicestershire' typology). Most sites in this area are able to bear more than £10,000 per unit in developer contributions at 15% affordable housing. On this basis it is necessary to be cautious about taking this site forward as it is less likely to be able to bear its own infrastructure costs. - Whilst affordability pressures are less severe in this part of the study area and there may be relatively lower levels of demand for housing, there may also be the ambition to 'level up' areas in weaker housing markets through aligning new employment opportunities with new housing (see 'economy' below).
Economy	- The area appears to be fairly well-suited to accommodate future development due to its strategic position adjacent to the M69 motorway and A5 road. The proximity of the site to Hinckley, including its railway station, means that prospective residents are likely to be able to access existing employment opportunities within the settlement. The site could accommodate up to 12ha of employment land which could offer additional local employment opportunities. The site is near to proposed employment land at Junction 2 of the M69 motorway, including the proposed Hinckley Rail Freight terminal (not allocated), which if fully developed could deliver a considerable amount of local employment opportunities. - The MIRA Technology Park Enterprise Zone is nearby, MIRA is a large employer locally and the site includes bus links along the A5, a Technology Institute offering apprenticeships. Higher education and further education courses via the colleges and universities are also available locally. - The site could benefit from the enabling of additional housing provision and economic growth afforded by improved transport connectivity associated with the A46 Priority Growth corridor, although this scheme and its extent are uncommitted. - The employment density in Hinckley & Bosworth as a whole is lower than that recorded for Leicestershire, indicating that the area currently has relatively weak employment opportunities. However, the neighbouring local authority of Blaby as a whole has relatively strong employment opportunities, given that the employment density is considerably higher than recorded across Leicestershire. The overall jobs density therefore approximates to being broadly in line with Leicestershire. Hinckley & Bosworth as a whole has a good retention rate as 32.2% of working age residents employed in workplaces are employed within Hinckley & Bosworth. Indicatively, 61.5% of working age residents of the LSOAs within 1km of the site travel less than 20km to access employment. - Businesses in the area tend to specialise in the construction (21.4%) and accommodation and food services (20.5%) broad industrial groups, which contribute the largest proportions of local employment, and are more pronounced in this location than across Hinckley & Bosworth (5.2% and 6.9% respectively) and Leicestershire (5.4% and 6.4% respectively). - The area attracts many well qualified workers, as 31.8% of working age residents of the LSOAs within 1km of the site hold a NVQ4+ qualification.



- Accordingly, 35.1% of working age residents are employed in manager, director, and senior official (16.2%) or professional (19.0%) occupations.
- The area records a limited amount of deprivation, as all of the LSOAs within 1km of the site are ranked amongst the 40% least deprived LSOAs nationally.
 - Although the area surrounding the site has low incidence of deprivation and therein potential for regeneration, and the estimated scale of housing delivery scores lowly in terms of potential to deliver economies of scale, there are very strong opportunities for employment which enhance the overall rating at this site.

Conclusion - Potential Area for Strategic Growth

Area - 236 Ha

Typologies - Garden Village

Typology Delivery Period - 2030s - 2040s

4a Soarbrook, South of Burbage could come forward as a garden village (<5,000 homes) with >10Ha of employment land.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, the site includes Flood Zones 2 and 3. Four tributaries of the Soar Brook flow through the site and along the eastern boundary. Surface water drains to these watercourses and ponds in low-lying areas across the site. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities.

The indicative centre point of the site is located approximately 1.8km southeast of Burbage and 4km southeast of the centre of Hinckley, for access to a range of local amenities. Local highway network comprises the B578 Lutterworth which routes on a north-south axis through the site, providing opportunity for primary vehicular access to the site, and providing access northward into Burbage and Hinckley and southward to the A5.

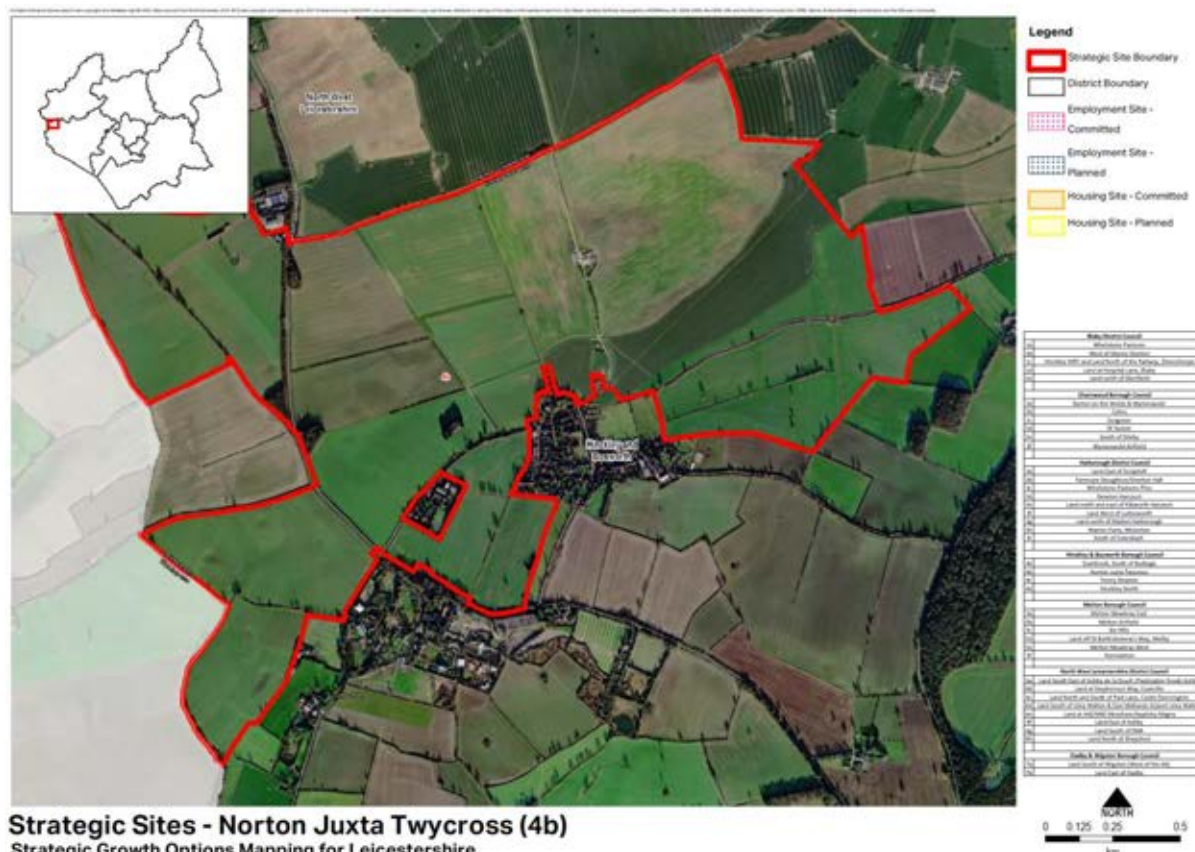
Local roads in proximity to the site such as the B578 and the B4114 do not provide footways or street lighting, thereby limited accessibility by active modes. The M69 causes severance to the north with one access point northward towards Burbage and Hinckley across the B578 road bridge, with no pedestrian footways currently provided. In addition, there is potential for increased congestion on the M69 as a result of employment growth should, for example, development of the Hinckley Rail Freight interchange come forward (currently unallocated). There is potential for congestion impacts on the A5 Watling Street and M69 due to connectivity to / from the site, including at A5 / M69 J1 and development should therefore be subject to a transport modelling assessment to determine impacts on these key strategic routes.

There are existing physical constraints along parts of the A5 corridor, including around Hinckley, that are likely to limit the scope for upgrade and thereby additional capacity for growth. These include: a low rail bridge between Birmingham – Leicester; sections of the existing A5 corridor that are heavily built up on both sides with limited scope to realign (e.g. Dodwells/Longshoot junctions, through Grendon and Dordon); and strategic development on land adjacent to the existing A5, which potentially further limit opportunities for 'offline' improvements (e.g. SUE/strategic employment proposals just over the Warwickshire border in Nuneaton and Bedworth and Rugby Boroughs). In addition, the previously identified National Highways Road Investment Strategy (RIS) upgrade to the A5 between the Dodwells and Longshoot junctions has been withdrawn, with no identified replacement scheme.

There is limited access to local bus services (stop located at neighbouring logistics area) and there is limited access to rail services, with the closest station being Hinckley approximately 3.8km northwest of the site. Overall there is a concern about how the development will achieve active travel patterns and avoid dependency on car use given its rural character and location. WPD has stated that this site is likely to require significant, extensive and lengthy works. Major reinforcement in the form of a Primary substation upgrade and/or a new primary substation, alongside extra high voltage network reinforcement. The LEA state that the site size is insufficient to provide a secondary school on-site. Transport would be required for meeting secondary education needs generated. Together

sites 1b, 1c and 4a may offer the potential to deliver the requisite education facilities for the wider area.

4b Norton Juxta Twycross



Criterion	Considerations
Environment	- The site is defined as Flood Zone 1, low probability of flooding from rivers. However there are watercourses and land drains on the site. The majority of the site drains east towards the River Mease catchment. The southern part of the site drains south towards the Bramcote Brook (a tributary of the River Anker). The site is susceptible to surface water flooding along the course of the watercourses. There are localised flooding issues in Oakthorpe, Measham industrial estate and at Appleby Magna. The area has a low susceptibility to groundwater flooding. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. A feasibility study into Natural Flood Management is being funded by the LLFA and delivered by Trent Rivers Trust. Development at this site could provide an opportunity to contribute towards the alleviation of surface water flooding issues, introducing measures to slow down and attenuate water on site and help improve flood risk and water quality downstream. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - One safeguarded waste site (HK15). - The site lies within the catchment of the River Mease, which is designated as both a SSSI and an SAC (River Mease SSSI / SAC). It is currently in unfavourable condition and is failing to meet its conservation objectives. This is as a result of numerous factors, including high levels of phosphorous in the water. Any addition of phosphorous from foul water (including via mains Sewage Treatment Works), or pollutants from poorly treated surface water, will contribute to the site's unfavourable condition and the failing of its conservation objectives. As a result, there is currently little scope for development within the catchment. The LPAs which fall within the catchment are currently working up a new version of their Developer Contribution Scheme (DCS3). See here for more details on the past schemes: https://www.nwleics.gov.uk/files/documents/river_mease_developer_contribution_scheme_2_dcs2_june_2016/1005%20DCS2%20June%202016%20FINAL%20.pdf

	20FOR%20APPROVAL.pdf. These schemes allow development to go ahead, with developers providing a monetary contribution to be spent mitigating the increased phosphorous load their development will create. The capacity of this scheme may be limited, as the Sewage treatment work in the area have limited capacity. • In 2027 it is proposed for a pump out solution to be implemented, which may further release more capacity for development within the catchment. Further detail on this should be sought from Severn Trent Water and the LPAs. The site is within and in close proximity to areas of National Forest. • The site is within Grade 3 good to moderate quality agricultural land and Grade 2 very good quality agricultural land.
Landscape	• The area of search comprises open, large scale fields in intensive agricultural use with few hedgerows or hedgerow trees. There are long range views towards the east and more contained views westwards, although rising land towards Appleby Hill is prominent and permits long views in all directions. The landform indicates that development to the west of the A444 would be prominent and in effect occupy a local high point. To the east of the A44 the land is relatively flat, rising locally to the north of the site. There are multiple PRoW across the land east of the A444. Few landscape elements of value (other than intensive agricultural land) would be impacted and the lower areas of the area of search east of the A444 would be suitable as an extension of Norton juxta Twycross, albeit disproportionately large compared to the existing settlement. Northern and western parts of the site (approximately half of the site) are more sensitive and less able to accept development but there may be opportunities for village expansion.
Heritage	• There are no designated assets located within the Site boundary. • There are four listed buildings in Norton-Juxta-Twycross to the south of the Site, the closest of which is the Grade II* listed Church of the Holy Trinity, approximately 20m south of the Site (NHLE 1294757). There are also two Grade II listed memorials within the churchyard (NHLE 1074182; NHLE 1074181). Also, within the village is the Moore's Arms Public House (NHLE 1361350). The buildings are set within the village with modern houses to the south of the church and agricultural land to the north. Development on the Site would introduce an additional modern built context in the agricultural land to the north, which has the potential to alter the setting of the listed buildings. • Orton House Farmhouse is located approximately 160m east of the Site. The building is a Grade II listed, 18th century red brick house (NHLE 1361330) set within a farm complex. Its main elevation looks over the fields to the east and the farm outbuildings are to the west. Development on the Site has the potential to change the asset's setting by introducing a modern built context to the west. • Westhill Farmhouse (NHLE 1361244), a Grade II listed 18th century house approximately 930m north-west of the Site. The building is located within a farm complex near Appleby Parva. The building is screened from Site by mature trees to the south-east and the setting of the building would not be altered by development on the Site. • Historic mapping records the site of a farmstead, The Cottage building within the Site boundary. The farm's historic buildings appear to have survived and should be treated as non-designated heritage assets. Development within the Site has the potential for impact on the asset by changing its setting. • Medium suitability for development - Medium potential for harmful impacts on the historic environment. Medium potential for integration of assets.
Transport	Highways • Local highway network comprises the A444 Atherstone Road forming the western site boundary. This provides opportunity for primary vehicular access to the site and provides access northward to A42 J1 and Appleby Magna approximately 3km to the north, and southward towards Nuneaton; • Existing highway network routing through the site comprising Orton Lane, providing access to the A444; • Limited access to the M1 motorway, located approximately 16km east of the site with vehicular access required via the A42 and A511.

	Public Transport • Concern about how the development will achieve sustainable travel patterns and avoid dependency on car use given its rural character and location, with very limited accessibility to Leicester; • Limited access to bus services, with the closest bus stops located approximately 1.6km from the site within the nearby villages of Snarestone, Austrey and Twycross; • The nearest bus stops are served by infrequent services 7 Roberts Travel Group service between Fenny Drayton and Measham, and the 786 Arriva Buses service to Tamworth town centre; • Poor access to rail services, with the nearest station being Polesworth, approximately 7.3km south-westward with no viable accessibility by existing public transport provision. Connections across the area by bus would likely be key for any forthcoming transport strategy for the site; • Limited access to East Midlands Airport (EMA) and the East Midlands Gateway by modes other than the private car using the M1 motorway; • Accessibility to forthcoming HS2 services at East Midlands Parkway viable by car journeys only using the M1 motorway. Active Modes • The indicative centre point of the site is located immediately north of Norton-Juxta-Twycross, and approximately 2.2km south of Appleby Magna, 2.7km north of Twycross and 2.6km southeast of Snarestone. Hence, there are no local centres within accessible walking distance; • Being rural in character, local roads in proximity to the site area do not provide footways or street lighting and are subject to national speed limit, limiting sustainable accessibility to and from the site with no pedestrian crossing facilities in proximity to the site; • Limited access to local cycle routes, with NCN Route 52 situated approximately 5km southeast of the site on-street through Congerstone; • Limited access to local amenities, with no local centres in close proximity to the site; • Twycross Zoo is located approximately 1.3km south of the indicative centre of the site, for local employment and recreational opportunity in close proximity to the site, however pedestrian accessibility to the Zoo is not provided, with no footways or street lighting currently in place; • Local amenities within surrounding village centres comprise primary schools and Appleby Magna Cricket Club, approximately 2km north, however these require pedestrian / cycle movements along existing unsurfaced Public footpaths or along the unsurfaced Cottage Lane, with no designated footway or street lighting provided; • Local employment area within the Elms Business Park, immediately northwest of the site boundary, however no pedestrian crossing facilities or access is provided on the national speed limit road; • Further employment areas comprising Mercia Park 3.3km northwest, Westman and Westminster Industrial Estates 4.3km north and Measham Lodge Industrial Park 4km northeast, all within on-street cycle distance of the site; and • Network of existing public footpaths and a public bridleway routing through and adjacent to the site area, for existing pedestrian access northward to Appleby Magna and southward towards Twycross Zoo. On the basis of the key highways, public transport and active modes review, the site has low suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has low potential of enabling strategic links between key corridors/destinations.
Utilities and Infrastructure	• WPD has stated that this site is likely to require significant, extensive and lengthy works. Major reinforcement in the form of a Primary substation upgrade and/or a new primary substation, alongside extra high voltage network reinforcement. • Using the Government's future population projections across Hinckley & Bosworth, this site would cause the district to be close to capacity within STW's potable water network. Therefore, a full network capacity check should

	be completed to assess whether infrastructure development will likely be required. • According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Norton Juxta and the site extent will negatively affect downstream sewerage infrastructure; pollution is also reported downstream. The development will likely join a 150mm foul sewer heading north along Cottage Lane, with parts of the site requiring pumping due to topography. Potential impact is high with network improvements likely required. Surface water for the site can drain directly to a tributary of River Mease which runs through the site boundary. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the Hinckley & Bosworth Borough. The WwTW is shown at low risk of exceeding spare capacity, with no issues expected. Furthermore, STW states that there is low risk associated with the watercourse as there is no land or other constraints preventing expansion. • Leicestershire County Council's assessment indicates that the site is sufficient in size to provide primary, secondary and special education needs or disability schools on-site. However, the site's isolated location may cause issues initially in relation to intake and phasing. • The site falls within the Mineral Safeguarding Area for Sand and Gravel. Any proposed development should be accompanied by a Minerals Assessment and considered against Policy M11 (Safeguarding of Mineral Resources) of the Leicestershire Minerals and Waste Local Plan (LMWLP).
Housing	• The average new build house priced paid in Hinckley & Bosworth in April 2021 was £244,244. This is considerably higher than in Leicester City (£204,208) and higher than the average price in the East Midlands (£213,308). It is also lower than the England and Wales average of £263,778. Prices are slightly lower, on average than the Leicestershire average (£256,890), indicating relatively lower demand for housing. • From September 2007 to April 2021, house prices in Hinckley & Bosworth have increased by approximately 34.1%, which is lower than the average house price change in Leicestershire during the same period (+38.6%). • The site is within the 'West Leicestershire' typology area in Appendix B (Viability analysis). The viability analysis identifies that this is the lowest value area (excluding development sites associated with Ashby-de-la-Zouch which has similar values to the 'North East Leicestershire' typology). Most sites in this area are able to bear more than £10,000 per unit in developer contributions at 15% affordable housing. On this basis it is necessary to be cautious about taking this site forward as it is less likely to be able to bear its own infrastructure costs. • Given the 'red' score for economy below it would appear that there is limited opportunity for new development at this relatively weaker market location to 'level up' through aligning new employment opportunities with new housing.
Economy	• The site appears to be fairly weakly suited to accommodate future development, as despite being served by the A444 road and being nearby to Junction of the M42 motorway its discrete location some distance from larger settlements, means that local employment opportunities may be quite limited. • The site may benefit from a nearby allocation of employment land, or any benefits associated with neighbouring Twycross Zoo. • The employment density in the local authority of Hinckley & Bosworth as a whole is lower than that recorded for Leicestershire, indicating that the area currently has relatively weak employment opportunities. However, the neighbouring local authority of North West Leicestershire as a whole has relatively strong employment opportunities, as it records an employment density which is higher than Leicestershire. Indicatively, 47.9% of working age residents of the LSOAs within 1km of the site travel between 5km and 30km to access employment. • Businesses in the area tend to specialise in the accommodation and food services (24.4%) broad industrial group, which contributes a large proportion of local employment, when compared with Hinckley & Bosworth (6.9%), and Leicestershire (6.4%). The retail (14.2%) broad industrial group also makes a significant contribution to local employment.

- The area attracts a reasonable amount of well qualified workers, as 32.7% of working age residents of the LSOAs within 1km of the study area hold a NVQ4+ qualification. Accordingly, 18.5% of working age residents are employed in manager, director and senior official occupations, which is a significantly higher proportion than is recorded across Leicestershire (11.9%).
- The area records a limited amount of deprivation, as all of the LSOAs within 1km of the site are ranked amongst the 10-40% least deprived LSOAs nationally.

Conclusion - Unsuitable Area for Strategic Growth

Area – 344 Ha

Typologies – Garden Village / Village Expansion

Typology Delivery Period - 2030s - 2040s

4b Norton Juxta Twycross could come forward as a garden village or village expansion (<5,000 homes).

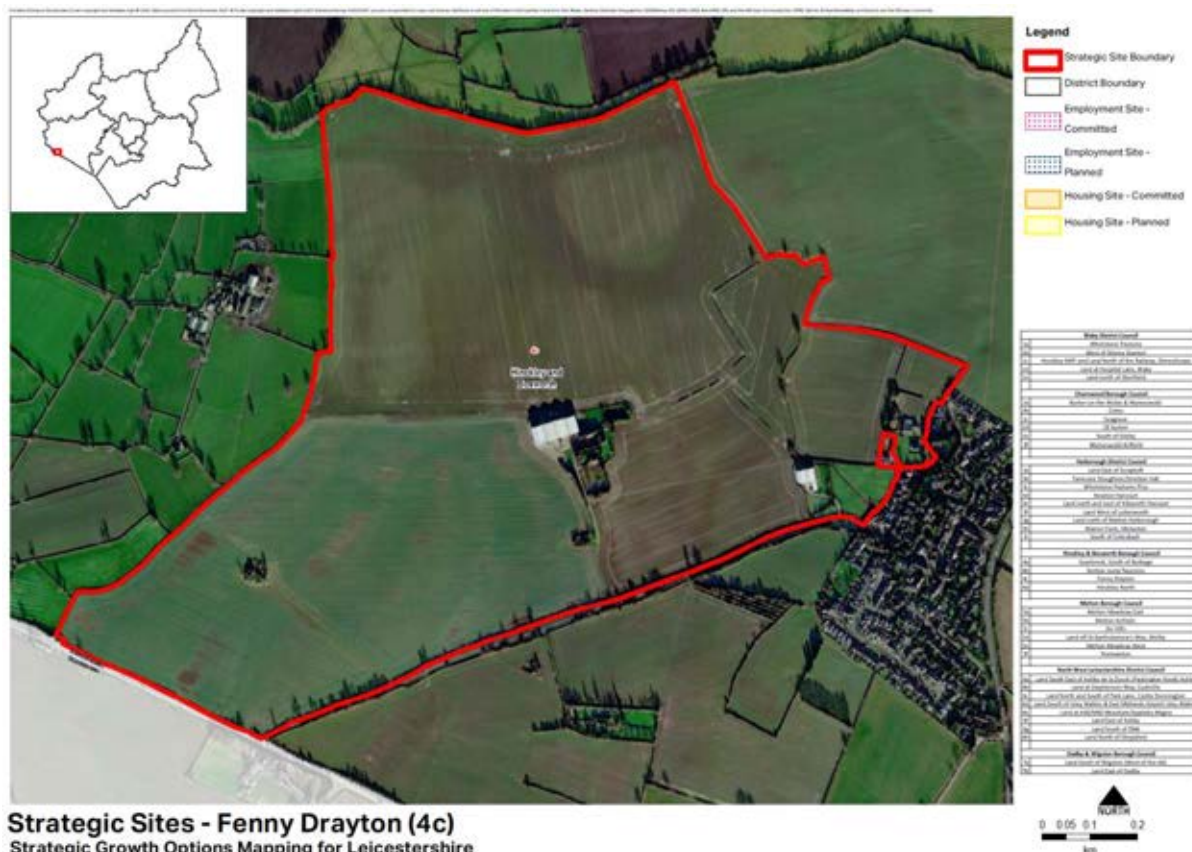
There are areas within the Strategic Growth Option which would not be suitable for development. For example, there are parts of the site that are grade 2 agricultural land and development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. A feasibility study into Natural Flood Management is being funded by the LLFA and delivered by Trent Rivers Trust. Development at this site could provide an opportunity to contribute towards the alleviation of surface water flooding issues, introducing measures to slow down and attenuate water on site and help improve flood risk and water quality downstream. The site lies within the catchment of the River Mease, which is designated as both a SSSI and an SAC (River Mease SSSI / SAC). It is currently in unfavourable condition and is failing to meet its conservation objectives. As a result, there is currently little scope for development within the catchment without strategic mitigation.

There are no local centres within accessible walking distance and being rural in character, local roads in proximity to the site area do not provide footways or street lighting and are subject to national speed limit, limiting sustainable accessibility to and from the site. There is a concern about how the development will achieve sustainable travel patterns and avoid dependency on car use given its rural character and location, with very limited accessibility to Leicester. In addition, there is limited access to bus services, with the closest bus stops located approximately 1.6km from the site. Additionally, there is poor access to rail services, with the nearest station being Polesworth, approximately 7.3km south-westward with no viable accessibility by existing public transport provision.

WPD has stated that this site is likely to require significant, extensive and lengthy works. Major reinforcement in the form of a Primary substation upgrade and/or a new primary substation, alongside extra high voltage network reinforcement. Severn Trent data shows the WwTW would be in Norton Juxta and the site extent will negatively affect downstream sewerage infrastructure with pollution also reported downstream. Potential impact is high with network improvements likely required. The LEA state the site is sufficient in size to provide primary, secondary on-site. However, the site's isolated location may cause issues initially in relation to intake and phasing. The area is fairly weakly suited to accommodate future development, as despite being served by the A444 road and being nearby to Junction of the M42 motorway its discrete location some distance from larger settlements, means that local employment opportunities may be quite limited.

Based on the above assessment the area would be an unsuitable area for strategic growth.

4c Fenny Drayton



Criterion	Considerations
Environment	- The northern part of the site is defined as Flood Zone 3, associated with the Witherley Brook Main River, a tributary of the River Anker. The rest of the site is defined as Flood Zone 1, however there are two further tributaries that flow through the site. The southern part of the site drains south and there is risk of surface water ponding adjacent to Drayton Lane and the A5. The area has a higher susceptibility to groundwater flooding. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. The village of Witherley suffers with flooding events. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities and make the catchment more resilient in a changing climate. - The site is within Grade 3 good to moderate quality agricultural land.
Landscape	The area of search comprises very large fields of flat arable land with few other landscape elements. The topography and enclosure from woodland beyond the area of search reduces potential visibility such that development would be relatively contained. PRow across the area of search are limited and retention of open land would prevent coalescence with Atherstone although development would partially incorporate Fenny Drayton. Few landscape elements of value (other than intensive agricultural land) would be impacted and there are no over-riding landscape or visual constraints to development.
Heritage	- There are no designated assets located within the Site. - The Grade II* listed Church of St Michael (NHLE 1361313) is located directly to the east of the Site. The church is located at the northern end of the village and its setting comprises the village and surrounding countryside. Development within the Site has the potential for impact on the asset by changing its setting with the introduction of a modern built context into the agricultural land to the west of the church.

	• Within Fenny Drayton there are also the Grade II listed The Firs, approximately 50m south-east of the Site (NHLE 1074186) and George Fox Monument (NHLE 1188518), 200m south-east of the Site. The Firs is an early 19th century house at the northern end of the village. The house and surrounding garden are bordered by mature trees which would screen much of the Site from the building, although the introduction of modern buildings into the rural surroundings of the village may still alter the setting of the building. The George Fox monument is located in the centre of the village and its setting would not be altered by development in the Site. • Manduessedum Roman villa and settlement with associated industrial complex scheduled monument is located approximately 200m west of the Site (NHLE 1017585). The scheduled monument comprises buried and earthwork remains of a Roman villa, settlement and industrial complex along Watling Street. There would be no physical impacts to the scheduled monument and its setting along Watling Street would not be changed, although there is potential for further Roman remains associated with the settlement to survive beyond the boundary of the scheduled monument, which may survive within the Site. • A scheduled bowl barrow at Fenny Drayton (NHLE 1010198), is located 540m east of the Site. The bowl barrow is located in an agricultural setting and development on the Site would not physically impact the monument or change its setting. • Grade II listed Hill Farmhouse (NHLE 1074189), 860m north-east of the Site. The farmhouse is of 18th century origin and is set within a farm complex and surrounded by agricultural fields. Development within the Site would add a modern built context into the rural landscape, although the immediate fields surrounding the farm would not be changed and there would be little change to the significance of the building. • Witherley Conservation Area and its associated listed buildings are approximately 730m north-west of the Site. The conservation area covers the historic core of the settlement and contains three listed buildings including the Grade I listed Church of St Peter (NHLE 1188486). There is no intervisibility between the conservation area and Site due to screening from buildings at the eastern side of Witherley, and the setting of the conservation area and listed buildings would not be changed. • The Grade II listed Hall Farmhouse is located approximately 730m north-east of the Site (NHLE 1074190). The farmhouse is located along Atterton Lane and surrounded by agricultural fields. The main elevation is to the north-west and there are no views towards the Site from the building. Development within the Site would not alter the building's setting. • The Battle of Bosworth Field registered battlefield (NHLE 1000004) is located 1.6km east of the Site. Given the distance from the Site, the setting of the battlefield would be unlikely to be changed as a result of development within the Site. • Drayton Grange Farm is recorded on historic mapping within the Site boundary. The farm buildings are still extant and should be treated as non-designated heritage assets. Development within the Site has the potential for impact on the assets as a result of change to their setting. • Medium suitability for development - Medium potential for harmful impacts on the historic environment. Medium potential for integration of assets.
Transport	Highways • Local highway network comprises the A5 Watling Street, a major single carriageway road, known as the Midlands Logistics Corridor (Midlands Connect Refresh, 2021), providing access westward through Atherstone and towards Tamworth and south-eastward to Northamptonshire via Hinckley and the M1; • Drayton Lane forms the south-eastern boundary of the site, a two-way single carriageway road providing access eastward through Fenny Drayton towards Leicester via Fenn Lane and providing opportunity for primary vehicular access to the site; • Impacts of congestion on the A5 Watling Street for east – west connectivity to / from the site. Should be subject to a transport modelling assessment to determine impacts on this key strategic route;

- Poor accessibility to the M1 motorway, located approximately 20km east of the site;
- No localised congestion issues observed using Google traffic data.
- There are existing physical constraints along parts of the A5 corridor, including around Hinckley, that are likely to limit the scope for upgrade and thereby additional capacity for growth. These include: a low rail bridge between Birmingham – Leicester; sections of the existing A5 corridor that are heavily built up on both sides with limited scope to realign (e.g. Dodwells/Longshoot junctions, through Grendon and Dordon); and strategic development on land adjacent to the existing A5, which potentially further limit opportunities for 'offline' improvements (e.g. SUE/strategic employment proposals just over the Warwickshire border in Nuneaton and Bedworth and Rugby Boroughs).
- In addition, the previously identified National Highways Road Investment Strategy (RIS) upgrade to the A5 between the Dodwells and Longshoot junctions has been withdrawn, with no identified replacement scheme.

Public Transport

- Limited bus provision, with the closest stops to the site on the A5 Watling Street 550m west of the site boundary providing the 65 Arriva bus services to Tamworth town centre approximately twice per hour, and the 7 Roberts Travel Group to Measham infrequently, with pedestrian accessibility to these stops along the northern footway of the A5;
- Employment areas including the Carylton Road and Netherwood Industrial Estates located approximately 2.5km distance northwest of the site, accessible via local bus provision;
- Limited access to rail provision, with the nearest station to the site being Atherstone, approximately 3.9km west of the site, accessible by on-street cycling provision and existing bus services;
- Limited access to East Midlands Airport (EMA) and the East Midlands Gateway by modes other than the private car;
- Accessibility to forthcoming HS2 services at East Midlands Parkway viable by car journeys only.

Active Transport

- Limited access to local amenities within walking distance, with no local town centres in close proximity to the site, the nearest being Mancetter, approximately 2.2km west of the site;
- No local amenities situated within Fenny Drayton to the east of the site;
- The nearest schools are located within Witherley and Mancetter, approximately 1.6km and 2.2km west of the site respectively, with pedestrian accessibility to these schools provided via a footway along the northern side of the A5;
- Being rural in character, Drayton Lane does not provide footways or street lighting in the vicinity of the site boundary, and is subject to a national speed limit, limited accessibility by active modes and causing severance across the local area;
- Severance caused by limited accessibility northwards from the site due to the rural nature of the area, with no current accessibility northward to the unsurfaced Atterton Lane;
- The site area forms a western extension to Fenny Drayton located immediately northwest of the village, with the indicative centre point of the site approximately 700m west of the village centre;
- The site is located 1.4km east of Witherley, 2km east of Mancetter and 3km east of Atherstone, within accessible cycle distance along the A5 Watling Street routing along the site's southwestern boundary, and accessible via bus provision;
- Footways or street lighting are provided along the sections of the A5 but not along the site boundary, however wide verges are provided creating opportunity for segregated cycle paths in line with the latest guidance LTN1/20;
- Cycle access to NCN Route 52 routing approximately 3.3km southeast of the site along the Weddington Walk, an off-street shared walk and cycle

	path that provides direct access to Nuneaton to the south and Market Bosworth to the north; and • Network of public footpaths exist within and around the site area, providing for existing off-street pedestrian accessibility between Fenny Drayton, Witherley and Atterton. These are however unsurfaced routes, therefore limiting accessibility for pedestrians. On the basis of the key highways, public transport and active modes review, the site has low suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has low potential of enabling strategic links between key corridors/destinations.
Utilities and Infrastructure	• WPD has stated that this site is likely to require and upgrade of the primary substation and new 11kV circuits. • Using the Government's future population projections across Hinckley & Bosworth, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed. • An Infrastructure Study carried out by Arup in 2020 stated that within the Atherstone area, wastewater is directed to the Atherstone wastewater treatment plant, which is at risk of exceeding capacity for any new developments. • According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Atherstone and the site extents likely to negatively affect downstream sewerage infrastructure. Reported pollution and EA warning letter downstream. The development will likely join a 150mm foul sewer heading west along Witherly Road. Potential impact is high with network improvements likely required. Surface water for the site can drain directly into a tributary of River Anker which runs through the site boundary. Efforts must be made to remove surface water from the foul system. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the Hinckley & Bosworth Borough. The WwTW is shown at low risk of exceeding spare capacity, with no issues expected. However, STW states that there is high risk associated with the watercourse as there is limited scope to provide additional capacity. Works expansions enable increased FFT, sized to accommodate forecast growth. • Leicestershire County Council's assessment shows that the site size is insufficient to provide a secondary school on-site. Transport would be required for meeting secondary education needs generated. • The site falls within the Mineral Safeguarding Area for Sand and Gravel. Any proposed development should be accompanied by a Minerals Assessment and considered against Policy M11 (Safeguarding of Mineral Resources) of the Leicestershire Minerals and Waste Local Plan (LMWLP).
Housing	• The average new build house priced paid in Hinckley & Bosworth in April 2021 was £244,244. This is considerably higher than in Leicester City (£204,208) and higher than the average price in the East Midlands (£213,308). It is also lower than the England and Wales average of £263,778. Prices are slightly lower, on average than the Leicestershire average (£256,890), indicating relatively lower demand for housing. • From September 2007 to April 2021, house prices in Hinckley & Bosworth have increased by approximately 34.1%, which is lower than the average house price change in Leicestershire during the same period (+38.6%). • The site is within the 'West Leicestershire' typology area in Appendix B (Viability analysis). The viability analysis identifies that this is the lowest value area (excluding development sites associated with Ashby-de-la-Zouch which has similar values to the 'North East Leicestershire' typology). Most sites in this area are able to bear more than £10,000 per unit in developer contributions at 15% affordable housing. On this basis it is necessary to be cautious about taking this site forward as it is less likely to be able to bear its own infrastructure costs.

	Whilst affordability pressures are less severe in this part of the study area and there may be relatively lower levels of demand for housing, there may also be the ambition to 'level up' areas in weaker housing markets through aligning new employment opportunities with new housing (see 'economy' below).
Economy	- The site could accommodate up to 56ha of employment land which could provide additional local employment opportunities. It is also approximately 2km north west of the large existing employment site HIG17. - The MIRA Technology Park Enterprise Zone is nearby, MIRA is a large employer locally and the site includes bus links along the A5, a Technology Institute offering apprenticeships. Higher education and further education courses via the colleges and universities are also available locally. - The area appears to be reasonably well-suited to accommodate new development given the adjacent location to the A5 and A444 roads. It is also likely that some employment opportunities could be accessed in nearby Atherstone. - The site could also benefit from the associated improvements in transport capacity and housing provision associated with the A5 Improvement Corridor, although this is uncommitted. - The employment density in Hinckley & Bosworth as a whole is lower than that recorded for Leicestershire, indicating that the area currently has relatively weak employment opportunities. Hinckley & Bosworth as a whole has a good retention rate as 32.2% of working age residents employed in workplaces are employed within Hinckley & Bosworth. Indicatively, 44.8% of working age residents of the LSOAs within 1km of the site travel 5km to 30km to work. - Businesses in the area tend to specialise in the professional, scientific and technical (31.8%) broad industrial group, which contributes the largest proportion of local employment, compared with the equivalent proportion recorded in Hinckley & Bosworth (8.6%) and Leicestershire (11.3%). The education (12.2%) and accommodation and food services (11.9%) also make significant contributions to local employment. - The area does not attract many well-qualified workers, as only 21.9% of working age residents of the LSOAs within 1km of the site hold NVQ4+ qualifications. - The area records a reasonable degree of deprivation, although this picture is spatially variable. One of the five LSOAs within 1km of the site is ranked amongst the 10% most deprived nationally, whereas another is ranked amongst the 8th decile, meaning it is amongst the 20-30% least deprived nationally.

Conclusion - Potential Area for Strategic Growth

Area - 132 Ha

Typologies - Garden Village / Village Expansion / Employment Site

Typology Delivery Period - 2030s - 2040s

4c Fenny Drayton could come forward as a garden village or village expansion (<5,000 homes) with >50Ha of employment land.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, the northern part of the site is defined as Flood Zone 3, associated with the Witherley Brook Main River, a tributary of the River Anker. The area has a higher susceptibility to groundwater flooding. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. The village of Witherley suffers with flooding events. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities and make the catchment more resilient in a changing climate.

Drayton Lane forms the south-eastern boundary of the site, a two-way single carriageway road providing access eastward through Fenny Drayton towards Leicester via Fenn Lane and providing opportunity for primary vehicular access to the site. The site is located 1.4km east of Witherley, 2km east of Mancetter and 3km east of Atherstone, within accessible cycle distance along the A5 Watling Street routing along the site's southwestern boundary, and accessible via bus provision.

There are existing physical constraints along parts of the A5 corridor, including around Hinckley, that are likely to limit the scope for upgrade and thereby additional capacity for growth. These include: a low rail bridge between Birmingham – Leicester; sections of the existing A5 corridor that are heavily built up on both sides with limited scope to realign (e.g. Dodwells/Longshoot junctions, through Grendon and Dordon); and strategic development on land adjacent to the existing A5, which potentially further limit opportunities for 'offline' improvements (e.g. SUE/strategic employment proposals just over the Warwickshire border in Nuneaton and Bedworth and Rugby Boroughs). In addition, the previously identified National Highways Road Investment Strategy (RIS) upgrade to the A5 between the Dodwells and Longshoot junctions has been withdrawn, with no identified replacement scheme.

There is limited access to local amenities within walking distance, with no local town centres in close proximity to the site, the nearest being Mancetter, approximately 2.2km west of the site. Severance caused by limited accessibility northwards from the site due to the rural nature of the area. There is limited access to rail provision, with the nearest station to the site being Atherstone, approximately 3.9km west of the site, accessible by on-street cycling provision and existing bus services. WPD has stated that this site is likely to require and upgrade of the primary substation and new 11kV circuits. Severn Trent data shows WwTW would be in Atherstone and the site extents likely to negatively affect downstream sewerage infrastructure. The LEA states the site size is insufficient to provide a secondary school on-site. Transport would be required for meeting secondary education needs generated.

From an economic perspective, The site could accommodate up to 56ha of employment land which could provide additional local employment opportunities. It is also approximately 2km north west of the large existing employment site HIG17. The site represents a potential area for strategic growth that would a functional relationship with Atherstone.

4d Hinckley North



Criterion	Considerations
Environment	- The site is located in Flood Zone 1, however there are two unmodelled watercourses that pass north through the site to join the River Tweed, part of the River Sence catchment. Further modelling will be needed to identify the extent of flood risk across the site from these watercourses. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Surface water is shown to pond on the site, primarily adjacent to the watercourses and Stoke Road. The LLFA have major records of flooding in Shenton downstream. The area has a low susceptibility to groundwater flooding. Development must include measures to reduce runoff to below greenfield rate and reduce flood risk to the downstream community of Shenton village. - The North-western extent of this site lies within the catchment of Kendall's Meadow, a water quality sensitive site. - The site is within and in close proximity to areas of woodland - The site is within Grade 3 good to moderate quality agricultural land
Landscape	The area of search is characterised by relatively flat, medium to large scale fields predominantly in arable use but including some pasture and use as paddocks. The field pattern is defined by well managed mature hedgerows containing hedgerow trees which provide a sense of local enclosure and although woodland is limited there is a sense of medium to small scale enclosed fields in which trees contribute to a wooded landscape, particularly to the western side of the site. Development which retained and respected the key elements could be accommodated as a logical extension of Hinckley. Potential to contain development in the landscape if a modest northern extension/continuation of the more modern estates/commercial areas north of the A47. However, the A47 is a strong defensible boundary and once breached it is unclear how the northern extent of any extension would be defined as there are no natural features or roads to contain it.

	• Landscape Sensitivity Study (2017) found that the assessment area is considered to have overall medium/high sensitivity to residential and small scale commercial development due to the strong rural and tranquil character, its strong separation from the settlement edge of Hinckley by the well-treed A47 and the intervisibility with the wider countryside with long views over low hedgerows across undulating farmland. It provides an attractive agricultural setting to the settlement and contributes to the open land between Hinckley and Stoke Golding. Some historic features also still remain in the landscape and contribute to the character of the area. Generally, development in the area would have a poor relationship with the settlement however, there are smaller areas particularly in the south that have a stronger relationship with the settlement, are more visually contained and are influenced by adjacent urban development. The landscape is considered to have overall high sensitivity to large scale commercial development as development is likely to result in the loss of historic field boundaries which would impact on the rural character.
Heritage	• There are no designated assets located within the Site boundary. The Grade II listed Wykin Hall Farmhouse is located 80m south-west of the Site (1361300). The setting of the farmhouse comprises the surrounding farm complex and agricultural land. There is a tree-lined approach to the house from Wykin Road to the north-east. The development would introduce modern buildings into the agricultural landscape to the north-east, although any changes to the setting would be limited by the screening of the farmhouse from the Site from the mature trees to the north-east. • A further Grade II listed building, Barwell House Farmhouse and attached stable is approximately 150m north-east of the Site (NHLE 1361299). The setting of the farmhouse comprises the attached stable wing and other outbuildings and surrounding garden and agricultural land. The garden is bordered by mature trees and hedges to the south and west. Due to this there would be no intervisibility between the house and the Site. Development on the Site would however have the potential for impact on the asset as a result of changes to its setting. • Within Hinckley, the Grade II listed Richmond Primary School is located approximately 300m south of the Site (NHLE 1440485). The school is set within sub-urban Hinckley and is bordered by mature trees and hedges. There is no intervisibility between the Site and the school and there would be no change to its setting. • Barwell Conservation Area is located approximately 980m east of the Site. The conservation area covers the historic core of the settlement and contains three listed buildings including the Grade I listed Church of St Mary (NHLE 1074229). There is no intervisibility between the Site and the conservation area, and there would be no change to the setting of the conservation area or listed buildings within it. • A non-designated hospital is recorded on early 20th century historic mapping directly to the east of the Site and is still extant. There are also several farms recorded on historic mapping within the Site, which are still extant. Development on the Site would have the potential for impact on the assets as a result of changes to their settings. • High suitability for development - Low potential for harmful impacts on the historic environment. High potential for integration of assets.
Transport	Highways • Concentrated urban expansions such as this site can contribute towards the delivery of major transport infrastructure; • Local highway network comprises a series of two-way single carriageway roads, including the A47 which forms the site's southern boundary providing access eastward towards Earl Shilton and on to Leicester, and westward to the A5; • Ashby Road forms the eastern boundary of the site and provides vehicular access northward to Coalville and the A42, and southward into Hinckley; • Stoke Road routes on a north-south axis through the site, providing opportunity for primary vehicular access to the site and access northward to Market Bosworth;

- Opportunities for travel by sustainable modes for the site and wider town would need to be maximised. Hinckley Town Centre experiences congestion at peak times, negatively impacting on journey times as well as amenity and public realm. Impact of additional travel demand on key junctions would need to be assessed through junction capacity assessments;
- Poor accessibility to the M1 motorway, located approximately 13km east of the site;
- No localised congestion issues observed using Google traffic data.

Public Transport

- In terms of access to existing bus services, the nearest bus stops routing along the eastern boundary of the site via Ashby Road. These stops provide two frequent services (48L stagecoach and 158 Sapphire Arriva Buses) between Leicester city centre and Nuneaton including close proximity to Hinckley rail station;
- Limited access to East Midlands Airport (EMA) and the East Midlands Gateway by modes other than the private car;
- Access to Hinckley rail station, located approximately 2.6km south of the site area, and accessible by cycling and existing bus provision. Bicycle and car parking facilities are available at the station. A future detailed assessment could evaluate passenger rail capacity on the cross country services accessible from the station at peak times and the impact of development on capacity;
- Accessibility to forthcoming HS2 services at East Midlands Parkway viable by car journeys only.

Active Modes

- The site serves as an urban extension to the north of Hinckley, located approximately 1.6km walking distance north of the centre of Hinckley town centre;
- Range of local amenities within accessible walking distance of the site including fitness club, community hospital, sports club, youth club, pharmacy and community parks;
- Range of primary schools and academies in accessible walking distance south of the site within Hinckley;
- Close proximity to existing supermarkets and superstores adjacent to the junction of the A47 / Stoke Road;
- Close proximity to employment areas, immediately south of the A47, comprising the Hinckley Fields Industrial Estate;
- Some severance to the north due to the rural nature of the area;
- Lack of footway along the northern side of the A47 Normandy Way, however pedestrian crossing islands are in place along the A47 in addition to at the eastern arm of the A47 / Stoke Road / Sword Road roundabout junction;
- Provision of segregated cycle path at the A47 / Stoke Road roundabout junction immediately south of the site and along the southern side of the A47 providing good east-west cycle accessibility along the site boundary; and
- NCN Route 52 routes approximately 3.6km west of the indicative centre of the site, providing on-street access northward towards the East Midlands and southward into Coventry.

On the basis of the key highways, public transport and active modes review, the site has high suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has moderate potential of enabling strategic links between key corridors/destinations.

Utilities and Infrastructure

- WPD has stated that this site is likely to require an upgrade of the primary substation and new 11kV circuits.
- Using the Government's future population projections across Hinckley & Bosworth, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed

	within the district this may result in being over capacity, therefore, a full network capacity check should be completed. • An Infrastructure Study carried out by Arup in 2020 stated that within the Hinckley area, wastewater is directed to either the Hinckley or Earl Shilton wastewater treatment plants, both of which are at risk of exceeding capacity for any new developments. • According to Severn Trent level 1 Sewer Capacity Assessment the site extent will negatively affect downstream sewerage infrastructure. Flooding reported and predicted, pollution also reported. Multiple connection points likely to WwTW at Hinckley and Earl Shilton, with development likely joining 400mm foul sewer on Rogue's Lane, a 225mm foul sewer on Nelson Drive and a 300mm foul sewer on Normandy Way. Potential impact is high with network improvements likely required. Surface water for the development can drain directly into tributaries of Stoke Golding Brook which runs through the site boundary. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTWs are situated in the Hinckley & Bosworth Borough. Both WwTWs are shown at low risk of exceeding spare capacity, with there not expected to be any issues. However, STW states for both that there is very high risk associated with the watercourse as there no scope to provide additional capacity. There is an AMP7 solution to Hinckley of transferring flows to Hartshill. • Leicestershire County Council's assessment shows that the site size is insufficient to provide a secondary school on-site and there is currently no potential to expand nearby secondary schools. • The site falls within the Mineral Safeguarding Area for Sand and Gravel. Any proposed development should be accompanied by a Minerals Assessment and considered against Policy M11 (Safeguarding of Mineral Resources) of the Leicestershire Minerals and Waste Local Plan (LMWLP).
Housing	• The average new build house priced paid in Hinckley & Bosworth in April 2021 was £244,244. This is considerably higher than in Leicester City (£204,208) and higher than the average price in the East Midlands (£213,308). It is also lower than the England and Wales average of £263,778. Prices are slightly lower, on average than the Leicestershire average (£256,890), indicating relatively lower demand for housing. • From September 2007 to April 2021, house prices in Hinckley & Bosworth have increased by approximately 34.1%, which is lower than the average house price change in Leicestershire during the same period (+38.6%). • The site is within the 'West Leicestershire' typology area in Appendix B (Viability analysis). The viability analysis identifies that this is the lowest value area (excluding development sites associated with Ashby-de-la-Zouch which has similar values to the 'North East Leicestershire' typology). Most sites in this area are able to bear more than £10,000 per unit in developer contributions at 15% affordable housing. On this basis it is necessary to be cautious about taking this site forward as it is less likely to be able to bear its own infrastructure costs. • Whilst affordability pressures are less severe in this part of the study area and there may be relatively lower levels of demand for housing, there may also be the ambition to 'level up' areas in weaker housing markets through aligning new employment opportunities with new housing (see 'economy' below).
Economy	• The site is near to allocations of employment land at Junction 2 of the M69 motorway, including the proposed Hinckley Rail Freight terminal, which if fully developed could deliver a considerable amount of local employment opportunities. The site is nearby to employment allocation HIG17, and to Harrowbook Industrial Estate which is occupied by a number of manufacturing, distribution and logistics firms. • The MIRA Technology Park Enterprise Zone is nearby, MIRA is a large employer locally and the site includes bus links along the A5, a Technology Institute offering apprenticeships. Higher education and further education courses via the colleges and universities are also available locally.

- The area appears to be reasonably suited to accommodate future developments due to its contiguous location with the settlement of Hinckley where employment opportunities can be accessed.
- The site could also benefit from the associated improvements in transport capacity and provision of housing with the A5 Improvement Corridor.
- The uncommitted increased frequency of rail services between Leicester and Birmingham, and Leicester and Coventry associated with Midlands Connect schemes could, if delivered, also improve commuting journeys for those accessing employment in these locations from the site.
- The employment density in the local authority of Hinckley & Bosworth as a whole is lower than that recorded for Leicestershire, indicating that the area currently has relatively weak employment opportunities. Hinckley & Bosworth as a whole has a good retention rate as 32.2% of working age residents who are employed in workplaces are employed within Hinckley & Bosworth. Indicatively, 34.3% of working age individuals travel less than 5km to access employment.
- Businesses in the area tend to specialise in the manufacturing (26.0%) broad industrial group, which contributes a larger proportion of local employment than is typical of Hinckley & Bosworth (17.0%) and Leicestershire (12.3%). The professional, scientific and technical (12.8%) and retail (10.6%) broad industrial groups also contribute significant proportions of local employment.
- The area attracts few well-qualified workers, as only 23.2% of working age residents of the LSOAs within the 1km of the site hold a NVQ4+ qualifications.
- The area records a varied picture of the incidence of deprivation, with one of the sixteen LSOAs within 1km of the site ranked amongst the 20-30% most deprived LSOAs nationally, and three of the sixteen LSOAs within 1km of the site ranked amongst the 10-20% least deprived LSOAs nationally.

Conclusion - Suitable Area for Strategic Growth

Area - 128 Ha

Typologies – Urban Extension

Typology Delivery Period - 2020s - 2040s

4d Hinckley North could come forward as a SUE to Hinckley (<5,000 homes) with SHELAA calculations and promoter discussions suggesting 3,200 homes may be possible. The assumptions applied through this study result in a figure of ~2,240.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there are two unmodelled watercourses that pass north through the site to join the River Tweed, part of the River Sence catchment. Further modelling will be needed to identify the extent of flood risk across the site from these watercourses. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Surface water is shown to pond on the site, primarily adjacent to the watercourses and Stoke Road. The LLFA have major records of flooding in Shenton downstream. Development must include measures to reduce runoff to below greenfield rate and reduce flood risk to the downstream community of Shenton village. The North-western extent of this site lies within the catchment of Kendall's Meadow, a water quality sensitive site.

The site is located approximately 1.6km walking distance north of the centre of Hinckley town centre and local amenities. Concentrated urban expansions such as this site can contribute towards the delivery of major transport infrastructure. Stoke Road routes on a north-south axis through the site, providing opportunity for primary vehicular access to the site and access northward to Market Bosworth. Hinckley rail station is located approximately 2.6km south of the site area, accessible by cycling and existing bus provision. The site is in close proximity to employment areas, immediately south of the A47, comprising the Hinckley Fields Industrial Estate. The site is near to allocations of employment land at Junction 2 of the M69 motorway, including the proposed Hinckley Rail Freight terminal, which if fully developed could deliver a considerable amount of local employment opportunities. The site is nearby to employment allocation HIG17, and to Harrowbook Industrial Estate which is occupied by a number of manufacturing, distribution and logistics firms.

WPD has stated that this site is likely to require an upgrade of the primary substation and new 11kV circuits. The LEA state that the site size is insufficient to provide a secondary school on-site and there is currently no potential to expand nearby secondary schools. The potential to improve sustainable modes of transport and relatively limited number of constraints make this a suitable area for strategic growth, subject to addressing the highlighted constraints.

The A47 is a strong defensible boundary and once breached it is unclear how the northern extent of any extension would be defined as there are no natural features or roads to contain it.

4e Groby, North of the A50



Table 95 4e Groby, North of the A50

Criterion	Considerations
Environment	- The majority of the site is defined as Flood Zone 1 low probability of flooding from rivers. The southern edge is defined Flood Zone 3, high probability of flooding and Flood Zone 3b Functional Floodplain associated with watercourses connected to the Rothley Brook. There are existing surface water flowpaths through the site in the south of the site. Based on the underlying geology, the area is indicated to have a low to medium susceptibility to groundwater flooding. Development of the site should seek opportunities to enhance water quality and improve biodiversity. Opportunities should be sought to link with the Environment Agency's Glenfield flood alleviation scheme. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. Given the location of the site north of the A46/A50 AD on the west and the Rothley Brook floodplain on the east, it will be necessary to give careful thought to the provision of safe access and egress to and from the site. - A safeguarded waste site designated as C32 (Groby Quarry) is located to the west of the Strategic Growth Option. - The site is Grade 3 good to moderate quality agricultural land.
Landscape	Gently undulating land within the area of search north of Groby. Primarily comprises agricultural land. The search area has a relatively rural character, but is locally influenced by the adjacent urban fringe to the north of Groby. A network of PRoW exists. A comparatively smaller area of search with a pattern of large open field. Views into the area are locally limited by a mixture of intervening built form and vegetation. The adjacent urban area to the south is relatively featureless suburban. Key defensible boundaries along A46/A50 to the south and suburban edge to the south and east. Potential for perception of sprawl as development crosses the A46/A50. Development will be separated from Glenfield due to Rothley Brook and Groby because of the A46/A50 but close enough that there is potential for walking and cycling to the local facilities due to existing walking network. It would be desirable to

	limit the perception of further ribbon development along the A46/A50. High risk for perceived coalescence as an urban expansion of Groby. Limiting development to the far northern and eastern edges of the site could reduce or mitigate perception of sprawl and coalescence. There is potential within the area of search for strengthening and expansion of the green infrastructure network. Therefore the search area is potentially suitable for development with some caution noted that landscape impact will need to be carefully considered.
Heritage	• There are no designated or non-designated assets located within the Site. • Glenfield Conservation Area is located approximately 700m south-west of the Site. The conservation area covers the historic core of the settlement and includes a scheduled medieval moated site and garden enclosure (NHLE 1017680) and five listed buildings including the Grade II listed ruins of the 13th century Church of St Peter (NHLE 1177117) and the subsequent extant 19th century church (NHLE 1361056) and the Grade II* listed 15th century Old Tudor Rectory (NHLE 1361058). There is limited intervisibility between the Site and the conservation area due to mature trees along Rothley Brook and industrial buildings to the north-east and north-west of the Site. • Groby Conservation Area is located approximately 1.35km south of the Site. The conservation area is centred around the historic core of the village and includes the scheduled remains of a motte and bailey castle and manorial complex (NHLE 1010193), the Grade II* listed 15th century Old Hall (NHLE 1074083) and 11 other listed buildings including various post-medieval houses. There is no intervisibility between the Site and the conservation area due to modern development between the east of the conservation area and the A46 dual carriageway. There would be no change to the assets' setting from development on the Site. • High suitability for development - Low potential for harmful impacts on the historic environment. High potential for integration of assets.
Transport	<u>Highways</u> • Development of the site can contribute towards the delivery of major transport infrastructure. • Local Highway Networks comprises of the A50 on the southern boundary of the sites. The A50 is a dual carriageway where the national speed limit is in place. To the southeast of the site the A50 intersects with the (A46) Leicester Western Bypass, which routes to the M1 in the south and towards Syston (North of Leicester) • Anstey Lane runs directly between the two sites and can be accessed from the A50. It marks the boundary on the western side of the development for Site A and the eastern side for Site B. Along the northern border is Anstey Lane which then becomes Groby Road. Both Anstey Road Lane and Groby Road have single lanes running in each direction. Both roads can provide access to the site. • Newton Linford Road is located approximately 600m to the east of Site B. The road runs from the A50 to the village of Newton Linford. • The site is well placed for access to the SRN with the A46 being on the Network and providing direct access to the M1. • There is moderate congestion that builds up during peak hours on the approaches to the roundabout with the A50 and A46 close to the development site. • The Local Highway Authority has raised in-principle concerns about the suitability/appropriateness of either providing a new direct access onto the A50 or converting the existing A50/Anstey Lane "left-in, left-out" junction to an "all movements" junction to facilitate access to the site. <u>Public Transport</u> • There is currently limited access to the site via public transport. The nearest bus stop is located on Leicester Road in Groby which is approximately 0.2 miles from the development site. The Bus Stop is only accessible by foot via a courtesy crossing on the A50 leading to Anstey Lane. The existing courtesy crossing requires users to cross the dualled section of the A50 until they reach the central reserve which has staggered barriers to enable users to pass. Users then need to cross the other side of the dual carriageway.

	The A50 is subject to the national speed limit in both directions and given the proposed developments the future suitability of this crossing location will require investigation. • The bus stop on Leicester Road has buses every 20 minutes into Leicester, Swadlincote and Coalville. There are several services operating on the route (26, 26A, 29, 29A and 29B) • There is no train station (or plans to build a station) in Groby at the moment. The nearest train station to the site is Leicester Station which is approximately 5.3 miles (16-minute drive) from the development site. Leicester Station is accessible from the site by car or by bus from Leicester Road. The bus route is not a direct route and requires a change in Leicester city centre. Active Transport • The nearest cycling route to the site is located on Leicester Road and although from here the routes are all on road. • There is a second cycling route on Anstey Lane in Anstey Village, located approximately 0.3 miles from the development site. This cycling route is off-road and connects Anstey to Glenfield, where there are on-road routes to the hospital • There is a public footpath/Bridleway located to the north of the development site. • There is a public footpath which routes directly through the centre of site B routing from Anstey through to Anstey Lane. Conclusion Based on the analysis of key highways, public transport and active travel routes it can be determined that there is limited access to the development site via sustainable methods. The site is accessible via the local road network and has good connections the SRN. However, the site has little accessibility to public transport with no train stations in the local area and no bus routes directly service the site. Furthermore, there are currently limited active travel routes routing through or near the site
Utilities and Infrastructure	• WPD's network capacity map shows that there are two substations nearby. A 33/11kV substation at Groby Road is shown in amber on the map and therefore reinforcement may be required. This substation shows further development in the form of an 11kV indoor circuit breaker, costing £125,000 and indicative timescale of 1-2 years. A second 33/11kV substation is shown to be at Hockley Farm Road, with it likely to require reinforcement. No further developments are planned for this substation. • According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Wanlip, with growth has increased from previous assessment but there are no known constraints. The development will likely join 1200mm foul sewer heading north through the site boundary. Potential impact is low with network improvements unlikely to be required. Surface water for the development can drain directly into Rothley Brook which runs along the southern site boundary. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the Hinckley & Bosworth Borough. The WwTW is shown at low risk of exceeding spare capacity and therefore not expected to be any issues with spare capacity. Furthermore, STW state that there is low risk associated with the watercourse and therefore no land or other constraints will prevent expansion.
Economy	• The site is in relative close proximity to Leicester, its adjacency to the A46 and A50 roads, and Junction 21A of the M1 motorway, offering good connectivity of residents with employment opportunities and the transport of goods on the wider road network. The site is nearby to employment land at Junction 21A of the M1 motorway, at Scudamore Road, and at Beaumont Leys Industrial Estate. The site is nearby to the industrial land at Braunstone Frith, occupants of which include Biffa, Casepak, and Eddie Stobart. Access to the site and connections to nearby employment areas are challenging in the absence of a feasible vehicular access. • The site is being promoted as an employment site

- The employment density in the local authority of Hinckley & Bosworth as a whole is lower than that recorded for Leicestershire, indicating that the area currently has relatively weak employment opportunities. However, the neighbouring local authority of North West Leicestershire as a whole has relatively strong employment opportunities, as it records an employment density which is higher than Leicestershire. Indicatively, 47.9% of working age residents of the LSOAs within 1km of the site travel between 5km and 30km to access employment.
- Businesses in the area tend to specialise in public administration and defence, which accounts for the vast majority of employment in the local area, contributing approximately 39.3% of employment, which is significantly higher than is recorded in Blaby (10.5%), Hinckley & Bosworth (1.3%), Charnwood (2.3%), Leicestershire (3.5%), and the East Midlands region (3.7%). Notable contributions of local employment are also within the manufacturing (9.6%) broad industrial group.
- The local area attracts some well-qualified residents, with 27.5% of residents holding a NVQ4+ qualification. Approximately 29.5% of working age residents of the LSOAs within 1km of the site are in manager, director and senior official, or professional, occupations.
- The area records a relatively low level of deprivation, with many of the LSOAs within the vicinity of the site being recorded as within the 10% least deprived LSOAs nationally.

Conclusion – Potential Area for Strategic Growth

Area – 58.54 Ha

Typologies – Employment Site

Typology Delivery Period - 2020s - 2030s

4e Groby, North of the A50 could come forward as an Employment Site (58.54 hectares). The location of flood zones in the south if the site could make unlocking access to the site challenging without sufficient mitigation.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there is a high risk for perceived coalescence as an urban expansion of Groby to the south and potential coalescence risk with Glenfield to the east. Limiting development in the northern and easter areas could reduce and mitigate the perception of sprawl/coalescence. There is potential within the area of search for strengthening and expansion of the green infrastructure network.

There is limited access to the development site via sustainable methods. The site is accessible via the local road network and has good connections the SRN. However, the site has little accessibility to public transport with no train stations in the local area and no bus routes directly service the site. Furthermore, there are currently limited active travel routes routing through or near the site. The Local Highway Authority has raised in-principle concerns about the suitability/appropriateness of either providing a new direct access onto the A50 or converting the existing A50/Anstey Lane "left-in, left-out" junction to an "all movements" junction to facilitate access to the site

Any growth in this location (strategic or non-strategic would require further investigations with LCC and utilities providers to ascertain whether a suitable access can be provided alongside commensurate infrastructure and utilities reinforcements. Based upon the current analysis this location is potentially suitable area for strategic growth. There are residual concerns about the ability to provide suitable vehicular access to the site in the vicinity of the noted flood zones, failure to provide a suitable and safe means of vehicular access would render the site unviable for strategic-scale employment site growth.

4f West of Dodwells, North of the A5



Criterion	Considerations
Environment	- The site is located in Flood Zone 1, however there is an unmodelled watercourse that passes through the eastern part site (connected to the Harrow Brook) and a waterbody to the west of the site. Further modelling will be needed to identify the extent of flood risk across the site. Development of the site should be set back from the watercourse/waterbody and be sensitive to associated surface water flow paths including allowances for climate change. Surface water is shown to pond on the site with areas of high surface water flood risk on the eastern edge of the site. The area has a low susceptibility to groundwater flooding. Development must include measures to reduce runoff to below greenfield rate and reduce flood risk to the downstream. - The site is in close proximity to areas of small woodland. - The site is within Grade 3 good to moderate quality agricultural land
Landscape	- The area of search is characterised by relatively flat, medium scale fields predominantly in arable use. The field pattern is defined by well managed mature hedgerows containing hedgerow trees which provide a sense of local enclosure and although woodland is limited there is a sense of medium to small scale enclosed fields in which trees contribute to a wooded landscape, particularly to the western and northern sides of the site. - There would be potential to contain development in the landscape if a western extension/continuation of the Industrial area to the south west of Hinckley (north of the A5, west of the A47). However, the A5/A47 are strong defensible boundaries and development would need to be sensitive to the location of existing residential development north of the A5 to avoid the perception of coalescence (with St Nicholas Park – south of the A5). Similarly further development to the west of the A47 would require sensitive masterplanning to avoid the perception of sprawl and encroachment into the countryside. - Landscape Sensitivity Study (2017) found that the assessment area is considered to have overall medium/high sensitivity to commercial

	development due to the strong rural and tranquil character, its strong separation from the settlement edge of Hinckley by the well-treed A47 and the intervisibility with the wider countryside with long views over low hedgerows across undulating farmland. It provides an attractive agricultural setting to the settlement and contributes to the open land between Hinckley and Stoke Golding. Some historic features also still remain in the landscape and contribute to the character of the area. Generally, development in the area would have a poor relationship with the settlement however, there are smaller areas particularly in the south that have a stronger relationship with the settlement, are more visually contained and are influenced by adjacent urban development. The landscape is considered to have overall high sensitivity to large scale commercial development as development is likely to result in the loss of historic field boundaries which would impact on the rural character.
Heritage	• There are no designated assets located within the Site boundary. • The Grade II listed Wykin Hall Farmhouse is located 1.5km north-east of the Site (1361300). The setting of the farmhouse comprises the surrounding farm complex and agricultural land. There is a tree-lined approach to the house from Wykin Road to the north-east. The development would introduce modern buildings into the agricultural landscape to the north-east, although any changes to the setting would be limited by the screening of the farmhouse from the Site from the mature trees to the north-east. • The site is located to the south of the Battle of Bosworth (Field) 1485 (Reference1000004), as such a heritage impact assessment would be required to assess the potential intervisibility of commercial sheds and impact on the Registered Battlefield and its setting. • High suitability for development - Low potential for harmful impacts on the historic environment. High potential for integration of assets.
Transport	Highways • Development of the site could contribute towards the delivery of major transport infrastructure. • The A5 is located on the southern border of the proposed development site. The A5 provides direct access to the SRN. • Located to the East of the development site is a junction with the A47 (which routes into Leicester), and the B4666 (Coventry Road) providing a link into Hinkley. • Directly South of the development is junction between the A5 and the A47 heading towards Nuneaton and Coventry • The western boarder of the site runs adjacent to a private single-track road leading to the Hijaz Manor Estate. • Traffic data suggests that during peak times congestion occurs on all roads around the development site including the A5, A47 and B4666. • The A4 benefits from signalled crossing facilities in proximity to the A47 The Long Shoot. • There are existing physical constraints along parts of the A5 corridor, including around Hinckley, that are likely to limit the scope for upgrade and thereby additional capacity for growth. These include: a low rail bridge between Birmingham – Leicester; sections of the existing A5 corridor that are heavily built up on both sides with limited scope to realign (e.g. Dodwells/Longshoot junctions, through Grendon and Dordon); and strategic development on land adjacent to the existing A5, which potentially further limit opportunities for 'offline' improvements (e.g. SUE/strategic employment proposals just over the Warwickshire border in Nuneaton and Bedworth and Rugby Boroughs). • In addition, the previously identified National Highways Road Investment Strategy (RIS) upgrade to the A5 between the Dodwells and Longshoot junctions has been withdrawn, with no identified replacement scheme. Public Transport • The Nearest Bus stops to the proposed site can be found on the A5. The Dodwells Road Bus Stop is served by the 7A, 148 and 158 Sapphire services. These buses head towards Leicester, Burbage and in the other direction to Nuneaton. These services frequently serve the stop with at least

	one bus timetabled every 15 mins. The stops on the A47 are also served by the same services. • The number 7 Bus routes down the A47 serving the employment site. The services go on to Nuneaton and Burbage. • The nearest train station to the development site is Hinkley Station which is located 2.3 miles away. The station is an 8-minute drive from the development site and can be accessed by the 148 and 158 Sapphire bus services. The bus stop in Hinckley is 0.4 miles away from the station. • Nuneaton Station is also approximately 2.5 miles from the development site and is accessible by car (8 minute drive). The station is also accessible by bus with the Etone school bus stop located 0.3 miles from the station (approximately a 7-minute walk). <u>Active Transport</u> • The A47 (Dodwells Road) has as a dedicated cycle lane along the road running from the junction with the A5 (located to the east of the proposed site) continuously through to Leicester Forest East • Footpaths are also present on both side of the A5, A47 and B4666 <u>Conclusion</u> Based on the analysis of these key factors it can be determined that the proposed site is easily accessible via road and the SRN. There are good public transport connections to the site with regular bus services into surrounding urban areas (Leicester and Nuneaton) which also provide connections to nearby Rail Stations. Active travel connections could be better with the only real provision in the area being the cycle lane along the A47 towards Leicester Forest East.
Utilities and Infrastructure	• WPD has stated that this site is likely to require an upgrade of the primary substation and new 11kV circuits. • Using the Government's future population projections across Hinckley & Bosworth, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed. • An Infrastructure Study carried out by Arup in 2020 stated that within the Hinckley area, wastewater is directed to either the Hinckley or Earl Shilton wastewater treatment plants, both of which are at risk of exceeding capacity for any new developments. • According to Severn Trent level 1 Sewer Capacity Assessment the site extent could affect downstream sewerage infrastructure. Potential impact is high with network improvements likely required. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTWs are situated in the Hinckley & Bosworth Borough. Both WwTWs are shown at low risk of exceeding spare capacity, with there not expected to be any issues. However, STW states for both that there is very high risk associated with the watercourse as there no scope to provide additional capacity. There is an AMP7 solution to Hinckley of transferring flows to Hartshill.
Economy	• The site is near to allocations of employment land at Junction 2 of the M69 motorway, including the proposed Hinckley Rail Freight terminal, which if fully developed could deliver a considerable amount of local employment opportunities. The site is adjacent to Harrowbook Industrial Estate which is occupied by a number of manufacturing, distribution and logistics firms. • The MIRA Technology Park Enterprise Zone is nearby, MIRA is a large employer locally and the site includes bus links along the A5, a Technology Institute offering apprenticeships. Higher education and further education courses via the colleges and universities are also available locally. • The area appears to be reasonably suited to accommodate future developments due to its contiguous location with the settlement of Hinckley where employment opportunities can be accessed. • The site could also benefit from the associated improvements in transport capacity with the A5 Improvement Corridor. • The uncommitted increased frequency of rail services between Leicester and Birmingham, and Leicester and Coventry associated with Midlands Connect

schemes could, if delivered, also improve commuting journeys for those accessing employment in these locations from the site.

- The employment density in the local authority of Hinckley & Bosworth as a whole is lower than that recorded for Leicestershire, indicating that the area currently has relatively weak employment opportunities. Hinckley & Bosworth as a whole has a good retention rate as 32.2% of working age residents who are employed in workplaces are employed within Hinckley & Bosworth. Indicatively, 34.3% of working age individuals travel less than 5km to access employment.
- Businesses in the area tend to specialise in the manufacturing (26.0%) broad industrial group, which contributes a larger proportion of local employment than is typical of Hinckley & Bosworth (17.0%) and Leicestershire (12.3%). The professional, scientific and technical (12.8%) and retail (10.6%) broad industrial groups also contribute significant proportions of local employment.
- The area attracts few well-qualified workers, as only 23.2% of working age residents of the LSOAs within the 1km of the site hold a NVQ4+ qualifications.
- The area records a varied picture of the incidence of deprivation, with one of the sixteen LSOAs within 1.5km of the site ranked amongst the 20-30% most deprived LSOAs nationally, and three of the sixteen LSOAs within 1.5km of the site ranked amongst the 10-20% least deprived LSOAs nationally.

Conclusion – Potential Area for Strategic Growth

Area – 65.9 Ha

Typologies – Employment Site

Typology Delivery Period - 2020s - 2030s

4f West of Dodwells, North of the A5 could come forward as an Employment Site (65.9 hectares).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there is an unmodelled watercourse and waterbody within the site. Further modelling will be needed to identify the extent of flood risk across the site from this watercourse. Development of the site should be set back from the watercourse and be sensitive to associated surface water flow paths including allowances for climate change.

The A47 and A5 are strong defensible boundaries and once breached it is unclear how the northern extent of any employment site would be defined as there are no natural features or roads to contain it.

WPD has stated that this site is likely to require an upgrade of the primary substation and new 11kV circuits, alongside commensurate reinforcements to waste water infrastructure.

The proposed site is easily accessible via road and the SRN. There are good public transport connections to the site with regular bus services into surrounding urban areas (Leicester and Nuneaton) which also provide connections to nearby Rail Stations. Active travel connections could be better with the only real provision in the area being the cycle lane along the A47 towards Leicester Forest East. There are existing physical constraints along parts of the A5 corridor, including around Hinckley, that are likely to limit the scope for upgrade and thereby additional capacity for growth. These include: a low rail bridge between Birmingham – Leicester; sections of the existing A5 corridor that are heavily built up on both sides with limited scope to realign (e.g. Dodwells/Longshoot junctions, through Grendon and Dordon); and strategic development on land adjacent to the existing A5, which potentially further limit opportunities for 'offline' improvements (e.g. SUE/strategic employment proposals just over the Warwickshire border in Nuneaton and Bedworth and Rugby Boroughs). In addition, the previously identified National Highways Road Investment Strategy (RIS) upgrade to the A5 between the Dodwells and Longshoot junctions has been withdrawn, with no identified replacement scheme.

The site is near to allocations of employment land at Junction 2 of the M69 motorway, including the proposed Hinckley Rail Freight terminal, which if fully developed could deliver a considerable amount of local employment opportunities. The site is adjacent to Harrowbook Industrial Estate which is occupied by a number of manufacturing, distribution and logistics firms.

The adjacent industrial estate and easy access to the SRN makes this a potential area for strategic employment growth.

5a Melton Mowbray East



Criterion	Considerations
Environment	- The River Wreake and Thorpe Brook pass through the site and the central part is defined as Flood Zone 2 and 3, medium and high probability of river flooding as well as Flood Zone 3b Functional Floodplain. This floodplain is shown to benefit from the presence of flood defences including the Brentingby Dam/Scalford Dam. The northern and southern parts are defined as Flood Zone 1, low probability; however, there are several unmodelled watercourses present on the site, including the Ratteson River and some unnamed watercourses, which also present a risk of flooding. The floodplain immediately upstream, to the east of the site, is defined as a flood storage area on the Flood Map of Planning. Communities in adjacent areas of Melton Mowbray are identified to be at risk of flooding. The area has a low susceptibility to groundwater flooding. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. Any new development could make a contribution to the ongoing maintenance of the Brentingby Dam/Scalford Dam. - The site covers part of the River Eye SSSI. Without alteration to the site's size, shape, and location it would be very difficult to mitigate any potential impacts on the River Eye SSSI. - The site contains and is in close proximity to areas of woodland - The site is within Grade 3 good to moderate quality agricultural land and Grade 2 very good quality agricultural land.
Landscape	The area of search is broadly contiguous with the eastern edge of Melton Mowbray between the A606 and A607. The topography is rolling to the north and south of the River Eye floodplain and although the floodplain is relatively open a strongly defined field pattern exists elsewhere. There is some influence from the urban edge of Melton Mowbray, and north of the

	River Eye adjacent to Saxby Road B676, large scale industrial/commercial buildings which are prominent and adversely impact the rural landscape. Much of the area of search lies within LCA 20: Melton Farmland Fringe and within the proposed boundary of the NEMMDR highway alignment. It includes sensitive land of conservation value (River Eye SSI) which would require protection and which would split or subdivide the land parcel. Housing would form a natural extension of the urban area and if defined by the outer edge of the NEMMDR would be relatively enclosed from viewpoints in the wider landscape.
Heritage	• There are no designated assets located within the Site. • The Grade II listed Manor Farmhouse (NHLE 1061256) and the former Church of St Mary (NHLE 1061255) are located approximately 800m east of the Site. The buildings are set within a farm complex, surrounded by agricultural fields. The listed buildings may experience some change to their setting due to the introduction of modern buildings into the rural agricultural setting, although the immediate fields surrounding the listed buildings would not be changed. • There are six listed buildings located in Thorpe Arnold to the north-east of the Site, the closest of which are the Grade II* listed Church of St Mary the Virgin (NHLE 1360948) and associated Grade II listed headstones (NHLE 1074969) and base of a cross (NHLE 1294518). The other listed buildings all consist of Grade II listed, 18th century houses. The setting of the listed buildings is the surrounding village. There are limited views between the Site and the listed buildings due to screening by trees and modern buildings. There is unlikely to be a change to the buildings' settings. • The village of Burton Lazars is located to the south of the Site. The Grade I listed Church of St James (NHLE 1360836) and Grade II* listed Squires Monument chest tomb (NHLE 1307784) are located approximately 140m south-west of the Site. The church is a 12th century building and the monument is an 18th century tomb within the churchyard. The setting of the church is the village and parish of Burton Lazars. The Grade II listed Chestnut Farmhouse (NHLE 1061287) is also located approximately 360m south-west of the Site in Burton Lazars. The Site to the north is screened from the listed buildings by modern residential buildings. • St Mary and St Lazarus Hospital, moated site and two fishponds scheduled monument (NHLE 1012242) is located approximately 210m south-west of the Site comprising a series of earthworks. The hospital is located in fields to the south-west of Burton Lazars. The asset's setting is the fields to the south-west of the village. There would be no change to the setting of the listed buildings or scheduled monument as a result of development within the Site. • There are numerous listed buildings located in Melton Mowbray to the west of the Site, the majority within the Melton Mowbray Conservation Area. The closest listed building to the Site is approximately 500m from the Site boundary. The listed buildings are located within the town of Melton Mowbray and are separated from the Site by a considerable depth of modern development. Development on the Site would not result in a change to the setting of these listed buildings. • The line of the Midland Railway is recorded on historic mapping running through the centre of the Site, roughly east-west and is still extant. • High suitability for development - Low potential for harmful impacts on the historic environment. High potential for integration of assets.
Transport	Highways • Site abuts the A607 Thorpe Road (major road network) to the north and the A606 Burton Road to the south. The A-roads routeing through Melton Mowbray provide trunk road connections for car journeys in all directions, including, notably, to Nottingham and Leicester; • The North and East Melton Mowbray Distributor Road (NEMMDR) located to the east and north of Melton and routes directly through the site area, and aims to reduce congestion within Melton and improve access to the town centre; • Potential for a new southern distributor link between A606 and A607 to the east of Melton Town Centre that could potentially alleviate congestion in

the town centre by diverting strategic trips (subject to further consideration, including modelling) (MBC Draft Local Plan, 2018);

- For access to the strategic road network, A46 is accessible approximately 13km west of the site at Six Hills. The A46 provides onwards connection to Leicester and the M1 motorway and forms part of the Trans-Midlands Trade Corridor.

Public Transport

- Existing bus services in Melton Mowbray provide internal connectivity and connections to destinations further afield including Leicester, Nottingham, Corby and Loughborough. Current routeing of bus services through the centre of Melton Mowbray would not benefit the site, however. Therefore, new services, extensions or diversions would need to be considered potentially via a new north-south highway link through the site;
- Melton Mowbray train station is located approximately 2km west of the site. The station is located centrally within the town and would potentially be accessible on foot or by cycle. Bicycle and car parking is available at the station. The station is serviced by Cross Country and East Midlands Rail services. A future detailed assessment could evaluate the passenger capacity on these services at peak times and the impact of development on capacity;
- In terms of accessibility to cities by rail, Leicester is located approximately 22km south west or an approximate 20-minute one-way rail journey. Birmingham is also accessible by rail via an approximate 70-minute journey. Cambridge can be accessed via an approximately 90-minute journey by rail, albeit this is considered a poor overall journey time for regular commuting journeys;
- Located approximately 38km south east of forthcoming HS2 services East Midlands Parkway, an approximate 35-minute car journey, with limited scope for direct access by bus and indirect access by rail via Leicester;
- Although the site boundary abuts the railway line, there is little scope to create a new passenger railway station closer to the site and therefore connectivity to the existing station in Melton Mowbray will be key.

Active Modes

- The site, and town, are bisected by the railway line and the River Eye. These constraints can cause “bottleneck” congestion at peak times on key highway crossings and bridges e.g. A606 Burton Road. This can also result in reduced opportunities for journeys by active modes in a north-south alignment;
- Opportunities for travel by sustainable modes for the site and wider town would need to be maximised. Melton Mowbray town centre likely to experience congestion at peak times, negatively impacting on journey times as well as amenity and public realm. Impact of additional travel demand on key junctions would need to be assessed through junction capacity assessments;
- Existing amenities in Melton Mowbray include primary and secondary schools, convenience stores and supermarkets - as well as a hospital;
- There are employment opportunities within Melton Mowbray itself with industrial estates within proximity of the site on the eastern edge of the existing settlement; and
- Consideration could be given to creation of new active modes connections following the alignment of the River Eye and connecting to existing routes through Melton Country Park to provide links from the site to the railway station and central Melton Mowbray.

On the basis of the key highways, public transport and active modes review, the site has high suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has moderate potential of enabling strategic links between key corridors/destinations.

Utilities and Infrastructure

- WPD’s network capacity map shows that there are 3 substations within the surrounding area, all in Melton Mowbray (2 along Saxby Road and 1 along Regent Street). Saxby road has a 33kV and 11kV substation, shown in

	green and therefore likely to not require reinforcement. Regent Street has a 33/11kV substation, also shown in green and likely to not require reinforcement. Future works for Saxby Road (33kV) consist of a 132kV indoor circuit breaker, costing £500,000 for connection and an average reinforcement cost of £70,000, over an indicative timescale of 5+ years. The second Saxby Road substation (11kV) will have a 33kV indoor circuit breaker, costing £225,000 to connect and an indicative timescale of 5+ years. Future works for Regent Street consists of a 33kV indoor circuit breaker, costing £225,000 over a 5+ indicative timescale. • Using the Government's future population projections across Melton, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed. • According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Melton and the site extent it likely to negatively affect downstream sewerage infrastructure with flooding also predicted downstream. Multiple connection points are likely with the development likely to join a 225mm foul sewer heading west on Saxby Road. Pumping may be required for parts of the site due to topography. Potential impact is high with network improvements likely required. Surface water for the site can drain directly into to River Eye which runs through the site boundary. Efforts must be made to remove surface water from the foul system. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the Melton Borough. The WwTW is shown at very high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. AMP7 scheme will increase pDWF which will enable growth to 2026 and beyond with potential to increase pDWF in future AMPs. • Leicestershire County Council's assessment indicates that the site could contribute to the new secondary school at Melton South Sustainable Neighbourhood. • Sports England highlights that development at this location may impact existing playing fields at Melton Sports Village
Housing	• The average new build house priced paid in Melton in April 2021 was £272,866. This is significantly higher than in Leicester City (£204,208) and higher than the average price in the East Midlands (£213,308). It is also slightly higher than the England and Wales average of £263,778. Prices are higher, on average than the Leicestershire average (£256,890), indicating relatively higher demand for housing. • From September 2007 to April 2021, house prices in Melton have increased by approximately 38.6%, which is consistent with the average house price change in Leicestershire during the same period (also +38.6%). • The site is within the 'North East Leicestershire' typology area in Appendix B (Viability analysis). The viability analysis identifies that development in this area is able to bear £25,000 per unit in developer contributions with around 15% affordable housing or £15,000 per unit between 20 and 25% affordable housing.
Economy	• The area appears to be reasonably suited to accommodate future developments due to its contiguous location with the settlement of Melton Mowbray, where employment opportunities to support prospective future residents could be accessed. The site is nearby to existing employment land in the east of Melton Mowbray and at Asfordby Business Park in the north west of the settlement. There are planned expansions of existing employment locations in the south of Melton Mowbray and at Asfordby Business Park. • The site could also benefit from associated improvements with the 'Melton Mowbray: Key Centre for Regeneration and Growth' designation which identifies the settlement as a key hub for surrounding rural areas, and recognises an increasing attractiveness to employers given the capacity

for growth. Although not committed, the delivery of a new distributor road to the north and east of Melton Mowbray could increase the attractiveness of the area to prospective employers by facilitating the easier movement of goods and workforce, which could translate to additional employment opportunities locally.

- The site benefits from its adjacency with the A607 and A606 routes which offer connectivity with larger employment centres regionally. Melton Mowbray railway station also offers the option of sustainable transport modes for travel to larger employment centres.
- The employment density in the local authority of Melton as a whole is marginally below that for Leicestershire, indicating that the area currently has relatively limited employment opportunities. Melton as a whole has a very high retention rate, as 40.8% of working age residents who are employed in workplaces are employed within Melton. Indicatively, 26.0% of working age residents of the LSOAs within 1km of the site travel less than 2km to access employment.
- Businesses in the LSOAs within 1km of the site tend to specialise in the manufacturing (18.8%) broad industrial group, which contributes a larger proportion of employment than is typical of Leicestershire (12.3%) but is broadly in line with the recorded proportion in Melton (20.7%) which appears to specialise in this sector. The retail broad industrial group also makes a notable contribution to local employment (11.5%).
- The area attracts some well-qualified workers, as 24.8% of working age residents of the LSOAs within 1km of the site hold NVQ4+ qualifications, and 14.5% are employed in skilled trade occupations.
- The area records a varied picture of the incidence of deprivation, with 2 of the 10 LSOAs within 1km of the site ranked amongst the 30-40% most deprived nationally, whereas 3 of the 10 LSOAs are ranked amongst the 10-20% least deprived nationally.

Conclusion - Potential Area for Strategic Growth

Area - 189 Ha

Typologies – Urban Extension

Typology Delivery Period - 2020s - 2040s

5a Melton Mowbray East could come forward as a SUE to Melton Mowbray (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, the River Wreake and Thorpe Brook pass through the site and the central part is defined as Flood Zone 2 and 3. This floodplain is shown to benefit from the presence of flood defences including the Brentingby Dam/Scaford Dam. However, there are several unmodelled watercourses present on the site, including the Rattesdon River and some unnamed watercourses, which also present a risk of flooding. The floodplain immediately upstream, to the east of the site, is defined as a flood storage area. Development of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. Any new development could make a contribution to the ongoing maintenance of the Brentingby Dam/Scaford Dam.

The site covers part of the River Eye SSSI. Without alteration to the site's size, shape, and location it would be very difficult to mitigate any potential impacts on the River Eye SSSI. Additionally, the site includes grade 2 very good quality agricultural land,

Melton Mowbray train station is located approximately 2km west of the site. The station is located centrally within the town and would potentially be accessible on foot or by cycle. Consideration could be given to creation of new active modes connections following the alignment of the River Eye and connecting to existing routes through Melton Country Park to provide links from the site to the railway station and central Melton Mowbray. The North and East Melton Mowbray Distributor Road (NEMMDR) located to the east and north of Melton and routes directly through the site area, and aims to reduce congestion within Melton and improve access to the town centre. In addition, there is potential for a new southern distributor link between A606 and A607 to the east of Melton Town Centre that could potentially alleviate congestion in the town centre by diverting strategic trips

(subject to further consideration, including modelling). Opportunities for travel by sustainable modes for the site and wider town would need to be maximised.

The site, and town, are bisected by the railway line and the River Eye. These constraints can cause “bottleneck” congestion at peak times on key highway crossings and bridges e.g. A606 Burton Road Melton Mowbray town centre likely to experience congestion at peak times, negatively impacting on journey times as well as amenity and public realm. Severn Trent noted that the WwTW is shown at very high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. AMP7 scheme will increase pDWF which will enable growth to 2026 and beyond with potential to increase pDWF in future AMPs. The LEA noted that the site could contribute to the new secondary school at Melton South.

In isolation the location could have the critical mass to support the required infrastructure improvements to provide its own social and physical infrastructure (depending on site specific investigations to confirm the site yield). However, when considered in combination with 5b and 5d this location offers significant potential to comprehensively plan the growth of Melton Mowbray with commensurate investment and delivery in supporting facilities, utilities and transport upgrades capable of serving the wider area.

[illegible]

Criterion	Considerations
Environment	- The site is defined as Flood Zone 1. The site drains towards the River Edendale and River Wreake. The area is shown to have low susceptibility to groundwater flooding. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - The site is adjacent to and in close proximity to areas of woodland. - The site is within Grade 3 good to moderate quality agricultural land
Landscape	The area of search encompasses rising land from the southern edge of Melton Mowbray and incorporates a plateau formerly used as an airfield. Fields to the immediate south of Kirby Lane are sloping, small scale and used for grazing and horse paddocks adjacent to the lane before becoming larger scale pasture. Hedgerows are overgrown and the land has an urban fringe character close to Kirby Lane. The airfield is open and has few remaining elements of landscape value and is used both as a vehicle depot/storage and open arable land. There are long views to the south once on the plateau landform and it is open with few features of value. The area of search would make a contiguous southern extension of Melton Mowbray but avoid coalescence with Great Dalby. Development on the plateau would be prominent in contrast to the majority of established areas of Melton Mowbray which are on lower lying land.
Heritage	- The Site is located on the former airfield of RAF Melton Mowbray to the south of the town. There are no designated assets within the Site. - The Grade II listed Eye Kettleby Hall (NHLE 1235471) is located approximately 870m west of the Site. The Hall is 18th /19th century in date and is set within a complex of residential and farm buildings. The immediate fields surrounding the Hall would not be changed by development on the Site and it is not considered that development within the Site will change the asset's setting. Other designated assets are located over 1km from the Site, including the scheduled St Mary and St Lazarus Hospital, moated site and two fishponds (NHLE 1012242) to the

	east and medieval settlement remains (NHLE 1018834) to the north-west. Given the distance from the Site, the settings of these are unlikely to be changed by development within the Site. • The Site is located on the former Second World War airfield of RAF Melton Mowbray. Some of the airfield's infrastructure survive including sections of two of the original three runways, access roads, and possibly some ancillary buildings. The remains of the airfield would be physically impacted by development on the Site. • Medium suitability for development - Medium potential for harmful impacts on the historic environment. Medium potential for integration of assets.
Transport	Highways • Despite being a relatively large site, it is reliant solely on B6047 Dalby Road for access which abuts the eastern boundary of the site; • The North and East Melton Mowbray Distributor Road (NEMMDR) located to the east and north of Melton routes northern from the A606, approximately 2km northeast of the site. The site would benefit from the reduced congestion and improved access to the town centre brought about by this scheme; • B6047 Dalby Road connects to A607 (major road network) at its northern extent. This provides onwards connections to the A-Roads routeing through Melton Mowbray; however, Dalby Road routes through the southern, residential area of Melton and therefore the impact of further intensification of motor traffic along this route would need to be considered; • B6047 Dalby Road / A607 signalised T-junction likely already experiences congestion at peak times. Impact of a development of this size routeing through the junction and southern residential streets of Melton would need a robust assessment with mitigation likely required; • Impact of additional traffic generated by the site on the small village of Great Dalby to the south, which B6047 connects to at its southern extent, would also need to be considered. Public Transport • Scope for journeys by bus is relatively poor with only one existing bus service routeing via B6047 Dalby Road. The 100 bus provides two hourly connections to Melton Mowbray and Leicester. For a site of this size, further public transport connections would be required; • Melton Mowbray train station is located approximately 2.5km north of the site. This distance is not conducive to journeys on foot and therefore cycling and bus access would be key. Bicycle parking is available at the station. Leicester could be accessible via an approximate 20-minute one-way rail journey but would require high quality connections to Melton Mowbray station. Additional rail destinations including Birmingham and Cambridge are accessible via >1-hour journeys. A future detailed assessment could examine existing passenger capacity on key services at peak times and capacity with development; • Located approximately 29km south east of forthcoming HS2 services at East Midlands Parkway, an approximate 35-minute car journey with limited scope for direct access by bus, and requiring indirect connection by rail via Leicester station. Active Modes • The indicative centre of the site is located approximately 3km south of Melton Mowbray town centre; • Sandy Lane, a single-track country lane, forms an on-road section of NCN Route 64. This can be accessed approximately 400m east of the site via B6047 Dalby Road. However, it should be noted that Sandy Lane has no segregated cycling infrastructure or street lighting and therefore in its current condition it is unlikely to be suitable for connection to Melton for all users, at all times of the year; • Existing amenities in Melton Mowbray include secondary schools and supermarkets, as well as a hospital. However, the site is severed from

	Melton Mowbray by an approximate 500m belt of agricultural land and therefore scope for walking / cycling access to these amenities is limited; - Distance between the site and amenities located in Melton Mowbray is not conducive to journeys on foot. Therefore, in terms of active modes, cycling journeys would be key. However, there is no existing dedicated infrastructure in the immediate vicinity of the site; - Dalby Road has no existing walking or cycling infrastructure within the vicinity of the site and therefore significant improvements (including improvements and connections to NCN Route 64 via Sandy Lane) would likely be required to provide cycling connections to Melton Mowbray to the north and, to a lesser extent, the small village of Great Dalby to the south; and - The site is an oblong shape and therefore dwellings located in the south of the site would be a significantly further distance via active modes from amenities in Melton Mowbray. On the basis of the key highways, public transport and active modes review, the site has low suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has low potential of enabling strategic links between key corridors/destinations.
Utilities and Infrastructure	- WPD's network capacity map shows that there is a 33/11kV along Regent Street, shown in green and therefore likely to not require reinforcement. Future works for Regent Street consists of a 33kV indoor circuit breaker, costing £225,000 over a 5+ years indicative timescale. - Using the Government's future population projections across Melton, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed. - According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Melton site extent is likely to negatively affect downstream sewerage infrastructure with flooding predicted downstream. Development will likely join a 225mm foul sewer heading west along Eagles Drive. Pumping is likely to be required due to topography. Potential impact is high with network improvements likely required. Surface water for the site can drain directly to a tributary of the River Wreake which runs along the north-western site boundary. Efforts must be made to remove surface water from the foul system. - A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the Melton Borough. The WwTW is shown at very high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. AMP7 scheme will increase pDWF which will enable growth to 2026 and beyond with potential to increase pDWF in future AMPs. - Leicestershire County Council's assessment indicates that the site is isolated and generally inaccessible for education provision.
Housing	- The average new build house priced paid in Melton in April 2021 was £272,866. This is significantly higher than in Leicester City (£204,208) and higher than the average price in the East Midlands (£213,308). It is also slightly higher than the England and Wales average of £263,778. Prices are higher, on average than the Leicestershire average (£256,890), indicating relatively higher demand for housing. - From September 2007 to April 2021, house prices in Melton have increased by approximately 38.6%, which is consistent with the average house price change in Leicestershire during the same period (also +38.6%). - The site is within the 'North East Leicestershire' typology area in Appendix B (Viability analysis). The viability analysis identifies that development in this area is able to bear £25,000 per unit in developer contributions with around 15% affordable housing or £15,000 per unit between 20 and 25% affordable housing.

Economy

- The site is nearby to existing employment land in the south and east of Melton Mowbray and at Asfordby Business Park in the north west of the settlement. There are planned expansions of existing employment locations in the south of Melton Mowbray and at Asfordby Business Park.
- The area appears to be reasonably suited to accommodate future developments due to its contiguous location with the settlement of Melton Mowbray, where employment opportunities to support prospective future residents could be accessed.
- The site could also benefit from associated improvements with the 'Melton Mowbray: Key Centre for Regeneration and Growth' designation which identifies the settlement as a key hub for surrounding rural areas, and recognises an increasing attractiveness to employers given the capacity for growth. Although not committed, the delivery of a new distributor road to the south of Melton Mowbray could increase the attractiveness of the area to prospective employers by facilitating the easier movement of goods and workforce, which could translate to additional employment opportunities locally. Approximately £15million is allocated via the Housing Infrastructure Fund to contribute towards the funding of this scheme, which could unlock 2,700 homes in the surrounding area.
- The site benefits from its being nearby to the A607 and A606 routes which offer connectivity with larger employment centres regionally. Melton Mowbray railway station also offers the option of sustainable transport modes for travel to larger employment centres.
- The employment density in the local authority of Melton as a whole is marginally below that for Leicestershire, indicating that the area currently has relatively limited employment opportunities. Melton as a whole has a very high retention rate, as 40.8% of working age residents who are employed in workplaces are employed within Melton. Indicatively, 23.1% of working age residents of the LSOAs within 1km of the site travel less than 2km to access employment.
- In terms of employment, businesses in the LSOAs within 1km of the site specialise significantly in the manufacturing broad industrial group, which contributes 37.5% of employment, far higher than is recorded across Melton (20.7%), and Leicestershire (12.3%). The arts, entertainment, recreation and other services (15.6%) broad industrial group also makes a noteworthy contribution to local employment.
- The area attracts some well-qualified workers (26.2%), but the majority hold skilled trade (14.0%) or professional (14.6%) occupations.
- The area has a limited degree of deprivation, as 5 out of 6 of the LSOAs within 1km of the site are ranked amongst the 40% least deprived nationally.

Conclusion - Potential Area for Strategic Growth

Area - 104 Ha

Typologies – Urban Extension

Typology Delivery Period - 2020s - 2040s

5b Melton Airfield could come forward as an SUE to Melton Mowbray (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, the site drains towards the River Edendale and River Wreake. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. The Site is located on the former Second World War airfield of RAF Melton Mowbray. Some of the airfield's infrastructure survive including sections of two of the original three runways, access roads, and possibly some ancillary buildings. The remains of the airfield would be physically impacted by development on the Site.

Melton Mowbray train station is located approximately 2.5km north of the site. This distance is not conducive to journeys on foot and therefore cycling and bus access would be key. The North and East Melton Mowbray Distributor Road (NEMMDR) located to the east and north of Melton routes northern from the A606, approximately 2km northeast of the site. The site would benefit from the reduced congestion and improved access to the town centre brought about by this scheme.

Despite being a relatively large site, it is reliant solely on B6047 Dalby Road for access which abuts the eastern boundary of the site. Dalby Road has no existing walking or cycling infrastructure within the vicinity of the site and therefore significant improvements (including improvements and connections to NCN Route 64 via Sandy Lane) would likely be required to provide cycling connections to Melton Mowbray to the north and, to a lesser extent, the small village of Great Dalby to the south. Dalby Road routes through the southern residential area of Melton and therefore the impact of further intensification of motor traffic along this route would need to be considered. The impact of additional traffic generated by the site on the small village of Great Dalby to the south, which B6047 connects to at its southern extent, would also need to be considered.

Severn Trent note that the WwTW is shown at very high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. AMP7 scheme will increase pDWF which will enable growth to 2026 and beyond with potential to increase pDWF in future AMPs. The LEA state that the site is isolated and generally inaccessible for education provision.

In isolation the location could have the critical mass to support the required infrastructure improvements to provide its own social and physical infrastructure (depending on site specific investigations to confirm the site yield). However, when considered in combination with 5a, and 5d this location offers significant potential to comprehensively plan the growth of Melton Mowbray with commensurate investment and delivery in supporting facilities, utilities and transport upgrades capable of serving the wider area.

5c Six Hills



Table 99 5c Six Hills

Criterion	Considerations
Environment	- The site is defined as Flood Zone 1. The southern part of the site drains south towards the River Wreake. In the northern part there are four unmodelled watercourses which drain north to the Kingston Brook. The area is shown to have low susceptibility to groundwater flooding. Development in the north of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - The site is separated from Twenty Acre Piece SSSI by the A46, but it is still within very close proximity, so impacts are possible. - The site is within and in close proximity to areas of woodland - The site is within Grade 3 good to moderate quality agricultural land
Landscape	The area of search is located on a plateau divided by the B676 Six Hills Lane, having a largely recreational land use to the north, including a lake used for water sports and a golf course. Consequently, to the immediate north of the B676 there are few landscape elements of value and key rural characteristics have been removed or modified. Further north, up to the A6006 there is an intact relatively open field pattern of pasture bounded by well managed hedgerows. South of the B676 fields are larger and in arable use within open land forming a plateau falling slightly southwards. There are few landscape elements of value and although bounded by the A46 the land parcel remains rural in nature. Both land parcels are suitable for development with limited adverse effects on landscape character or key landscape elements but would require sensitive treatment to reduce the influence of the A46.
Heritage	- There are no designated assets located within the Site. - The Grade II* listed Church of All Saints (NHLE 1188553) and associated scheduled monument and Grade II* listed cross (NHLE 1014510) and Grade II listed wall (NHLE 1360931) are located approximately 350m

	south-east of the Site. The setting of the church comprises the village and parish of Ragdale and is surrounded by agricultural land. There is no intervisibility between the Site and listed buildings due to the topography and areas of woodland to the west. The listed buildings are partially screened to the north although there may be some change to the setting from the introduction of modern development into the rural setting. • Grimston Conservation Area is located approximately 1.2km north-east of the Site. The conservation area covers the historic core of the village and contains ten listed buildings including the Grade II* listed Church of St John the Baptist (NHLE 1188442). The setting of the conservation area and listed buildings comprise the village and surrounding agricultural land. While any development would introduce a modern element into the agricultural setting, the distance from the Site means the change of setting is unlikely to affect the significance of the conservation area and listed buildings. • A scheduled monument, Thrussington Grange (NHLE 1016316) the remains of the monastic grange and water control features immediately south of is located approximately 1.6km south-west of the Site. The remains consist of earthworks and buried remains. The setting of the scheduled monument comprises the surrounding agricultural land. There is limited intervisibility between the Site and the scheduled monument and while any development would introduce a modern element into the agricultural setting, the distance from the Site means it is unlikely to alter the significance of the scheduled monument. • Historic mapping records several houses and farms within the Site, including Scholes Farm and Dry Pot Lodge, which are still extant and should be treated as non-designated heritage assets. Surviving buildings may be physically impacted by development on the Site and the agricultural setting of the buildings changed. Development on the Site would have the potential for impact on the assets as a result of changes to their settings. • High suitability for development - Low potential for harmful impacts on the historic environment. High potential for integration of assets.
Transport	Highways • The A46 forms the site's western boundary. This is a major dual carriageway road forming the Trans-Midlands Trade Corridor (Midlands Connect Transport Strategy Refresh, 2021), providing access northward into the East Midlands and southward to Leicester city centre; • Good connectivity to the local road network at the A46 Six Hills services, west of the site; • The A6006 forms the site's northern boundary. The A6006 is a two-way single carriageway road with opportunity for vehicular access to the site; • The site is equidistant between Loughborough and Melton Mowbray town centres at approximately 10km to both; • Limited access to the M1, approximately 17km driving distance to J23; • Flooding of the River Soar can impact operation of the local highway network, and given the rural location the development would be heavily dependent on car use for mobility. Public Transport • No bus services in proximity to the site. Nearest bus stop being within Wymeswold approximately 3.5km northwest, providing the 8 Centrebus service to Loughborough. A site of this size and scale would need to provide considerable new public transport services and facilities; • No rail station provision, with the nearest station being Sileby and Barrow-upon-Soar approximately 7.5km southwest of the site, providing East Midlands Rail (EMR) services; • Accessibility to forthcoming HS2 services at East Midlands Parkway viable by car journeys only – a site of this size and scale should consider provision of a new direct bus service; • Lack of employment sites in proximity to the site area therefore overall site is likely to be highly car-dominated and therefore unsustainable without significant improvements.

	Active Modes • No existing amenities or facilities within a feasible walking and cycling distance therefore a site of this size and scale would need to provide significant facilities (e.g. primary and secondary education, retail, health) on-site; • No existing footway provision along local road therefore poor access by sustainable modes; and • Very limited access to NCN cycle routes, the nearest being Route 48 approximately 5.5km southwest. Severely restricting scope for external cycling journeys from the site. On the basis of the key highways, public transport and active modes review, the site has low suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has low potential of enabling strategic links between key corridors/destinations.
Utilities and Infrastructure	• WPD's network capacity map shows that there is a 33/11kV substation in Old Dalby, which is shown in green and therefore is not likely to require reinforcement. Future works consist of a 33kV indoor circuit breaker, costing £225,000 over an indicative timescale of 5+ years. • Using the Government's future population projections across Melton, this site would cause the district to be over capacity within STW's potable water network. Therefore, a full network capacity check should be completed to assess whether significant infrastructure development will likely be required. • According to Severn Trent level 1 Sewer Capacity Assessment the closest WwTW to the site is in Ragdale, however the size of the development would overwhelm the sewerage network, as such an alternative connection point would be required. The next closest connection point is the Melton Mowbray WwTW. Potential impact is high with network improvements likely required. Surface water for the development can drain directly into Kingston Brook which passes through the site boundary. Efforts must be made to remove surface water from the foul system. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTWs are situated in the Melton Borough. The Ragdale WwTW is shown at low risk of exceeding spare capacity, with no issues expected. Furthermore, STW states that there is low risk associated with the watercourse as there is no land or other constraints preventing expansion. The Melton WwTW is shown at very high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. AMP7 scheme will increase pDWF which will enable growth to 2026 and beyond with potential to increase pDWF in future AMPs. • Leicestershire County Council states that the site may be sufficient to provide both primary and secondary schools on-site with special education needs or disability incorporated in new schools, if combined with Site 2a and 2c. • Sports England highlights that development at this location may impact existing playing fields at Six Hills Golf Course and Triathlon Centre
Housing	• The average new build house priced paid in Melton in April 2021 was £272,866. This is significantly higher than in Leicester City (£204,208) and higher than the average price in the East Midlands (£213,308). It is also slightly higher than the England and Wales average of £263,778. Prices are higher, on average than the Leicestershire average (£256,890), indicating relatively higher demand for housing. • From September 2007 to April 2021, house prices in Melton have increased by approximately 38.6%, which is consistent with the average house price change in Leicestershire during the same period (also +38.6%). • The site is within the 'North East Leicestershire' typology area in Appendix B (Viability analysis). The viability analysis identifies that development in this area is able to bear £25,000 per unit in developer contributions with

	around 15% affordable housing or £15,000 per unit between 20 and 25% affordable housing. As with all potential large Garden village / Co-dependent / Autonomous typologies the additional costs of study area-wide strategic infrastructure will need to be fed into future cost planning and viability exercises.
Economy	• The site includes an existing key employment site allocation. The site is approximately 5km west of employment land including planned expansions, at Asfordby Business Park. The site benefits from its strategic location at the intersection of the A6006 and A46 routes, which offer connectivity with larger employment centres, such as Leicester which is located approximately 10km south of the site. • The employment density in the local authority of Melton as a whole is marginally below that for Leicestershire, indicating that the area currently has relatively limited employment opportunities. Similarly, the employment density in the neighbouring local authority of Charnwood as whole is below that for Leicestershire. Melton as a whole has a very high retention rate, as 40.8% of working age residents who are employed in workplaces are employed within Melton. Indicatively, 53.0% of working age residents of the LSOAs within 1km of the site travel between 5km and 30km to access employment opportunities, reflecting the relatively limited employment opportunities in the vicinity of the site. • Businesses in the LSOAs within 1km tend to specialise in the arts, entertainment, recreation and other services broad industrial group, which contributes 18.6% of employment, which is a much higher proportion than this industry represents in Melton (7.4%) and Leicestershire (4.6%). The manufacturing (16.1%) and education (13.0%) broad industrial groups also make significant contributions to local employment. • The area attracts a considerable amount of well-qualified workers, as 38.9% of working age residents of the LSOAs within 1km of the site hold NVQ4+ qualifications, and 41.3% are employed in either manager, director and senior official (18.3%) or professional (22.9%) occupations. • There is a very limited degree of deprivation recorded in the LSOAs within 1km of the site, as all are ranked amongst the 40% least deprived nationally.

Conclusion - Potential Area for Strategic Growth

Area - 407 Ha

Typologies - Autonomous / Co-dependent / Garden Village

Typology Delivery Period - 2030s - 2070s

5c Six Hills could come forward as a new garden village (<5,000 homes) or co-dependent/autonomous new settlement.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, In the northern part there are four unmodelled watercourses which drain north to the Kingston Brook. Development in the north of the site should be set back from the watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities.

The A46 forms the site's western boundary. This is a major dual carriageway road forming the Trans-Midlands Trade Corridor. The A6006 forms the site's northern boundary. The A6006 is a two-way single carriageway road with opportunity for vehicular access to the site.

There are no existing amenities or facilities within a feasible walking and cycling distance therefore a site of this size and scale would need to provide significant facilities (e.g. primary and secondary education, retail, health) on-site. There is no rail station provision, with the nearest station being Sileby and Barrow-upon-Soar approximately 7.5km southwest of the site and no bus services in proximity to the site. In addition, flooding of the River Soar can impact operation of the local highway network, and given the rural location the development would be heavily dependent on car use for mobility. There is a lack of employment sites in proximity to the area, therefore overall the site is likely to be highly car-dominated and therefore unsustainable without significant improvements.

The Melton WwTW is shown at very high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. AMP7 scheme will increase pDWF which will enable growth to 2026 and beyond with potential to increase pDWF in future AMPs. The LEA states that the site may be sufficient to provide both primary and secondary schools on-site.

When considered in combination with 2a Burton on the Wolds and Wymeswold and 2c Seagrave, this location could potentially support a new autonomous new settlement (>10,000 homes) or co-dependent new settlement with improved connections Leicester (>5,000 homes). A key challenge is the locations remoteness and the need to provide new public transport and active modes connections.



Table 100 5d Land off St Bartholomew's Way, Welby

Criterion	Considerations
Environment	- The site is in Flood Zone 1, 2 and 3. The Welby Brook flows north to south through the centre of the site. There are surface water flowpaths across the site and notable surface water ponding upstream of Welby Lane. The area is shown to have low susceptibility to groundwater flooding. Communities downstream at The Valley, A6006 Melton Road, near Asfordby Hill are identified to be at risk of flooding. Development should be set back from the Welby Brook and be sensitive to the natural floodplain and associated surface water flow paths including allowances for climate change. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - One safeguard waste site (M10). - The site is adjacent to and in close proximity to areas of woodland. - The site is within Grade 3 good to moderate quality agricultural land and Grade 2 very good quality agricultural land.
Landscape	The area of search is similar in character to 5e and topographically represents a continuation of the dry valley northwards. It is characterised by the dry valley landform, with a narrow bottom, which lies centrally within the land parcel and character area LCA 6: Ridge and Valley. The sloping side valley sides are largely in arable use and the land is defined by this strong topography, the scale of the valley, and its agricultural use with limited public access. The area of search is rural and is perceived as open agricultural land separate from Melton Mowbray. It has an enclosed character from within but is also prominent from the top of the valley sides, for example, Welby Road and St Bartholomew's Way as well as more distant views from the A606 to the east. It is well screened by landform and vegetation on the western boundary. Development on this area of search would create a new settlement north of Asfordby Hill and some removal or degradation of the key characteristic of the small scale valley landform. The area of search would form a separate settlement, distant from Melton Mowbray. The area of search is sensitive as a result of the

	landform but few other landscape elements of landscape value would be lost. Built form away from the top of the valley crest would provide some mitigation of landscape effects should the area of search be developed.
Heritage	• Three listed buildings are located within the Site. These are all Grade II listed and include Welby Grange (NHLE 1180096) a mid-late 17th century farmhouse, the 17th/ 18th century Grange Cottage (NHLE 1180103) and the 19th century stone outbuilding (NHLE 1360869). Development on the Site would have the potential for impact on the assets as a result of changes to their settings. • Another listed building is located along Welby Lane directly to the south of the Site. The Grade II* listed Church of St Bartholomew (NHLE 1075115) is a medieval church, set within a surrounding churchyard. The Site boundary runs along the edge of the churchyard. The church is in an isolated rural setting having previously been associated with Old Hall, now demolished, to the north-east. An industrial park has been introduced approximately 150m south-east of the asset and the introduction of modern buildings on the Site would further alter the church's setting, potentially to the detriment of its significance. • Sysonby Grange, 450m west of Sysonby Farm scheduled monument (1016317) is located approximately 160m east of the Site. The grange consists of earthworks, ditches and building platforms of the former medieval site. The setting of the site comprises the surrounding agricultural fields. While development on the Site would be partially screened by mature trees and hedges on the western boundary of the scheduled monument it has the potential to change the asset's setting. It should be noted that there may be further associated medieval remains which extend beyond the boundary of the scheduled monument, which may be present within the Site. • The Grade II listed Potter Hill Farmhouse is located approximately 480m north of the Site (NHLE 1075114). The farmhouse is set within a farm complex with outbuildings and barns to the south. The surrounding farm and immediate fields surrounding the farmhouse would not be affected by development within the Site, so there would be limited change to the setting of the listed building. • Welby Grange and the Church of St Bartholomew are recorded on historic mapping as well as the line of the Holwell Branch of the Midland Railway, which ran north-south through the Site. The site of the railway line is still visible on current satellite imagery. The line of the railway may be physically impacted by development as it lies within the Site boundary. • Low suitability - High potential for harmful impacts on the historic environment. Low potential for integration of assets.
Transport	Highways • Access would likely be achieved via St Bartholomew's Way which runs adjacent to the southern boundary of the site in an east-west alignment. It connects to A606 Nottingham Road at its eastern extent, therefore, northbound journeys to Nottingham would not need to route through the Town Centre. Additionally, a connection to A6006 to the south is achievable from the site via Welby Road; • The A606 and A6006 (via St Bartholomew's Way) provide good connectivity to the trunk road network; • The North and East Melton Mowbray Distributor Road (NEMMDR) located to the east and north of Melton and routes directly eastward from the A606, approximately 1km east of the site. The site would benefit from the reduced congestion and improved access to the town centre brought about by this scheme; • For access to the strategic road network, A46 is accessible approximately 10km west of the site at Six Hills via A6006. This is a major dual carriageway road forming the Trans-Midlands Trade Corridor. The A46 provides onwards connection to Leicester and the M1 motorway; • Opportunities for travel by sustainable modes for the site would need to be maximised. Melton Town Centre likely to experience congestion at peak times, negatively impacting on journey times as well as amenity and public realm. Impact of additional travel demand on key junctions would need to

be assessed through junction capacity assessments, particularly the A6006 / A606 / A607 four-arm signalised junction.

Public Transport

- In terms of accessibility by bus, the 19 and 24 buses route via A606 Nottingham Road providing connections into Melton approximately every 20 minutes and onward connections to Nottingham approximately every 30 minutes;
- Provided high quality connections to Melton Mowbray train station (c3km away) can be achieved, Leicester would be accessible via an approximate 20-minute one-way rail journey. Additional destinations including Birmingham and Cambridge are accessible via >1-hour journeys. Note a future detailed assessment could examine the impact of development on rail passenger capacity on these services at peak times;
- Located approximately 29km south east of forthcoming HS2 services at East Midlands Parkway, an approximate 35-minute car journey, with limited scope for direct access by bus and requiring indirect travel by rail via Leicester station;
- Concern about how the development will achieve sustainable travel patterns and avoid dependency on car use given its rural character and location;
- Melton Mowbray train station is located approximately 3km south east of the site. The station is located centrally within Melton. This distance is not conducive to journeys on foot and therefore cycling and bus access would be key.

Active Modes

- There is an existing primary school located approximately 600m south east of the site and is therefore accessible on foot using the footway along the southern side of St Bartholomew's Way;
- As well as the employment opportunities in Melton Mowbray, Asfordby Business Park is located approximately 1.2km south west of the site which currently includes several industrial / distribution employers;
- Additional existing amenities in Melton include secondary schools, supermarkets and a hospital. However, it should be noted that the distance from the site to these amenities is > 2km and therefore scope for access to these amenities on foot from the site is severely limited; and
- There is no existing dedicated cycling infrastructure in the vicinity of the site.

On the basis of the key highways, public transport and active modes review, the site has low suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has low potential of enabling strategic links between key corridors/destinations.

Utilities and Infrastructure

- WPD's network capacity map shows that there are 2 substations in the area, a 33/11kV in Holywell and an 11kV in Asfordby. The Holywell substation is shown in red and therefore likely to require reinforcement and the Asfordby one does not have enough information available to indicate whether it needs reinforcement. Further enquiries would be needed to better assess. Future works for the Holywell substation consist of a 33kV indoor circuit breaker, costing £225,000 over an indicative timescale of 5+ years.
- Using the Government's future population projections across Melton, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed.
- According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Melton and the site is likely to negatively affect downstream sewerage infrastructure, flooding is also predicted and reported downstream. The development will likely join a 225mm foul sewer heading south along Welby Lane. Pumping will be required due to topography. Potential impact is high with network improvements likely required.

	Surface water for the site can drain directly into Kingston Brook which passes through the site boundary. Efforts must be made to remove surface water from the foul system. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the Melton Borough. The WwTW is shown at very high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. AMP7 scheme will increase pDWF which will enable growth to 2026 and beyond with potential to increase pDWF in future AMPs. • Leicestershire County Council's assessment indicates that the site is isolated and generally inaccessible for education provision.
Housing	• The average new build house priced paid in Melton in April 2021 was £272,866. This is significantly higher than in Leicester City (£204,208) and higher than the average price in the East Midlands (£213,308). It is also slightly higher than the England and Wales average of £263,778. Prices are higher, on average than the Leicestershire average (£256,890), indicating relatively higher demand for housing. • From September 2007 to April 2021, house prices in Melton have increased by approximately 38.6%, which is consistent with the average house price change in Leicestershire during the same period (also +38.6%). • The site is within the 'North East Leicestershire' typology area in Appendix B (Viability analysis). The viability analysis identifies that development in this area is able to bear £25,000 per unit in developer contributions with around 15% affordable housing or £15,000 per unit between 20 and 25% affordable housing.
Economy	• The site is nearby to existing employment land at Asfordby Business Park in the north west of Melton Mowbray and at sites in the east and south of the settlement. There are planned expansions of existing employment locations in the south of Melton Mowbray and at Asfordby Business Park. • The area appears to be reasonably well suited to accommodate future development due to its proximity to the larger settlement of Melton Mowbray, where employment opportunities to support prospective future residents could be accessed. • The site could also benefit from associated improvements with the 'Melton Mowbray: Key Centre for Regeneration and Growth' designation which identifies the settlement as a key hub for surrounding rural areas, and recognises an increasing attractiveness to employers given the capacity for growth. Although not committed, the delivery of a new distributor road to the south of Melton Mowbray could increase the attractiveness of the area to prospective employers by facilitating the easier movement of goods and workforce, which could translate to additional employment opportunities locally. Approximately £15million is allocated via the Housing Infrastructure Fund to contribute towards the funding of this scheme, which could unlock 2,700 homes in the surrounding area. • The site benefits from its being nearby to the A606 route which offers connectivity with larger employment centres regionally. Melton Mowbray railway station also offers the option of sustainable transport modes for travel to larger employment centres. • The employment density in the local authority of Melton as a whole is marginally below that for Leicestershire, indicating that the area currently has relatively limited employment opportunities. Melton as a whole has a very high retention rate, as 40.8% of working age residents who are employed in workplaces are employed within Melton. Indicatively, 35.6% of working age residents of the LSOAs within 1km of the site travel less than 5km to access employment. • In terms of employment, businesses in the LSOAs within 1km of the site specialise in the manufacturing (25.9%) and business administration and support services (14.3%) broad industrial groups, more than is recorded across Melton (20.7% and 6.2% respectively) and Leicestershire (12.3% and 7.6%).

- The area attracts a limited amount of well qualified workers, as only 21.9% of residents of the LSOAs within 1km of the site hold NVQ4+ qualifications, and more are employed in in skilled trades occupations (14.1%) than any other occupation.
- The area records some degree of deprivation; one of the 5 LSOAs within 1km of the site is ranked amongst the 20-30% most deprived LSOAs nationally.

Conclusion - Potential Area for Strategic Growth

Area - 86 Ha

Typologies - Garden Village

Typology Delivery Period - 2030s - 2040s

5d Land off St Bartholomew's Way, Welby could come forward as a garden village closely related to Melton Mowbray (<5,000 homes).

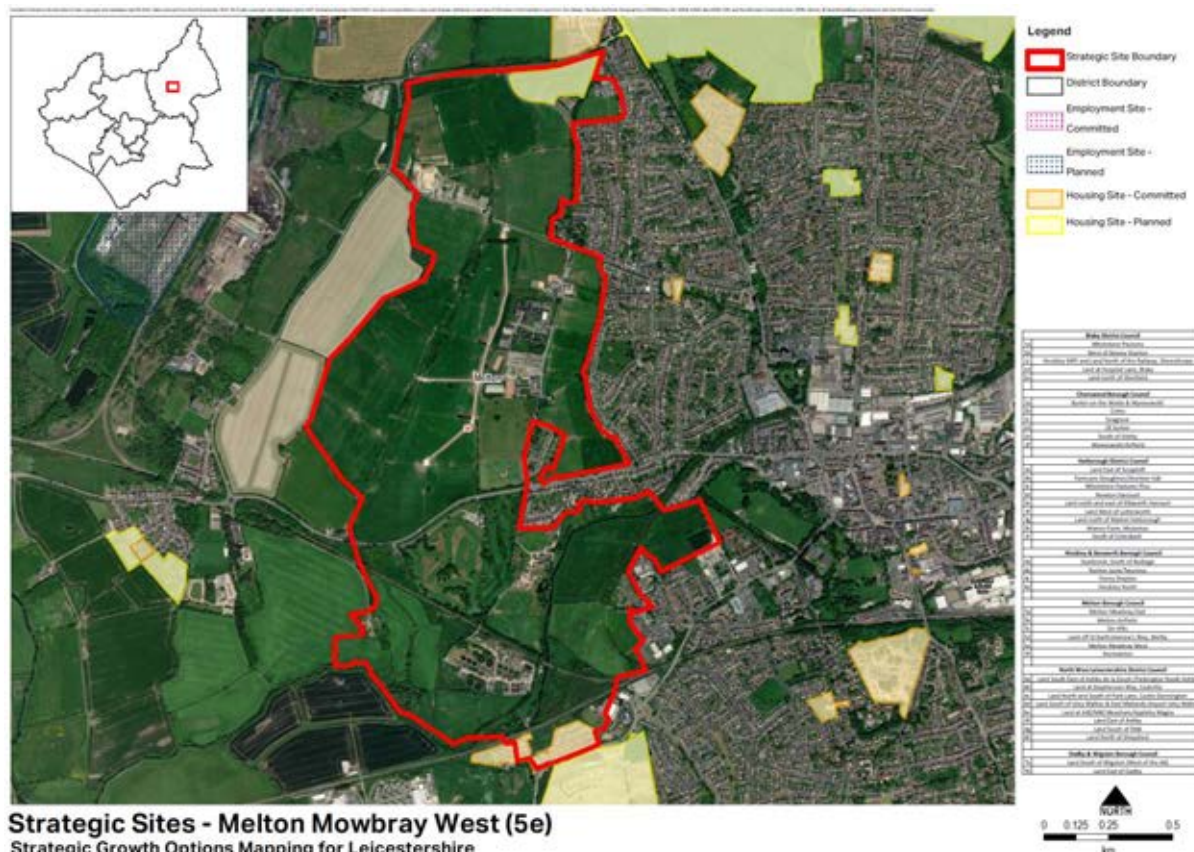
There are areas within the Strategic Growth Option which would not be suitable for development. For example, Flood Zone 2 and 3 in the vicinity of the Welby Brook which flows north to south through the centre of the site. There are surface water flowpaths across the site and notable surface water ponding upstream of Welby Lane. Communities downstream at The Valley, A6006 Melton Road, near Asfordby Hill are identified to be at risk of flooding. Development should be set back from the Welby Brook and be sensitive to the natural floodplain and associated surface water flow paths including allowances for climate change. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. The site also includes one safeguard waste site (M10) and grade 2 very good quality agricultural land. From a landscape perspective, built form away from the top of the valley crest would provide some mitigation of landscape effects. The cultural heritage assessment has identified several listed buildings and scheduled monument with the potential for high harmful impacts and low potential for integration of assets.

There is the potential to deliver high quality connections to Melton Mowbray train station (c3km away). As well as the employment opportunities in Melton Mowbray, Asfordby Business Park is located approximately 1.2km south west of the site which currently includes several industrial / distribution employers. Access to the site would likely be achieved via St Bartholomew's Way which runs adjacent to the southern boundary of the site in an east-west alignment. It connects to A606 Nottingham Road at its eastern extent, therefore, northbound journeys to Nottingham would not need to route through the Town Centre. Additionally, a connection to A6006 to the south is achievable from the site via Welby Road.

There is concern about how the development will achieve sustainable travel patterns and avoid dependency on car use given its rural character and location. Melton Mowbray train station is located approximately 3km south east of the site. This distance is not conducive to journeys on foot and therefore cycling and bus access would be key. Opportunities for travel by sustainable modes for the site would need to be maximised. WPD data shows the Holywell substation is shown in red and therefore likely to require reinforcement. Severn Trent note that the WwTW situated in Melton Borough is shown at very high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, Severn Trent states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. AMP7 scheme will increase pDWF which will enable growth to 2026 and beyond with potential to increase pDWF in future AMPs. The LEA state the site is isolated and generally inaccessible for education provision.

In isolation the location may not have the critical mass to support the required infrastructure improvements to provide its own social and physical infrastructure (depending on site specific investigations to confirm the site yield). However, when considered in combination with 5a and 5b this location offers significant potential to comprehensively plan the growth of Melton Mowbray with commensurate investment and delivery in supporting facilities, utilities and transport upgrades capable of serving the wider area.

5e Melton Mowbray West



Criterion	Considerations
Environment	- The site is in Flood Zone 1, 2 and 3a and 3b Functional Floodplain. The southern edge of the site is in Flood Zone 3 high probability of flooding from the River Wreake and is shown to benefit from the presence of flood defences. Communities at Leicester Road, A607 are identified to be at risk of flooding. The northern part of the site is in Flood Zone 1, however an unmodelled watercourse flows north to south through the centre of the site and surface water flood risk modelling shows notable ponding upstream of Asfordby Road. The area is shown to have low to medium susceptibility to groundwater flooding. Development should be avoided in Flood Zone 3 in the south of the site. Development should be set back from the tributary watercourse and be sensitive to the natural floodplain and associated surface water flow paths including allowances for climate change. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. Siltation in the River Eye catchment is a significant issue and opportunities to address this as part of future development should be prioritised. - Three Safeguarded waste sites (M10, M12 and M14). - The site is within and in close proximity to areas of woodland. - The site is within Grade 2 very good agricultural land, Grade 3 good to moderate quality agricultural land and Grade 4 poor quality agricultural land
Landscape	The area of search lies predominantly north of the A6006. It is characterised by the dry valley landform, with a narrow bottom, which lies centrally within the land parcel. The sloping side valley sides are under grass in the lower sections, and to the east, becoming arable to the west and south of the A6006. The area of search is defined by this strong topography, the scale of the valley, and its agricultural use with limited public access. It has elements of urban fringe land use and north of the A6006 is perceived as forming open land between Welby Road, Asfordby and the western edge of Melton Mowbray. Although the land is somewhat

	degraded (LCA 20: Melton Farmland Fringe) it acts as a buffer to the urban edge of Melton Mowbray which lies behind the valley shoulder. It therefore has an enclosed character from within but is also prominent from the top of the valley sides, for example, Welby Road. Development on this area of search would create coalescence with the edge of Asfordby Hill and removal or degradation of the key characteristic of the small scale valley landform. Built form away from the top of the valley crest would provide some mitigation of landscape effects should the area of search be developed. The area of search would form a clear and visible expansion of the western edge of Melton Mowbray.
Heritage	• There are three listed buildings located within the Site. These are all Grade II listed buildings, located near the River Eye in the south-east section of the Site. They comprise the Church of St Mary (NHLE 1235814), Riverside View Cottage (NHLE 1235749) and the barn at Riverside View (NHLE 1235805). The listed buildings may be physically impacted by development as they are located within the Site boundary. • The Melton Mowbray Conservation Area is located directly to the east of the Site. The section of the conservation area which borders the Site is Egerton Park along the River Eye. Much of the conservation area and the numerous listed buildings within are located further east in the centre of the town. Development on the Site has the potential to change the conservation area's setting to the west near to the Site with the introduction of modern buildings along the river. The urban setting of the listed buildings within Melton Mowbray would not be changed due to their distance from the Site and lack of intervisibility between the Site and listed buildings. • There are also two scheduled monuments located close to the Site. Sysonby Grange, 450m west of Sysonby Farm (NHLE 1016317) is located directly to the north of the Site, to the north of St Bartholomew's Way, and Medieval settlement remains immediately north-east and 210m south-east of White House Farm (NHLE 1018834) is located directly to the south-west of the Site. There may be further associated medieval remains which extend beyond the boundary of the scheduled monuments, which may survive within the Site. • The Mount motte at Melton Mowbray scheduled monument (NHLE 1010666) is located approximately 270m south-east of the Site in Melton Mowbray. The monument survives as a circular earthwork approximately 30m in diameter and 3m high with a flat top 12m in diameter. The monument is surrounded by modern buildings and its setting would not be changed by development on the Site. • Several non-designated buildings are recorded in the Site on the historic mapping, including Sysonby Church and Melbourne Lodge. The buildings are no longer extant and modern buildings are present in the sites on the modern mapping. • Low suitability - High potential for harmful impacts on the historic environment. Low potential for integration of assets.
Transport	Highways • Site abuts the A6006 Asfordby Road to the south and the St Bartholomew's Way to the north. A6006 and A606 (via St Bartholomew's Way) provide good connectivity to the trunk road network, including, notably, to Nottingham and Leicester; • The North and East Melton Mowbray Distributor Road (NEMMDR) located to the east and north of Melton and routes directly eastward from the northern extent of the site. Aims to reduce congestion within Melton and improve access to the town centre; • Potential for new north-south highway link between A6006 and A606 (via Bartholomew's Way) to the west of Central Melton should a strategic need for this be identified; • The site, and town, are bisected by the railway line and the River Eye. These constraints can cause "bottleneck" congestion at peak times on key highway crossings and bridges in a north-south alignment. This can also result in reduced opportunities for journeys by active modes;

- Opportunities for travel by sustainable modes for the site and wider town would need to be maximised. Melton Town Centre likely to experience congestion at peak times, negatively impacting on journey times as well as amenity and public realm. Impact of additional travel demand on key junctions would need to be assessed through junction capacity assessments, particularly the A6006 / A606 / A607 four-arm signalised junction;
- For access to the strategic road network, A46 is accessible approximately 10km west of the site at Six Hills via A6006. This is a major dual carriageway road forming the Trans-Midlands Trade Corridor. The A46 provides onwards connection to Leicester and the M1 motorway;
- Potential for the Melton Mowbray Distributor Road (currently at public inquiry stage) to improve vehicular access to the site, capacity of local road network as well as additional opportunities for walking, cycling and passenger transport.

Public Transport

- Existing bus services in Melton provide internal connectivity and connections to destinations further afield including Leicester, Nottingham, Corby and Loughborough. The site is well located for access to services routeing via the A6006 Asfordby Road and A606 Nottingham Road albeit some diversions / extensions may be required;
- Melton Mowbray train station is located approximately 2km east of the site with the southern area of the site significantly closer. The station is located centrally within the town and would potentially be accessible on foot or by cycle. The station includes bicycle parking facilities. The station is serviced by CrossCountry and East Midlands Rail services. A future detailed assessment could examine the existing rail passenger capacity at peak times and the impact of development on capacity;
- In terms of accessibility to cities by rail, Leicester is located approximately 22km south west or an approximate 20-minute one-way rail journey. Birmingham is also accessible by rail via an approximate 70-minute journey. Cambridge can be accessed via an approximately 90-minute journey by rail, albeit this is considered a poor overall journey time for regular commuting journeys;
- Located approximately 30km south east of forthcoming HS2 services at East Midlands Parkway, an approximate 35-minute car journey, with limited scope for direct access by bus and requiring indirect travel by rail via Leicester station;
- Although the site boundary abuts the railway line, there is little scope to create a new passenger railway station closer to the site and therefore connectivity to the existing station in Melton will be key.

Active Modes

- Existing key amenities in Melton include primary and secondary schools, convenience stores, supermarkets and a hospital;
- Melton Mowbray town has several opportunities for employment including the existing industrial estates which are currently occupied by a range of predominately distribution and manufacturing businesses; and
- There is a signed shared footway / cycleway along the northern side of Asfordby Road which runs through the centre of the site and a lit footway along the southern side. Asfordby Road has uncontrolled pedestrian crossings with refuges and bus stops at regular intervals as it enters Melton Mowbray.

On the basis of the key highways, public transport and active modes review, the site has high suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has moderate potential of enabling strategic links between key corridors/destinations.

Utilities and Infrastructure

- WPD's network capacity map shows that there are 5 substations in the area, 3 in Melton Mowbray (2 along Saxby Road and 1 along Regent Street), a 33/11kV in Holywell and an 11kV in Asfordby. The Holywell substation is shown in red and likely require reinforcement and the

	Asfordby one does not have enough information available to indicate whether it needs reinforcement. Further enquiries would be needed to better assess. Future works for the Holywell substation consist of a 33kV indoor circuit breaker, costing £225,000 over an indicative timescale of 5+ years. Saxby road has a 33kV and 11kV substation, showing to likely not require reinforcement. Regent Street has a 33/11kV substation, shown to likely not require reinforcement. Future works for Saxby Road (33kV) consist of a 132kV indoor circuit breaker, costing £500,000 for connection and an average reinforcement cost of £70,000, over an indicative timescale of 5+ years. The second Saxby Road substation (11kV) will have a 33kV indoor circuit breaker, costing £225,000 to connect and an indicative timescale of 5+ years. Future works for Regent Street consists of a 33kV indoor circuit breaker, costing £225,000 over a 5+ indicative timescale. • Using the Government's future population projections across Melton, this site would cause the district to be over capacity within STW's potable water network. Therefore, a full network capacity check should be completed to assess whether significant infrastructure development will likely be required. • According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Melton and the site extent is likely to negatively affect downstream sewerage infrastructure. The development will likely join the Melton STW, which lies within the site boundary. Part of the site may require pumping due to topography. Potential impact is high with network improvements likely required. Surface water for the site can drain directly into River Wreake which runs through the site boundary. Efforts must be made to remove surface water from the foul system. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the Melton Borough. The WwTW is shown at very high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. AMP7 scheme will increase pDWF which will enable growth to 2026 and beyond with potential to increase pDWF in future AMPs. • Leicestershire County Council's assessment indicates that the site could contribute to the new secondary school at Melton South Sustainable Neighbourhood. • The site falls within the Mineral Safeguarding Area for Sand and Gravel. Any proposed development should be accompanied by a Minerals Assessment and considered against Policy M11 (Safeguarding of Mineral Resources) of the Leicestershire Minerals and Waste Local Plan (LMWLP).
Housing	• The average new build house priced paid in Melton in April 2021 was £272,866. This is significantly higher than in Leicester City (£204,208) and higher than the average price in the East Midlands (£213,308). It is also slightly higher than the England and Wales average of £263,778. Prices are higher, on average than the Leicestershire average (£256,890), indicating relatively higher demand for housing. • From September 2007 to April 2021, house prices in Melton have increased by approximately 38.6%, which is consistent with the average house price change in Leicestershire during the same period (also +38.6%). • The site is within the 'North East Leicestershire' typology area in Appendix B (Viability analysis). The viability analysis identifies that development in this area is able to bear £25,000 per unit in developer contributions with around 15% affordable housing or £15,000 per unit between 20 and 25% affordable housing.
Economy	• The area appears to be reasonably suited to accommodate future developments due to its contiguous location with the settlement of Melton Mowbray, where employment opportunities to support prospective future residents could be accessed.

- The site could also benefit from associated improvements with the 'Melton Mowbray: Key Centre for Regeneration and Growth' designation which identifies the settlement as a key hub for surrounding rural areas, and recognises an increasing attractiveness to employers given the capacity for growth. Although not committed, the delivery of a new distributor road to the north and east of Melton Mowbray could increase the attractiveness of the area to prospective employers by facilitating the easier movement of goods and workforce, which could translate to additional employment opportunities locally.
- The site benefits from its being nearby to the A607 and A606 routes which offer connectivity with larger employment centres regionally. Melton Mowbray railway station also offers the option of sustainable transport modes for travel to larger employment centres.
- The site is nearby to existing employment land at Asfordby Business Park in the north west of Melton Mowbray and at sites in the east and south of the settlement. There are planned expansions of existing employment locations in the south of Melton Mowbray and at Asfordby Business Park.
- The employment density in the local authority of Melton as a whole is marginally below that for Leicestershire, indicating that the area currently has relatively limited employment opportunities. Melton as a whole has a very high retention rate, as 40.8% of working age residents who are employed in workplaces are employed within Melton. Indicatively, 29.0% of working age residents of the LSOAs within 1km of the site travel less than 2km to access employment.
- In terms of employment, businesses in the LSOAs within 1km of the site tend to specialise in the manufacturing broad industrial group, which contributes 27.7% of local employment, which is higher than is recorded across Melton (20.7%) and Leicestershire (12.3%).
- The area attracts limited well-qualified workers, as only 22.1% of working age residents of the LSOAs within 1km of the site hold NVQ4+ qualifications, and the most significant occupations held are skilled trade (13.2%) or elementary (12.5%) occupations.
- The area records a reasonable degree of deprivation although this is a spatially variable picture, with some of the LSOAs within 1km of the site ranked amongst the 20-30% most deprived nationally, and some ranked amongst the 10% least deprived nationally.

Conclusion - Unsuitable Area for Strategic Growth

Area - 236 Ha

Typologies - Urban Extension

Typology Delivery Period - 2020s - 2040s

5e Melton Mowbray West could come forward as an SUE to Melton Mowbray (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, the site includes Flood Zones 2 and 3 from the River Wreake and is shown to benefit from the presence of flood defences. Communities at Leicester Road, A607 are identified to be at risk of flooding. An unmodelled watercourse flows north to south through the centre of the site and surface water flood risk modelling shows notable ponding upstream of Asfordby Road. Therefore development should be set back from the tributary watercourse and be sensitive to the natural floodplain and associated surface water flow paths including allowances for climate change. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities.

Landscape is highlighted as a key constraint. The area of search is defined by this strong topography, the scale of the valley, and its agricultural use with limited public access. It has elements of urban fringe land use and north of the A6006 is perceived as forming open land between Welby Road, Asfordby and the western edge of Melton Mowbray. Although the land is somewhat degraded (LCA 20: Melton Farmland Fringe) it acts as a buffer to the urban edge of Melton Mowbray which lies behind the valley shoulder. It therefore has an enclosed character from within but is also prominent from the top of the valley sides, for example, Welby Road. Development on this area of search would create coalescence with the edge of Asfordby Hill and removal or degradation of the key characteristic of the small scale valley landform. Built form away from the top of the valley crest would provide some mitigation of landscape effects should the area of search be developed. The

area of search would form a clear and visible expansion of the western edge of Melton Mowbray. There are also several listed buildings and scheduled monuments, development here would have high potential for harmful impacts on the historic environment and low potential for integration of assets.

Melton Mowbray train station is located approximately 2km east of the site with the southern area of the site significantly closer. There is potential for new north-south highway link between A6006 and A606 (via Bartholomew's Way) to the west of Central Melton should a strategic need for this be identified. The Melton Mowbray Distributor Road (currently at public inquiry stage) also has the potential to improve vehicular access to the site, capacity of local road network as well as additional opportunities for walking, cycling and passenger transport. Opportunities for travel by sustainable modes for the site and wider town would need to be maximised.

WPD data shows the Holywell substation is shown in red and likely require reinforcement. Severn Trent state the WwTW is shown at very high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, Severn Trent states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. AMP7 scheme will increase pDWF which will enable growth to 2026 and beyond with potential to increase pDWF in future AMPs. The LEA indicates that the site could contribute to the new secondary school at Melton South Sustainable Neighbourhood.

Taken together the environmental, landscape and heritage constraints make this an unsuitable area for strategic growth. However, there may be smaller non-strategic opportunities within this area.

In isolation the location may not have the critical mass to support the required infrastructure improvements to provide its own social and physical infrastructure (depending on site specific investigations to confirm the site yield). However, when considered in combination with 5a, 5b and 5d this location offers significant potential to comprehensively plan the growth of Melton Mowbray with commensurate investment and delivery in supporting facilities, utilities and transport upgrades capable of serving the wider area.

5f Normanton



Criterion	Considerations
Environment	- The site is in Flood Zone 1, low probability of flooding from rivers. The site is at risk of surface water ponding. The area is shown to have low susceptibility to groundwater flooding. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - The site contains and is in close proximity to areas of woodland, but it ought to be possible to retain these. - The site is within Grade 3 good to moderate quality agricultural land
Landscape	The area of search is heavily enclosed by woodland structure planting such that land within it is not visible from Normanton Lane to the west and is poorly defined from other accessible highway locations to the east due to distance and intervening vegetation. Aerial imagery indicates that it incorporates an area of plateau used as an airfield. The airfield is open and has few remaining elements of landscape value and incorporates areas of vehicle storage and open arable land containing substantial areas of structure planting/linear woodland. There is industrial development to the east but overall few features of landscape value. The area of search would make a nucleated settlement. Development on the plateau would be well screened and benefit from existing definition of plots by maturing structure planting.
Heritage	- The Site is located on the western part of the former Second World War airfield of RAF Bottesford. Three listed buildings are located along the western boundary of the Site. These consist of the Grade II listed Normanton Hall Farmhouse (NHLE 1360881), Normanton House (NHLE 1075063) and Threshires Farmhouse (NHLE 1075062). Development within the Site has the potential for impact on the assets as a result of change to their rural setting. - Bennington Grange moated site scheduled monument (NHLE 1018867) is located approximately 1.3km east of the Site and

	• Kilvington medieval settlement and part of an open field system, 400m south west of Staunton Hall, scheduled monument (NHLE 1020647) is approximately 1.3km north-west of the Site. The setting of the scheduled monuments are the surrounding agricultural fields and villages. There may be some change to the setting of the monuments due to the introduction of modern buildings into the rural setting, although the distances from the Site would limit the impact this would have on the significance of the scheduled monuments. • The remains of the parts of the airfield's three runways and a section of the perimeter track survive within the Site. A number of buildings survive within the airfield's former technical area which is located to the north-east of the Site. Development of the Site has the potential for physical impact on the runways and perimeter tract and impact on the buildings within the technical site as a result of change to their setting. • Medium suitability for development - Medium potential for harmful impacts on the historic environment. Medium potential for integration of assets.
Transport	Highways • The site is bisected by Normanton Lane which routes on a north-south alignment through the site. At its northern extent, Normanton Lane connects to Long Bennington with access to the A1. At its southern extent, Normanton Lane connects to Bottesford with access to A52; • The site has good access to the trunk road network via the A52 which is located approximately 4km to the south. A52 provides onwards connections to Nottingham and Grantham; • The site has relatively good access to the SRN with the A1 Long Bennington junction located approximately 4km to the north, providing access to Newark-on-Trent and Grantham as well as destinations further afield; • The intensification of traffic along Normanton Lane would need to be assessed and mitigated as appropriate, as well as the impact of additional traffic on the neighbouring villages of Bottesford and Long Bennington. Without significant new active modes and public transport infrastructure the site is likely to be car dominated and therefore unsustainable; • Additional key junctions likely requiring assessment would be A52 / Belvoir Road and Long Bennington A1 (M) junction. As the A1 (M) forms part of the SRN, consultation with National Highways would be required. Public Transport • No access to existing bus services routeing in the immediate vicinity of the site, therefore diversions / extensions / improvements to existing services routeing via Bottesford and Long Bennington would need to be considered as well as funding for new services; • Bottesford Railway Station located approximately 1.9km south of the site is served by East Midlands Rail services. The station includes limited bicycle parking. The station provides services to destinations including Nottingham via an approximate 25-minute journey and Grantham via a 15-minute journey. A future detailed assessment could consider the existing rail passenger capacity on these services at peak times and the impact of development on capacity; • Concern about how the development will achieve sustainable travel patterns and avoid dependency on car use given its rural character and location; • No access to East Midlands Airport (EMA) and the East Midlands Gateway by modes other than the private car; • Located approximately 25km east of proposed HS2 East services at Nottingham rail station (IRP, 2021), with scope for future direct access by rail from Bottesford station and by bus westward along the A52 corridor. Active Transport • The indicative centre of the site is located approximately 2.3km north of the village of Bottesford, within an accessible walking / cycle distance. A narrow footway runs along one side of Normanton Lane;

	- Local amenities within Bottesford include primary and secondary education, convenience stores and a railway station. Therefore, some scope for providing new cycle and public transport connections from the site to Bottesford, albeit distance is sub-optimal for some journey purposes; - Few employment opportunities available in the vicinity of the site and neighbouring villages; - The village of Long Bennington is located approximately 3.5km north of the site, however, the village has few existing amenities and connectivity is severed by the A1. Therefore, scope for connectivity by cycle accessibility is limited; - There is no existing dedicated cycling infrastructure in the immediate vicinity of the site so cyclists have to travel on-road with vehicular traffic; - An on-road section of NCN Route 15 is accessible from Bottesford approximately 3.5km south of the site, however, this is predominately a leisure route and provides little scope for facilitating commuter trips; and - Significant improvements to cycling connections to Bottesford Railway Station likely required as well as significant new bus infrastructure and services to provide access to employment opportunities by sustainable modes. On the basis of the key highways, public transport and active modes review, the site has low suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has low potential of enabling strategic links between key corridors/destinations.
Utilities and Infrastructure	- WPD's network capacity map shows there is a 33/11kV substation nearby in South Bottesford, which is in red and therefore likely to require reinforcement. Future works consist of an 11kV indoor circuit breaker, costing £125,000 over a 2-3 year indicative timescale. - Using the Government's future population projections across Melton, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed. - According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Bottesford and the site extent will negatively affect downstream sewerage infrastructure. Reported and predicted flooding downstream. The development will likely join a 225mm foul sewer heading south on Normanton Lane. Parts of the site may require pumping due to topography. Potential impact is high with network improvements likely require. Surface water for the development can drain directly to Ease Drain which runs along the south eastern site boundary. Efforts must be made to remove surface water from the foul system. - A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the Melton Borough. The WwTW is shown at low risk of exceeding spare capacity, with no issues expected. However, STW states that there is high risk associated with the watercourse as there is limited scope to provide additional capacity. Works expansion to accommodate forecast growth is expected. - Leicestershire County Council's assessment indicates that the site is isolated and generally inaccessible for education provision.
Housing	- The average new build house priced paid in Melton in April 2021 was £272,866. This is significantly higher than in Leicester City (£204,208) and higher than the average price in the East Midlands (£213,308). It is also slightly higher than the England and Wales average of £263,778. Prices are higher, on average than the Leicestershire average (£256,890), indicating relatively higher demand for housing. - From September 2007 to April 2021, house prices in Melton have increased by approximately 38.6%, which is consistent with the average house price change in Leicestershire during the same period (also +38.6%).

	The site is within the 'North East Leicestershire' typology area in Appendix B (Viability analysis). The viability analysis identifies that development in this area is able to bear £25,000 per unit in developer contributions with around 15% affordable housing or £15,000 per unit between 20 and 25% affordable housing.
Economy	- The area appears to be poorly suited to accommodate future development due to its relatively rural location, some distance from employment opportunities. The nearest employment opportunities to support prospective residents are in the larger settlements of Grantham and Nottingham. - The site benefits from its proximity to the A52 and A1 roads which offer connectivity with employment opportunities in larger settlements nationwide. The railway station at Bottesford offers some opportunity for choosing sustainable transport modes to access employment. - There are no significant allocations of existing or planned employment land in the vicinity of the site. - The employment density in the local authority of Melton as a whole is marginally below that for Leicestershire, indicating that the area currently has relatively limited employment opportunities. Melton as a whole has a very high retention rate, as 40.8% of working age residents who are employed in workplaces are employed within Melton. Indicatively, 45.4% of working age residents of the LSOAs within 1km of the site travel between 5km and 30km to access employment, reflecting the rural location of the site. - In terms of employment, businesses in the LSOAs within 1km of the site tend to specialise in the manufacturing broad industrial group (13.5%) at a proportion that is broadly in line with that for Leicestershire (12.5%), but lower than is recorded in the Melton local authority (20.7%). The construction (10.9%) and professional, scientific and technical (10.0%) broad industrial groups also make notable proportional contributions to local employment. - The area attracts a significant amount of well-qualified workers, as 36.3% of working age residents of the LSOAs within 1km of the site hold NVQ4+ qualifications, and 38.9% are employed in manager, director and senior official (18.8%) or professional (20.1%) occupations.

Conclusion - Potential Area for Strategic Growth

Area - 123 Ha

Typologies - Garden Village

Typology Delivery Period - 2030s - 2040s

5f Normanton could come forward as a garden village (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, the site includes areas of woodland that should be retained. The site would make a nucleated settlement. Development on the plateau would be well screened and benefit from existing definition of plots by maturing structure planting. In addition, the site is at risk of surface water ponding and development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities.

The Site is located on the western part of the former Second World War airfield of RAF Bottesford. Three listed buildings are located along the western boundary of the Site. Development within the Site has the potential for impact on the assets as a result of change to their rural setting. The remains of the parts of the airfield's three runways and a section of the perimeter track survive within the Site. A number of buildings survive within the airfield's former technical area which is located to the north-east of the Site. Development of the Site has the potential for physical impact on the runways and perimeter tract and impact on the buildings within the technical site as a result of change to their setting. In addition, there are scheduled monuments in close proximity which would require a sensitive approach to masterplanning so as to limit the impacts on their significance.

The indicative centre of the site is located approximately 2.3km north of the village of Bottesford, within an accessible walking / cycle distance. Bottesford Railway Station located approximately 1.9km south of the site is served by East Midlands Rail services. There is currently no access to existing bus services routeing in the immediate vicinity of the site, therefore diversions / extensions /

improvements to existing services routeing via Bottesford and Long Bennington would need to be considered as well as funding for new services. Because of this there is concern about how the development will achieve sustainable travel patterns and avoid dependency on car use given its rural character and location. In addition, the intensification of traffic along Normanton Lane would need to be assessed and mitigated as appropriate, as well as the impact of additional traffic on the neighbouring villages. Additional key junctions likely requiring assessment would be A52 / Belvoir Road and Long Bennington A1 (M) junction. As the A1 (M) forms part of the SRN, consultation with National Highways would be required. The area appears to be poorly suited to accommodate future development due to its relatively rural location, some distance from employment opportunities. The nearest employment opportunities to support prospective residents are in the larger settlements of Grantham and Nottingham. Due to the remote location, there are few employment opportunities available in the vicinity of the site and neighbouring villages. Significant improvements to cycling connections to Bottesford Railway Station would be required as well as significant new bus infrastructure and services to provide access to employment opportunities by sustainable modes.

WPD's network capacity map shows there is a 33/11kV substation nearby in South Bottesford, which is in red and therefore likely to require reinforcement. The LEA state the site is isolated and generally inaccessible for education provision. The relative lack of constraints on-site and potential to improve linkages to Bottesford Railway Station mean that this is a potential area for strategic growth. However, the site would need to be able to demonstrate it is supported by commensurate social and transport infrastructure.

6a Land South East of Ashby de la Zouch, Packington Nook



Criterion	Considerations
Environment	- The site is in Flood Zone 1, 2 and 3. The Gilwiskaw Brook is culverted through the town and then flows in open channel south through the site. The area has low susceptibility to groundwater flooding. Development of the site must make space for water, retain the existing floodplain including an allowance for climate change, and locate development in areas of Flood Zone 1. Trent Rivers Trust are seeking to undertake watercourse enhancements on this site and opportunities should be taken to re-naturalise the valley channel and reduce the risk of flooding to Packington village downstream. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - The site lies within the catchment of the River Mease, which is designated as both a SSSI and an SAC (River Mease SSSI / SAC). It is currently in unfavourable condition and is failing to meet its conservation objectives. This is as a result of numerous factors, including high levels of phosphorous in the water. Any addition of phosphorous from foul water (including via mains Sewage Treatment Works), or pollutants from poorly treated surface water, will contribute to the site's unfavourable condition and the failing of its conservation objectives. As a result, there is currently little scope for development within the catchment. The LPAs which fall within the catchment are currently working up a new version of their Developer Contribution Scheme (DCS3). See here for more details on the past schemes: https://www.nwleics.gov.uk/files/documents/river_mease_developer_contribution_scheme_2_dcs2_june_2016/1005%20DCS2%20June%202016%20FINAL%20FOR%20APPROVAL.pdf. These schemes allow development to go ahead, with developers providing a monetary contribution to be spent mitigating the increased phosphorous load their development will create. The capacity of this scheme may be limited, as the Sewage treatment work in the area have limited capacity. In 2027 it is proposed for a pump out solution to be implemented, which may further release more capacity for development within the catchment. Further detail on this should be sought from Severn Trent Water and the LPAs.

	• The site is adjacent to and in close proximity to areas of National Forest woodland • The site is within Grade 3 good to moderate quality agricultural land and Grade 2 very good quality agricultural land (with approximately two thirds being Grade 3). • Noise mitigation likely to be required for impacts of A42.
Landscape	• The area of search is largely flat and in agricultural use and contains a number of isolated farmsteads. The northern section is under pasture and has an irregular pattern of small to medium sized fields defined by hedgerows. There is some evidence of remnant parkland trees in the north and an avenue continuing across the B5006 Measham Road which forms the western boundary of the site (including a number of Tree Preservation Orders), the A42 forming the eastern edge. The southern section of the area of search is more open and land use is arable within large fields. The hedgerow boundary to the B5006 Measham Road has gaps and is weakly defined but well established woodland planting along the A42 and the highway's location in partial cutting mitigate its visual influence on the site. Views into the area of search from the west are restricted by vegetation and landform and by the A42 corridor in the east, although there are views from the more distant ridgeline further east. There is some recreational access via two PRoW (with one of the routes part of the National Forest Way long distance footpath). The agricultural land appear well managed and although some of the landscape elements are degraded the area of search contributes positively to the southern entrance to Ashby-de-la-Zouch from the A42. There is some ribbon development along the western side of the B5006 and the area of search would make a logical extension to the urban edge of Ashby-de-la-Zouch although separation from the main settlement should be avoided along with maintenance of open land in the vicinity of the A42 junction to retain open land as a defined boundary to any development. A more compact development in the northern part of the site, avoiding the Gilwiskaw Brook would be optimal, albeit that area has the more intact landscape elements.
Heritage	• The Site is located to the south of Ashby-de-la-Zouch and is bounded to the north-west by the B5006 Tamworth Road, to the north-east by Lower Packington Road and to the south by the A42 trunk road. • There are no designated built heritage assets within the Site boundary. Historic maps show that some of the buildings at Nook Farm at the centre of the Site and the majority at Mill Farm to the east and Valley Farm to the south are of at least late 19th century date and should be treated as non-designated built heritage assets should their significance warrant it. The closest listed building to the Site is the Grade II listed Rotherwood (NHLE 1073595) approximately 50m from the western boundary. The house was built in the early 19th century. There are two further Grade II listed houses on the outskirts of Ashby to the north of the Site and the Ashby-de-la-Zouch Conservation Area is approximately 250m north of the Site on the north side of the railway line. The Conservation Area contains over 120 listed buildings including the Grade I Parish Church of St Helen (NHLE 1188344) and Grade I listed ruins of Ashby Castle (NHLE 1073591) and six Grade II* listed buildings including the former Midland railway station, two buildings associated with the former spa and three dwellings. The conservation area also contains the scheduled Ashby Castle and associated formal garden (NHLE 1013324). The Packington Conservation Area is approximately 350m south-east of the Site and contains 13 listed buildings, all Grade II apart from the Grade II* Church of the Holy Rood (NHLE 1361255). • Development on the Site has the potential to impact on the groups of non-designated assets at Mill Farm to the east and Valley Farm to the south within the Site boundary (by changes to their agricultural setting). This would also be the case for the Grade II listed Rotherwood although the house and its neighbour, a modern or converted dwelling, retain the grounds the house had in the late 19th century which has screening in the direction of the site and are not visible from the site. Rotherwood also appears to have been built as a residence as opposed to a farmhouse. The loss of significance of the heritage assets as a result of change to setting would result in a lower level of harm and loss of significance. • While the Ashby-de-la-Zouch Conservation Area is divided from land to the south by the railway line its setting in this direction is the pleasant 19th century

	suburban growth on Tamworth Road, Avenue Road and Lower Packington Road. While development of the Site would introduce a built element to the landscape on the approach to the setting of the conservation area along Measham Road and Lower Packington Road the conservation area's 19th century suburban setting would not be changed and impact on the conservation area would be minor. • There are views towards the Site from within the Packington Conservation Area on Mill Street but the extensive planting either side of the A42 would appear to be robust enough to screen views of any development within the Site. Impact would therefore be restricted to a change of setting when approaching the village from the north along Ashby Road. For a brief stretch there are clear views over the Site on the approach to the road bridge over the A42. This is however approximately 900m from the conservation area with agricultural land on both sides of the road or one side of it for much of that distance. Impact on the conservation area would therefore be minimal. • High suitability for development - Low potential for harmful impacts on the historic environment. High potential for integration of assets
Transport	Highways • The site is located immediately south of Ashby-de-la-Zouch, and forms an urban extension to the town; • The site is bounded by the A42 on its eastern boundary. Part of the SRN owned and maintained by National Highways, the A42 is accessible via J12 immediately south of the site or J13 located approximately 2.5km north of the site; • B5006 routes along the site's western boundary and Lower Packington Road to the north, therefore, there are multiple opportunities for vehicular access; • If employment proposals at the site are likely to generate HGV movements, vehicular access to the B5006 would be beneficial. B5006 connects directly to the SRN via A42 J12 at its southern extent with no need to route through the less suitable residential streets to the north of the site; • Impact of additional traffic generated by the development would need to be assessed including on Ashby High Street junctions and A42 J12 and J13. As A42 forms part of the SRN, further consultation with National Highways will be required. Public Transport • The nearest bus stop to the site is located approximately 500m north east on Ashby Road with existing footway connections that the site could likely tie-in to. This is served by the 19 bus which provides hourly connections to Ashby High Street and further afield to Swadlincote and Burton-upon-Trent; • East Midlands Airport (EMA) and the East Midlands Gateway accessible via existing bus services within Ashby-de-la-Zouch; • Located approximately 19km south west of forthcoming HS2 services at East Midlands Parkway, an approximate 25-minute car journey, with limited scope for direct access by bus from Ashby; • There are additional bus services which route via the High Street approximately 1km north of the site. Bus services provide hourly to destinations including Burton-upon-Trent, Swadlincote and Coalville; however, diversions or extensions to the existing services would be required to make them accessible from the site; • Ashby does not currently have a passenger railway station, despite having a closed railway line running through the town approximately 800m north of the site; • Potential for rail provision on the National Forest line routing through Ashby-de-la-Zouch, with the longstanding attempts to re-open to passenger services through the west of Leicestershire. However, this route is not currently planned or funded. The nearest train services from the site are accessible from Burton-upon-Trent (15km), Tamworth (22km) or Leicester (25km), severely restricting scope for journeys by rail; • For employment development at the site, the site boundary does not abut the closed railway line, therefore limiting scope for rail-freight; • Given the convenience of access to the SRN via A42 and the lack of viable public transport connections to key destinations, the site would likely be car-

	dominated and significant improvements to public transport provision would be required; - Severance is a constraint created by the closed railway line which restricts all movements in a north-south direction from the site to crossings at Station Road, Upper Packington Road and Leicester Road. Active Transport - There is an existing primary school adjacent to the site's western boundary which would therefore be highly accessible on foot; - Market Street is located approximately 1.2km north of the site and has a range of amenities including food and non-food retail and could be accessed on foot or by cycle; - There is an existing Secondary School located centrally within the town of Ashby approximately 1.7km north of the site accessible on foot or by cycle; - Several viable employment opportunities within Ashby including the industrial estate 2km north east of the site adjacent to A42 J13 and the Ivanhoe Business Park approximately 2.5km north of the site; and - There is an existing network of leisure trails and active modes routes accessible approximately 1.5km west of the site at Shellbrook Woods. Additionally, NCN Route 64 is located approximately 3.5km west of the site which runs adjacent to the Ashby Canal providing additional opportunities for leisure trips by cycle. On the basis of the key highways, public transport and active modes review, the site has medium suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has moderate potential of enabling strategic links between key corridors/destinations.
Utilities and Infrastructure	- WPD has stated that this site is likely to require an upgrade of the primary substation and new 11kV circuits. - Using the Government's future population projections across North West Leicestershire, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed. - According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Packington and the site extent will negatively affect downstream sewerage infrastructure. - There are instances of reported flooding and predicted flooding downstream in the future. Pollution incidents have also been reported downstream (including receipt of an EA warning letter in relation to the Packington WwTW). The development will likely join a 450mm foul sewer heading south through the site boundary. Potential impact is high with network requirements likely required. Surface water for the site can drain directly to Gilwiskaw brook which runs through the site boundary. - A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the North West Leicestershire District. The WwTW is shown at medium risk of exceeding spare capacity, with marginal concern subject to size of development. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. AMP7 scheme is for investigation only, with the delivery for solution identified, will be planned in AMP8. - Leicestershire County Council indicates a lack of capacity in nearby schools to support secondary education needs generated. In addition, the proposed theoretical capacity of the site is inadequate to warrant a new secondary school on-site. Therefore further discussions will be required with the Local Education Authority if the site comes forward for allocation/development.
Housing	The average new build house priced paid in North West Leicestershire in April 2021 was £231,152. This is higher than in Leicester City (£204,208) and higher than the average price in the East Midlands (£213,308). It is lower than the England and Wales average of £263,778. Prices are lower, on average than the Leicestershire average (£256,890), indicating relatively lower demand for housing.

	- From September 2007 to April 2021, house prices in North West Leicestershire have increased by approximately 34.9%, which is lower than the average house price change in Leicestershire during the same period (+38.6%). - Whilst technically being within North West Leicestershire, the site is classified under the 'North East Leicestershire' typology area in Appendix BB (Viability analysis) as it has similar values to North East Leicestershire. The viability analysis identifies that development in this area is able to bear £25,000 per unit in developer contributions with around 15% affordable housing or £15,000 per unit between 20 and 25% affordable housing.
Economy	- The area appears to be well suited to accommodate future developments due to its contiguous location with the existing settlement of Ashby-de-la-Zouch, where it is likely that prospective residents could access employment opportunities. The site benefits from its location adjacent to the A42 road which offers connectivity with additional employment opportunities nationally. The reinstatement of the National Forest line could increase the connectivity of Ashby-de-la-Zouch with Leicester and Burton-upon-Trent by rail, although this project is not currently planned or funded). Although not committed, the enabling of additional provision of housing and employment land associated with the improvement of the A511 Growth Corridor could enhance the suitability of the site by improving both employment opportunities and the attractiveness of the area to prospective employees and employers. - Existing employment locations can be found nearby at Junction 13 of the A42 and at Ivanhoe Business Park in the north of Ashby-de-la-Zouch. A planned allocation of employment land is found in the north of Ashby-de-la-Zouch. The site could also accommodate up to 89.2ha of employment land which could significantly increase the amount of local employment opportunities available to prospective residents. - The Leicester & Leicestershire Warehousing & Logistics study (April, 2021) identifies the location as being in a Key Area of Opportunity (road linked). - The employment density in the North West Leicestershire local authority as a whole is much greater than is recorded across Leicestershire, indicating that the area currently has reasonable employment opportunities. The local authority as a whole has a strong retention rate, as 40.6% of working age residents employed in workplaces are employed within North West Leicestershire. Indicatively, 19.3% of working age residents of the LSOAs within 1km of the site travel less than 2km to access employment; however, 42.6% travel between 5km and 30km to access employment. - Businesses in the area tend to specialise in business administration and support services more than is typical for North West Leicestershire (10.8%) and Leicestershire (7.6%), with this broad industrial group representing nearly 21.5% of total jobs in the LSOAs within 1km of the site. The professional, scientific and technical broad industrial group also makes a notable contribution (12.7%) to local employment. - The area attracts well qualified workers, as 32.7% of the residents of the LSOAs within 1km of the site hold a NVQ4+ qualification, and 33.8% are employed in manager, director and senior official (13.7%) or professional (20.2%) occupations. - There is a limited incidence of deprivation in the LSOAs within 1km of the site, as seven of the eleven LSOAs within 1km of the site are ranked among the 20% least deprived nationally. - Although the area surrounding the site has low incidence of deprivation and therein potential for regeneration, and the estimated scale of housing delivery scores lowly in terms of potential to deliver economies of scale, there are very strong opportunities for employment which enhance the overall rating at this site.

Conclusion - Unsuitable Area for Strategic Growth

Area - 89 Ha

Typologies - Urban Extension / Employment Site

Typology Delivery Period - 2020s - 2040s

6a Land South East of Ashby de la Zouch could come forward as a SUE (<5,000 homes) with >50Ha employment land.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, Flood Zone 2 and 3 are found within the site. The Gilwiskaw Brook is culverted through the town and then flows in open channel south through the site. Development of the site must make space for water, retain the existing floodplain including an allowance for climate change, and locate development in areas of Flood Zone 1. Trent Rivers Trust are seeking to undertake watercourse enhancements on this site and opportunities should be taken to re-naturalise the valley channel and reduce the risk of flooding to Packington village downstream. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. The site lies within the catchment of the River Mease, which is designated as both a SSSI and an SAC (River Mease SSSI / SAC). It is currently in unfavourable condition and is failing to meet its conservation objectives. The site also includes grade 2 very good quality agricultural land.

If employment proposals at the site are likely to generate HGV movements, vehicular access to the B5006 would be beneficial. B5006 connects directly to the SRN via A42 J12 at its southern extent with no need to route through the less suitable residential streets to the north of the site. Potential for rail provision on the National Forest line routing through Ashby-de-la-Zouch, with the longstanding attempts to re-open to passenger services through the west of Leicester county. However, this route is not currently planned or funded. The nearest train services from the site are accessible from Burton-upon-Trent (15km) or Leicester (25km), severely restricting scope for journeys by rail.

Given the convenience of access to the SRN via A42 and the lack of viable public transport connections to key destinations, the site would likely be car-dominated and significant improvements to public transport provision would be required. Severance constraint created by the closed railway line which restricts all movements in a north-south direction from the site to crossings at Station Road, Upper Packington Road and Leicester Road. Impact of additional traffic generated by the development would need to be assessed including on Ashby High Street junctions and A42 J12 and J13. As A42 forms part of the SRN, consultation with National Highways will be required.

WPD has stated that this site is likely to require an upgrade of the primary substation and new 11kV circuits. Severn Trent data shows the WwTW would be in Packington and the site extent will negatively affect downstream sewerage infrastructure. There are instances of reported flooding and predicted flooding downstream in the future. Pollution incidents have also been reported downstream (including receipt of an EA warning letter in relation to the Packington WwTW). The WwTW is shown at medium risk of exceeding spare capacity, with marginal concern subject to size of development. Furthermore, Severn Trent states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. AMP7 scheme is for investigation only, with the delivery for solution identified, will be planned in AMP8. The regulator (Ofwat) and the water companies are funded to assess, monitor and model the specific permitting approach in each and every WwTW catchment. In order to comply with the legislation, which requires protection of the waterbodies and the connected ecosystems, flows will need to be treated. The LPA will need to work with promoters, the EA and water companies to understand what site specific infrastructure is required in relation to potable water and drainage.

The LEA indicated the lack of capacity in nearby schools to support secondary education needs generated. In addition, the potential capacity of the site is inadequate to warrant a new secondary school on-site.

At present the environmental and transport constraints would make this an unsuitable area for strategic growth. However, there may be smaller non-strategic opportunities within this area.

6b Land at Stephenson Way, Coalville



Criterion	Considerations
Environment	- The site is defined as Flood Zone 1. There are surface water flowpaths across the site draining north and south to two catchments. To the north the site drains to the Grace Dieu Brook along which there are records of surface water flooding and fluvial flooding of residential properties and highways in Whitwick (e.g. 2016). To the south the site drains towards Coalville and the River Sence catchment. There are multiple records of foul sewer and surface water flooding. The area is susceptible to groundwater flooding. In order to be sustainable, development of this site would need to ensure no additional pressure on the combined sewer network and the watercourses downstream. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - The site lies to the south-west of a cluster of SSSIs, the closest being Coalville Meadows SSSI, approx. 500m to the east. The slightly urban nature of the site may reduce the likelihood of impacts, but they must still be fully investigated. - The site is in close proximity to an area of Ancient Woodland to the north east of the site (south of Leicester Road) - The site is adjacent to and in close proximity to areas of National Forest woodland - The site is within Grade 3 good to moderate quality agricultural land
Landscape	The northern half of the area of search is in arable use, the southern under pasture or recreational use, including the adjacent Rugby Club. Although agricultural, the land is heavily influenced by urban development of Coalville and Whitwick on all boundaries. It is relatively flat and the field pattern of medium sized fields remains intact. Urban fringe uses are present and the land appears to be somewhat degraded, although the southern section is more intact and of greater sensitivity. There is a coalescence risk that Coalville and Whitwick would merge into one another. Although the option constitutes open space between settlements and

	contains some landscape elements of value particularly in the southern section of the site, there are locations in the area of search that could accept new development providing coalescence between settlements is avoided.
Heritage	• The Site is located to the south of Whitwick and to the north-east of Coalville. It is bounded to the north by modern development on Hermitage Road, George Street and Hall Lane; to the east by Hall Lane, modern development on Tiverton Avenue and playing fields; to the south by modern development on Broom Leys Road and to the west by the A511 Stephenson Way. There are no designated built heritage assets within the Site boundary. The Site is located on agricultural land traditionally farmed by Glebe Farm on Green Lane. There are still buildings on the Site of the farm but none appear to pre-date the 20th century. Broom Leys Farm (formerly Constable Lane Farm) appears to have retained its farmhouse and a number of its farm buildings which are shown on the 1883 Ordnance Survey map XXIII.4. • The closest listed building is The Old Vicarage at Whitwick (NHLE 1074363) approximately 400m north of the Site. Whitwick does not have a conservation area but has five further listed buildings, including the Grade II* listed Church of St John the Baptist (NHLE 1178164), and the scheduled Whitwick Castle (NHLE 1012555), a 12th century motte and bailey castle of which nothing remains above ground. The Coalville Conservation Area is located approximately 600m south-west of the Site and contains two Grade II listed buildings. Further west is the scheduled Snibston Colliery with three associated Grade II listed buildings. • Development on the Site has low potential for impact on designated heritage assets which are located at a distance from the Site and screened from it by later and modern development. There is the potential for impact on Broom Leys Farm by replacing its agricultural setting with residential dwellings. • High suitability for development - Low potential for harmful impacts on the historic environment. High potential for integration of assets.
Transport	Highways • Several good opportunities for vehicular access. Therefore, there is scope for access from Hermitage Way to the west, Green Lane which routes through the site and forms a three-arm mini-roundabout junction at its northern extent and Hall Lane which bounds the site to the north; • The site is well located for access to the trunk road network (A511) as well as access by existing bus services and active modes infrastructure in the vicinity of the site; • The A511 (Leicestershire County Council road) connects to A42 J13 at its eastern extent (6km) and M1 J22 (Strategic Road Network) at its western extent (6km) and therefore can be considered to have good connectivity; • The site is well located, approximately 14km driving distance, to East Midlands Airport and the East Midlands Gateway, accessible via a 14-minute car journey from the site; • Impact of development on the operation of the A511 corridor and key local junctions in Whitwick village to the north will need to be considered. A mitigation strategy for the site should seek to maximise the opportunities for journeys to be undertaken by walking, cycling and bus in the first instance to reduce the number of car journeys undertaken. Public Transport • Accessible by public transport to East Midlands Airport and the East Midlands Gateway via the Coalville Skylink, with an approximate journey time of 45 minutes; • Good access to several existing bus services which route within the vicinity of the site, including services to Hinckley, Ashby-de-la-Zouch and Leicester; • Development at the site would represent a good opportunity to connect to the existing services or extend / divert the existing services into the site;

	• Located approximately 15km south west of forthcoming HS2 services at East Midlands Parkway, an approximate 25-minute car journey, with limited scope for future access by bus from Coalville; • Coalville does not currently have a passenger railway station, despite having a closed railway line running through the town approximately 1km south of the site. The nearest train services from the site are accessible from Loughborough (12km), with limited accessibility via a 50-minute bus journey on the 16 Arriva Buses service; • Potential for rail provision on the National Forest line routing through Coalville, with the longstanding attempts to re-open to passenger services through the west of Leicestershire, however this route is not currently planned or funded; • Park & Ride site is in development at Beaumont Leys for public transport access into Leicester city centre. This is located approximately 19km driving distance southeast from the site and is accessible via car along the A50 (major road network). Active Modes • The indicative centre of the site is located approximately 1.1km northeast of the centre of Coalville, comprising an urban extension to the east of the existing town and is therefore highly accessible by sustainable modes; • Whitwick Retail Park is located approximately 500m south from an indicative centre point of the site and includes a supermarket as well as non-food retail; • The nearest primary school is located approximately 900m south of the site. Additionally, there are several secondary schools in the town of Coalville all within a 2km distance of the site and therefore accessible on foot or by cycle; • Coalville high street contains a range of amenities including food and non-food retail; • Dropped kerb crossings and pedestrian refuges are in place at the A511 / Whitwick Road / Hermitage Road to the south west of the site, however further improvements to walking and cycling should be considered e.g. tactile paving, signalisation; • Connection for pedestrians and cyclists is in place across the A511 along the southern boundary of the site including an overbridge; and • There is an existing shared pedestrian-cycleway adjacent to the A511 on the southern side of the carriageway to the south of the site. This provides onwards connections to NCN Route 52 which provides a connection to Coalville Town Centre to the south and Whitwick village to the north. On the basis of the key highways, public transport and active modes review, the site has high suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has moderate potential of enabling strategic links between key corridors/destinations.
Utilities and Infrastructure	• WPD has stated that this site is likely to require an upgrade of the primary substation and new 11kV circuits. • Using the Government's future population projections across North West Leicestershire, this site would cause the district to be close to capacity within STW's potable water network. Therefore, a full network capacity check should be completed to assess whether infrastructure development will likely be required. • According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Snarrows and the site is likely to negatively affect downstream sewerage infrastructure. Predicted and reported flooding downstream, pollution also reported downstream, EA warning letters downstream. Development is likely to join 600mm foul sewer heading north off Hermitage Road. Potential impact is high with network improvements likely required. Surface water for the development can drain into a tributary of Grace Dieu Brook on the north west of the site. Surface water outfall will require constructing to outfall. • The WwTW is shown at medium risk of exceeding spare capacity, with marginal concern subject to size of development. Furthermore, STW states

	that there is very high risk associated with the watercourse as there no scope to provide additional capacity. Site is already treating additional flow of 100m3/d from Worthington, and AMP7 solution includes transfer of final effluent to River Trent. Leicestershire County Council indicates a lack of capacity in nearby schools to support secondary education needs generated. In addition, the proposed theoretical capacity of the site is inadequate to warrant a new secondary school on-site. Therefore further discussions will be required with the Local Education Authority if the site comes forward for allocation/development.
Housing	- The average new build house priced paid in North West Leicestershire in April 2021 was £231,152. This is higher than in Leicester City (£204,208) and higher than the average price in the East Midlands (£213,308). It is lower than the England and Wales average of £263,778. Prices are lower, on average than the Leicestershire average (£256,890), indicating relatively lower demand for housing. - From September 2007 to April 2021, house prices in North West Leicestershire have increased by approximately 34.9%, which is lower than the average house price change in Leicestershire during the same period (+38.6%). - The site is within the 'West Leicestershire' typology area in Appendix B (Viability analysis). The viability analysis identifies that this is the lowest value area (excluding development sites associated with Ashby-de-la-Zouch which has similar values to the 'North East Leicestershire' typology). Most sites in this area are able to bear more than £10,000 per unit in developer contributions at 15% affordable housing. On this basis it is necessary to be cautious about taking this site forward as it is less likely to be able to bear its own infrastructure costs. - Whilst affordability pressures are less severe in this part of the study area and there may be relatively lower levels of demand for housing, there may also be the ambition to 'level up' areas in weaker housing markets through aligning new employment opportunities with new housing (see 'economy' below).
Economy	- The area appears to be well suited to accommodate future developments as an infill of vacant land within the contiguous settlement of Coalville, where existing employment opportunities can be accessed. The site could accommodate some employment land (as part of a mixed use approach) and is adjacent to a number of primary employment area allocations in the north of Coalville. The site is adjacent to existing employment land alongside the A511 road. There is also a significant amount of employment floorspace at Bardon Hill, which is occupied by firms operating in logistics and manufacturing capacities. The site is well served by the A511 which offers connectivity with additional employment opportunities regionally. The reinstatement of the National Forest line could increase the connectivity of Coalville with Leicester and Burton-upon-Trent by rail, although this project is not currently planned or funded). Although not committed, the enabling of additional provision of housing and employment land associated with the improvement of the A511 Growth Corridor could enhance the suitability of the site by improving both employment opportunities and the attractiveness of the area to prospective employees and employers. - The Leicester & Leicestershire Warehousing & Logistics study (April, 2021) identifies the location as being in a Key Area of Opportunity (road linked). - The employment density in the North West Leicestershire local authority as a whole is much greater than is recorded across Leicestershire, indicating that the area currently has reasonable employment opportunities. The local authority as a whole has a strong retention rate, as 40.6% of working age residents employed in workplaces are employed within North West Leicestershire. Indicatively, 37.0% of working age residents of the LSOAs within 1km of the site travel less than 5km to access employment. - Businesses in the area tend to specialise in manufacturing with this broad industrial group representing 13.2% of total jobs in the LSOAs within 1km



of the site, which is broadly in line with North West Leicestershire (13.3%) and Leicestershire (12.3%).

- The area attracts a limited amount of well qualified workers, as only 19.2% of the residents of the LSOAs within 1km of the site hold a NVQ4+ qualification; 14.0% are employed in skilled trades occupations and 13.2% are employed in elementary occupations.
- There is a reasonable degree of deprivation recorded in the LSOAs within 1km of the site, although this picture is spatially variable. Of the fifteen LSOAs within 1km of the site, two are ranked amongst the 10% most deprived nationally, and three are ranked amongst the 20% least deprived nationally.

Conclusion - Potential Area for Strategic Growth

Area - 90 Ha

Typologies – Urban Extension / Employment Site

Typology Delivery Period - 2020s - 2040s

6b Land at Stephenson Way could come forward as a SUE (<5,000 homes) with employment land (as part of a mixed use approach).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there are surface water flowpaths across the site draining north and south to two catchments with multiple records of foul sewer and surface water flooding. The area is susceptible to groundwater flooding. In order to be sustainable, development of this site would need to ensure no additional pressure on the combined sewer network and the watercourses downstream. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities.

The indicative centre of the site is located approximately 1.1km northeast of the centre of Coalville and is therefore highly accessible by sustainable modes. Several good opportunities for vehicular access. The site is accessible by public transport to East Midlands Airport and the East Midlands Gateway via the Coalville Skylink, with an approximate journey time of 45 minutes. The site could accommodate up to 89.7ha of employment land and is adjacent to a number of primary employment area allocations in the north of Coalville.

Coalville does not currently have a passenger railway station, despite having a closed railway line running through the town approximately 1km south of the site. The nearest train services from the site are accessible from Loughborough (12km), with limited accessibility via a 50-minute bus journey on the 16 Arriva Buses service. There is potential for rail provision on the National Forest line routing through Coalville, with the longstanding attempts to re-open to passenger services through the west of Leicestershire, however this route is not currently planned or funded. Impact of development on the operation of the A511 corridor and key local junctions in Whitwick village to the north will need to be considered. A mitigation strategy for the site should seek to maximise the opportunities for journeys to be undertaken by walking, cycling and bus in the first instance to reduce the number of car journeys undertaken.

WPD has stated that this site is likely to require an upgrade of the primary substation and new 11kV circuits. Severn Trent have noted that the WwTW is shown at medium risk of exceeding spare capacity, with marginal concern subject to size of development. Furthermore, Severn Trent states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. Site is already treating additional flow of 100m³/d from Worthington, and AMP7 solution includes transfer of final effluent to River Trent. The LEA has indicated a lack of capacity in nearby schools to support secondary education needs generated. In addition, the potential capacity of the site is inadequate to warrant a new secondary school on-site.

Whilst there are environmental, transport and social infrastructure constraints, the location of the site and potential for improved accessibility make the location a potential area for strategic growth.

6c Land North and South of Park Lane, Castle Donington



Table 105 6c Land North and South of Park Lane, Castle Donington

Criterion	Considerations
Environment	- The River Trent is immediately north of the site. The majority of site is located in Flood Zone 1. The northern edge of the site is in Flood Zone 3 and benefits from flood defences. The Stud Brook passes through the site. The area is susceptible to groundwater flooding. Development on the site should be located in Flood Zone 1. The Stud Brook should be deculverted and incorporated into the site design to enable adequate space for surface water flows. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - The site lies directly adjacent to Donington Park SSSI. As such, the site lies within a SSSI Impact Risk Zone (IRZ), a GIS tool developed by Natural England to make a rapid initial assessment of the potential risks posed by development proposals to SSSIs (and SACs) - The site is within and in close proximity to areas of woodland - The site has some Grade 3 (good to moderate) quality agricultural land, but it is predominantly Grade 2 very good quality agricultural land. - The Castle Donington AQMA is on Bondgate located east of the site. - Noise mitigation likely to be required for impacts of East Midlands Airport and Donington Park.
Landscape	The area of search straddles Park Lane. Land north of Park Lane falls northwards to the River Trent, land south rises to a localised highpoint. Arable land to the north of Park Lane is more open with fewer elements of landscape value. Arable land to the south is more prominent as a result of the rising hillside and retains more landscape elements of value. Although land to the north is elevated in comparison with surrounding topography, it is not perceived as being highly visible and includes detracting elements such as pylons and large scale commercial buildings in proximity. From a landscape perspective Park Lane is an important and valued element of the area of search (based on the views over the landscape from the lane) and the land to the south is more sensitive and less suitable for development than land to the north. Housing or other development on

	land to the north would form a logical extension to Castle Donington but should retain a buffer to the sensitive areas of Donington Hall and the River Trent. Land to south of Park Lane and is more sensitive, the approach here will require further landscape investigations and will require a sensitive masterplanning approach.
Heritage	• The Site is located to the west of the town of Castle Donington and is bounded to the north by the River Trent. The settlement of King's Mills is located immediately to the west of the Site and contains 12 listed buildings, seven associated with the Grade II* Donington Hall (NHLE 1074144) (1790-93) and five with the mill complex on the River Trent. The historic core of Castle Donington, a planned medieval town, is located approximately 850m east of the Site. This historic core is contained within the Castle Donington Conservation Area which contains more than 50 listed buildings on either side of High Street, Bondgate and The Spittal. The conservation area also contains the scheduled Donington Castle (NHLE 1011608) (mid-12th century) an enclosure castle the remains of which are mostly buried. The Trent and Mersey Canal Conservation Area is located approximately 770m north of the Site with a large scheduled area covering an Iron Age settlement and Cursus (NHLE 1003279) to the north of it. • Development on the Site has the potential for impact on a number of assets. In particular Donington Hall's Home Farm and the hall's lodge and gate piers could receive impact both from development in their vicinity and from a change to their setting on the approach along Park Lane. This is true to an extent of Donington Hall itself although development would be further from the asset and impact could be mitigated by planting along the field boundary that forms the southern boundary of the Site. The setting of the assets associated with King's Mill is the River Trent and the impact of development on the agricultural land within the Site boundary is less likely to cause harm. Donington Hall is connected to the town of Castle Donington by Park Lane, which runs through the centre of the Site. Development on the Site would be apparent to those traveling towards the town but the Site is more important to the hall's significance than to that of the conservation area. The Site is separated from the Castle Donington Conservation Area by a large area of suburban growth which extends for almost a kilometre either side of Park Lane. It is not considered therefore that development on the Site will have additional impact. The Trent and Mersey Canal has significance as the first of Britain's major inland waterways. It gains its significance from the industrial centres it connects and development within its setting does not diminish that significance. The canal and the scheduled monument to the north of it are screened from the Site by planting to the south of the canal and impact will be minimal. • Medium suitability for development - Medium potential for harmful impacts on the historic environment. Medium potential for integration of assets.
Transport	Highways • The site is bisected by Park Lane to the south, a two-way single carriageway road which provides direct connection eastwards to Castle Donington and A50 J1 (major road network); • The site is located approximately 3km south west of A50 J1, providing an immediate onwards connection to the SRN via M1 J24a to the east. An additional connection to the M1 and A42 can be achieved approximately 4.5km south east via M1 J23a. The site is therefore well located to benefit from the significant highway infrastructure in the vicinity of Castle Donington and East Midlands Airport. Public Transport • East Midlands Airport (EMA) and East Midlands Gateway (EMG) are located 3km southeast of the site and accessible by sustainable modes. Extension of existing bus routes would be key to integration of this site with access to EMA and EMG; • Existing bus services in Castle Donington provide frequent connection to key destinations including East Midlands Airport, East Midlands Gateway, Leicester, Loughborough, Nottingham and Derby. Extending / diverting /

	improving these services for the site would be key to a sustainable transport strategy; • Whilst Castle Donington does not have a passenger railway station, the site is located approximately 7km south west of forthcoming HS2 services at East Midlands Parkway (an approximate 15-minute car journey); • There could be scope for future direct bus service from Castle Donington to forthcoming HS2 services at East Midlands Parkway 7km northeast of the site, contingent on passenger demand, although note no proposals currently exist; • Maximising the opportunity for local journeys within Castle Donington by sustainable modes and journeys further afield by bus will be key for any sustainable transport strategy at the site. Active Modes • The indicative centre of the site is located approximately 1.8km west of Castle Donington High Street which has a range of amenities including food and non-food retail; • The nearest convenience store is located approximately 1km east of the site which is considered accessible; however a site of this size and scale could consider additional on-site provision to improve this further; • There is an existing secondary school located in Castle Donington within 2km distance east of the site, with Foxbridge Primary School under construction approximately 400m south of Park Lane, considered within accessible walking and cycle distance; • As well as any employment proposed on-site, any future residents would have employment opportunities at the distribution centres located directly north of the site, Willow Farm Business Park approximately 2km north east of the site; • Existing employment site and leisure amenity at Donington Park race circuit, located 2km south of the site and within accessible cycle distance; • Lack of cycling infrastructure within Castle Donington. Therefore, a sustainable transport strategy for the site should consider provision of high-quality cycle routes to Castle Donington High Street and the existing secondary school; • There is a traffic-free section of NCN Route 6 located approximately 4km west of the site, providing onwards connection to the small town of Melbourne. However, this is likely only to facilitate leisure journeys; and • In general, cycle connections further afield from the site are unlikely to be feasible due to the severance constraints of the M1, East Midlands Airport and the River Trent. The comparative ease with which residents can access the highway network from the site will also detract from any sustainable travel offer. On the basis of the key highways, public transport and active modes review, the site has medium suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has moderate potential of enabling strategic links between key corridors/destinations.
Utilities and Infrastructure	• WPD's network capacity shows there is a 33/11kV substation in Castle Donington that is shown in green and would likely not require reinforcement. Future works consist of an 11kV indoor circuit breaker, costing £125,000 over an indicative timescale of 3-5 years. • Using the Government's future population projections across North West Leicestershire, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed. • The Potential Strategic Sites Infrastructure Study by Arup in 2020 states that a new primary substation (same as referenced for option 6d) would be needed alongside the onsite cabling and new connection costs. • According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be at Castle Donington and the site extent will negatively affect downstream sewerage infrastructure with flooding predicted and reported downstream. The development will likely join a 150mm foul sewer heading

	east along park lane. Parts of the site will require pumping due to topography. Potential impact is high with network improvements likely required. Surface water for the development can drain directly to Stud Brook which runs through the site boundary. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the North West Leicestershire District. The WwTW is shown at low risk of exceeding spare capacity, with no issues expected. Furthermore, STW states that there is low risk associated with the watercourse as there no land or other constraints preventing expansion. • Leicestershire County Council indicates a lack of capacity in nearby schools to support secondary education needs generated. In addition, the proposed theoretical capacity of the site is inadequate to warrant a new secondary school on-site. • The site falls within the Mineral Safeguarding Area for Sand and Gravel. Any proposed development should be accompanied by a Minerals Assessment and considered against Policy M11 (Safeguarding of Mineral Resources) of the Leicestershire Minerals and Waste Local Plan (LMWLP).
Housing	• The average new build house priced paid in North West Leicestershire in April 2021 was £231,152. This is higher than in Leicester City (£204,208) and higher than the average price in the East Midlands (£213,308). It is lower than the England and Wales average of £263,778. Prices are lower, on average than the Leicestershire average (£256,890), indicating relatively lower demand for housing. • From September 2007 to April 2021, house prices in North West Leicestershire have increased by approximately 34.9%, which is lower than the average house price change in Leicestershire during the same period (+38.6%). • The site is within the 'West Leicestershire' typology area in Appendix B (Viability analysis). The viability analysis identifies that this is the lowest value area (excluding development sites associated with Ashby-de-la-Zouch which has similar values to the 'North East Leicestershire' typology). Most sites in this area are able to bear more than £10,000 per unit in developer contributions at 15% affordable housing. On this basis it is necessary to be cautious about taking this site forward as it is less likely to be able to bear its own infrastructure costs. • Whilst affordability pressures are less severe in this part of the study area and there may be relatively lower levels of demand for housing, there may also be the ambition to 'level up' areas in weaker housing markets through aligning new employment opportunities with new housing (see 'economy' below).
Economy	• In a strictly economic sense, the site appears to be reasonably well suited to accommodate future developments as the area benefits from its proximity to a number of key employment locations associated with East Midlands Airport including a number of employment site allocations. The site could accommodate up to 95ha of employment land (depending on the balance of uses between housing and employment) which would significantly increase the amount of local employment opportunities available to prospective residents. The site also benefits from its proximity to the intersection of a number of key strategic transport routes including the M1 motorway and A42, A50, and A453 roads, which offer very good connectivity with additional employment opportunities nationally (with respect to jobs and markets). The site could also benefit from the Leicestershire International Gateway growth area that recognises the concentration of significant economic assets and strategic transport infrastructure intersections at this location. Although not committed, the delivery of the forthcoming HS2 services at East Midlands Parkway approximately 7km north of the site could deliver significant regeneration benefits to the surrounding area, including increased connectivity with nationwide employment opportunities, enhanced local land value, and

associated built environment upgrades, increasing the attractiveness of the area for prospective employees and employers.

- The Leicester & Leicestershire Warehousing & Logistics study (April, 2021) identifies the location as being in a Key Area of Opportunity (rail linked and road linked).
- The employment density in the North West Leicestershire local authority as a whole is much greater than is recorded across Leicestershire, indicating that the area currently has reasonable employment opportunities. The local authority as a whole has a strong retention rate, as 40.6% of working age residents employed in workplaces are employed within North West Leicestershire. Indicatively, 40.7% of working age residents of the LSOAs within 1km of the site travel between 5km and 20km to access employment.
- In terms of employment, businesses in the LSOAs within 1km of the site specialise predominantly in the transport and storage broad industrial group, which represents approximately 36.7% of total jobs. This industry is far more pronounced in this location than is typical for North West Leicestershire (14.7%) and Leicestershire (7.6%). The professional, scientific, and technical broad industrial group also makes a significant contribution (15.7%) to local employment.
- The area attracts well qualified workers, as 32.4% of the residents of the LSOAs within 1km of the site hold a NVQ4+ qualification, and 34.0% are employed in manager, director and senior official (14.6%) or professional (19.4%) occupations.
- There is some degree of deprivation recorded in the LSOAs within 1km of the site, although this is spatially variable picture. Of the 7 LSOAs within 1km of the site, 3 are ranked amongst the 10% least deprived nationally, whereas 1 is ranked amongst the 40-50% most deprived nationally.

Conclusion - Potential Area for Strategic Growth

Area - 95 Ha

Typologies – Urban Extension / Employment Site

Typology Delivery Period - 2020s - 2040s

6c Land North and South of Pack Lane could come forward as a SUE (<5,000 homes) with >50Ha employment land.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, The northern edge of the site is in Flood Zone 3 and benefits from flood defences (which may limit opportunities to employment development in Flood Zone 3a). The Stud Brook passes through the site. The area is susceptible to groundwater flooding. Development on the site should be located in Flood Zone 1. The Stud Brook should be deculverted and incorporated into the site design to enable adequate space for surface water flows. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. In addition, the site lies directly adjacent to Donington Park SSSI and contains grade 2 very good quality agricultural land. From a landscape perspective Park Lane is an important and valued element of the area of search (based on the views over the landscape from the lane) and the land to the south is more sensitive and less suitable for development than land to the north. Housing or other development on land to the north would form a logical extension to Castle Donington but should retain a buffer to the sensitive areas of Donington Hall and the River Trent. There are several heritage assets where development of the site could have harmful impacts on setting and significance of heritage assets without careful consideration and mitigation.

The indicative centre of the site is located approximately 1.8km west of Castle Donington High Street which has a range of amenities. Residents would have employment opportunities at the distribution centres located directly north of the site, Willow Farm Business Park approximately 2km north east of the site and the proposed employment land as part of the site. East Midlands Airport (EMA) and East Midlands Gateway (EMG) are located 3km southeast of the site and accessible by sustainable modes. Extension of existing bus routes would be key to integration of this site with access to EMA and EMG. Whilst Castle Donington does not have a passenger railway station, the site is located approximately 7km south west of forthcoming HS2 services at East Midlands Parkway (an approximate 15-minute car journey). Existing bus services in Castle Donington provide frequent connection to key destinations. Extending / diverting / improving these services for the site would be key to a sustainable transport strategy and maximising the opportunity for local journeys within

Castle Donington by sustainable modes and journeys further afield by bus. Severn Trent data indicates the site extent will negatively affect downstream sewerage infrastructure with flooding predicted and reported downstream. The LEA indicates a lack of capacity in nearby schools to support secondary education needs generated. In addition, the capacity of the site is inadequate to warrant a new secondary school on-site.

In a strictly economic sense, the site appears to be reasonably well suited to accommodate future developments as the area benefits from its proximity to a number of key employment locations associated with East Midlands Airport including a number of employment site allocations. The site could accommodate up to 95ha of employment land which would significantly increase the amount of local employment opportunities available to prospective residents. The site also benefits from its proximity to the intersection of a number of key strategic transport routes. In isolation the location may not have the critical mass to support the required social infrastructure improvements and physical infrastructure (depending on site specific investigations to confirm the site yield). However, when considered in combination with 6d and 6g, this location offers significant potential to comprehensively plan the growth in and around EMA with commensurate investment and delivery in supporting facilities, utilities and transport upgrades capable of serving the wider area.

Legend

- Strategic Site Boundary
- District Boundary
- Employment Site - Committed
- Employment Site - Planned
- Housing Site - Committed
- Housing Site - Planned

Strategic Sites - Land South of Isle Valley Walton & East Midlands Airport (6d)

Strategic Growth Options Mapping for Leicestershire

Criterion	Considerations
Environment	- The site is located in Flood Zone 1, however there are surface water flow paths and land drains present on the site. The eastern part of the site drains to Diseworth Brook and Long Whatton Brook. Western part drains north to Ramsley Brook. There is a history of flooding in Diseworth and Long Whatton associated with the Diseworth Brook and Long Whatton Brook and their tributaries, surface water flooding and an overwhelmed combined sewer system. This is subject to modelling and flood remediation projects by the LLFA. - There is a risk that development of the site could exacerbate flooding issues downstream. Development of this site must ensure no additional discharge to these watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. Development should complement and support the Environment Agency's Flood Alleviation Schemes for Long Whatton and Diseworth. - The site lies amongst a group of SSSIs (Breedon Hill SSSI, Pasture and Asplin Woods SSSI, Breedon Cloud Wood and Quarry SSSI, Donington Park SSSI, Oakley Wood SSSI), however, only the western extent of the site triggers an Impact Risk Zone for residential development. The location of this site raises the issue of potentially blocking wildlife corridors and reducing connectivity between these sites. - The site is in close proximity to areas of Ancient Woodland located south of the site to the east of the A453 - The site is within and in close proximity to areas of woodland. - The site is within Grade 3 good to moderate quality agricultural land. - Noise mitigation likely to be required for impacts of East Midlands Airport and Donington Park.
Landscape	Rolling topography and well managed arable land defined by strong hedgerows and small woodland blocks are the key characteristics of this site. Although some urban influences are visible including large building in the vicinity of the EMA, the area of search is essentially rural and highly

	visible from the wider landscape, particularly the southern slopes. The rolling hills, tree belt and small woodland blocks with the land rising to the south and west add value. Although the road network defines the boundaries - the land within has limited vehicle access and shows evidence of recreational value including several PRow and a long distance footpath on the boundary. The southern section of the area of search also includes elements of heritage value associated with Langley Priory, including distinctive circular woodland areas. Development would urbanise land beyond the localised ridgeline/plateau on which EMA is located. Coalescence risk with Wilson, Tonge, Diseworth, Isley Watton. Complex topography and water courses fragment the site to the east in the area south of the Airport. The northern section of the area of search could partially be developed but landscape effects on of developing the wider area of search would require caution
Heritage	• The Site is a large area bounded to the north by Melbourne Road and the A453 and to the south, east and west by agricultural land. There are no designated built heritage assets within the Site boundary but the settlement of Isley Walton is surrounded by the Site on three sides and contains three listed buildings, a church, manor house and toll house. The Grade II* listed Langley Priory (NHLE 1083563) is approximately 500m south of the Site boundary. There are three conservation areas in the vicinity of the Site, Wilson approximately 750m to the west, Diseworth approximately 360m to the east and Tonge approximately 200m to the south. Historic maps show two farms within the Site boundary, High Barn Farm and Woodhouse Farm, to have surviving 19th century or earlier buildings within them. • Development on the Site has the potential for impact on the settlement of Isley Walton and the listed buildings within it by changing their setting and by changing the experience of the viewer approaching the settlement in either direction along the A453 Walton Hill. While development within the Site may not be visible from within the Tonge Conservation Area the experience of the viewer travelling south towards the village on the A453 Moor Lane will be changed. The village of Wilson is sufficiently distant from the Site that development on it will not change its setting. The village of Diseworth is on lower ground than the Site and there may be views of development within the Site unless advantage is taken of the topography to screen it. The 19th century Langley Priory had extensive parkland surrounding it but it does not reach as far as the Site boundary. While the priory is well screened from the Site its proximity means that impact from a change in the setting is likely unless further screening and buffering is employed. The two non-designated farmsteads within the Site boundary have the potential for impact through a change in their agricultural setting unless land is taken out of the developable area and buffering employed. • Medium suitability for development - Medium potential for harmful impacts on the historic environment. Medium potential for integration of assets.
Transport	Highways • The site is located south west of East Midlands Airport and is bound by A453 to the north and agricultural land to the south; • As well as any employment proposed on-site, any future residents would have access to employment opportunities locally at Leicestershire International Gateway; • The site is well located to benefit from the significant highway infrastructure in the vicinity of East Midlands Airport. The site has excellent accessibility to the SRN with M1 J23A located 3km to the east and A42 J14 located 3km south; • Dependent on the size and scale of development, robust assessment of the intensification of traffic on A453 will be required – particularly given the road's strategic function of providing access to the East Midlands Airport; • A453 connects to M1 J23A at its eastern extent and A42 J14 at its southern extent. The M1 and A42 are part of the SRN managed by National Highways and therefore extensive consultation on the development impact on the SRN would be required.

Public Transport

- East Midlands Airport is currently served by several bus services providing frequent connections to key destinations including East Midlands Gateway, Leicester and Nottingham. Therefore, there may be some scope to extend these services into the site;
- Existing Park & Ride site at Birstall, for public transport access into Leicester city centre. This is located approximately 21km driving distance southeast from the site and is accessible via car along the M1 / B5330. The site has a closer functional relationship with Nottingham and Derby (rather than Leicester);
- No access to passenger railway station within feasible walking or cycling journey of the site;
- Whilst Castle Donington does not have a passenger railway station, the site is located approximately 8km south west of forthcoming HS2 services at East Midlands Parkway (an approximate 15-minute car journey).

Active Modes

- The site is not well related to any existing residential area and therefore there are no suitable amenities within accessible walking or cycling distance of the site. Given the size and scale of the site however significant amenities (e.g. education, retail, health) would likely be required on-site;
- There is a traffic-free section of NCN Route 6 located approximately 2km west of the site, providing onwards connection to the small town of Melbourne. However, this is likely only to facilitate leisure journeys;
- Additionally, the small village of Diseworth is located approximately 2km east of the site. Diseworth includes a primary school; however given the size and scale of the site additional education provision will be required on-site;
- East Midlands Airport (EMA) and East Midlands Gateway (EMG) are located immediately north of the site, within accessible walk and cycle distance; and
- There is very limited existing pedestrian infrastructure adjacent to A453 (comprising short sections of footway) however the predominate function of A453 is to facilitate vehicle traffic associated with Airport. Additionally, vehicle traffic speeds on this section of highway are likely to be high and therefore unattractive to pedestrians and cyclists. Therefore, scope for encouraging journeys on foot is severely limited.

On the basis of the key highways, public transport and active modes review, the site has low suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has low potential of enabling strategic links between key corridors/destinations.

Utilities and Infrastructure

- WPD's network capacity map shows there are 2 substations in the surrounding area. A 33/11kV in Castle Donington that is shown in green and likely doesn't require reinforcement, and a 33/11kV substation in Melbourne that is shown in red and therefore likely to need reinforcement. Future work for both consists of an 11kV indoor circuit breaker, costing £125,000 each over a 3-5 year indicative timescale.
- The Potential Strategic Sites Infrastructure Study by Arup in 2020 states that a new primary substation would be needed, alongside the onsite cabling and connection costs.
- Using the Government's future population projections across North West Leicestershire, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed.
- The Potential Strategic Sites Infrastructure Study by Arup in 2020 states that investment in a section of the gas main in the vicinity would be needed to resolve a velocity issue. Cadent has estimated a cost of £375,000 for this work.
- According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Breedon and the site extent will negatively affect downstream

	sewerage infrastructure with flooding predicted downstream. Multiple connection points may be required, development will likely join a 150mm foul sewer heading south off Moor Lane. Potential impact is high with network improvements likely required. Surface water for the development can drain directly to Ramsley Brook and a tributary to Long Whatton Brook which run through the site boundary. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the North West Leicestershire District The WwTW is shown at very high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is medium risk associated with the watercourse as there are some constraints that could limit provision of additional capacity. AMP7 solution includes site closure and transfer of flow to Melbourne STW. • Leicestershire County Council indicates a lack of capacity in nearby schools to support secondary education needs generated. In addition, the proposed theoretical capacity of the site is inadequate to warrant a new secondary school on-site.
Housing	• The average new build house priced paid in North West Leicestershire in April 2021 was £231,152. This is higher than in Leicester City (£204,208) and higher than the average price in the East Midlands (£213,308). It is lower than the England and Wales average of £263,778. Prices are lower, on average than the Leicestershire average (£256,890), indicating relatively lower demand for housing. • From September 2007 to April 2021, house prices in North West Leicestershire have increased by approximately 34.9%, which is lower than the average house price change in Leicestershire during the same period (+38.6%). • The site is within the 'West Leicestershire' typology area in Appendix B (Viability analysis). The viability analysis identifies that this is the lowest value area (excluding development sites associated with Ashby-de-la-Zouch which has similar values to the 'North East Leicestershire' typology). Most sites in this area are able to bear more than £10,000 per unit in developer contributions at 15% affordable housing. On this basis it is necessary to be cautious about taking this site forward as it is less likely to be able to bear its own infrastructure costs. • Whilst affordability pressures are less severe in this part of the study area and there may be relatively lower levels of demand for housing, there may also be the ambition to 'level up' areas in weaker housing markets through aligning new employment opportunities with new housing (see 'economy' below).
Economy	• In a strictly economic sense, the site appears to be reasonably well suited to accommodate future developments as the area benefits from its proximity to a number of key employment locations associated with East Midlands Airport including a number of employment site allocations. The site also benefits from its proximity to the intersection of a number of key strategic transport routes including the M1 motorway and A42, A50, and A453 roads, which offer very good connectivity with additional employment opportunities nationally. The site could accommodate up to 316ha of employment land (assuming 100% site coverage) which would significantly increase the amount of local employment opportunities available to prospective residents. The site could also benefit from the Leicestershire International Gateway growth area that recognises the concentration of significant economic assets and strategic transport infrastructure intersections at this location. Although not committed, the delivery of the forthcoming HS2 services at East Midlands Parkway approximately 8km northeast of the site could deliver significant regeneration benefits to the surrounding area, including increased connectivity with nationwide employment opportunities, enhanced local land value, and associated built environment upgrades, increasing the attractiveness of the area for prospective employees and employers.

- The Leicester & Leicestershire Warehousing & Logistics study (April, 2021) identifies the location as being in a Key Area of Opportunity (rail linked and road linked).
- The employment density in the North West Leicestershire local authority as a whole is much greater than is recorded across Leicestershire, indicating that the area currently has reasonable employment opportunities. The local authority as a whole has a strong retention rate, as 40.6% of working age residents employed in workplaces are employed within North West Leicestershire. Indicatively, 37.4% of working age residents of the LSOAs within 1km of the site travel between 5km and 20km to access employment.
- In terms of employment, businesses in the LSOAs within 1km of the site specialise predominantly in the transport and storage broad industrial group, which represents approximately 33.2% of total jobs. This industry is far more pronounced in this location than is typical for North West Leicestershire (14.7%) and Leicestershire (7.6%). The professional, scientific, and technical broad industrial group also makes a significant contribution (16.6%) to local employment.
- The area attracts well qualified workers, as 30.0% of the residents of the LSOAs within 1km of the site hold a NVQ4+ qualification, and 31.4% are employed in manager, director and senior official (14.3%) or professional (17.1%) occupations.
- The area records some degree of deprivation, although this is a spatially variable prevalence as the LSOAs within 1km of the site are ranked between the 40-80% most deprived nationally.

Conclusion - Potential Area for Strategic Growth

Area - 312 Ha

Typologies - Garden Village / Employment Site

Typology Delivery Period - 2030s - 2040s

6d Land South of Isley Walton & East Midland Airport could come forward as a garden village (<5,000 homes) / >300Ha employment land (if wholly employment land).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there is a history of flooding in Diseworth and Long Whatton associated with the Diseworth Brook and Long Whatton Brook and their tributaries, surface water flooding and an overwhelmed combined sewer system. This is subject to modelling and flood remediation projects by the LLFA. There is a risk that development of the site could exacerbate flooding issues downstream. Development of this site must ensure no additional discharge to these watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream. Development should complement and support the Environment Agency's Flood Alleviation Schemes for Long Whatton and Diseworth.

Development would urbanise land beyond the localised ridgeline/plateau on which EMA is located. There is also a coalescence risk with Wilson, Tonge, Diseworth and Isley Watton. The complex topography and water courses fragment the site to the east in the area south of the Airport. The northern section of the area of search could partially be developed but landscape effects on of developing the wider area of search would require caution. There are several listed buildings and three conservation areas in close proximity to the site with medium potential for harmful impacts on the historic environment and medium potential for integration of assets.

The site is located south west of East Midlands Airport and is bound by A453 to the north and agricultural land to the south. The small village of Diseworth is located approximately 2km east of the site. East Midlands Airport is currently served by several bus services providing frequent connections to key destinations. EMA and EMG are located immediately north of the site, within accessible walk and cycle distance. Whilst Castle Donington does not have a passenger railway station, the site is located approximately 8km south west of forthcoming HS2 services at East Midlands Parkway (an approximate 15-minute car journey). As well as any employment proposed on-site, any future residents would have access to employment opportunities locally at EMA and EMG.

The site is not well related to any existing residential area and therefore there are no suitable amenities within accessible walking or cycling distance of the site. Given the size and scale of the site however significant amenities (e.g. education, retail, health) would likely be required on-site

No access to passenger railway station within feasible walking or cycling journey of the site. Therefore a robust assessment of the intensification of traffic on A453 will be required – particularly given the road's strategic function of providing access to the East Midlands Airport. The M1 and A42 are part of the SRN managed by National Highways and therefore extensive consultation on the development impact on the SRN would be required.

WPD data shows a 33/11kV substation in Melbourne is shown in red and therefore likely to need reinforcement. Previous studies have highlighted the need for a new primary substation alongside the onsite cabling and connection costs. Severn Trent states that the WwTW is situated in the North West Leicestershire District and is at very high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, Severn Trent states that there is medium risk associated with the watercourse as there are some constraints that could limit provision of additional capacity. AMP7 solution includes site closure and transfer of flow to Melbourne WwTW. The LEA indicates a lack of capacity in nearby schools to support secondary education needs generated. In addition, the proposed capacity of the site is inadequate to warrant a new secondary school on-site.

In a strictly economic sense, the site appears to be reasonably well suited to accommodate future developments as the area benefits from its proximity to a number of key employment locations associated with East Midlands Airport including a number of employment site allocations. The site also benefits from its proximity to the intersection of a number of key strategic transport routes. In isolation the location may not have the critical mass to support the required social infrastructure improvements and physical infrastructure (depending on site specific investigations to confirm the site yield). However, when considered in combination with 6c and 6g, this location offers significant potential to comprehensively plan the growth in and around EMA with commensurate investment and delivery in supporting facilities, utilities and transport upgrades capable of serving the wider area.

6e Land at A42/M42 Measham/Appleyby Magna



Criterion	Considerations
Environment	- The River Mease flows along the north eastern edge of the site and this area is Flood Zone 3. The remainder of the site is Flood Zone 1. Generalised mapping shows the area has low susceptibility to groundwater flooding, however there are records of groundwater flooding in Appleyby Magna. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - The site lies within the catchment of the River Mease, which is designated as both a SSSI and an SAC (River Mease SSSI / SAC). It is currently in unfavourable condition and is failing to meet its conservation objectives. This is as a result of numerous factors, including high levels of phosphorous in the water. Any addition of phosphorous from foul water (including via mains Sewage Treatment Works), or pollutants from poorly treated surface water, will contribute to the site's unfavourable condition and the failing of its conservation objectives. As a result, there is currently little scope for development within the catchment. The LPAs which fall within the catchment are currently working up a new version of their Developer Contribution Scheme (DCS3). See here for more details on the past schemes: https://www.nwleics.gov.uk/files/documents/river_mease_developer_contribution_scheme_2_dcs2_june_2016/1005%20DCS2%20June%202016%20FINAL%20FOR%20APPROVAL.pdf. These schemes allow development to go ahead, with developers providing a monetary contribution to be spent mitigating the increased phosphorous load their development will create. The capacity of this scheme may be limited, as the Sewage treatment work in the area have limited capacity. In 2027 it is proposed for a pump out solution to be implemented, which may further release more capacity for development within the catchment. Further detail on this should be sought from Severn Trent Water and the LPAs. - The site is predominantly Grade 2 very good quality agricultural land with a much smaller area of Grade 3 good to moderate quality agricultural land located adjacent to Measham.

Landscape	The area of search comprises relatively open arable land forming the edge of a plateau which then falls northwards to the valley of the River Mease (SSSI). It is contained by defensible boundaries of the A42 and Tamworth Road. Land to the west of the A42 is broadly similar being arable, comprised of large fields and relatively open but exhibits a greater degree of well managed landscape elements and characteristics of value. Development on the northern section of the area of search would form a non-contiguous intersection to the southern boundary of Measham as a result of keeping the River Mease corridor open. Development on the plateau would be locally prominent and perceived as separate from Measham. The combination of these factors and the scale of development combine to result in the area of search being somewhat unfavourable from a landscape perspective (including the detached parcel south of Junction 11).
Heritage	- The Site is divided into two by Junction 11 of the M42 motorway. The southern part is to the west of the village of Appleby Magna and the northern part is to the north of Appleby Magna and south-west of the village of Measham. There is one designated built heritage asset within the northern part of the Site, the Grade II listed Side Hollows Farmhouse (NHLE 1074331). Study of historic maps has not identified any non-designated built heritage assets within the Site boundary. There are three Grade II listed buildings in reasonably close proximity to the Site boundary, Appleby House (NHLE 1074364) is approximately 250m to the east while The Old Rectory (NHLE 1074330) and its associated Coach House and Old Stables (NHLE 1361264) are approximately 300m to the north-east and approximately 175m to the south-east respectively. - Both Appleby Magna and Measham contain conservation areas. Appleby Magna Conservation Area is approximately 600m east of the Site boundary and Measham Conservation Area is approximately 620m north-east. Appleby Magna Conservation Area contains 17 listed buildings including the Grade II* listed Church of St Michael (NHLE 1177814) and the Grade II* listed The Moat House (NHLE 1361263). The Moat House stands within a scheduled area (NHLE 1011458) that contains the moated Site, fishponds, formal garden and settlement earthworks. Measham Conservation Area contains seven listed buildings including the Grade II* listed Church of St Lawrence (NHLE 1295291). It is likely that both settlements have their origins in the Saxon period and both are mentioned in the Domesday survey of 1086. - Development on the southern part of the Site has the potential for impact on the Appleby Magna Conservation Area by changing its setting to the west of Tamworth Road and Atherstone Road and thereby changing the experience of the viewer using those roads before approaching the village on Measham Road, Rectory Lane or New Road. However, the intervening areas of agricultural land are great enough that the Site will have been left sufficiently far behind before the viewer arrives in the village. The Site will not be visible from within the conservation area and there will be no impact on individual assets within the conservation area. - The northern part of the Site is separated from the Measham Conservation Area by a band of modern residential, commercial and industrial development between the River Measham and the route of the former Ashby and Nuneaton Joint Railway. The area forms a negative setting to the conservation area although there is a small area of green space between the former railway line and the former Ashby de la Zouch Canal which goes some way to provide a buffer. It is not considered that the extension of the built up area will have an additional impact on the conservation area or the assets within it. - Development on the northern part of the Site has the potential for impact on the Grade II listed Side Hollows Farmhouse which is located within the Site boundary. While the listed building could be incorporated into a masterplan a considerable buffer around the asset would be necessary to avoid a high degree of less than substantial harm to the asset. - It is noted that a considerable area of land around the Grade II listed Appleby House has been excluded from the southern part of the Site. This will go some way to mitigating impact but the experience of the viewer travelling east towards the asset on Dingle Lane or south towards it on Atherstone Road will be changed and will have an effect on our ability to appreciate the asset as a country house.

	• While the Old Rectory's location (and that of its associated stables) near to a crossroads means it has never have been described as secluded it has changed dramatically in the late 20th century with the addition of the M42 motorway to the west and the Appleby Park hotel between the asset and the motorway. Development of both parts of the Site will change the setting still further and while it may not be visible in views from the asset it will change the experience of the viewer travelling towards the asset on Atherstone Road and particularly on Tamworth Road. • Medium suitability for development - Medium potential for harmful impacts on the historic environment. Medium potential for integration of assets.
Transport	Highways • The site is bisected by A42 / M42 J11, which forms part of the SRN and is owned and maintained by National Highways. Direct access is unlikely to be acceptable from M42 J11 and therefore vehicular access to the eastern parcels would likely be gained from Tamworth Road whereas, to the west, access could be gained from A444; • Given the site's proximity to the A42 / M42 J11, a robust assessment of the development impact on this junction will be required and, as this forms part of the SRN, consultation with National Highways will be required; • Traffic generated by the development on local roads and key junctions (e.g. Tamworth Road / Burton Road / Atherstone Road / High Street) would also need to be assessed and depending on the size and scale of development mitigation would be required. In the first instance, this should consider encouraging trips by sustainable modes; however, the scope for this is limited. Public Transport • No railway station in the vicinity of the site. The nearest stations are located in Tamworth (12km) or Burton-on-Trent (15km). Therefore, sustainable access to rail services would be limited to provision of new bus connections. The site has a closer functional relationship with Nottingham and Derby (rather than Leicester); • Measham has a relatively poor standard of existing bus provision, with one-hourly service providing connections to Burton-upon-Trent (approximate 1-hour journey) and Ashby (approximate 25-minute journey). Given the ease with which residents would be able to access the strategic highway network via car, significant improvements to existing bus services would be required to make bus trips a compelling alternative to car trips; • The site is located approximately 26km south west of forthcoming HS2 services at East Midlands Parkway, an approximate 25-minute car journey via the A42. There is therefore limited scope for connection by bus or rail; • Further to this, the current HS2 Phase 2b Eastern Leg preferred alignment routes directly through the site area, thereby severing the majority of the site into smaller parcels and reducing the developable area. Active Modes • In addition to any employment proposed on-site, there are three industrial estates within a 2km distance of the site and therefore there are employment opportunities locally; however the existing pedestrian and cycling connections to these sites would require improvement; • There is a traffic-free section of NCN Route 63 routes through Measham approximately 1.8km north of the site, therefore providing scope for leisure journeys via this route to villages to the north including Donisthorpe; • The site is located approximately 1.5km north of the small village of Appleby Magna and 2km south west of the large village of Measham. Northern parcels of the site are accessible by sustainable modes from the village of Measham; and • Other than the NCN route noted above which could facilitate leisure trips, there is limited scope for journeys to be undertaken by cycle due to a lack of existing infrastructure. On the basis of the key highways, public transport and active modes review, the site has low suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has low potential of enabling strategic links between key corridors/destinations.

Utilities and Infrastructure	• WPD has stated that this site is likely to require an upgrade of the primary substation and new 11kV circuits. • Using the Government's future population projections across North West Leicestershire, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed. • According to Severn Trent level 1 Sewer Capacity Assessment the site extent will negatively affect downstream sewerage infrastructure. Predicted and reported flooding downstream, pollution also reported downstream. Multiple connection points may be required to WwTWs in Measham and Snarestone, development will likely join a 375mm foul sewer heading west through the north-eastern site boundary and a 150mm foul sewer heading south along Atherstone road. Parts of the site may require pumping due to topography. Potential impact is high with network improvements likely required. Surface water for the development can drain directly into a tributary of River Mease which runs through the site boundary. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTWs are situated in the North West Leicestershire District and Hinckley & Bosworth Borough. The Measham WwTW is shown at medium risk of exceeding spare capacity, with marginal concern subject to size of development. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. AMP7 scheme is for investigation only and delivery for solution identified, will be planned in AMP8. The Snarestone WwTW is shown at high risk of exceeding spare capacity, with limited scope to provide additional capacity. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. The watercourse constraints won't allow for additional capacity to be built in; therefore, the site is unable to accommodate proposed growth. Proposals for redirection of flow would have to be considered, at large costs. • Leicestershire County Council states that there may be potential constraints in relation to the provision of secondary education unless there is a new secondary school provided in the area.
Housing	• The average new build house priced paid in North West Leicestershire in April 2021 was £231,152. This is higher than in Leicester City (£204,208) and higher than the average price in the East Midlands (£213,308). It is lower than the England and Wales average of £263,778. Prices are lower, on average than the Leicestershire average (£256,890), indicating relatively lower demand for housing. • From September 2007 to April 2021, house prices in North West Leicestershire have increased by approximately 34.9%, which is lower than the average house price change in Leicestershire during the same period (+38.6%). • The site is within the 'West Leicestershire' typology area in Appendix B (Viability analysis). The viability analysis identifies that this is the lowest value area (excluding development sites associated with Ashby-de-la-Zouch which has similar values to the 'North East Leicestershire' typology). Most sites in this area are able to bear more than £10,000 per unit in developer contributions at 15% affordable housing. On this basis it is necessary to be cautious about taking this site forward as it is less likely to be able to bear its own infrastructure costs. • Whilst affordability pressures are less severe in this part of the study area and there may be relatively lower levels of demand for housing, there may also be the ambition to 'level up' areas in weaker housing markets through aligning new employment opportunities with new housing (see 'economy' below).
Economy	• The site appears disconnected from any existing settlement. However, the site is adjacent to an existing key employment area allocation (Policy EC3 North West Leicestershire Local Plan) at Westminster Industrial Estate west of Measham. The site benefits from its location on the A42 road, which offers connectivity with the larger employment centres of Birmingham and Tamworth to the south, and East Midlands Airport, Derby and Nottingham to the north (with good access to markets and workforce). Industrial land is found approximately 1km west of the site at the Forterra building materials plant. The Mercia Park development is

under construction to the west. Moreover, the site could accommodate up to 198ha of employment land (with 100% site coverage), which represents a significant quantum of land that could be occupied by a number of firms.

- The Leicester & Leicestershire Warehousing & Logistics study (April, 2021) identifies the location as being in a Key Area of Opportunity (road linked).
- The employment density in the North West Leicestershire local authority as a whole is much greater than is recorded across Leicestershire, indicating that the area currently has a reasonable supply of local workforce. The local authority as a whole has a strong retention rate, as 40.6% of working age residents employed in workplaces are employed within North West Leicestershire. Indicatively, 47.6% of working age residents of the LSOAs within 1km of the site travel between 5km and 30km to access employment.
- In terms of employment, the most significant broad industrial group in the LSOAs within 1km of the site is construction, which represents 16.2% of total jobs, illustrating that this industry is marginally more pronounced in this location than is typical for North West Leicestershire (13.3%) and Leicestershire (12.3%). Of the remaining broad industrial groups, none is particularly pronounced, indicating a variety of industrial activities. There is some potential to build on the industrial specialism of the area and derive agglomeration benefits if firms operating in the construction industry occupy prospective employment land, although this potential is limited as the proportion of employment that the construction industry represents is not particularly pronounced.
- The area attracts some well qualified workers, as 24.4% of the residents of the LSOAs within 1km of the site hold a NVQ4+ qualification; 15.0% are employed in professional qualifications, and 12.7% are employed in elementary occupations.
- The area records some degree of deprivation in the LSOAs within 1km of the site, meaning the development of employment land could contribute to local regeneration by providing employment opportunities for local residents.

Conclusion - Unsuitable Area for Strategic Growth

Area - 202 Ha

Typologies - Garden Village / Employment Site

Typology Delivery Period - 2030s - 2040s

6e Land at A42/M42 Measham/Appleby Magna could come forward with >150Ha employment land and ancillary housing. The site is currently being promoted for employment development.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, the River Mease flows along the north eastern edge of the site and this area is Flood Zone 3. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. The site lies within the catchment of the River Mease, which is designated as both a SSSI and an SAC (River Mease SSSI / SAC). It is currently in unfavourable condition and is failing to meet its conservation objectives. There is currently little scope for development within the catchment without a strategic-scale solution. The site also includes grade 2 very good quality agricultural land.

Development on the northern section of the area of search would form a non-contiguous section to the southern boundary of Measham as a result of keeping the River Mease corridor open. Development on the plateau would be locally prominent and perceived as separate from Measham. The combination of these factors and the scale of development combine to result in the area of search being somewhat unfavourable from a landscape perspective. There are several listed buildings and two conservation areas in close proximity to the site with medium potential for harmful impacts on the historic environment and medium potential for integration of assets.

The current HS2 Phase 2b Eastern Leg preferred alignment routes directly through the site area, thereby severing the majority of the site into smaller parcels and reducing the developable area. The site is bisected by A42 / M42 J11, which forms part of the SRN and is owned and maintained by National Highways. Direct access is unlikely to be acceptable from M42 J11 and therefore vehicular access to the eastern parcels would likely be gained from Tamworth Road whereas, to the west, access could be gained from A444. No railway station in the vicinity of the site. The site is located approximately 1.5km north of the small village of Appleby Magna and 2km south west of the large village of Measham. Northern parcels of the site are accessible by sustainable modes from the village of Measham. Measham has a relatively poor standard of existing bus provision. Given the ease with

which residents would be able to access the strategic highway network via car, significant improvements to existing bus services would be required to make bus trips a compelling alternative to car trips. Traffic generated by the development on local roads and key junctions would also need to be assessed and depending on the size and scale of development mitigation would be required. In the first instance, this should consider encouraging trips by sustainable modes; however, the scope for this is limited.

WPD has stated that this site is likely to require an upgrade of the primary substation and new 11kV circuits. Severn Trent state the Measham WwTW is shown at medium risk of exceeding spare capacity, with marginal concern subject to size of development. Furthermore, there is very high risk associated with the watercourse as there no scope to provide additional capacity. AMP7 scheme is for investigation only and delivery for solution identified, will be planned in AMP8. The Snarestone WwTW is shown at high risk of exceeding spare capacity, with limited scope to provide additional capacity. Furthermore, there is very high risk associated with the watercourse as there no scope to provide additional capacity. The watercourse constraints won't allow for additional capacity to be built in; therefore, the site is unable to accommodate proposed growth. Proposals for redirection of flow would have to be considered, at large costs. The LEA states that there may be potential constraints in relation to the provision of secondary education unless there is a new secondary school provided in the area.

On the basis of the remote location; and environmental, landscape, transport and utilities constraints this is an unsuitable area for strategic growth for housing. It may offer some potential for employment land which can be further investigated as part of a Local Plan process. Those locations which could provide best access to the SRN and least harm to landscape would be preferable based on this study's assessment framework.

6f Land East of Ashby



Criterion	Considerations
Environment	- The site is in Flood Zone 1. The site drains north and south and there is an ordinary watercourse on the site. The site has low susceptibility to groundwater flooding. There are multiple records of foul sewer flooding in Ashby-de-la-Zouch. In order to be sustainable, development of this site would need to ensure no additional pressure on the combined sewer network and the watercourses downstream. Development must include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities such as Packington village. - The site lies within the catchment of the River Mease, which is designated as both a SSSI and an SAC (River Mease SSSI / SAC). It is currently in unfavourable condition and is failing to meet its conservation objectives. This is as a result of numerous factors, including high levels of phosphorous in the water. Any addition of phosphorous from foul water (including via mains Sewage Treatment Works), or pollutants from poorly treated surface water, will contribute to the site's unfavourable condition and the failing of its conservation objectives. As a result, there is currently little scope for development within the catchment. The LPAs which fall within the catchment are currently working up a new version of their Developer Contribution Scheme (DCS3). See here for more details on the past schemes: https://www.nwleics.gov.uk/files/documents/river_mease_developer_contribution_scheme_2_dcs2_june_2016/1005%20DCS2%20June%202016%20FINAL%20FOR%20APPROVAL.pdf. These schemes allow development to go ahead, with developers providing a monetary contribution to be spent mitigating the increased phosphorous load their development will create. The capacity of this scheme may be limited, as the Sewage treatment work in the area have limited capacity. - In 2027 it is proposed for a pump out solution to be implemented, which may further release more capacity for development within the catchment. Further detail on this should be sought from Severn Trent Water and the LPAs.

	• The site is in close proximity to areas of Ancient Woodland located to the north east of the site accessed via Rempstone Road. • The site is within Grade 3 good to moderate quality agricultural land and Grade 2 very good quality agricultural land. • The site is within and in close proximity to areas of National Forest woodland
Landscape	• The area of search has strong boundaries defined by the A42 and Ashby Road, both being well vegetated. The land is arable predominantly and contains a strongly defined field pattern and well established blocks of woodland, both within and on the boundary. The landscape is well managed and enclosed such that development would be relatively discrete. However, the key characteristics of medium value well managed land which is essentially rural will be compromised by development which would be isolated and non-contiguous with other areas of Ashby-de-la-Zouch.
Heritage	• The Site is located approximately 1.8km east of Ashby-de-la-Zouch to the east of the A42 trunk road. It is divided by the A512 Ashby Road which runs east/west through it. There are no designated assets within the Site boundary but the Grade II listed Hall Farmhouse is located approximately 100m south and 100m south-east of the Site boundary. Study of historic maps indicates that the buildings at Flagstaff Farm within the southern part of the Site may date to the 19th century or earlier and should be considered as non-designated assets should their significance be great enough. • A series of four scheduled monuments (NHLE 1018463, 1018462, 1018462, 1018464) representing remains of historic coal mining activity dating from the 13th to the 18th centuries are ranged north/south to the north-east, east and south-east of the Site. In between the two southernmost scheduled monuments is the Grade II* listed Coleorton Hall (NHLE 1361611) which stands within a Grade II* registered park and garden (NHLE 1000959). The RPG contains nine further listed buildings. The hall and eight of the listed buildings within the RPG are contained within the boundary of the Coleorton Hall Conservation Area which also includes the Grade II* listed Church of St Mary (NHLE 1073571) which is outside the boundary of the RPG. • Development on the southern part of the Site has the potential for impact on the non-designated assets at Flagstaff Farm. While the buildings could be incorporated into a masterplan a considerable buffer around the assets would be necessary to avoid a high degree of less than substantial harm to them. The Grade II listed Hall Farmhouse is located reasonably close to the Site boundary but is well screened from it by planting. The Site is only within the setting of the farmhouse on two sides leaving a large area to the south and east unchanged. • As the remains of mining activity it is not considered that the scheduled monuments to the east of the Site depend on their setting for their significance which would not be affected by development on the Site. • The Coleorton RPG and conservation area are located approximately 100m east of the southern part of the Site on the A512 Ashby Road and approximately 175m south-east of the northern part of the Site north of Hall Farm. Given the amount of tree cover within the RPG and especially within the conservation area there will be little if any visibility of development within the Site from locations within them apart from on the western boundaries. The agricultural setting of the assets would however be changed with some consequent loss of significance. The experience of the setting for the viewer travelling east on the A512 Ashby Road would also be changed although the screening provided by the hedgerow on the south side of the road is strong and could be strengthened further in mitigation. • Medium suitability for development - Medium potential for harmful impacts on the historic environment. Medium potential for integration of assets.
Transport	Highways • The site is bisected by the A512 Ashby Road, which provides a good opportunity for vehicular access; however, the impact on the nearby A42 J13 would need to be considered; • A512 Ashby Road provides an immediate connection to A42 J13 on the south west boundary of the site. Therefore, the site benefits from excellent accessibility to the SRN although it should be noted that this can detract from the opportunity to promote sustainable modes of transport;

- For employment uses at the site, this will benefit from convenient vehicular access to the SRN via A152 and A42 J13 immediately west of the site; however scope for access by sustainable modes will be limited;
- Given the site's proximity to A42 J13 (which forms part of the SRN), extensive consultation would likely be required with National Highways on the impact of development on their network.
- The current HS2 Phase 2b Eastern Leg preferred alignment routes directly through the site area, thereby severing the majority of the site into smaller parcels and reducing the developable area.

Public Transport

- The number 29 bus service currently routes via A512 Ashby Road in the vicinity of the site providing connections to Market Street in Ashby, Swadlincote, Coaville and Burton-upon-Trent albeit new bus stops would be required to serve the site;
- Located approximately 17km south west of forthcoming HS2 services at East Midlands Parkway, an approximate 20-minute car journey via the A42 and M1, with limited scope for future direct access by bus from Ashby;
- Ashby does not currently have a passenger railway station. Therefore, the nearest train services from the site are accessible from Burton-upon-Trent (15km), East Midlands Parkway (16km) or Loughborough (16km), severely restricting scope for journeys by rail;
- The current HS2 Phase 2b Eastern Leg preferred alignment routes directly through the site area, thereby severing much of the site into smaller parcels and reducing the developable area;
- Existing Park & Ride site at Birstall for public transport access into Leicester city centre. This is located approximately 20km driving distance southeast from the site and is accessible via car along the A511 / A50 (major road network);
- Poor access to bus services, with no existing bus stops in the vicinity of the site.

Active Modes

- There is no existing pedestrian or cycling infrastructure in the vicinity of the site;
- There is some scope for access to existing employment areas (approximately 800m west of the site) at the industrial estate adjacent to A42 J13 by sustainable modes (which includes access to convenience shops); however significant improvements to active modes and public transport infrastructure in the vicinity of the junction would be required; and
- The site is severed from the town of Ashby by the A42, a major, highly trafficked trunk road which forms part of the SRN. This represents a severe constraint to promoting journeys by sustainable modes to the amenities and facilities in Ashby. Significant investment in active modes at A42 J13 and public transport infrastructure in the vicinity of the site would be required to overcome this.

On the basis of the key highways, public transport and active modes review, the site has low suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has low potential of enabling strategic links between key corridors/destinations.

Utilities and Infrastructure

- WPD has stated that this site is likely to require significant, extensive and lengthy works. Major reinforcement in the form of a Primary substation upgrade and/or a new primary substation, alongside extra high voltage network reinforcement.
- Using the Government's future population projections across North West Leicestershire, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed.
- According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Packington and the site extent will negatively affect downstream sewerage infrastructure. There has been reported flooding downstream with flood events likely in the future. Pollution incidents have also been reported and an EA warning letter was issued in relation to areas downstream of the WwTW. The development will likely join 300mm foul sewer heading south on Coalfield Way/ Parts of the site will require pumping due to topography. Potential impact is high with network improvements likely required. Surface water for the site can

	drain directly into tributary of Gilwiskaw Brook which runs along the southern site boundary. Efforts must be made to remove surface water from the foul system. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the North West Leicestershire District. The WwTW is shown at medium risk of exceeding spare capacity, with marginal concern subject to size of development. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. AMP7 scheme is for investigation only, with the delivery for solution identified, will be planned in AMP8. •
Economy	• The site appears to be reasonably well suited to accommodate future development owing to its proximate location to the larger settlement of Ashby-de-la-Zouch, where a number of existing firms are located (offering workforce and market opportunities). The site is nearby to existing employment land in the north of Ashby-de-la-Zouch, including at Ivanhoe Business Park and the adjacent Junction 13 of the A42. The site could also accommodate up to 80.7ha of employment land. • The site also benefits from its adjacent position to the A42 and A511 roads which offer connectivity with larger employment centres regionally. The reinstatement of the National Forest line could increase the connectivity of Ashby-de-la-Zouch with Leicester and Burton-upon-Trent by rail, although this project is not currently planned or funded. Although not committed, the improvements in road infrastructure associated with the proposed A511 Growth Corridor could enhance the suitability of the site by enabling additional provision of employment land, in turn increasing the attractiveness of the area to firms. • The Leicester & Leicestershire Warehousing & Logistics study (April, 2021) identifies the location as being in a Key Area of Opportunity (road linked). • The employment density in the North West Leicestershire local authority as a whole is much greater than is recorded across Leicestershire, indicating that the area currently has a reasonable supply of local workforce. The local authority as a whole has a strong retention rate, as 40.6% of working age residents employed in workplaces are employed within North West Leicestershire. Indicatively, 42.2% of working age residents of the LSOAs within 1km of the site travel between 5km and 30km to access employment. • In terms of employment, businesses in the LSOAs within 1km of the site specialise predominantly in the business administration and support services broad industrial group, which represents approximately 26.1% of total jobs. This industry is far more pronounced in this location than is typical for North West Leicestershire (10.8%) and Leicestershire (7.6%). The professional, scientific, and technical broad industrial group also makes a significant contribution (13.4%) to local employment. There is therefore good potential that the development of the site could present opportunities to enhance the existing cluster of firms operating in the business administration and support services industry. Albeit the site's location to Junction 13 would lend itself to logistics and warehousing. • The area attracts a considerable amount of well qualified workers, as 38.8% of the residents of the LSOAs within 1km of the site hold a NVQ4+ qualification, and 40.3% are employed in manager, director and senior official (17.4%) or professional (22.9%) occupations. • The area records a limited degree of deprivation, as all of the LSOAs within 1km of the site are ranked amongst the 40% least deprived LSOAs nationally.

Conclusion - Unsuitable Area for Strategic Growth

Area - 81 Ha

Typologies - Employment Site

Typology Delivery Period - 2020s - 2030s

6f Land East of Ashby could come forward as an employment site.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, development that could impact the River Mease SSSI / SAC would need to be investigated as part of a future allocation(s) and will require sensitive masterplanning. There is currently little scope for development within the catchment without a strategic-scale solution. In

addition, the site includes grade 2 very good quality agricultural land and is located within/adjacent to areas of National Forest woodland.

From a landscape perspective, the key characteristics of medium value well managed land which is essentially rural will be compromised by development which would be isolated and non-contiguous with other areas of Ashby-de-la-Zouch. There are several listed buildings, scheduled monuments, a RPG and conservation areas in close proximity to the site with medium potential for harmful impacts on the historic environment and medium potential for integration of assets.

The current HS2 Phase 2b Eastern Leg preferred alignment routes directly through the site area, thereby severing the majority of the site into smaller parcels and reducing the developable area. A512 Ashby Road provides an immediate connection to A42 J13 on the south west boundary of the site. Therefore, the site benefits from excellent accessibility to the SRN although it should be noted that this can detract from the opportunity to promote sustainable modes of transport. There is some scope for access to employment opportunities (approximately 800m west of the site) at the industrial estate adjacent to A42 J13 by sustainable modes (offering convenience stores for workers); however significant improvements to active modes and public transport infrastructure in the vicinity of the junction would be required. Ashby does not currently have a passenger railway station and poor access to bus services, with no existing bus stops in the vicinity of the site. There is also no existing pedestrian or cycling infrastructure in the vicinity of the site. The site is severed from the town of Ashby by the A42, a major, highly trafficked trunk road which forms part of the SRN. This represents a severe constraint to promoting journeys by sustainable modes to the amenities and facilities in Ashby. Significant investment in active modes at A42 J13 and public transport infrastructure in the vicinity of the site would be required to overcome this.

WPD has stated that this site is likely to require significant, extensive and lengthy works. Major reinforcement in the form of a Primary substation upgrade and/or a new primary substation, alongside extra high voltage network reinforcement. Severn Trent state the WwTW is shown at medium risk of exceeding spare capacity, with marginal concern subject to size of development. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. AMP7 scheme is for investigation only, with the delivery for solution identified, will be planned in AMP8.

On the basis of the environmental, landscape, transport and utilities constraints this is an unsuitable area for strategic growth in isolation. It may offer some potential for employment land which can be further investigated as part of a Local Plan process. Those locations which could provide best access to the SRN and least harm to landscape would be preferable based on this study's assessment framework.

6g Land South of East Midlands Airport



Table 109 6g Land South of East Midlands Airport

Criterion	Considerations
Environment	- The site is located in Flood Zone 1, however there are surface water flow paths and land drains present on the site. The site drains to Diseworth Brook and Long Whatton Brook. There is a history of flooding in Diseworth and Long Whatton associated with the Diseworth Brook and Long Whatton Brook and their tributaries, surface water flooding and an overwhelmed combined sewer system. - There is a risk that development of the site could exacerbate flooding issues downstream. Development of this site must ensure no additional discharge to these watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. Development should complement and support the Environment Agency's Flood Alleviation Schemes for Long Whatton and Diseworth. - The site is adjacent to areas of woodland. - The site is within Grade 3 good to moderate quality agricultural land
Landscape	The area of search is close to and shares similar characteristics with 6e, namely rolling topography and well managed arable land defined by strong hedgerows. Although some urban influences are present, the area of search is essentially rural and highly visible from the wider landscape, particularly the southern slopes. The land contains several PRoW and a long distance footpath on the boundary. Development would urbanise land beyond the localised ridgeline/plateau on which EMA is located. Development would extend below the EMA ridgeline and alter the setting of Diseworth and be disproportionately large in comparison.
Heritage	The Site is located to the north-east of the village of Diseworth to the south of the A453 and west of the M1 motorway. There are no designated or non-designated built heritage assets within the Site boundary. The Diseworth Conservation Area is located approximately 100m to the west of the Site boundary. The conservation area is

	centred on the junction of four roads, Grimes Gate, Clement's Gate, Lady Gate and Hall Gate and contains 23 listed building including the Grade II* listed Church of St Michael (NHLE 1068865). Study of historic maps indicates that Bleak House approximately 225m west of the Site boundary date to the 19th century or before and its buildings should be treated as non-designated built heritage assets. • Development on the Site has the potential for impact on the Diseworth Conservation Area by changing a proportion of its agricultural setting approaching 25% of the whole. Development of the whole Site would effectively connect the village to the developed area of East Midlands Airport to the north and the M1 motorway to the east although a buffer to the north-east of the village would go some way to mitigating this. There is the potential for views into and out of the conservation area to be disrupted, particularly as the Site rises from its south-western corner adjacent to the village to its north-eastern extent. Given the topography of the Site it is unlikely that screening would be effective in mitigation. At present the Site is not passed directly by roads leading into the village and the distance of 250m separating Grimes Gate from the Site is considered to be sufficiently great that experience of the viewer from the north will not be markedly different. • Medium suitability for development - Medium potential for harmful impacts on the historic environment. Medium potential for integration of assets.
Transport	Highways • The site is located immediately west of M1 J23A, south of A453 and East Midlands Airport (EMA) and East Midlands Gateway; • Vehicular access could potentially be achieved from A453 to the north. To a lesser extent, there is an opportunity to upgrade Long Holden, a single-track country lane to the south of the site, or Hyam's Lane which routes through the site. However, this would result in a significant loss of hedgerow. Both lanes connect to the village of Diseworth to the west and it would not be appropriate to route traffic through Diseworth; • The site is well located to benefit from the significant highway infrastructure in the vicinity of East Midlands Airport. The site has excellent accessibility to the SRN with access to the A42 via A453/Finger Farm roundabout and the M1 J23A located directly north east of the site and A42 J14 located 6km south west (albeit this has limited access to the east of the junction with no eastern slip roads in place); • Dependent on the size and scale of development, a robust assessment of the intensification of traffic on A453 will be required – particularly given the road's strategic function of providing access to the East Midlands Airport; • A453 connects to M1 23A at its eastern extent and A42 J14 at its southern extent. The M1 and A42 are part of the SRN managed by National Highways and therefore extensive consultation on the development impact on the SRN would be required. Public Transport • East Midlands Airport is currently served by several bus services providing frequent connections to key destinations including Leicestershire International Gateway, Leicester and Nottingham. Therefore, there may be some scope to extend these services into the site; • Existing Park & Ride site Birstall for public transport access into Leicester city centre. This is located approximately 21km driving distance southeast from the site and is accessible via car along the M1. However, this site has a closer functional relationship with Nottingham and Derby; • There is no passenger railway station within a feasible walking or cycling journey of the site. Therefore, opportunities for sustainable

connections to rail journeys are restricted to providing bus connections to conventional railway services and forthcoming HS2 services at East Midlands Parkway, 6km northeast of the site.

Active Modes

- There is a footway adjacent to A453 in the vicinity of the site but given that the predominate function of the road is to facilitate vehicular access to a commercial airport, significant upgrades would be required to make this an environment conducive to active modes;
- The site is located 800m from the small village of Diseworth and adjacent to an existing motorway services, however, there are very few existing amenities within a feasible walking or cycling distance;
- Lack of existing pedestrian infrastructure for connection from the site to Leicestershire International Gateway, given the accessible walking distance from this employment area (which would help to connect businesses in the wider market); and
- Existing cycling infrastructure in the vicinity of the site likely suitable for leisure journeys only and there is little to no scope for a significant proportion of users to commute from other local settlements e.g. Castle Donington, via bicycle.

On the basis of the key highways, public transport and active modes review, the site has low suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has low potential of enabling strategic links between key corridors/destinations.

Utilities and Infrastructure

- WPD's network capacity map shows there is a 33/11kV substation in East Midlands Parkway. Further information is not available, therefore, enquiries to WPD would be needed to better assess the suitability for additional connections.
- Using the Government's future population projections across North West Leicestershire, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed.
- According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Long Whatton and the site extent likely to negatively affect downstream sewerage infrastructure, flooding also reported and predicted downstream. The development will likely join a 150mm foul sewer heading west along Clements Gate, Parts of the site may require pumping due to topography. Potential impact is high with network improvements likely required. Surface water for the development can drain directly into a tributary of Diseworth Brook which runs through the site boundary.
- A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the North West Leicestershire District. The WwTW is shown at high risk of exceeding spare capacity, with there being a probable issue. Furthermore, STW states that there is high risk associated with the watercourse as there is limited scope to provide additional capacity. Assumption that growth has been considered within the scope of the project for the first time horizon, i.e., 2026.
- Leicestershire County Council's assessment indicates that the site is isolated and generally inaccessible for education provision.
- The site falls within the Mineral Safeguarding Area for Sand and Gravel. Any proposed development should be accompanied by a Minerals Assessment and considered against Policy M11 (Safeguarding of Mineral Resources) of the Leicestershire Minerals and Waste Local Plan (LMWLP).

Economy

- The area appears to be reasonably well suited to accommodate future developments as the area benefits from its proximity to a number of key employment locations associated with East Midlands Airport including a number of employment site allocations which can

support agglomeration benefits. The site could accommodate up to 100ha of employment land which could significantly increase the quantum of employment floorspace in this strategic location. The site also benefits from its proximity to the intersection of a number of key strategic transport routes including the M1 motorway and A42, A50, and A453 roads, which offer very good connectivity with additional employment opportunities nationally.

- The Leicester & Leicestershire Warehousing & Logistics study (April, 2021) identifies the location as being in a Key Area of Opportunity (both rail-linked and road connected).
- The site could also benefit from the Leicestershire International Gateway growth area that recognises the concentration of significant economic assets and strategic transport infrastructure intersections at this location (supporting the workforce and wider market). Benefits could include increased connectivity with nationwide employment opportunities, enhanced local land value, and associated built environment upgrades, increasing the attractiveness of the area for prospective employees and employers.
- The employment density in the North West Leicestershire local authority as a whole is much greater than is recorded across Leicestershire, indicating that the area currently has a reasonable supply of local workforce. The local authority as a whole has a strong retention rate, as 40.6% of working age residents employed in workplaces are employed within North West Leicestershire. Indicatively, 39.7% of working age residents of the LSOAs within 1km of the site travel less than 10km to access employment.
- In terms of employment, businesses in the LSOAs within 1km of the site specialise predominantly in the transport and storage broad industrial group, which represents approximately 36.0% of total jobs. This industry is far more pronounced in this location than is typical for North West Leicestershire (14.7%) and Leicestershire (7.6%). The business administration and support services broad industrial group also makes a significant contribution (13.0%) to local employment. Therefore, there is a strong potential for the development of employment land in this location to enhance the particular industrial specialism in transport and storage.
- The area attracts well qualified workers, as 30.8% of the residents of the LSOAs within 1km of the site hold a NVQ4+ qualification, and 31.9% are employed in manager, director and senior official (14.3%) or professional (17.6%) occupations.
- The area records some degree of deprivation, although this picture is spatially variable. Of the five LSOAs within 1km of the site, one is ranked amongst the 10% least deprived nationally, and one is ranked amongst the 40-50% most deprived nationally.

Conclusion - Potential Area for Strategic Growth

Area - 101 Ha

Typologies - Employment Site

Typology Delivery Period - 2020s - 2030s

6g Land South of East Midlands Airport could come forward as an employment site.

There are areas within the Strategic Growth Option which would not be suitable for development. For example, there is a history of flooding in Diseworth and Long Whatton associated with the Diseworth Brook and Long Whatton Brook and their tributaries, surface water flooding and an overwhelmed combined sewer system. There is a risk that development of the site could exacerbate flooding issues downstream. Development of this site must ensure no additional discharge to these watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. Development should complement and support the Environment Agency's Flood Alleviation Schemes for Long Whatton and Diseworth. Although some urban influences are present, the area of search is essentially rural and highly visible from the wider landscape, particularly the southern slopes. The land contains several PRoW and a long distance footpath on the boundary. Development would urbanise land beyond the localised ridgeline/plateau on which EMA is located. Development would extend below the EMA ridgeline and alter the setting of

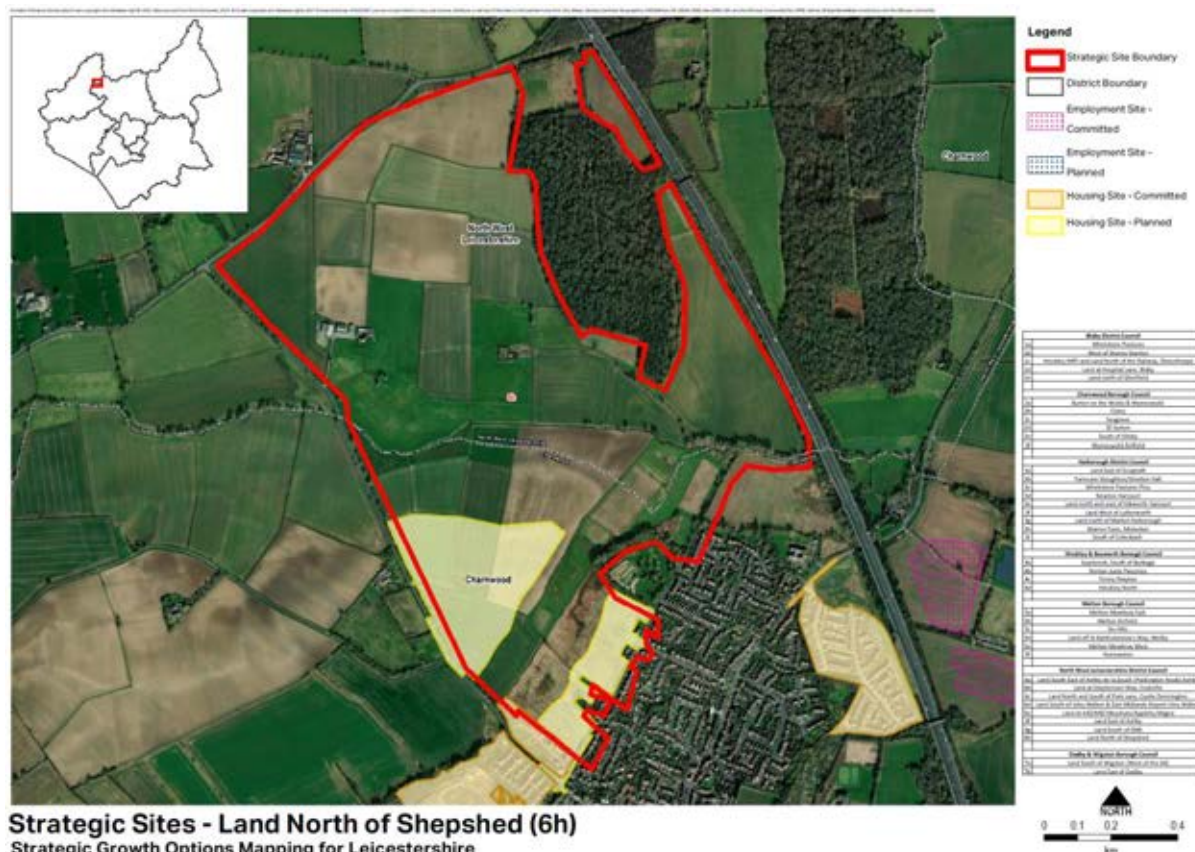
Diseworth and be disproportionately large in comparison. There are several listed buildings and a conservation area in close proximity to the site with medium potential for harmful impacts on the historic environment and medium potential for integration of assets.

The site is located immediately west of M1 J23A, south of A453 and East Midlands Airport (EMA) and East Midlands Gateway. Vehicular access could potentially be achieved either from A453 to the north. To a lesser extent, there is an opportunity to upgrade Long Holden, a single-track country lane to the south of the site, or Hyam's Lane which routes through the site (but it would not be appropriate to route traffic through Diseworth). East Midlands Airport is currently served by several bus services providing frequent connections to key destinations. As well as any employment proposed on-site, any future residents would have access to employment opportunities locally at East Midlands Airport and Leicestershire International Gateway. The site is well located to benefit from the significant highway infrastructure in the vicinity of East Midlands Airport.

The site is located 800m from the small village of Diseworth and adjacent to an existing motorway services, however, there are very few existing amenities within a feasible walking or cycling distance. There is no passenger railway station within a feasible walking or cycling journey of the site. A robust assessment of the intensification of traffic on A453 will be required – particularly given the road's strategic function of providing access to the East Midlands Airport. Severn Trent state the WwTW is shown at high risk of exceeding spare capacity, with there being a probable issue. Furthermore, there is high risk associated with the watercourse as there is limited scope to provide additional capacity. Assumption that growth has been considered within the scope of the project for the first time horizon, i.e. 2026.

In isolation the location may not have the critical mass to support the required infrastructure improvements (depending on site specific investigations to confirm the development potential). However, when considered in combination with 6c and 6d, this location offers significant potential to comprehensively plan the growth in and around EMA with commensurate investment and delivery in supporting facilities, utilities and transport upgrades capable of serving the wider area.

6h Land North of Shepshed



Criterion	Considerations
Environment	- The central part of the site is Flood Zone 3a and 3b Functional Floodplain associated with the Grace Dieu Brook and its confluence with the Black Brook. There are surface water flow paths through the site, into the brooks. Further downstream, the community of Thorpe Acre is identified to be at risk of flooding. There is a low susceptibility to groundwater flooding. Development would only be possible in the areas of Flood Zone 1 which will reduce capacity available. The floodplains of the brooks should be protected including an allowance for climate change. Development within this site must ensure no additional discharge to these watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. The Environment Agency has a Catchment Partnership Project working with the National Forestry Commission to deliver natural Flood Management measures in Charnwood. Development in this area is likely to benefit from such measures and should seek to provide further opportunities for implementation. - The site lies adjacent to Oakley Wood SSSI/Ancient Woodland, separated by the M1. Additionally, the site engulfs Piper Wood which is also Ancient Woodland, which presents a threat in creating an isolated green space, but also gives opportunities to improve connectivity to this area of habitat. - The site is within Grade 3 good to moderate quality agricultural land - There are committed and allocated sites adjacent to and in close proximity to Shepshed. Should development come forward here it would present the potential for cumulative impacts on the environment. - Noise mitigation likely to be required for impacts of the M1.
Landscape	The area of search lies either side of the Black Brook, land falling southwards from the north and northwards from the south towards it. The landform undulation is sufficiently gentle to render the appearance relatively flat. Large to medium predominantly arable fields are bounded by low, well managed hedges with few hedgerow trees. Views are

	expansive and the land appears open with few urban influences and horizons defined by slight rises in landform and woodland. The visual and landscape key characteristics, coupled with the strong boundary and proximity to Shepshed result in an area of search that could accommodate development particularly south of the Black Brook where it would form a contiguous and proportionate extension to Shepshed. Development on higher land north of Black Brook would be more prominent and adversely extend the urban influence.
Heritage	• The Site is located to the north of the town of Shepshed. It is bounded to the north by Ashby Road, to the east by the M1 motorway, to the south by modern development to the north of the town and to the west by agricultural land. There are no designated assets within the Site boundary. Examination of historic maps shows that buildings at Woodlands Farm and Fields Farm within the Site boundary and Piper Farm and Highfields Manor just outside the Site boundary may date to the 19th century or earlier. These buildings should be treated as non-designated built heritage assets should their significance warrant it. The closest listed building to the Site boundary is a Grade II listed milepost (NHLE 1356137) on the north side of the B5324 immediately to the north-west. The Shepshed Conservation Area is centred on the Grade I listed Church of St Botolph (NHLE 1236177) and covers the historic core of the town on Church Side, Church Street, Queen Street and Market Place. In addition to St Botolph's the conservation area contains 12 further Grade II listed buildings. The wider area of the town contains another 12 listed buildings, all Grade II. • The setting of the conservation area is now the wider town of Shepshed and development on the Site will have the effect of widening this built-up area rather than changing the setting itself. The experience of the viewer travelling south-east on Hallamford Road will be changed but as the viewer will then have to travel a further 300m along Belton Street before entering the conservation area it is not considered that there will be a detrimental effect on significance. The view of the spire of St Botolph's from the north end of Belton Street will not be affected. • Development of the Site has the potential for impact on the non-designated buildings within the Site boundary at Woodlands Farm and Fields Farm. These assets could be employed as part of a masterplan for the Site but care would be needed to preserve enough of their agricultural setting to avoid harming their significance. • Medium suitability for development - Medium potential for harmful impacts on the historic environment. Medium potential for integration of assets.
Transport	Highways • Several opportunities for vehicular access including from Oakley Road and Hallamford Road to the south. Despite the site abutting the M1 to the east, direct access from the SRN would not be acceptable to National Highways. Consultation with National Highways would be required due to SRN impacts; • Access to the SRN can be gained from M1 J23 located approximately 3km south east of the site; • Given the size of the site and its proximity to M1 J23, consultation with National Highways on the impact of the development on the operation of the SRN will be required. Public Transport • There is no passenger railway station in Shepshed. Therefore, the closest rail services are in Loughborough 8km to the east. Connections to the station by cycle or bus would likely be key for any forthcoming transport strategy for the site. From the station, regularly services operated by East Midlands Rail are available to key destinations including Leicester, Derby and Nottingham; • Limited bus services within the immediate vicinity of the site. Twice per hour services can be accessed approximately 1km south of the site. These services provide connections to the neighbouring towns of Coalville and Loughborough. Services via the Trent Barton Skylink to Nottingham via East Midlands Airport also available. Extensions / diversions into the site

	and further improvements would likely be required for the bus to be an active modal option; • Roads in the immediate vicinity of the site are predominately rural or residential in character and therefore have constrained capacity. A robust assessment of the impact of increasing traffic will be required. In the first instance, opportunities to promote journeys by sustainable modes should be maximised. In particular, the assessment should focus on connections into Leicester, given the existing capacity and congestion issues and radial corridors in the north and west of Leicester; • The site is located approximately 6km south of East Midlands Airport and East Midlands Gateway and access from the site via the M1 would be convenient for future residents via car, albeit connections via bus should be promoted in the first instance; • The site is located approximately 9km south of forthcoming HS2 services at East Midlands Parkway, an approximate 20-minute car journey. However, there is likely some scope to provide a direct bus service from Shepshed in future or access services from a multi-modal journey via the upgraded Midland Mainline via Loughborough Rail Station. Note however that there are no existing services, and this would be subject to passenger demand; • Park & Ride site is in development at Beaumont Leys for public transport access into Leicester city centre. This is located approximately 20km driving distance southeast from the site and is accessible via car along the B5330. Active Transport • The site is located immediately north of the existing town of Shepshed, and therefore development at the site would effectively form a northern extension of the existing settlement (unless a detached garden village); • Existing primary school provision approximately 1.4km south of the site, which is within accessible walking distance with connections available via existing footway provision. However, given the scale and size of residential development it is likely that additional provision would be required on-site; • Shepshed has several amenities including a convenience store and secondary school within an approximate 1.2km distance and therefore there are a range of existing amenities accessible on foot via the existing footway network; • A traffic-free section of NCN Route 6 is accessible from the site approximately 1.5km to the south. Route 6 operates in an east-west alignment and provides a connection to Loughborough from Shepshed via active modes. A journey from the site to Loughborough via bicycle would be approximately 6km in length; • Lack of cycle infrastructure for access northward to Leicestershire International Gateway for employment opportunities, limited to access by bus from Shepshed (30-minute journey); • Existing employment opportunities within the town of Shepshed, including the Gelders Hall Industrial Estate located approximately 2.5km to the south; and • Loughborough University is located approximately 4.5km south east of the site and connections from the site to higher education or employment could be achieved by bus or cycle. On the basis of the key highways, public transport and active modes review, the site has medium suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has moderate potential of enabling strategic links between key corridors/destinations.
Utilities and Infrastructure	• WPD's network capacity map shows there is a 33/11kV substation in Shepshed that is shown in red and therefore would likely require reinforcement. Future works consist of an 11kV indoor circuit breaker, costing £125,000 over an indicative timescale of 1-2 years. • Using the Government's future population projections across North West Leicestershire, this site would not take the district over capacity within

	STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed. • According to Severn Trent level 1 Sewer Capacity Assessment the WwTW would be in Shepshed and parts of the site have been assessed and the impact on downstream sewerage infrastructure was deemed to be very low however this was for a much smaller development. The site extent is likely to negatively affect downstream sewerage infrastructure with flooding also predicted and reported downstream. The development will join 150mm foul sewer heading east off Field Avenue. Parts of the site will require pumping due to topography. Potential impact is high with network improvements likely required. Surface water for the site can drain directly into Grace Dieu Brook which runs through the site boundary. Efforts must be made to remove surface water from the foul system. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the Charnwood Borough. The WwTW is shown at low risk of exceeding spare capacity, with no issues expected. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. AMP8 growth scheme is expected. • Leicestershire County Council's assessment indicates that the site is isolated and generally inaccessible for education provision. • The site falls within the Mineral Safeguarding Area for Sand and Gravel. Any proposed development should be accompanied by a Minerals Assessment and considered against Policy M11 (Safeguarding of Mineral Resources) of the Leicestershire Minerals and Waste Local Plan (LMWLP).
Housing	• The average new build house priced paid in North West Leicestershire in April 2021 was £231,152. The average new build house priced paid in Charnwood in April 2021 was £256,412. This is higher than in Leicester City (£204,208) and higher than the average price in the East Midlands (£213,308). It is lower than the England and Wales average of £263,778. Prices are lower, on average than the Leicestershire average (£256,890), indicating relatively lower demand for housing. • From September 2007 to April 2021, house prices in North West Leicestershire have increased by approximately 34.9%, which is lower than the average house price change in Leicestershire during the same period (+38.6%). • The site is within the 'West Leicestershire' typology area in Appendix B (Viability analysis). The viability analysis identifies that this is the lowest value area (excluding development sites associated with Ashby-de-la-Zouch which has similar values to the 'North East Leicestershire' typology). Most sites in this area are able to bear more than £10,000 per unit in developer contributions at 15% affordable housing. On this basis it is necessary to be cautious about taking this site forward as it is less likely to be able to bear its own infrastructure costs. • Whilst affordability pressures are less severe in this part of the study area and there may be relatively lower levels of demand for housing, there may also be the ambition to 'level up' areas in weaker housing markets through aligning new employment opportunities with new housing (see 'economy' below).
Economy	• The area appears to be reasonably well suited to accommodate future developments owing to its contiguous location with the existing settlement of Shepshed, where employment opportunities could be accessed by prospective residents. The site is nearby to existing employment land at Gelders Hall Industrial Estate and two additional employment land allocation as yet undeveloped near Junction 23 of the M1 motorway. The site benefits from its proximity to Junction 23 of the M1 motorway which offers connectivity with employment opportunities in larger employment centres nationwide. The site could also benefit from the Leicestershire International Gateway growth area that recognises the concentration of significant economic assets and strategic transport infrastructure

intersections near to East Midlands Airport. which could deliver significant regeneration benefits to the surrounding area, including increased connectivity with nationwide employment opportunities, enhanced local land value, and associated built environment upgrades, increasing the attractiveness of the area for prospective employees and employers.

- The now completed improvement of Junction 23 of the M1 motorway will reduce congestion and increase the connectivity of the site with nationwide employment opportunities.
- The employment density in the North West Leicestershire and Charnwood as a whole is greater than is recorded across Leicestershire, indicating that the area currently has reasonable employment opportunities. The local authority as a whole has a strong retention rate, as 40.6% of working age residents employed in workplaces are employed within North West Leicestershire. Indicatively, 53.6% of working age residents of the LSOAs within 1km of the site travel less than 10km to access employment.
- In terms of employment, businesses in the LSOAs within 1km of the site specialise predominantly in the manufacturing broad industrial group, which represents approximately 24.1% of total jobs. This industry is far more pronounced in this location than is typical for Leicestershire (12.3%). The business administration and support services broad industrial group also makes a significant contribution (12.5%) to local employment.
- The area attracts some well qualified workers, as 25.2% of the residents of the LSOAs within 1km of the site hold a NVQ4+ qualification. 15.5% of working age residents are employed in professional occupations and 13.8% are employed in skilled trades occupations.
- The area records a variable degree of deprivation; of the eleven LSOAs within 1km of the site, two are ranked amongst the 10% least deprived nationally, yet one is ranked amongst the 30-40% most deprived nationally.

Conclusion - Potential Area for Strategic Growth

Area - 167 Ha

Typologies - Urban Extension / Garden Village

Typology Delivery Period - 2030s - 2040s

6h Land North of Shepshed could come forward as a garden village and/or SUE (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, The central part of the site is Flood Zone 3a and 3b Functional Floodplain associated with the Grace Dieu Brook and its confluence with the Black Brook. There are surface water flow paths through the site, into the brooks. Further downstream, the community of Thorpe Acre is identified to be at risk of flooding. Development would only be possible in the areas of Flood Zone 1 which will reduce capacity available. The floodplains of the brooks should be protected including an allowance for climate change. Development within this site must ensure no additional discharge to these watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. The site lies adjacent to Oakley Wood SSSI, separated by the M1. Additionally, the site engulfs Piper Wood, which presents a threat in creating an isolated green space, but also gives opportunities to improve connectivity to this area of habitat.

There are several opportunities for vehicular access including from Oakley Road and Hallamford Road to the south. Despite the site abutting the M1 to the east, direct access from the SRN would not be acceptable to National Highways. Consultation with National Highways would be required due to SRN impacts. Bus services accessed approximately 1km south of the site, including the Trent Barton Skylink to Nottingham via East Midlands Airport. These services provide connections to the neighbouring towns of Coalville and Loughborough however extensions / diversions into the site and further improvements would likely be required for the bus to be an active modal option. There is no passenger railway station in Shepshed and limited bus services within the immediate vicinity of the site. There is a lack of cycle infrastructure for access northward to Leicestershire International Gateway for employment opportunities. Roads in the immediate vicinity of the site are predominately rural or residential in character and therefore have constrained capacity. A robust assessment of the impact of increasing traffic will be required. In the first instance, opportunities to promote journeys by sustainable modes should be maximised. WPD's network capacity map shows there is a 33/11kV substation in Shepshed that is shown in red and therefore would likely require reinforcement.

Leicestershire County Council's assessment indicates that the site is isolated and generally inaccessible for education provision.



Table 111 7a Land South of Wigston/West of the A6

Criterion	Considerations
Environment	- The sites are defined as Flood Zone 1, however there are two unmodelled watercourses flowing south west through the northern sites, which flow south west to join the River Sence. Communities downstream at Wigston Harcourt are identified to be at risk of flooding. Development of the site should be set back from these watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. - The site lies in close proximity to Kilby-Foxton Canal SSSI. The Northern portions of the site lie further from this site, and so impacts from development on these areas are less likely. - The site is adjacent to a Country Park - The site is adjacent to areas of woodland - The site is within Grade 3 good to moderate quality agricultural land
Landscape	The search area is surrounded by arable fields located close to the suburb of Wigston and the trainline running east to west to the southern tip. It is typical of the surrounding rural areas, with urban influences from the built edge of Wigston and the railway. The west of the area of search feels suburban with an instant transition into large fields. Surrounding arable fields are a mixture of large and medium size with undulating topography screening views. Due to this, the area of search feels quite contained. The east-west railway line and development of Wigston and Oadby provide defensible boundaries for development. However there is a risk of coalescence with Wigston and Oadby. A green buffer maintained in the north west would prevent perceptions of sprawl and coalescence. Development on land should therefore be small and considered due to the prominence of nearby development and therefore the area of search is partially suitable for development.

Heritage

7a Land south of Sutton Close, Oadby

- The Site is located to the south of Oadby on a single field of agricultural land. It is bounded to the north by modern development south of Oadby and the playing fields of Gartree High School and on all other sides by agricultural land. There are no designated or non-designated built heritage within the Site boundary. The closest designated built heritage asset to the Site are the Grade II listed Oadby Grange Farmhouse (NHLE 1073648) approximately 850m to the north-east and the Grade II listed Church of St Wistan (NHLE 1361576) approximately 1.4km to the west within the Spa Lane Conservation Area, Wigston. There is also a cluster of listed buildings at Oadby within the London Road and St Peter's Conservation Area approximately 1km to the north of the Site which includes the Grade II* listed Church of St Peter (NHLE 1073650). Study of historic maps shows that a number of the buildings at Seven Oaks Farm approximately 575m south of the Site date to the late 19th century or earlier and should be recognised as non-designated built heritage assets.
- Apart from the non-designated Seven Oaks Farm the assets identified are screened from the Site by modern development and are sufficiently distant from the Site that it does not form part of their setting and that development on it will not have any impact on them. While Seven Oaks Farm is closer it is screened from the Site by planting on intervening field boundaries and development within the Site will have no more than a negligible impact.
- High suitability for development - Low potential for harmful impacts on the historic environment. High potential for integration of assets.

7a Land North of Newton Lane, Wigston

- The Site is located to the east of the modern expansion of Wigston to the east of the A5199 Bulls Head Road. It is bounded to the west by modern development, to the north by Brocks Hill Country Park, to the east by agricultural land and to the south by agricultural land and Newton Lane. There are no designated or non-designated built heritage asset within the Site boundary. The closest designated built heritage asset is the Grade II listed 9 and 10 Spa Lane (NHLE 1177503) within the Spa Lane Conservation Area approximately 900m to the west. The Lanes Conservation Area is located on the western side of the A5199 Bulls Head Road approximately 1km west of the Site. There is also a cluster of listed buildings at Oadby within the London Road and St Peter's Conservation Area approximately 900m to the north of the Site which includes the Grade II* listed Church of St Peter (NHLE 1073650). Study of historic maps shows that a number of the buildings at Seven Oaks Farm approximately 125m south-east of the Site date to the late 19th century or earlier and should be recognised as non-designated built heritage assets.
- Apart from the non-designated Seven Oaks Farm the assets identified are screened from the Site by modern development and are sufficiently distant from the Site that it does not form part of their setting and that development on it will not have any impact on them. Development on the Site has the potential for impact on Seven Oaks Farm by changing its setting. However, the farm would continue to stand in an area of agricultural land stretching from Newton Lane in the south almost to the A6 Glen Road to the north-east and approximately 1.5km in length. The asset's agricultural setting would be approximately 70ha in area even if the adjacent Strategic Sites are taken into consideration and impact from development on the Site would cause less than substantial harm to the asset at the lower end of the scale.
- High suitability for development - Low potential for harmful impacts on the historic environment. High potential for integration of assets.

7a Glen Gorse Golf Course, cross-settlement

- The Site is located to the south-west of the A6 Glen Road on the footprint of the Glen Gorse Golf Course which first appears on historic Ordnance

	Survey maps in the 1950s. There are no designated or non-designated built heritage assets within the Site boundary. The closest designated asset to the Site is the Grade II listed Oadby Grange Farmhouse (NHLE 1073648) approximately 475m north of the Site boundary. Study of historic maps shows that a number of the buildings at Seven Oaks Farm approximately 260m west of the Site date to the late 19th century or earlier and should be recognised as non-designated built heritage assets. • Oadby Grange Farmhouse is screened from the Site by modern development and is sufficiently distant from the Site and screened from it that the Site plays no part in its setting and that development on it will not have any impact on it. Development on the Site has the potential for impact on Seven Oaks Farm by changing its setting. However, the farm would continue to stand in an area of agricultural land stretching from Newton Lane in the south almost to the A6 Glen Road to the north-east and approximately 1.5km in length. The asset's agricultural setting would be approximately 70ha in area even if the adjacent Strategic Sites are taken into consideration and impact from development on the Site would cause less than substantial harm to the asset at the lower end of the scale. • High suitability for development - Low potential for harmful impacts on the historic environment. High potential for integration of assets. 7a Wigston Meadows Phase 3, Wigston • The Site is located to the south-east of Wigston Harcourt, a suburb of the town of Wigston. There are no designated assets within the Site boundary or in close proximity to it. Tythorn Farm is located within the Site boundary but study of historic Ordnance Survey maps suggests that none of its historic buildings remain. The railway between Market Harborough and Leicester forms the southern boundary of the Site and the Grand Union Canal Conservation Area is located approximately 200m to the south. • Development of the Site has the potential to impact on the Grand Union Canal Conservation Area by changing its setting. The change in setting will not however decrease the canal's significance. • High suitability for development - Low potential for harmful impacts on the historic environment. High potential for integration of assets.
Transport	Highways • The local highway network experiences congestion at peak times. In particular, the Leicester Road and A6 corridor (major road network) into the city centre have constrained capacity and therefore the site should maximise opportunities for journeys to be undertaken by sustainable modes in the first instance; • A robust assessment of the development impact on key junctions would be required, with appropriate consideration of the cumulative impacts of development to the south / east of Leicester on key highways corridors; • The site could benefit from the enabling of additional housing provision and economic growth afforded by improved transport connectivity associated with the A46 Priority Growth corridor, although this scheme and its extent are uncommitted; • The sites are located approximately 8km south east of M1 J21 which can be accessed from A563 located to the north of the site; • There is potential for pooled contributions towards transport mitigation (both sustainable modes and/or highways mitigation) from forthcoming development sites located on the south and eastern perimeters of the city of Leicester. Public Transport • There is an existing passenger railway station (South Wigston) that is accessible from the site via the existing footway network and provides regular services to key destinations including Leicester City Centre and Birmingham New Street. Note there is no existing dedicated car parking or bicycle parking. Providing a high-quality direct connection by sustainable modes from the sites to this station would likely be key to any forthcoming transport strategy. A future detailed assessment could

	consider the existing passenger capacity on cross country services accessible from this station and the impact of development on capacity; - Existing bus services within the vicinity of the site provide frequent connections to Leicester City Centre. Providing a direct connection to these existing services (e.g. via an extension of the routes into the sites) would likely be key to any forthcoming transport strategy; - There are significant employment opportunities in Leicester City Centre accessible by sustainable modes from the site. Additionally, Birmingham City Centre is accessible via an approximate 50-minute rail journey from South Wigston station; - The University of Leicester is located in Leicester City Centre approximately 6km north of the sites and is considered accessible via bus and train (via South Wigston); - The site must maximise opportunities for travel by sustainable modes including public transport connections into Leicester, including through role of Park & Ride in development at Leicester General Hospital for public transport access into Leicester city centre. This is located approximately 7km driving distance north from the site and is accessible via car along Stoughton Drive; - The role of Park & Ride sites to the south of the city centre is to be explored by Leicester City Council (LCC) separate to this study; - Concentrated urban expansions such as this site can contribute towards the delivery of major transport infrastructure; - The site is located approximately 31km south of forthcoming HS2 services at East Midlands Parkway. There is scope for connection to this station via the upgraded Midland Mainline via Leicester rail station. Active Modes - Development at the site would effectively form a southern extension of the existing town of Wigston, which is located on the southern outskirts of the city of Leicester; - There are multiple existing amenities located within Wigston that would benefit the proposed site including primary and secondary education as well as convenience stores and health centres. Additionally, the town of Oadby is located approximately 2.2km north east of Wigston and includes a range of amenities that could also benefit the sites; - South Wigston is a predominately residential area and there is an existing network of footways and pedestrian crossings throughout the town that the sites could tie-in to; and - NCN Route 6 routes in a north-south alignment approximately 3km west of the sites. Route 6 provides an onward connection to Leicester City Centre albeit more direct / convenient routes from the sites exist on-street for confident cyclists or via public transport. On the basis of the key highways, public transport and active modes review, the site has medium-high suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has moderate potential of enabling strategic links between key corridors/destinations.
Utilities and Infrastructure	- WPD's network capacity map shows there is a 33/11kV substation in Wigston Magna that is shown in amber and may require reinforcement. Future works consist of an 11kV indoor circuit breaker, costing £125,000 over an indicative timescale of 1-2 years. - Using the Government's future population projections across Oadby and Wigston, this site would cause the district to be over capacity within STW's potable water network. Therefore, a full network capacity check should be completed to assess whether significant infrastructure development will likely be required. - According to Severn Trent level 1 Sewer Capacity Assessment the WwTWs would be in Oadby and Wigston and the site extent is likely to negatively affect downstream sewerage infrastructure. Predicted and reported flooding downstream, pollution also reported and EA warning letters downstream. The development will likely need multiple connection points likely joining a 225mm foul sewer on Newton Lane, a 225mm foul sewer on Glen Road and a 150mm foul sewer on Cooks Lane. Parts of

	the site will require pumping due to topography. Potential impact is high with network improvements likely required. Surface water for the development will drain directly into a tributary of River Sence which runs through the site boundary. Efforts must be made to remove surface water from the foul system. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the Harborough District and Leicester City. Both WwTW are shown at low risk of exceeding spare capacity, with no issues expected. However, STW states that there is very high risk associated with the watercourse at the Oadby WwTW, as there no scope to provide additional capacity. Furthermore, STW states that there is high risk associated with the watercourse at the Wigston WwTW, as there is limited scope to provide additional capacity. • Leicestershire County Council indicates that secondary education needs from the site may be met through the possible extension of secondary schools in Wigston.
Housing	• The average new build house priced paid in Oadby and Wigston in April 2021 was £235,606. This is higher than in Leicester City (£204,208) and higher than the average price in the East Midlands (£213,308). It is lower than the England and Wales average of £263,778. Prices are lower, on average than the Leicestershire average (£256,890), indicating relatively lower demand for housing. • From September 2007 to April 2021, house prices in Oadby and Wigston have increased by approximately 36.4%, which is slightly below the average house price change in Leicestershire during the same period (+38.6%). • The site is within the 'adjacent to Leicester' typology area in Appendix B (Viability analysis). The viability analysis identifies that development in this area is able to bear £25,000 per unit in developer contributions with around 15% affordable housing or £15,000 per unit between 20 and 25% affordable housing. Whilst not the highest value typology, this area is located closest to Leicester City which has a high demand for housing with unmet needs and has seen the highest level of housing price growth in Leicestershire over the period 2007 – 2021 (+51.6% compared to the Leicestershire average of 38.6%).
Economy	• The area appears to be very well-suited to accommodate future development owing to its contiguous location with the large employment centre of Leicester, and the considerable amount of employment opportunities located there, including at several allocated employment sites. The proposed site is nearby to the A6 road which offer connectivity with employment opportunities in Leicester and regionally. The contiguous location also means that sustainable transport modes are viable options for accessing local employment. • If the 'Greenlines' Electric Bus Project is fully delivered, the funded G5, and G4 and G7 routes which are awaiting funding, could serve bus stops at nearby Stoughton Drive South, Wigston Road, Wigston, Oadby, and Racecourse Park & Ride with electric buses and updated infrastructure that provides additional options for prospective residents to access employment opportunities across Leicester using high-quality, sustainable transport modes. • The site is nearby to a concept employment site, which may deliver additional local employment opportunities. • The site could benefit from the enabling of additional housing provision and economic growth afforded by improved transport connectivity associated with the A46 Priority Growth corridor, although this scheme and its extent are uncommitted. • The employment density in the local authority of Oadby and Wigston as a whole, in which the majority of the site falls, is considerably lower than is recorded across Leicestershire, indicating that the area may currently have limited employment opportunities. However, the employment density in the local authority areas of Harborough as a whole and Leicester as a whole, which are nearby to the site, both record employment densities

which are considerably higher than is recorded for Leicestershire, indicating that these areas currently have reasonable employment opportunities, and overall the local employment density is unlikely to be a disbenefit of the site.

- In terms of employment, businesses in the area tend to specialise in the retail broad industrial group, which accounts for 14.6% of total employment in the LSOAs within 1km of the site. The education broad industrial group also makes a significant proportional (14.4%) contribution to employment.
- The area attracts some well-qualified workers, as 29.6% of working age residents of the LSOAs within 1km of the site hold a NVQ4+ qualification, and 31.5% of working age residents are employed in manager, director and senior official (11.7%) or professional (19.8%) occupations.

Conclusion - Suitable Area for Strategic Growth

Area - 128 Ha

Typologies – Urban Extension

Typology Delivery Period - 2020s - 2040s

7a Land South of Wigston/West of A6 could come forward as a series of SUEs (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, communities downstream at Wigston Harcourt are identified to be at risk of flooding. Development of the site should be set back from watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. There is a risk of coalescence with Wigston and Oadby. A green buffer maintained in the north west would prevent perceptions of sprawl and coalescence. Development on land should therefore be small and considered due to the prominence of nearby development and therefore the area of search is partially suitable for development.

There are multiple existing amenities located within Wigston that would benefit the proposed site. There is an existing passenger railway station (South Wigston) that is accessible from parts of the SGO via the existing footway network and provides regular services to key destinations including Leicester City Centre and Birmingham New Street. Providing a high-quality direct connection by sustainable modes from the sites to this station would likely be key to any forthcoming transport strategy. Though there are limited existing cycle priority measures at present or opportunities to be able to implement improvements due to the built up area of parts of the SGO.

Existing bus services within the vicinity of the sites provide frequent connections to Leicester City Centre. Concentrated urban expansions such as this site can contribute towards the delivery of major transport infrastructure. The site could benefit from the enabling of additional housing provision and economic growth afforded by improved transport connectivity associated with the A46 Priority Growth corridor, although this scheme and its extent are uncommitted. The sites are located approximately 8km south east of M1 J21 which can be accessed from A563 located to the north of the site.

The local highway network experiences congestion at peak times. In particular, the Leicester Road and A6 corridor (major road network) into the city centre have constrained capacity and therefore the site should maximise opportunities for journeys to be undertaken by sustainable modes in the first instance. A robust assessment of the development impact on key junctions would be required, with appropriate consideration of the cumulative impacts of development to the south / east of Leicester on key highways corridors.

Alongside sites 1a, 1d, 3a, 3b, 3c, 3d and 7b there is potential to contribute towards major cumulative traffic impact including on the A6 and A47. But there is also a potential opportunity to deliver enhanced passenger transport networks and orbital transport routes to supplement growth. There is an opportunity for new developments to help fund alternative strategic routes with a joined up approach to the delivery of sites. Enhanced passenger transport and orbital transport connections are needed to facilitate strategic growth across this area, transport infrastructure is required to unlock growth rather than vice-versa (growth enabling transport upgrades). It is unclear if a development of this scale could deliver the new/enhanced orbital links required. A new orbital route may need to pass through some of the sites and hence reduce the number of dwellings that could be

delivered. If these sites were to come forward together it would have major cumulative (and potentially cross-boundary) transport impacts. Orbital highway constraints is an issue that impacts transport congestion locally and there are limited opportunities to expand cycle and pedestrian opportunities on these routes. The network is constrained and the area is built up to in parts of the SGO which can limit the mitigation options available. A comprehensively masterplanned approach would be required to overcome these impacts, as well as maximise opportunities for transport enhancements.

WPD's network capacity map shows there is a 33/11kV substation in Wigston Magna that is shown in amber and may require reinforcement. Severn Trent states that there is very high risk associated with the watercourse at the Oadby WwTW, as there no scope to provide additional capacity.

Furthermore, STW states that there is high risk associated with the watercourse at the Wigston WwTW, as there is limited scope to provide additional capacity. The LEA indicates that secondary education needs from the site may be met through the possible extension of secondary schools in Wigston. Provided there is a suitable transport mitigation scheme available the area offers a suitable area for strategic growth.

[illegible]521/548

- The Site is located to the east of Oadby and is bounded to the west by modern development and to the north, south and east by agricultural land. There are no designated or non-designated built heritage assets within the Site boundary, the closest listed building is Oadby Grange Farm (NHLE 1073648) approximately 575m south-west of the Site boundary. The London Road and St Peter's Conservation Area is located approximately 1km west of the Site and the scheduled Stretton Magna deserted medieval village (DMV) and moated Site (NHLE 1010201) which surrounds the Grade II* listed Church of St Giles (NHLE 1074853) is located approximately 1km east of the Site. The Grade II* listed Stretton Hall (NHLE 1178302) is located approximately 800m south-east of the Site.
- There is little potential for development within the Site to impact on any of the built heritage assets identified. Oadby Grange Farm is screened from the main body of the Site and from the proposed access route by over 500m of modern development. The London Road and St Peter's Conservation Area is further away and on the western side of the A6 road. No route passes through the Site towards Stretton Magna DMV/Church of St Giles or Stretton Hall and the experience of the viewer approaching the assets will not be changed as a result of development within the Site. Stretton Hall is also screened from the Site by a combination of planting and modern development to the west of the asset.
- High suitability for development - Low potential for harmful impacts on the historic environment. High potential for integration of assets.

7b Land to West, South, East Spire Leicester Hospital

- The Site is located to the south of Gartree Road and comprises an area of green space wrapping round the Spire Leicester Hospital and continuing to join Manor Close to the south. There are no designated or non-designated built heritage assets within the Site boundary. The closest listed buildings to the Site boundary are Lodge Cottage (NHLE 1073688) and Grange Cottage (NHLE 1361551) approximately 185m and 210m to the east respectively. There are two conservation areas within 500m of the Site. The
- Oadby Hill Top and Meadowcourt Conservation Area is approximately 380m to the south and contains eight Grade II listed buildings. The Evington Village Conservation Area is approximately 380m to the north and contains four listed buildings including the Grade II* listed Parish Church of St Denys (NHLE 1200786). Close to the church is the scheduled Moated Site with fishponds at Evington (NHLE Moated Site with fishponds at Evington).
- Part of the Site is currently developed with the Spire Leicester Hospital and further development of the Site would have the effect of extending the built environment of Oadby slightly further to the east. Development of the Site would not change the settings of the listed buildings to the east of the Site, the conservation areas or the designated assets within them.
- High suitability for development - Low potential for harmful impacts on the historic environment. High potential for integration of assets.

7b Land South of Gartree Road, Oadby

- The Site is located to the south of Gartree Road east of the B582 Stoughton Road. There are no designated or non-designated built heritage assets within the Site boundary. The closest listed building to the Site is the Grade II listed South Lodge approximately 400m to the north-west. There are 13 listed buildings in the village of Stoughton to the north-east of the Site including the Grade II* listed Church of St Mary (NHLE 1360631). The village also contains two scheduled monuments, a churchyard cross in St Mary's churchyard (NHLE 1017491) and a moated grange to the west of the village (NHLE 1010482). The Oadby Hill Top and Meadowcourt Conservation Area is approximately 900m to the south of the Site and contains eight Grade II listed buildings. The Evington Village Conservation Area is approximately 1km to the north of the Site and contains four listed buildings including the Grade II* listed Parish Church of St Denys (NHLE

	1200786). Close to the church is the scheduled Moated Site with fishponds at Evington (NHLE Moated Site with fishponds at Evington). • Development of the Site would not change the settings of the listed buildings to the east of the Site, the conservation areas or the designated assets within them. • High suitability for development - Low potential for harmful impacts on the historic environment. High potential for integration of assets.
Transport	Highways • The site could benefit from the enabling of additional housing provision and economic growth afforded by improved transport connectivity associated with the A46 Priority Growth corridor, although this scheme and its extent are uncommitted; • The local highway network experiences congestion at peak times. In particular, the A6 corridor into the city centre have constrained capacity and therefore the site should maximise opportunities for journeys to be undertaken by sustainable modes in the first instance; • The sites are located approximately 9km east of M1 J21 which can be accessed from A563 located to the west of Oadby; • There is potential for pooled contributions towards transport mitigation (both sustainable modes and/or highways mitigation) from forthcoming development sites located on the south and eastern perimeters of the city of Leicester; • A robust assessment of the development impact on key junctions would be required, with appropriate consideration of the cumulative impacts of development to the south / east of Leicester on key highways corridors. Public Transport • There is no railway station within an accessible walking distance of the site; however, there are two stations within a viable cycling or bus journey: South Wigston and Leicester. There are no existing cycling facilities at South Wigston; • There are existing bus services located on Harborough Road that provide a direct connection to Leicester Rail Station. Leicester Railway Station is located centrally within the city centre and is a major railway hub providing connections to key regional and national destinations; • There are existing bus services within the vicinity of the site that provide frequent (2/hour) connections to Leicester City Centre. Providing a direct connection to and improving frequency of these existing services would likely be key to any forthcoming transport strategy; • There are significant employment opportunities in Leicester City Centre accessible by sustainable modes, in particular cycling and bus journeys, from the site; • The site will need to maximise opportunities for travel by sustainable modes including public transport connections into Leicester, with consideration towards the Leicester Transforming Cities Fund (2019) strategic business case; • Park & Ride in development at Leicester General Hospital for public transport access into Leicester city centre. This is located approximately 5.5km driving distance north from the site and is accessible via car along Stoughton Drive; • The University of Leicester is located in Leicester City Centre approximately 5km north west of the site and considered accessible via bus; • Concentrated urban expansions such as this site can contribute towards the delivery of major transport infrastructure; • The site is located approximately 30km south of forthcoming HS2 services at East Midlands Parkway, a sub-optimal distance however there is scope for sustainable connection by rail via the upgraded Midland Mainline via Leicester rail station. Active Modes

	• Development at the site would effectively form an eastern extension of the existing town of Oadby, which is located on the southern outskirts of the city of Leicester; • There are multiple existing amenities located within Oadby that would benefit the proposed site within walking distance: including, primary and secondary education as well as convenience stores and health centres; and • Oadby is a predominately residential area and there is an existing network of footways and pedestrian crossings throughout the town that the sites could tie-in to. On the basis of the key highways, public transport and active modes review, the site has medium suitability in terms of its access to existing or new sustainable transport links and services (to help facilitate sustainable movements). The location has moderate potential of enabling strategic links between key corridors/destinations.
Utilities and Infrastructure	• WPD's network capacity map shows there is a 33/6kV substation in Stoneysgate that is shown in green and would likely not require reinforcement. Future works consist of an 11kV indoor circuit breaker, costing £125,000 over an indicative timescale of 1-2 years. • Using the Government's future population projections across Oadby and Wigston, this site would not take the district over capacity within STW's potable water network. However, if multiple developments are completed within the district this may result in being over capacity, therefore, a full network capacity check should be completed. • According to Severn Trent level 1 Sewer Capacity Assessment the WwTWs would be in Oadby and Wanlip and the site extent is likely to negatively affect downstream sewerage infrastructure. Predicted and reported flooding downstream, pollution also reported and EA warning letters downstream. The development will likely require multiple connection points joining a 225mm foul sewer adjacent to Gartree Road, a 225mm foul sewer on Gaulby Lane and a 225mm foul sewer heading through the site boundary. Parts of the site will require pumping due to topography. Potential impact is high with network improvements likely required. Surface water for the development will drain directly into Wash Brook or a tributary to Evington Brook which runs through the site boundary. • A Wastewater Treatment Assessment by Severn Trent Water states that the WwTW is situated in the Harborough District and Leicester City. The Oadby WwTW is shown at low risk of exceeding spare capacity, with no issues expected. However, STW states that there is very high risk associated with the watercourse, as there no scope to provide additional capacity. The Wanlip WwTW is shown at high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. Provision of additional capacity and reduction of infiltration are being considered, with the strategy being developed. Confirmation of growth would be required to allow STW to plan in. • Leicestershire County Council highlights difficulty of expanding secondary schools nearby to support the site's development.
Housing	• The average new build house priced paid in Oadby and Wigston in April 2021 was £235,606. This is higher than in Leicester City (£204,208) and higher than the average price in the East Midlands (£213,308). It is lower than the England and Wales average of £263,778. Prices are lower, on average than the Leicestershire average (£256,890), indicating relatively lower demand for housing. • From September 2007 to April 2021, house prices in Oadby and Wigston have increased by approximately 36.4%, which is slightly below the average house price change in Leicestershire during the same period (+38.6%). • The site is within the 'adjacent to Leicester' typology area in Appendix B (Viability analysis). The viability analysis identifies that development in this

	area is able to bear £25,000 per unit in developer contributions with around 15% affordable housing or £15,000 per unit between 20 and 25% affordable housing. Whilst not the highest value typology, this area is located closest to Leicester City which has a high demand for housing with unmet needs and has seen the highest level of housing price growth in Leicestershire over the period 2007 – 2021 (+51.6% compared to the Leicestershire average of 38.6%).
Economy	• The area appears to be very well-suited to accommodate future development owing to its contiguous location with the large employment centre of Leicester, and the considerable amount of employment opportunities located there, including at several allocated employment sites. The proposed site is nearby to the A6 road which offer connectivity with employment opportunities in Leicester and regionally. The contiguous location also means that sustainable transport modes are viable options for accessing local employment. • If the 'Greenlines' Electric Bus Project is fully delivered, the funded G5 route, and G4 and G7 routes which are awaiting funding, could serve bus stops at nearby Colchester Road, Goodwood Road, Stoughton Road South, Wigston Road, Oadby, and Racecourse Park & Ride with electric buses and updated infrastructure that provides additional options for prospective residents to access employment opportunities across Leicester using high-quality, sustainable transport modes. • The site is nearby to a concept employment site, which may deliver additional local employment opportunities. • The employment density in the local authority of Oadby and Wigston as a whole, in which the majority of the site falls, is considerably lower than is recorded across Leicestershire, indicating that the area may currently have limited employment opportunities. However, the employment density in the local authority areas of Harborough as a whole and Leicester as a whole, which are nearby to the site, both record employment densities which are considerably higher than is recorded for Leicestershire, indicating that these areas currently have reasonable employment opportunities, and overall the local employment density is unlikely to be a disbenefit of the site. • In terms of employment, businesses in the area tend to specialise in the education broad industrial group, which contributes the largest proportion of employment in the LSOAs within 1km of the site, representing 40.0% of total jobs. • The area attracts a considerable amount of well-qualified workers, as 37.3% of working age residents of the LSOAs within 1km of the site hold a NVQ4+ qualification, and 39.4% of working age residents are employed in manager, director, and senior official (14.0%) or professional (25.4%) occupations. • The area records a limited amount of deprivation as all of the LSOAs within 1km of the site are ranked among the 40% least deprived LSOAs nationally.

Conclusion - Suitable Area for Strategic Growth

Area - 56 Ha

Typologies – Urban Extension

Typology Delivery Period - 2020s - 2040s

7b Land East of Oadby could come forward as a series of SUEs (<5,000 homes).

There are areas within the Strategic Growth Option which would not be suitable for development. For example, Development of the site should be set back from these watercourses and be sensitive to the natural floodplains and associated surface water flow paths including allowances for climate change. Development should also seek opportunities to contribute to the Evington Brook Flood Alleviation Scheme and the 'Saving the Saffron' project, which has received investment through the Green Recovery Fund to implement water beneficial interventions in the rural headwaters as well as interventions in the urban area. Development must ensure no additional discharge to local watercourses, and include measures to reduce runoff to below greenfield rate to reduce flood risk to downstream communities. The surrounding development provides defensible boundaries for

development. However there is a risk of coalescence with these larger suburbs including Oadby, Wigston and Stoneygate.

There are multiple existing amenities located within Oadby that would benefit the proposed site within walking distance. There is no railway station within an accessible walking distance of the site; however, there are two stations within a viable cycling or bus journey: South Wigston and Leicester.

There are existing bus services located in the vicinity of the sites that provide a direct connection to Leicester Rail Station and connections to Leicester City Centre. The sites will need to maximise opportunities for travel by sustainable modes including public transport connections into Leicester. Concentrated urban expansions such as this site can contribute towards the delivery of major transport infrastructure. The sites could benefit from the enabling of additional housing provision and economic growth afforded by improved transport connectivity associated with the A46 Priority Growth corridor, although this scheme and its extent are uncommitted. The local highway network experiences congestion at peak times. In particular, the A6 corridor into the city centre have constrained capacity and therefore the site should maximise opportunities for journeys to be undertaken by sustainable modes in the first instance. A robust assessment of the development impact on key junctions would be required, with appropriate consideration of the cumulative impacts of development to the south / east of Leicester on key highways corridors.

Alongside sites 1a, 1d, 3a, 3b, 3c, 3d and 7a there is potential to contribute towards major cumulative traffic impact including on the A6 and A47. But there is also a potential opportunity to deliver enhanced passenger transport networks and orbital transport routes to supplement growth. There is an opportunity for new developments to help fund alternative strategic routes with a joined up approach to the delivery of sites. Enhanced passenger transport and orbital transport connections are needed to facilitate strategic growth across this area, transport infrastructure is required to unlock growth rather than vice-versa (growth enabling transport upgrades). It is unclear if a development of this scale could deliver the new/enhanced orbital links required. A new orbital route may need to pass through some of the sites and hence reduce the number of dwellings that could be delivered. If these sites were to come forward together it would have major cumulative (and potentially cross-boundary) transport impacts. A comprehensively masterplanned approach would be required to overcome these impacts, as well as maximise opportunities for transport enhancements.

Severn Trent states that there is very high risk associated with the watercourse, as there no scope to provide additional capacity. The Wanlip WwTW is shown at high risk of exceeding spare capacity, with the issue currently being investigated. Furthermore, STW states that there is very high risk associated with the watercourse as there no scope to provide additional capacity. Provision of additional capacity and reduction of infiltration are being considered, with the strategy being developed. Confirmation of growth would be required to allow STW to plan in. The LEA highlights that there would be difficulty of expanding secondary schools nearby to support the site's development.

Provided there is a suitable transport mitigation scheme and education provision available, the area offers a suitable area for strategic growth.

Appendix D Promoter Feedback

Site	Promoter/Landowner/Developer Feedback
1a Whetstone Pastures*	[Lead in time] The timescale clearly depends on the complexity of the development and the extent to which the plan preparation process concurrently considers development frameworks/masterplans. The endeavour is to avoid a 'sequential approach' of development plan – masterplan/development briefs. Where documents, masterplan and development briefs are prepared concurrently with the development plan – planning applications can be more promptly delivered to achieve early first completion. [Infrastructure] The proposal for Whetstone's new settlement with the intended delivery of a major employment allocation, requires the installation of a new junction on the M1, as part of the wider transport strategy for South Leicestershire. The employment provision at Whetstone Pastures can be brought forward promptly upon delivery of the highway infrastructure – and will provide a major impact to the development of the new settlement.
1b West of Stoney Stanton	Barwood/Parkers Strategic Land/Leicestershire County Council: [Lead in times] This would not be representative for land at Stoney Stanton as significant progress has already been made including substantial engagement with the local community, a successful two-day workshop session involving statutory consultees and the creation of a regular Community Liaison Group. There has also been ongoing engagement with Officers at Blaby District Council, in particular the large projects team and the County Council, including the highways modelling team. A planning application is currently being prepared with submission expected in Q2 2024, prior to the expected emerging Blaby Local Plan Hearings. There is a full client consultant team instructed on preparing the submission and the application...It is anticipated that an outline consent could be forthcoming promptly following the allocation being confirmed through the adoption of the currently emerging Local Plan. Following this it would then be necessary to secure a master developer prior to initial reserved matters submission(s). Based on experience we would envisage 4-5 years from confirmed allocation to first completions would be realistic for this site. [Infrastructure] Highways: M69 Junction 2 south-facing slip roads (this is on land the Consortium control and can deliver). East/West Link Road, to avoid Stoney Stanton/Sapcote. Waste Water Package Treatment and primary substation (anticipated but not fully confirmed are required). Secondary school plus 2 or 3 primary schools and local centre(s). The Consortium have appointed a viability consultant at the outset to ensure high-level cost plan and viability is embedded into the emerging proposals and that any application/allocation will provide a deliverable scheme. Please note that the HNRFI DCO process may deliver the slip roads if consented. [Build out rates] Smaller new settlement of approx. 5,000 dwellings / Per Outlet: 50 homes/yr average / Overall: 200 – 250 homes/yr average Ranges are more readily determined by the overall scale of development at a site and the percentages deliverable per year. As per the findings of the Letwin Review (para 1.5) a 6.5% build-out rate is achievable for strategic sites (outside of London), in peak years.

Site	Promoter/Landowner/Developer Feedback
	Based on this figure, the land at Stoney Stanton (@ 5,000 dwellings) would have a potential peak build-out rate of c.325dpa. However there are peaks and troughs throughout the development cycle and it is suggested, that for forward planning purposes a more realistic approach is to presume an average delivery rate of c200-250dpa on sites such as that at Stoney Stanton. By way of example, and reflective of the current economic uncertainties, anecdotal evidence from the main housebuilders in February 2023, is that build-out rates are currently 0.5 homes per week per outlet (ie 26 homes/yr/outlet) markedly below the 60/yr suggested in the introductory Aecom narrative above. This is the point reflected in the suggestion of using a more balanced average delivery rate rather than reliance on a projection of maximum deliverable outputs. We note the reference above to 60 dpa (both market and affordable) and its associated split. We consider that whilst this is achievable in peak market conditions, it is towards the upper end of industry norms which are more usually considered to be around 50 dpa. We would expect a site of 500 dwellings would require more than one outlet. The number of outlets that can be accommodated on a strategic site is informed by a number of variables but primarily the overall number of dwellings and the phasing/layout of the site (can it be logically split into various phases where outlets can construct at the same time but independently of one another). It is noted that housebuilders may use other 'brands' within their group to increase outlets/outputs and to bring diversity to a scheme (notably Persimmon/Charles Church for example) To assist in avoiding competition, each site should have own unique identity which can be secured through the use of suitable Design Codes. Where there is a significant shared infrastructure requirement(s), the Local Plan can coordinate shared infrastructure requirement costs and provide evidence up-front on the apportionment of costs through Local Plan process, and use of an IDP. This can avoid potentially significant delays post allocation that may occur if each site looks to independently negotiate its planning obligation contributions.
1c Hinckley NRFI and Land North of the Railway*	No response
1d Land at Hospital Lane, Blaby	No response
1e Land north of Glenfield*	No response
2a Burton on the Wolds & Wymeswold	No response
2b Cotes	[Lead in time] In 2020, we completed a study of large scale (500+ unit) housing developments promoted across Leicestershire. This examined lead in times and delivery rates. As regards lead in times for the period that you refer to above, we found the average to be 7 years and 7 months, so within your range. As you note, the time it takes to get from allocation to the completion of the first homes can vary significantly from site to site. Whilst we note the national data on this, we would be surprised if Aecom found the average in the East Midlands to be as high as 10 years. Such a period is only likely to be encountered in relation to very large and complicated new settlements. Our site at Cotes has the advantage of being controlled by a single landowner and promoted by an experienced local housebuilder. As such many of the issues associated with delivery that have afflicted sites in both our study and national research will not be an issue with Cotes. There has been extensive technical work already undertaken (see below). This has confirmed that there are no barriers to delivery. Accordingly we believe that Cotes could realistically be expected to beat typical lead in times such that delivery could be expected from the site within 5 years.

Site	Promoter/Landowner/Developer Feedback
	[Infrastructure] No. Jelson has completed a full suite of technical assessments and has presented these to Charnwood Borough Council in the form of a Deliverability Statement. A copy of this is attached for your information. [Build out rates] 251-500 dwellings / Per Outlet (per annum): 48 / Overall (per annum):96 500-1,000 dwellings (e.g. urban extension): Per Outlet:40 / Overall:160 1,000 – 5,000 dwellings Per Outlet:36 / Overall:216 So far as we can tell, there has never been a housing development in Leicestershire that has achieved completions of either 300-350dpa or 225-275dpa. Indeed, we are not aware of a development in Leicestershire having yet achieving over 200dpa. The new settlement at Lubbesthorpe is nearing that milestone but has not exceeded it yet, in spite of it being a development of significant scale and one that is being delivered by 4 developers. Unless Aecom has site and market absorption data that indicates otherwise, we would recommend that you assume a maximum delivery rate of 180 - 220dpa. In normal market conditions, we would expect a single outlet development to deliver 0.8 – 1 dwelling per week, so between 40 and 50 per annum. Increasing the number of outlets will not normally increase the output on a pro rata basis. So, for example, a 4 outlet development will not necessarily deliver 200dpa. A 4 outlet development might instead deliver, say, 3 dwellings per week (or 150dpa) and a five outlet development 3.5 – 4 dwellings per week (so 175 – 200dpa). This will depend on how much AH is to be delivered overall, who's delivering it and where on site it's going. We could not say until a scheme is designed. In Leicestershire, outside the City Centre, we would expect the maximum number of dwellings delivered per annum to be in the order of 200. To achieve such a level of completions, the site will need to be close to or well connected to a main town and therefore a good range of services facilities and employers, the development will need to offer a range of house types, density will need to vary across the scheme, and there would need to be scope for the market to absorb the homes that are being built (i.e. the site would need to be in a location where competition is limited or where demand is very high). Increasing the number of sales outlets will increase the level of competition and decrease the average sales rate per dwelling / site. A single outlet development will generally command higher sales rates. Competition off-site will also impact on sales rates, as will the stage reached in the development (the more mature the scheme the greater the potential for increased rates). Transport Links/Education capacity/Local services [factors influencing build out] - A range of smaller strategic sites of 1000-1500 units will deliver a greater range of market choice and enable greater sales rates. Single sites over 1500 units and particularly those approaching 5000 units do not offer the choice of location for would be house purchasers
2c Seagrave	No response
2d South East of Syston	No response
2e South of Sileby	[Lead in] The site hereby put forward is for commercial / employment land development. The site benefits from few restrictive constraints, and we are promoting the site for commercial development on behalf of the landowners. The site benefits from excellent access to the A46 and wider highway network. Given these factors, it's reasonable to expect commercial development to be delivered in the shorter term, and certainly within a 5-year period. We expect this to be a single, potentially hybrid application with a resultant

Site	Promoter/Landowner/Developer Feedback
	shorter lead-in time. Demand for commercial floorspace of differing scales between 50,000- 500,000 sq.ft along with strategic corridor supports the above statement. [Infrastructure] We do not expect nor anticipate the requirement for any strategic infrastructure to enable or 'unlock' this site. The site is deliverable on the basis of utilising the existing highway network and the existing roundabout junction whereby we will gain access from, i.e., the roundabout on Syston Road / A607. There will be a requirement to introduce an additional 'arm' from this roundabout, into the site and beyond to the north. [Build out rates] The site hereby presented is purely for employment purposes, focussing on warehousing and logistics needs. It is located adjacent to the existing Charnwood Edge Business Park and the junctions of the A607 and A46. The delivery rate for such a site is linked to the employment needs and in particular operator requirements. In the case of a single large scale building (in the region of 500,000 sq.ft) the site could be fully delivered and operational (following receipt of planning) within an 18-24 months timeframe. Where the site caters for a mix of accommodation (multiple occupiers and smaller unit sizes) a longer build out might be expected over a 3-5 year horizon. In the majority of cases employment accommodation will be built for identified operators rather than speculatively and the current and forecast market requirements indicate strong demand in this location. Edge of settlement locations for industry and distribution (with access to the strategic road network) such as this can be delivered far quicker given their unconstrained nature and access to better transport links, in comparison to town centre and more centrally located sites. The site is greenfield and therefore 'clean' to enable timely delivery.
2f Wymeswold Airfield	[Lead in] As this particular site includes a number of existing uses, some of which have long leases in place, it is likely to represent a longer-term opportunity than suggested above. However, that is due to site-specific circumstances rather than being representative of sites which are more immediately available. [Infrastructure] Unknown at this stage. [Build out rates] No response
3a Land East of Scraptoft	[Lead in] The lead in time is very dependent on the amount of infrastructure required, whether public funding is necessary to bring the site forward in the form of grants/forward funding etc. The number of landowners and site phasing could also impact on the time. For sites of 1,000 or more dwellings a lead in time of 7 years from allocation to first completion would be the minimum time required based on current performance in Leicestershire. This applies even if the planning application is submitted at the draft allocation stage. Davidsons Developments has interests in large sites in Melton, Charnwood and Harborough and the new settlement at Broadnook in Charnwood and would be happy to elaborate on the lead in times for these sites. In the generality these sites will be built out over 2 plan periods. Smaller sites can reasonably be expected to have a lead in times of 4 – 5 years from allocation to first completion. [Infrastructure]

Site	Promoter/Landowner/Developer Feedback
	No significant items of strategic infrastructure are currently anticipated, although it is likely that the wider strategic site to the east of Scraftoft would facilitate a new road linking the A47 to a new junction close to the existing roundabout of Station lane, Scraftoft Lane, Church Hill and Covert Lane. [Build out rates] The build out rates are too high for this area as a generality. There are different markets within Leicestershire, the Leicester City PUA and the rural hinterland. These must not be conflated. The market for a SUE in the PUA is markedly different for a SUE on the edge of a market town. There is more opportunity to vary the mix and tenure within the PUA, including the provision of specialist housing than in a market town like Melton Mowbray. Absorption rates will be different. Other variable factors include land value, higher in the PUA than the rural areas, although note, this factor is reversed when talking about small sites in the rural areas v small sites in the PUA. Other factors affecting build out rates include the number of competing sites in the market area, the availability of public transport, schools etc. 40% affordable housing is not the average in Leicestershire – more like 30 -35%. The annual build rate is therefore more like 12 -14 affordable homes pa not 24. 251-500 dwellings / Per Outlet (per annum): 50 / Overall (per annum): 50 500-1,000 dwellings (e.g. urban extension): Per Outlet: 40-50 / Overall:120 - 150 1,000 – 5,000 dwellings Per Outlet: 40-50 / Overall: 120-150
3b Farmcare Stoughton/Stretton Hall*	[Lead in] Homes England works in a variety of different capacities in relation to strategic sites, and at different stages of their life cycle. We promote strategic sites through to allocation and beyond to obtaining outline consent, before procuring development partners to deliver out in phases. Elsewhere we work in joint ventures on strategic sites, taking a partnership role. We also act as infrastructure funders or on certain sites as master developers. Given the variety of roles we may have, we have experience of strategic sites that do have lead-in times in the order of 7-10 years, and indeed some have been longer and we are brought in to unlock schemes that have stalled or have been impacted by a range of factors including market downturn or infrastructure delivery problems. However, in our experience, delays are often due to landownership or site assembly difficulties. As a trusted public sector partner used to working with a variety of landowners, promoters, and developers we are confident that we can avoid any such delays at Stretton Hall given we have ownership of our site and a land option to secure further land – and if a larger scheme is supported by the Local Authority, we have a strong track record of working in partnership with Urban & Civic (U&C) who are the adjacent landowner. In summary, given our role as the Government's housing accelerator, where we are promoting Agency owned strategic land for housing development, timescales can be more efficient and we believe we could achieve starts on site at Stretton Hall within 5 years, and potentially even earlier if a first phase was delivered with access from Chestnut Drive. [Infrastructure] The delivery of new development at the site is likely to require a new access from the A6 at the Glen Gorse roundabout which the Agency is able to deliver. We have had initial technical feasibility work to explore this which has demonstrated it is achievable given the configuration of the existing roundabout which allows for an additional arm to be accommodated thus linking the site directly to the Strategic Highway Network. Development is also likely to require upgrading/improvement of Chestnut Drive which could be delivered by the Agency or a developer partner procured from our panel. We have significant experience of funding up front infrastructure on large strategic sites across the country or indeed delivering it directly. Initial technical work in relation to

Site	Promoter/Landowner/Developer Feedback
	utilities has confirmed the presence of all utilities on or near the site that would be capable of serving the site with some upgrading, diversion and/or accommodation within a masterplan. Further capacity work will be done as part of continued development of proposals and the Agency is well versed in developing solutions in partnership with utility providers and other key stakeholders. Development of our proposals will also consider opportunities around on site renewable energy generation. [Build out rates] Whilst the Agency is not currently developing a large site in Leicestershire, evidence from other large sites in the Midlands that we are developing would suggest that a peak of 300-350 dpa is the maximum that we would expect to see on sites with 5-6 outlets (which in our experience would be the top end). 251-500 dwellings: Per Outlet (per annum): 60-80 dpa/ Overall (per annum): 60-80 (assuming max of 2 outlets) 1,000 – 5,000 dwellings: Per Outlet: 40-60 dpa/ Overall: 300-350 dpa at peak Smaller new settlement of approx. 5,000 dwellings: Per Outlet: 40-60 dpa/ Overall: 350 dpa at peak [Lead in] This is not an inappropriate estimate, but in some circumstances initial delivery can commence quicker. If appropriate, hybrid planning applications can be run which seek detailed consent for the initial phase(s), and we would highlight that the consortium for this site includes housebuilders, as well as promoters with a track record in acting as master developer on large sites. The role of housebuilder will be to accelerate the delivery of the initial phases, infrastructure and placemaking. [Infrastructure] No significant reinforcement or infrastructure works anticipated. [Build out rates] These build-out rates appear ambitious, particularly for larger sites with multiple outlets. 251-500 dwellings: Per Outlet (per annum):36-50 Private market/ Overall (per annum):72-100 private market 500-1,000 dwellings: Per Outlet: 36 – 50 private market/ Overall: 150-200 private market
3c Whetstone Pastures Plus	[Lead in] This is not an inappropriate estimate, but in some circumstances initial delivery can commence quicker. For example, as is the case for this site, where there are developers promoting the site directly and there is at least an element of freehold ownership, then several stages of the usual disposal and detailed planning process can be eliminated. If appropriate, hybrid planning applications can be run which seek detailed consent for the initial phase(s), and we would highlight that the consortium for this site includes both commercial developers and housebuilders, as well as promoters with a track record in acting as master developer on large sites. The role of promoters in bringing forward large, strategic sites is an important and established element of housing delivery in the UK. [Infrastructure] The development would sit alongside a new Junction 20a on the M1. Feasibility work is already underway for the delivery of this junction, which would also serve the Whetstone Pastures development adjacent to the north, and there has already been collaborative dialogue between the promoters of the two sites, plus Harborough and Blaby District Councils. The scale of development makes other infrastructure inevitable, including schools, utility supplies, waste and fresh water and other highways works. [Build out rates]

Site	Promoter/Landowner/Developer Feedback
	These build-out rates appear ambitious, particularly for larger sites with multiple outlets 251-500 dwellings: Per Outlet (per annum):36-50 Private market/ Overall (per annum):72-100 private market 500-1,000 dwellings: Per Outlet: 36 – 50 private market/ Overall: 150-200 private market 1,000 – 5,000 dwellings: Per Outlet: 36 -50 private market/ Overall:150 – 350 private market Smaller new settlement of approx. 5,000 dwellings: Per Outlet: 36 -50 private market/ Overall: 150 – 350 private market Larger new settlement of 10,000 dwellings plus: Per Outlet: 36 -50 private market/ Overall: 150 – 400 private market
3d Newton Harcourt	[Lead in times] Developers would seek to be on site much sooner from the initial planning application submission. As part of the initial site submission via Harborough District Council's SHELAA the site was expected to commence within 6-10 years. It should be noted that it is very much a site by site consideration which is dependent on site constraints, the involvement of statutory bodies, the site's local plan status (allocation vs speculative development) and the resources and experience available to Councils determining planning applications. [Infrastructure] The delivery of the new settlement is not dependent on the delivery of new strategic infrastructure other than the normal reinforcement works required for utilities etc. We are aware of proposals outlined in the Leicester and Leicestershire Strategic Growth Plan for an A46 Expressway. Whilst this scheme and a proposed route are currently uncertain, the proposals would not prejudice the provision of the A46 Expressway in this area. [Build out rates] The above ranges identified are considered to be fairly representative of the area, although this is dependent on the number of sales outlets and housebuilders on site. 1,000 – 5,000 dwellings: Per Outlet: 70 (inc AH) / Overall: 280 Based across 4 sales outlets.
3e Land north and east of Kibworth Harcourt*	[Lead in times] The proposed timescale is broadly appropriate and representative of other schemes we have been and are currently involved in, subject to the planning process and subsequent approval/delivery of key infrastructure. The potential for hybrid applications could see the delivery of initial phases quicker. [Infrastructure] The proposed SDA to the north-east of 'The Kibworths' involves the delivery significant infrastructure, including a new bypass to the east of Kibworth Harcourt, primary school, healthcare facilities, plus employment, retail and community uses. The landowners are currently negotiating terms with a land promoter to act as master developer, with the experience and involvement in facilitating the early delivery of infrastructure. [Build out rates] We consider that 60dpa per outlet is a reasonable assumption for a greenfield site in Leicestershire. 1,000 – 5,000 dwellings: Per Outlet: 50 (4-6 outlets) / Overall: 200-300 dwellings
3f Land West of Lutterworth	No response
3g Land north of Market Harborough	[Lead in times]

Site	Promoter/Landowner/Developer Feedback
	Regrettably a 7/10 year period is often the case. The position is being made worse by the lack of adequate resources with the planning authorities to turn around applications, and the addition political burdens of wider consultation. Allocated sits should be able to come on stream much quicker that they do at present. [Infrastructure] In my opinion any large strategic land development will need multi-party cooperation between owners, utilities and statutory providers. The site in question is no exception. The land owner in this case is accustomed to such work having previously delivered large scale housing developments in Market Harborough. [Build out rates] As stated, this is 100% market driven. One barrier is the timing of the provision of community facilities and upgrades, were these to be put in place sooner the uptake rates further down the development timetable would be increased. 251-500 dwellings: Per Outlet (per annum): 50/75 / Overall (per annum): 100/150 500-1,000 dwellings (e.g. urban extension): Per Outlet: 50/75/ Overall: 150/225 1,000 – 5,000 dwellings: Per Outlet:50/75/ Overall: 500 Smaller new settlement of approx. 5,000 dwellings: Per Outlet:50/75/ Overall: 500 Larger new settlement of 10,000 dwellings plus: Per Outlet: 50/75/ Overall: 750
3h Warren Farm, Misterton*	No response
3i South of Cotesbach*	No response
4a Soarbrook, South of Burbage	[Lead in times] Please see and refer to the attached Design and Delivery Document for Soar Brook. In general this is a broad timeframe which is dependent on lots of variables, most notably the ability of early phases to deliver and the level of site-specific work that underpins a deliverable masterplan undertaken to date. Also the willingness of a developer (land promoter or housebuilder) to submit a planning application in advance of a formal allocation. We are of the view that Soar Brook will be deliverable within 5 to 7 years at the lower end of the timeframe. The housing trajectory for Soar Brook presented below relates to the plan period of the new emerging local plan (2020-2039) as evidenced on page 102 of the attached Design and Delivery Document. This was based on the earlier local plan adoption dates and IM twin tracking the Plans progress with a submitted outline application. Based on this it is envisaged that the first two phases would be delivered by the end of the plan period, with the third phase likely to come forward beyond 2039 (though preparation and approvals necessary for the delivery of this final phase is anticipated to begin prior to 2039). Set out below is the current thinking on the anticipated delivery of housing at Soar Brook Village. The trajectory here is therefore based on delivery of c.2,300 dwellings to be built by 2039, but this is subject to change in light of new information that becomes available. The trajectory here is therefore based on delivery of c.1,200 dwellings to be built by 2039, but this is subject to change in light of new information that becomes available. Given the scale of the site and infrastructure works likely to be required prior to construction and occupation of new homes on the site, RPS assumed 12 months between

Site	Promoter/Landowner/Developer Feedback
	commencement and construction of first dwellings. It is also assumed there could be 4-5 outlets once fully operational, with a build out rate of approximately 40 - 50 units per annum per outlet. This would equate to approximately 150 to 200 units across the whole site once fully operational. On this basis, it is expected the delivery time frame to be up to 20 years (but this could accelerate depending on the strength of the market and the number of outlets).years (2025-2039). [Infrastructure] Utilities - All statutory utility infrastructure is present in the local area and suitable upgrades and reinforcement can be provided either by the developer or the statutory party to provide capacity for the proposed development. National Grid Transmission cables are noted along the western boundary of the site adjacent to the M69 and 33KV cables are located extending through part of the site area. Both are likely to remain in place with suitable easements. All other infrastructure can be diverted as required and there are no constraints to development. Further information is available on pages 93-94 of the attached Design and Delivery Document. Highway Access - Vehicular access to the site will be achieved from the A5 and Lutterworth Road. Lutterworth Road will provide the spine to the development, with changes to the road alignment are proposed in order to integrate it into the development area and to avoid direct movements to and from Burbage. Limiting impact into Burbage will be considered further in consultation with Leicestershire County Council with a view to deter vehicle movements from the site into the village and promote sustainable transport connections. The existing Lutterworth Road/A5 junction will be upgraded to a roundabout junction and access elsewhere to the A5 should also be sought. The A5 and M69 are likely to be the principle destinations for vehicle movements from the site and the proposals will ensure suitable mitigation and improvement measures are implemented. As part of access considerations and improvements to the network, the potential for the A5 to become an Expressway will also be explored with National Highways to understand the aspirations of the Road Investment Strategy. IM Land has recently sought to engage with LCC Highways, but LCC has declined this citing resource implications at the present time. IM land is, however, aware that Soar Brook is subject to strategic modelling assessment work as part of the Leicestershire Strategic Growth Plan work being undertaken by LCC. Deliverability - Based on information available at the present time, the site can bear the costs of all appropriate mitigation and reinforcement(s) without public sector funding. [Build out rates] Market delivery varies considerably across Leicestershire and the wider housing market area. For Soar Brook the precise number of outlets on the site would only be established following securing of planning consent, but it is assumed there could be 4-5 outlets minimum once fully operational, with a build out rate of approximately 40 market units per annum per outlet. This would equate to approximately 150 to 200 market units across the whole site once fully operational. Assuming approximately 25 affordable units per annum at each outlet with 125 affordable units. So potential for approximately 325 residential units per annum from the site. This is broadly in line with the assumptions made in section 3 above. 1,000 – 5,000 dwellings: Per Outlet: 40 per annum per outlet / Overall: 325 per annum across Soar Brook (inc market and affordable)
4b Norton Juxta Twycross	No response

Site	Promoter/Landowner/Developer Feedback
4c Fenny Drayton*	[Lead in times] Yes [Infrastructure] Access to the A5 from Drayton Lane will need upgrading. Site could bear the cost of this reinforcement. [Build out rates] Yes
4d Hinckley North	[Lead in times] Lichfield's report 'Start to Finish', Second Edition, February 2020 refers to schemes of 500+ dwellings taking between 5-8.4 years between the submission of the outline application and first completions. For the land north of Hinckley, with a combination of landowners there is scope to bring forward a strategic site opportunity in excess of 1,500 homes. The attached plan shows the relationship of the County Council's land interests with other land being promoted by other parties, including a current outline planning application by Richborough Estates on adjoining land. [Infrastructure] There are no significant infrastructure constraints that would be required to unlock the site for development. With the wider development opportunity there is the potential to secure the provision of a new link road from Stoke Road to Ashby Road bring wider transport benefits. [Build out rates] These build rates are considered to be reasonable. 500-1,000 dwellings (e.g. urban extension): Per Outlet: 45 per annum/ Overall: 90 – 135 per annum assuming 2-3 outlets (relates to land north of Hinckley)
4e West of Dodwells, North of A5	[Lead in times] In our experience, lead-in times for employment-led development are far shorter than the 7-10 year period described above. Whilst the suggested 7-10 year lead-in time may be appropriate for certain strategic residential sites, we suggest that the typical lead-in time is approximately 2-4 years for strategic employment, dependent on the capacity of local utilities infrastructure and market context. Whilst the lead-in times defined above relate to the time period between the allocation of a site and the start of construction following the grant of planning permission, it is important to note that there can also be significant lag-times in securing the allocation of the site in the first instance. Wilson Bowden has controlled 'Land at West Hinckley' since 2016, and has been advocating the allocation through various stages of the emerging Hinckley and Bosworth Local Plan making process ever since. The sooner the site is allocated for development, the greater certainty that Wilson Bowden will have to invest in the submission of a planning application for the development of this strategically important employment site. As we have explained in our various previous submissions to Hinckley and Bosworth Borough Council's planning policy consultations, a suite of regional and sub-regional strategy documents highlight the importance of identifying further land for high quality employment uses, particularly along the A5 corridor, to reflect strong demand in this location. Wilson Bowden's Land at West Hinckley site provides an excellent opportunity to deliver high-quality, strategic employment development, which will form an integral part of a wider growth strategy to ensure that Leicestershire maintains a competitive edge, particularly in the logistics and distribution sector, and continues to contribute significantly to the regional and national economy in this regard.

Site	Promoter/Landowner/Developer Feedback
	[Infrastructure] Delivery of the strategic employment development proposed by Wilson Bowden will naturally require a new highways access onto the A5. The A5 forms part of the Strategic Road Network which is managed by National Highways. Ongoing constructive discussions have been taking place between Wilson Bowden's advisors and National Highways (and its advisors). Those discussions are at an advanced stage and we are hopeful of receiving in-principle support for the formation of the new highways access shortly. [Build out rates] N/A (for Wilson Bowden's employment site)
4f Groby, North of the A50	[Lead in times] For standalone employment sites, delivery is market driven and therefore it is considered that land at Junction 23 can come forward much faster than the 7-10 year timeframe, which is clearly more relevant for housing-led schemes. There is significant demand for large-scale employment provision, as evidenced by the Savills Big Shed Briefing (January 2023) which finds that there is now just a 0.49 year supply of units over 100,000sqft (9290sqm), with a vacancy rate of 4.25%. It is therefore considered that employment sites such as land east of Junction 23 can be delivered quickly (within 5 years) to meet the significant demand for large-scale employment sites. [Infrastructure] Land east of Junction 23, M1 is accessibly located adjacent to the motorway junction, with no strategic infrastructure required to unlock the site. Access would be taken via the A512 Ashby Road which has recently been dualled and a new roundabout added to provide access to the permissioned Garendon Park SUE to the north. [Build out rates] N/A – question relates to housing.
5a Melton Mowbray East	[Lead in times] Should be the case, but we are mindful of the fact that there have been delays on a number of strategic sites in the past owing to highway/Local Plan issues. The sites allocated are now substantively being developed creating need for other strategic sites to come forward in the Plan process. [Infrastructure] Detailed consideration to those items has not been undertaken to date, but the Landowners are keen to see this site promoted and are looking to engage with developers to take forward the site under either an Option or a Promotion Agreement. The site does lend itself to a mixed-use scheme part of the farm being close to employment/retail development and otherwise there would be some good strategic land for housing growth within the line of the MMDR. [Build out rates] We have been involved in discussions relating to other sites around Melton Mowbray in the past and it would appear that the ranges are reasonably representative, but this is very much market driven and related to other economic factors. 251-500 dwellings: Per Outlet (per annum): 50 / Overall (per annum): 50 – 100

Site	Promoter/Landowner/Developer Feedback
	500-1,000 dwellings (e.g. urban extension): Per Outlet: Up to 100 / Overall: 150 1,000 – 5,000 dwellings: Per Outlet: Up to 100/ Overall: 150
5b Melton Airfield	[Lead in times] The lead in time is very dependent on the amount of infrastructure required, whether public funding is necessary to bring the site forward in the form of grants/forward funding etc. The number of landowners and site phasing could also impact on the time. For sites of 1,000 or more dwellings a lead in time of 7 years from allocation to first completion would be the minimum time required based on current performance in Leicestershire. This applies even if the planning application is submitted at the draft allocation stage. Davidsons Developments has interests in large sites in Melton, Charnwood and Harborough and the new settlement at Broadnook in Charnwood and would be happy to elaborate on the lead in times for these sites. In the generality these sites will be built out over 2 plan periods. Smaller sites can reasonably be expected to have a lead in times of 4 – 5 years from allocation to first completion. [Infrastructure] All sites in Melton Mowbray, including current allocations are dependent on the Melton Mowbray Distributor Road being built. The sites at Melton North were unlocked by LCC securing funding from DfT to construct the MMDR North and East. Sites to the south are dependent on the MMDRNE being constructed and the southern link being fully funded. At present the only funding secured is £18m from Homes England via the Housing Infrastructure Fund. The reasons for DfT funding not being available can be fully explained if necessary. In addition to the road, funding is also required to provide 2 new primary schools and a new secondary school. These costs cannot be borne by the development alone. The amount of development currently allocated in the local plan and additional land being shown as available for development via the approved masterplan is insufficient to fund the remaining cost of construction of the link road and the education requirements. Additional land will therefore have to come forward for development unless DfT funding or funding from other sources can be secured. The attached land ownership plan shows how the site at Melton Airfield relates to the MMDR and the Melton South Sustainable Neighbourhood. The Airfield site can be served from the MMDRS and make a contribution to the construction of the road and schools. Development on the airfield would also provide a logical extension of the MSSN currently allocated in the local plan. The Airfield has been promoted and received draft allocations in the past. A document is attached which was submitted to the last call for sites by MBC which sets out the history of the site and is being promoted for a mixed-use development comprising a high quality business park and residential development. Discussions have taken place with both MBC and LCC on the potential of this site to unlock additional development for the next plan period and to contribute towards the necessary infrastructure. [Build out rates] The build out rates are too high for this area as a generality. There are different markets within Leicestershire, the Leicester City PUA and the rural hinterland. These must not be conflated. The market for a SUE in the PUA is markedly different for a SUE on the edge of a market town. There is more opportunity to vary the mix and tenure within the PUA, including the provision of specialist housing than in a market town like Melton Mowbray. Absorption rates will be different. Other variable factors include land value, higher in the PUA than the rural areas, although note, this factor is reversed when talking about small sites in the rural areas v small sites in the PUA. Other factors affecting build out rates include the number of competing sites in the market area, the availability of public transport, schools etc. 40% affordable housing is not the average in Leicestershire – more like 30 -35%. The annual build rate is therefore more like 12 -14 affordable homes pa not 24. 251-500 dwellings: Per Outlet (per annum): 50/ Overall (per annum):50

Site	Promoter/Landowner/Developer Feedback
	500-1,000 dwellings (e.g. urban extension): Per Outlet: 48 – 55/ Overall: 96 – 110 1,000 – 5,000 dwellings 3 outlets: Per Outlet: 40 – 50/ Overall: 120 – 150 Smaller new settlement of approx. 5,000 dwellings: Per Outlet:40 – 50 / Overall:120 – 150
5c Six Hills	[Lead in times] The assumed 7–10-year lead-in time from allocation to first completions on-site is soundly based at this juncture. Going forward, as AECOM / the Council's will undoubtedly be aware, a robust, bottom-up justification for the delivery trajectory of any given site will be essential. In terms of Six Hills Garden Village specifically, an outline application (17/01374/OUT) is currently pending determination with Melton Borough Council (MBC). Gladman continue to work proactively with the Council and key stakeholders to resolve outstanding technical matters and consider that as a result of the extensive site-specific work already undertaken, the lead-in times for Six Hills Garden Village would be reduced significantly. We are confident that first completions on the site could be achieved within 5 years of outline planning permission being granted. [Infrastructure] Six Hills Garden Village will be supported by significant on-site infrastructure including primary schools, healthcare facilities, employment development, retail space and community uses. This comprehensive approach to development will bring the benefit of a standard of infrastructure well-in excess of what might be delivered on more typical 'urban extensions'. As part of the Barratt Group, Gladman have sufficient funding to act as master developer to facilitate the early delivery of crucial infrastructure and absorb upfront costs. Gladman continue to work collaboratively with National Highways and Leicestershire County Council to determine the extent of off-site highways mitigation required. The parameters for further modelling are agreed and this modelling is due to be completed Q1/2 2023. [Build out rates] Gladman consider that 60dpa per outlet is a logical representative figure for a greenfield site in Leicestershire. However, in a similar vein to our comment on lead-in times, it will be essential going forward that any assumptions on build-out rates are justified by a robust, bottom-up assessment. In our view, it will be important for robust plan-making to perhaps err on the side of caution in respect of build-out rates. It is anticipated that these strategic sites will be delivered over a full economic cycle, and it will be essential for forecasted build-out rates to adjust to the ebb and flow of market conditions. The delivery of the Lubbesthorpe SUE (Blaby DC) will provide a useful contextual marker for representative build-out rates on strategic sites in Leicestershire. To date, build-out rates are peaking between 128dpa to 171dpa (based on most up-to-date monitoring reports) thus far in the projects delivery cycle. This is someway short of the 225-275dpa average figure highlighted above. Smaller new settlement of approx. 5,000 dwellings : Per Outlet: 60dpa / Overall: 300dpa (5 outlets at peak)
5d Land off St Bartholomew's Way, Welby	No response
5e Melton Mowbray West	No response
5f Normanton	No response
6a Land South East of Ashby de la Zouch*	[Lead in times]

Site	Promoter/Landowner/Developer Feedback
	It is considered that the above is a reasonable assumption, reflecting the finding of the Lichfields Start to Finish Report. A key issue for the lead in times for strategic sites is the delays experienced in bringing forward Local Plans and the uncertainties this creates. Once a site is an adopted allocation, we can move quickly to permission and starting on site. Land South of Ashby would deliver a mixed use development (Up to 1,400 new homes & 9.4 ha of employment). If the site is proposed for allocation in the Draft Local Plan in the summer, an outline application would be submitted to coincide with the Examination in Public in 2024/25, assuming 2 years for an outline permission and reserved matters approval, development could start in 2026/27 and initial phases could be delivering houses and employment concurrently by 2027/28 as this site does not require significant infrastructure to release development parcels. There is therefore no reason why this site cannot be delivering development within 5 years of now. [Infrastructure] None. Land South of Ashby does not require any strategic infrastructure, the site can be accessed from the existing highway network and without any abnormal infrastructure requirements. [Build out rates] It is not considered that the above ranges are realistic for this area. 50 units per year from a single outlet is more realistic with 36 market and 14 affordable units per year. Additional outlets will increase the potential annual delivery rate but not by a further 50 units per outlet as each additional outlet dilutes the sales of the other outlets. The suggestion that six developers all operating from a single site could deliver a peak of 300-350 units is not realistic. It is unclear why 40% affordable housing is assumed as 30% is the most common requirement in Leicestershire. 251-500 dwellings: Per Outlet (per annum): 45/ Overall (per annum): 90 (2 outlets) 500-1,000 dwellings (e.g. urban extension): Per Outlet: 40/ Overall: 120 (3 outlets) 1,000 – 5,000 dwellings: Per Outlet: 36/ Overall: 216 (6 outlets)
6b Land at Stephenson Way, Coalville	[Lead in times] Each site is different, if we are looking at the time from allocation to first sale, I personally believe that time should and could be a lot shorter, particularly as in the case of Stephenson Green where there are limited number of landowners and the site is promoted by 2 experienced local housebuilders. Sites with multiple landowners, no up-front housebuilder involvement or with significant infrastructure issues will fall into the 7-10 timeframe quoted. Lots of information could be produced and twin tracked with the Local Plan process. [Infrastructure] No, our site is accessed from the A511. Can be delivered in isolation. [Build out rates] A maximum of around 250 is agreed but there is no precedent in the region for delivering upwards of 275/300 from a single site. 251-500 dwellings: Per Outlet (per annum): 40-50/ Overall (per annum): 40-50 500-1,000 dwellings (e.g., urban extension): Per Outlet:40-50/ Overall:120 1,000 – 5,000 dwellings: Per Outlet:35-40/ Overall:200
6c Land North and South of Park Lane*	[Lead in times] As part of our representations to the Substantive Review of the NWL Local Plan, we have provided NWLDC with a timeline for delivery (submitted in October 2022). Although timescales for the Local Plan Review have now been delayed, this assumed the following: • Spring / summer 2024

Site	Promoter/Landowner/Developer Feedback
	- NWLDC submit new Local Plan to PINS - Land owners of Castle Donington site submit planning application • Summer 2025 - New Local Plan adopted - Land owners secure planning permission • 2025 – 2026 – Planning conditions discharged • 2026 – 2027 – enabling works commence and first residential units delivered. It is clear that it would be possible to start construction on the site within 12 – 24 months of the adoption of the new Local Plan subject to its allocation. [Infrastructure] The site has direct access to the existing highways infrastructure. The new western relief road was built with significant spare capacity (33%) meaning that development of this site can be brought forward without having to build new, or significantly enhance, highways infrastructure. Moreover, the relief road at the Park Lane roundabout from the site will ensure that external vehicular demand from the site has a direct route to the local principal roads without unduly impacting on the local road network. This will allay any concerns about the impact of the proposals from a highway perspective on the local community and highway network. Additionally, the location between multiple urban centres is likely to result in rapid dispersion of traffic on the wider road network. In June 2020, NWLDC published a study to assess the existing infrastructure of potential strategic sites in the district. Our clients' site that we are promoting as a potential housing allocation ('West of Castle Donington') is assessed within the study. The study found no constraints to development that weren't mitigatable. It did identify new infrastructure provision and / or investment required for development to be brought forward, including a new primary electricity substation, capacity enhancements to Wastewater Treatment Works, education capacity, GP surgery provision and noise mitigation. All of these constraints can be dealt with through on-site provision / mitigation or through financial contributions secured by a S106 Agreement or planning conditions. [Build out rates] The site would be able to accommodate a minimum of 3 outlets. It is likely that there will in fact be more than 3 outlets, for example if a developer decides to dual brand the site that will serve to speed up the anticipated delivery rates outlined above. We have assumed that this site would be able to deliver 150 market dwellings per year plus 45 affordable dwellings based on a 30% requirement. This is neither a pessimistic or optimistic figure but is intended to give a realistic estimate of delivery over the development period which will no doubt have to endure varying market conditions. 1,000 – 5,000 dwellings: Per Outlet: circa 50 market and 15 affordable dwellings per annum / Overall: circa 150 market dwellings (up to 300) and 45 affordable dwellings (up to 90) per annum
6d Land South of Isley Walton & East Midlands Airport*	[Lead in times] Our site at South East Coalville (2,300 homes) received outline consent in 2016 and following enabling works Harworth sold the first parcel to a housebuilder in 2020, with first completions in 2021. Other housebuilders on the SUE started delivering houses earlier than the part within our ownership. We do not consider that it would take 7-10 years for first completion at Isley Woodhouse if the new Local Plan is adopted in 2025 as we will be submitting an outline planning application in late 2023, to be determined in line with the Draft Local Plan. Using South East Coalville timescales, this would result in first completions in 2028.

Site	Promoter/Landowner/Developer Feedback
	[Infrastructure] Various infrastructure improvements will be required to ensure the acceptable delivery of the whole scheme – new schools, utility reinforcements, and off-site highway improvements to name a few. However, it is unlikely that any significant improvements would be required prior to the first phase of house building commencing on site. We are confident the site will be able to absorb the costs of necessary infrastructure improvements, and we are already working closely with stakeholders including the district and county councils together with the East Midlands Development Company. [Build out rates] Harworth are not housebuilders, but sell off serviced land parcels to housebuilders (100-250 dwellings per parcel), who then submit their own Reserved Matters application and proceed with building out at their own pace. We have assumed an average of 220 dpa completions on this site, so generally in accordance with the estimates above. 1,000 – 5,000 dwellings: Per Outlet: 40/ Overall: 120 - 160 Larger new settlement of 10,000 dwellings plus: Per Outlet: 40/ Overall: 160-240
6e Land at A42/M42*	[Lead in times] Not necessarily for large scale (i.e. big box) warehouse schemes. Mercia Park was first conceived in 2017. The site was not allocated. A hybrid planning application was submitted in August 2018, with planning permission granted in October 2019. Development of the site for 3.5 million sq ft was substantially completed in 2022. We would anticipate similar timescales for the development of potential future phases at J11, M42. [Infrastructure] IM Properties are promoting additional land at Jn 11 M42 for industrial and warehouse land. A site of 28 ha is currently being promoted through the Local Plan review process. This will require a new junction on the A444, but should not require any improvements to Jn 11 of the M42 – this was improved to enable the Mercia Park development. The site is located within the River Mease catchment. As such, there is limited capacity for the treatment of foul sewerage. However, the potential to connect to the foul sewage system at Mercia Park is being investigated, allowing foul to be pumped out of the River Mease catchment area to the Tamworth treatment works. IMP still retain an interest in the Mercia Park pump station, and STW have confirmed they would be happy with the principle of this approach, with detail to be refined. Similarly, there is sufficient residual power reserved by the Mercia Park development which can be utilised for the additional land at J11. At present, it's envisaged that the required infrastructure will be funded by the project itself. [Build out rates] The lead in time will be market led. The successful development of Mercia Park within 5 years of conception was due to pre-lets to JLR and DSV. Assuming there is evidence of strong market demand, we would assume a similar timescale for the additional land at J11.
6f Land East of Ashby*	No response
6g Land South of EMA*	[Lead in times] We consider a 7-10 year lead-in time to be excessive is the case of many commercial sites which can be delivered quicker than strategic residential sites in many cases. Residential sites usually have multiple development partners and a slower return on capital whereas commercial developments are more usually led by a single developer and, though pre-letting, can deliver earlier

Site	Promoter/Landowner/Developer Feedback
	returns and overall quicker delivery. For example, SEGRO's East Midlands Gateway (EMG) saw unprecedented speed of delivery. EMG was approved via a Development Consent Order (DCO) which came in to force February 2016. Infrastructure works began soon after in July 2017 and following this the first plot delivery was approximately April 2018, therefore from the grant of planning permission to first completion was only 2 years. The remainder of the site has been delivered quickly thereafter and should be complete by the end of 2023. This demonstrates that a lead-time of 7-10 years is not always the case. We would anticipate that given the success of EMG and current market interest and demand in this locality, Land South of East Midlands Airport as promoted by SEGRO would follow a similar pattern of delivery/build out rates as EMG. The proposed scheme benefits from the same locational advantages being in close proximity to East Midlands Airport, the M1/A42 strategic road network and the rail terminal at EMG, and is further enhanced as a location by the Freeport designation. Due to the Freeport designation, there are time stipulations in order to access the Freeport benefits in terms of occupier occupation and therefore in this instance 7-10 years delivery certainly be considered excessive and we would expect 2-5 years in this case. [Infrastructure] There are no strategic infrastructure items identified at this stage which the delivery of Land South of East Midlands Airport is contingent upon. However, if any infrastructure constraints become apparent this will be addressed as necessary to avoid any impediment on the delivery of the site. Any collaboration with other stakeholders will be dependent on the nature of the constraint. [Build out rates] As a commercial developer SEGRO has no comment on the above. Employment 140,000 sq.m. per annum
6h Land North of Shepshed	[Lead in time] Yes, we believe this lead-in time is realistic. [Infrastructure] We believe that there are no such strategic infrastructure items, and if they are, our site would bear the costs of this reinforcement. [Build out rates] Yes, we recognise the above ranges as being representative of the area based on 7 outlets 1,000 – 5,000 dwellings: per outlet 150 per year / overall 450 per year
7a Land South of Wigston (West of the A6)	[Lead in time] The lead in time for a strategic site can be very much site dependant, and as a result can vary greatly from site to site. Whilst the assumption of a 7-10 year lead-in time from allocation to first completion will be relevant for some sites, particularly on the largest site typologies such as new settlements which are dependent on infrastructure, we believe that due to there being only 2 landowners involved and these being experienced housebuilders / developers that a 4-5 year lead in time is more representative of our site at Newton Lane, Wigston, particularly as this is an unconstrained, greenfield site. [Infrastructure] Two new points of access into the site would be needed to unlock the wider growth location. We anticipate that this will be achieved through the delivery of a three-arm roundabout on Newton Lane, and a second point of access can be achieved via a new fourth arm on the already build DWH/Barratt Homes roundabout and/or via a new T-junction with ghost island right turn lane located centrally between the two roundabouts. We would seek to work collaboratively with the Highways Authority to deliver the

Site	Promoter/Landowner/Developer Feedback
	required infrastructure for delivering the site, but we do not foresee that that public money will be required to unlock the infrastructure. [Build out rates] The assumed average delivery rates (225 – 275 dpa) is representative of the majority of strategic sites which have multiple outlets, but we believe it would be difficult to achieve in excess of this range. It should be noted that the assumed policy requirement of 40% Affordable Homes is not representative of the majority of Leicestershire. 251-500 dwellings Per Outlet (per annum): 48/ Overall (per annum): 96 500-1,000 dwellings (e.g. urban extension): Per Outlet: 40 / Overall: 160 1,000 – 5,000 dwellings Per Outlet: 36/ Overall: 216 Smaller new settlement of approx. 5,000 dwellings: Per Outlet: 36 / Overall: 216
7b Land East of Oadby	[Lead in time] This site is capable of coming forward significantly quicker than 7-10 years from allocation. Much technical work has already been done through the promotion process including highways and landscape, and further work is being commissioned. We would anticipate submission of an application to run concurrently with a successful allocation. Assuming determination of an outline application with Masterplan within 12 months, submission of reserved matters within 9-12 months thereafter, determination of reserved matters within 6-9 months and start on site thereafter, leading to first completions within 9-12 months. Total time from allocation to first delivery of 3.5 years. The site has the advantages of being a suitable size for a single national housebuilder to deliver in a single phase, which makes the delivery process much simpler. It is not anticipated to have any significant infrastructure requirements and is owned by a single landowner. [Infrastructure] No such works are anticipated. [Build out rates] Yes. I would anticipate 1 or 2 sales outlets for this site. 251-500 dwellings: Per Outlet (per annum): 30-40/ Overall (per annum): 60 [Lead in times] In relation to their land interests our Clients consider that a lead-in time of 7-10 years is high and, from past experience, believe that a lead-in time of 3 to 5 years would be appropriate for their land interests given the specific circumstances of the Site. This is of course dependant on a number of different factors, as alluded to above, including site characteristics, local plan status, as well as the willingness of the landowners, and the extent of infrastructure required. In our case, we consider that all of these factors are well aligned to ensure that an application for planning permission could be made at the earliest opportunity following adoption of the Local Plan (if not before) and works on site could commence to feasibly deliver first completions towards the end of year 5. It may well be the case that other sites take longer to commence than this, but our experience of our Client's land interest, as well as comparable sites within the vicinity of this, which they too promoted, provide a precedent to suggest that an earlier lead-in time could be achievable. [Infrastructure]

Site	Promoter/Landowner/Developer Feedback
	We do not believe that the delivery of our Client's land interest is dependent on the delivery of any significant strategic infrastructure, and that the principal supporting infrastructure required would be delivered on site, as deemed appropriate at the planning application stage. We do not consider that the delivery of strategic infrastructure poses any impediment to the delivery of our Clients' land interest. [Build out rates] Our Clients are not concerned with the actual delivery of homes on sites, but rather the promotion of sites that will then be sold on to developers. That said, they do recognise the aforementioned build-out rates as being representative of their experience in this area. Clearly, actual delivery rates will vary by site and developer, indeed, so sites may see increased delivery rates if there are two or more developers on site. New Lubbesthorpe in Blaby District being one such example where high delivery rates have been experienced as a result of there being three developers active on site at the same time.

Appendix E Site Photos

Site 1A [looking west]



Site 1B



Site 1C



Site 1C



Site 1C



Site 1D [looking north east]



Site 1E [looking south]



Site 2A



Site 2A [looking south]



Site 2A [looking south]



Site 2B



Site 2C



Site 2D



Site 2E



Site 2E



Site 2F



Site 3A [looking south]



Site 3B [Little Stretton, looking south]



Site 3B [near Airport, looking south]



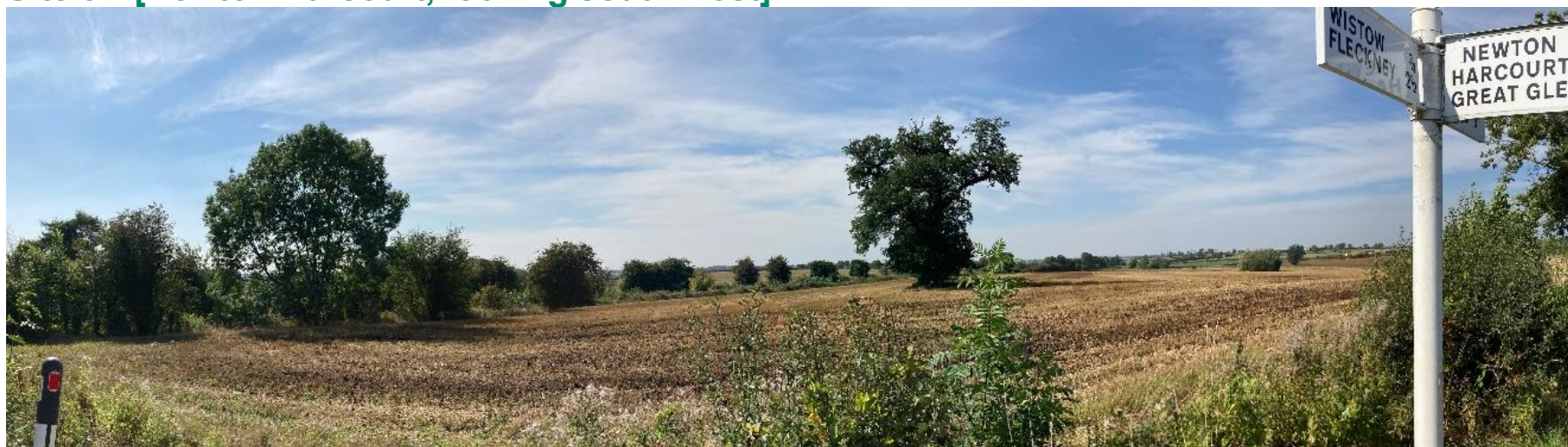
Site 3C [Dunton Bassett, looking north]



Site 3D [Near Burton Overy, looking south]



Site 3D [Newton Harcourt, looking south west]



Site 3E [looking north]



Site 3F [looking south east]



Site 3G [looking north]



Site 3G [looking north]



Site 3G [looking south]



Site 3H [looking east]



Site 3I [looking north east]



Site 3J [looking north]



Site 3K [looking west]



Site 4A [looking south]



Site 4B [looking north]



Site 4C



Site 4D



Site 4E



Site 4F



Site 5A



Site 5B



Site 5B [North]



Site 5C



Site 5C



Site 5D



Site 5E



Site 5E [South]



Site 5E [Valley]



Site 6A



Site 6A



Site 6B



Site 6C



Site 6D



Site 6E



Site 6G



Site 6H



Site 7A [looking east]



Site 7B [looking east]



Appendix F Viability Analysis

Please Note: The viability appraisals contained in this appendix, prepared to support this report, do not model off-site strategic infrastructure required to service any of the Strategic Growth Options e.g. new junctions or bridges, waste water treatment works reinforcements or new bulk supply points. Instead the appraisals test the relative viability of typologies based on the overriding values in the study area and assuming supporting infrastructure would be available to connect into. It is assumed that any strategic infrastructure required to support County-wide and Borough-wide growth would be subject to funding applications with Central Government (in addition to the collection of planning obligations and CIL monies from individual schemes as they come forward). Therefore, the high-level viability results help to identify those locations where the viability is likely to be more challenging subject to further feasibility testing and detailed cost planning exercises that will naturally accompany any detailed land promotion activities and future plan making (incorporating Local Plan viability testing and the development of detailed Infrastructure Delivery Plans).

Strategic Growth Options and constraints mapping in Leicester & Leicestershire

Viability Appendix

December 2021

Important Notice

HDH Planning and Development Ltd (as sub-contractors to AECOM Limited) has prepared this report for the sole use of Leicestershire County Council, Blaby District Council, Charnwood Borough Council, Harborough District Council, Hinckley & Bosworth Borough Council, Leicester City Council, Melton Borough Council, North West Leicestershire District Council, Oadby and Wigston Borough Council and the Leicester & Leicestershire Enterprise Partnership (LLEP), in accordance with the instructions and proposal under which our services were performed. No other warranty, expressed or implied, is made as to the professional advice included in this report or any other services provided by us. This report may not be relied upon by any other party without the prior and express written agreement of HDH Planning and Development Ltd.

Some of the conclusions and recommendations contained in this report are based upon information provided by others (including the client councils and AECOM) and upon the assumption that all relevant information has been provided by those parties from whom it has been requested. Information obtained from third parties has not been independently verified by HDH Planning and Development Ltd, unless otherwise stated in the report. The conclusions and recommendations contained in this report are concerned with policy requirement, guidance and regulations which may be subject to change. They reflect a Chartered Surveyor's perspective and do not reflect or constitute legal advice and the Councils should seek legal advice before implementing any of the recommendations.

No part of this report constitutes a valuation and the report should not be relied on in that regard.

Certain statements made in the report may constitute estimates, projections or other forward-looking statements and even though they are based on reasonable assumptions as of the date of the report, such forward-looking statements by their nature involve risks and uncertainties that could cause actual results to differ materially from the results predicted. HDH Planning and Development Ltd specifically does not guarantee or warrant any estimate or projections contained in this report.

HDH Planning & Development Ltd

Clapham Woods Farm
Keasden, Nr. Clapham
Lancaster. LA2 8ET

info@hdhplanning.co.uk
015242 51831

Registered in England
Company Number 08555548

Issued	By	Signed
13 th December 2021	RS Drummond-Hay MRICS ACIH Director	

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1. Introduction

Scope

- 1.1 Leicestershire County Council, Blaby District Council, Charnwood Borough Council, Harborough District Council, Hinckley & Bosworth Borough Council, Leicester City Council, Melton Borough Council, North West Leicestershire District Council, Oadby and Wigston Borough Council and the Leicester & Leicestershire Enterprise Partnership (LLEP), have commenced a *Strategic Growth Options and constraints mapping in Leicester & Leicestershire Study* to evaluate the suitability of sites for potential allocation across the Councils' areas. The Strategic Growth Options Study is assessing broad areas for development that will inform the selection of strategic sites in the future.
- 1.2 The study will assist the LPAs in identifying potential strategic housing and employment allocations in their Local Plans and contribute towards meeting development requirements in Leicester and Leicestershire up to 2050.
- 1.3 HDH Planning & Development Ltd (as sub-contractors to AECOM) has been appointed to make an assessment of the deliverability, in terms of viability, of the areas for potential development sites. This assessment is not a plan-wide viability assessment as required by the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (PPG) to assess the deliverability of a local plan. This study is an early piece of viability work to inform discussions between the client group over the direction of development and the options around the delivery of the infrastructure that may be necessary to deliver large new development sites.

Report Structure

- 1.4 This document sets out the methodology used, the key assumptions adopted, and contains an assessment of the viability of deliverability of the potential options. and follows the following format:

Chapter 2 Sets out the reasons for, and approach to, viability testing, including a short review of the requirements of the NPPF.

Chapter 3 Sets out the methodology used.

Chapter 4 An assessment of the housing market, including market and affordable housing with the purpose of establishing the worth of different types of housing (size and tenure) in different areas.

Chapter 5 An assessment of the costs of 'development' land to be used when assessing viability.

Chapter 6 Sets out the cost and general development assumptions to be used in the development appraisals.

Chapter 7 A summary of the various policy requirements and constraints that influence the type of development that come forward.

Chapter 8 Sets out the range of modelled sites used for the financial development appraisals.

Chapter 9 The results of the development appraisals for residential development sites.

Chapter 10 Summary.

Project Team

- 1.5 This project is led by AECOM, with HDH Planning & Development Ltd (acting as a sub-contractor) providing viability expertise and being the authors of this viability appendix.

HDH Planning & Development Ltd

- 1.6 HDH is a specialist planning consultancy providing evidence to support planning and housing authorities. The firm was founded in 2011. The main areas of expertise are:
- District wide and site-specific viability analysis.
 - Community Infrastructure Levy testing.
 - Housing Market Assessments.

General Caveat

- 1.7 No part of this report constitutes a valuation, and the report should not be relied on in that regard.
- 1.8 The findings contained in this report are based upon information from various sources including that provided by the client group and AECOM and by others, upon the assumption that all relevant information has been provided. This information has not been independently verified by HDH. The conclusions and recommendations contained in this report are concerned with policy requirements, guidance and regulations which may be subject to change. They reflect a Chartered Surveyor's perspective and do not reflect or constitute legal advice.

Material Uncertainty (COVID-19)

- 1.9 The outbreak of the Novel Coronavirus (COVID-19), was declared by the World Health Organisation as a 'Global Pandemic' in March 2020, has impacted global markets. Travel and other restrictions have been implemented by many countries. Market activity is being impacted in many sectors. At the date of this report, we consider that we can attach less weight to previous market evidence for comparison purposes to inform opinions of value. Indeed, COVID-19 means that we are faced with an unprecedented set of circumstances on which to base a judgement.

- 1.10 Our assessment is therefore reported on the basis of ‘material valuation uncertainty’ as per VPS 3 and VPGA 10 of the RICS Red Book Global. Consequently, less certainty – and a higher degree of caution – should be attached to our report than would normally be the case. Given the unknown future impact that COVID-19 might have on the real estate market, we recommend that the Council keeps the assessment under frequent review.
- 1.11 For the avoidance of doubt this does not mean that the report cannot be relied upon. Rather, this note has been included to ensure transparency and to provide further insight as to the market context under which the report was prepared. In recognition of the potential for market conditions to change rapidly in response to changes in the control or future spread of COVID-19 we highlight the importance of keeping the findings under review as the plan-making and site-selection process continues.

Compliance

- 1.12 HDH Planning & Development Ltd is a firm regulated by the Royal Institution of Chartered Surveyors. As a firm regulated by the RICS it is necessary to have regard to RICS Professional Standards and Guidance. For the purpose of this study there are two principle pieces of relevant guidance being the *Financial viability in planning: conduct and reporting. 1st edition, May 2019* and *Assessing Viability in planning under the National Planning Policy Framework 2019 for England, 1st Edition* (RICS, March 2021), which is effective from the 1st July 2021.
- 1.13 This assessment is not a plan wide viability assessment as required by the NPPF or PPG to assess the deliverability of a local plan. This study is an early piece of viability work, that is part of a wider project, to inform discussions between the client group over the direction of development and the options around the delivery of the infrastructure that may be necessary to deliver new development. *Financial viability in planning: conduct and reporting. 1st edition, May 2019*, applies where the viability assessment is one of the following:
- an assessment originated on behalf of an applicant*
 - an assessment produced by a reviewer (either on behalf of an LPA or by themselves)*
 - an area-wide viability assessment (and representations made in respect of an areawide viability evidence base before and during an examination in public) and*
 - an assessment that is part of a proof of evidence/ expert ’ s report before and during an appeal or High Court case.*
- 1.14 Whilst this study does not fall within these definitions, HDH confirms that the May 2019 Guidance has been followed as far as is practical and proportionate.
- a. HDH confirms that in preparing this report the firm has acted with objectivity, impartially and without interference and with reference to all appropriate available sources of information.
 - b. HDH is appointed by AECOM. It is beyond the scope of this project to engage with the wider development industry. It will be necessary for each LPA, either individually or in

groups, to prepare plan-wide viability assessments in due course and it will be necessary for that process to incorporate a period of consultation.

- c. The tender specification under which this project is undertaken is included as **Appendix 1** of this report. HDH confirms it has no conflicts of interest in undertaking this project. HDH confirms that, in preparing this report, no performance-related or contingent fees have been agreed. It should be noted that HDH has acted for several of the LPA's independently.
- d. The presumption is that a viability assessment should be published in full. Whilst it is understood that whether or not this study is published is a matter for the client group, HDH has prepared this report on the assumption that it will be published in full.
- e. HDH confirms that a non-technical summary has been provided (in the form of the final chapter). Viability in the plan-making process is a technical exercise that is undertaken specifically to demonstrate compliance (or otherwise) with the NPPF and PPG. It is firmly recommended that this report be published and read in full.
- f. This assessment includes appropriate sensitivity testing in Chapter 9. This includes the effect of different affordable housing requirements against different levels of developer contributions.
- g. The Guidance includes a requirement that, *'all contributions to reports relating to assessments of viability, on behalf of both the applicants and authorities, must comply with these mandatory requirements. Determining the competency of subcontractors is the responsibility of the RICS member or RICS-regulated firm'*. Much of the information that informed this Viability Assessment was provided by AECOM. This information was not provided in a subcontractor role and, in accordance with HDH's instructions, this information has not been challenged nor independently verified.

2. Viability Testing

- 2.1 Viability testing is part of the plan-making process. The requirement to assess viability forms part of the National Planning Policy Framework (NPPF), and is a requirement of the CIL Regulations. In each case the requirement is slightly different, but they have much in common.
- 2.2 Over several years in the run up to this report, various national consultations have been carried out with regard to different aspects of the plan-making process. These have included references to, and sections on, viability. The NPPF and Planning Practice Guidance (PPG) were updated in July 2018 replacing the earlier documents. The NPPF was further updated in February 2019 and again in July 2021, although these later changes do not directly impact on the requirements to consider viability.

National Planning Policy Framework

- 2.3 Paragraph 34 of the 2021 NPPF says that Plans should set out what development is expected to provide, and that the requirement should not be so high as to undermine the delivery of the Plan.

Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan.

- 2.4 As in the 2012 NPPF, viability remains a core area of the plan-making process. The 2021 NPPF does not include detail on the viability process, rather stresses the importance of viability. The changes made in July 2021, do touch on matters where viability will be a factor:

Strategic policies should look ahead over a minimum 15 year period from adoption, to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure. Where larger scale developments such as new settlements or significant extensions to existing villages and towns form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery.

2021 NPPF, Paragraph 22

To ensure faster delivery of other public service infrastructure such as further education colleges, hospitals and criminal justice accommodation, local planning authorities should also work proactively and positively with promoters, delivery partners and statutory bodies to plan for required facilities and resolve key planning issues before applications are submitted.

2021 NPPF, Paragraph 96

- 2.5 The effectiveness of plans was important under the 2012 NPPF, but a greater emphasis is put on deliverability in the 2021NPPF. The following, updated, definition is provided:

Deliverable: *To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. In particular:*

- a) *sites which do not involve major development and have planning permission, and all sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (for example because they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans).*
- b) *where a site has outline planning permission for major development, has been allocated in a development plan, has a grant of permission in principle, or is identified on a brownfield register, it should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years.*

2021 NPPF Glossary

2.6 Under the heading *Identifying land for homes*, the importance of viability is highlighted:

Strategic policy-making authorities should have a clear understanding of the land available in their area through the preparation of a strategic housing land availability assessment. From this, planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability. Planning policies should identify a supply of:

- a) *specific, deliverable sites for years one to five of the plan period³²; and*
- b) *specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15 of the plan.*

2021 NPPF Paragraph 68

2.7 Under the heading *Making effective use of land*, viability forms part of ensuring land is suitable for development:

Local planning authorities, and other plan-making bodies, should take a proactive role in identifying and helping to bring forward land that may be suitable for meeting development needs, including suitable sites on brownfield registers or held in public ownership, using the full range of powers available to them. This should include identifying opportunities to facilitate land assembly, supported where necessary by compulsory purchase powers, where this can help to bring more land forward for meeting development needs and/or secure better development outcomes.

2021 NPPF Paragraph 121

2.8 This study is an early piece of viability work to inform discussions between the client group over the direction of development and the options around the delivery of the infrastructure that may be necessary to deliver new development.

2.9 The 2021 NPPF does not include technical guidance on undertaking viability work. This is included within the PPG, the viability sections of which were updated in July 2018 and again in May 2019. The relevant CIL sections of the PPG were updated in September 2019.

Planning Practice Guidance

2.10 The viability sections of the PPG (Chapter 10) were rewritten in 2018. The changes provide clarity and confirm best practice, rather than prescribe a new approach or methodology. The core requirement to consider viability links to paragraph 68 of the 2021 NPPF:

Plans should be informed by evidence of infrastructure and affordable housing need, and a proportionate assessment of viability that takes into account all relevant policies, and local and

national standards including the cost implications of the Community Infrastructure Levy (CIL) and planning obligations. Viability assessment should not compromise sustainable development but should be used to ensure that policies are realistic, and the total cumulative cost of all relevant policies will not undermine deliverability of the plan.

PPG 23b-005-20190315

- 2.11 This study is not considering specific policies or sites. The purpose of this assessment is to inform the general direction of development across the whole of Leicestershire.

- 2.12 The PPG includes 4 main sections:

Section 1 - Viability and plan making

- 2.13 The overall requirement is that:

...policy requirements should be informed by evidence of infrastructure and affordable housing need, and a proportionate assessment of viability that takes into account all relevant policies, and local and national standards, including the cost implications of the Community Infrastructure Levy (CIL) and section 106...

PPG 10-001-20180724

- 2.14 This study takes a proportionate approach, building on the LPAs' existing evidence¹, and considers the local and national policies² that are likely to apply to new development. As this assessment is being carried out early in the plan-making process it is likely that the policy requirements will change over time. This will need to be taken account by the individual LPAs.

It is the responsibility of plan makers in collaboration with the local community, developers and other stakeholders, to create realistic, deliverable policies. Drafting of plan policies should be iterative and informed by engagement with developers, landowners, and infrastructure and affordable housing providers.

PPG 10-002-20180724

- 2.15 Consultation has not formed part of this study. It is beyond the scope of our instructions to carry out a detailed viability consultation. This assessment is not a plan-wide viability assessment as required by the NPPF or PPG to assess the deliverability of a local plan. This study is an early piece of viability work to inform discussions between the client group over the direction of development and the options around the delivery of the infrastructure that may be necessary to deliver new development.

Policy requirements, particularly for affordable housing, should be set at a level that takes account of affordable housing and infrastructure needs and allows for the planned types of sites

¹ As set out in Chapter 3 below.

² As set out in Chapter 7 below.

and development to be deliverable, without the need for further viability assessment at the decision making stage.

PPG 10-002-20180724

- 2.16 A range of levels of affordable housing have been tested against a range of levels of developer contributions. This will inform the site selection process.

Assessing the viability of plans does not require individual testing of every site or assurance that individual sites are viable. Plan makers can use site typologies to determine viability at the plan making stage. Assessment of samples of sites may be helpful to support evidence. In some circumstances more detailed assessment may be necessary for particular areas or key sites on which the delivery of the plan relies.

PPG 10-003-20180724

- 2.17 This study is based on typologies³ that have been developed by having regard to the potential sites identified through AECOM's wider work, of which this viability study is a small part. In due course it will be necessary for the LPAs to test strategic sites individually (possibly in the context of a master planning exercise as envisaged by paragraph 22 of the 2021 NPPF).

Average costs and values can be used to make assumptions about how the viability of each type of site would be affected by all relevant policies. Comparing data from existing case study sites will help ensure assumptions of costs and values are realistic and broadly accurate. In using market evidence it is important to disregard outliers.

PPG 10-004-20180724

- 2.18 This study draws on a wide range of data sources. Outliers have been disregarded.

Section 2 - Viability and decision taking

- 2.19 It is beyond the scope of this study to consider viability in decision making.

Section 3 - Standardised inputs to viability assessment

- 2.20 The general principles of viability testing are set out under paragraph 10-010-20180724 of the PPG.

Viability assessment is a process of assessing whether a site is financially viable, by looking at whether the value generated by a development is more than the cost of developing it. This includes looking at the key elements of gross development value, costs, land value, landowner premium, and developer return. ...

... Any viability assessment should be supported by appropriate available evidence informed by engagement with developers, landowners, and infrastructure and affordable housing

³ The PPG provides further detail at 10-004:

A typology approach is where sites are grouped by shared characteristics such as location, whether brownfield or greenfield, size of site and current and proposed use or type of development. The characteristics used to group sites should reflect the nature of sites and type of development proposed for allocation in the plan.

providers. Any viability assessment should follow the government's recommended approach to assessing viability as set out in this National Planning Guidance and be proportionate, simple, transparent and publicly available. Improving transparency of data associated with viability assessment will, over time, improve the data available for future assessment as well as provide more accountability regarding how viability informs decision making.

In plan making and decision making viability helps to strike a balance between the aspirations of developers and landowners, in terms of returns against risk, and the aims of the planning system to secure maximum benefits in the public interest through the granting of planning permission.

PPG 10-010-20180724

- 2.21 This study sets out the approach, methodology and assumptions used. Ultimately, the client group will use this report to strike the balance in inform the direction of development and provision of strategic infrastructure.

Gross development value is an assessment of the value of development. For residential development, this may be total sales and/or capitalised net rental income from developments. Grant and other external sources of funding should be considered. For commercial development broad assessment of value in line with industry practice may be necessary.

For broad area-wide or site typology assessment at the plan making stage, average figures can be used, with adjustment to take into account land use, form, scale, location, rents and yields, disregarding outliers in the data. For housing, historic information about delivery rates can be informative.

PPG 10-011-20180724

- 2.22 The residential values have been established though data from the Land Registry and other primary sources. These have been averaged as suggested. Non-residential values have been derived though consideration of capitalised rents as well as sales.

- 2.23 PPG paragraph 10-012-20180724 lists a range of costs to be taken into account.

- *build costs based on appropriate data, for example that of the Building Cost Information Service*
- *abnormal costs, including those associated with treatment for contaminated sites or listed buildings, or costs associated with brownfield, phased or complex sites. These costs should be taken into account when defining benchmark land value*
- *site-specific infrastructure costs, which might include access roads, sustainable drainage systems, green infrastructure, connection to utilities and decentralised energy. These costs should be taken into account when defining benchmark land value*
- *the total cost of all relevant policy requirements including contributions towards affordable housing and infrastructure, Community Infrastructure Levy charges, and any other relevant policies or standards. These costs should be taken into account when defining benchmark land value*
- *general finance costs including those incurred through loans*
- *professional, project management, sales, marketing and legal costs incorporating organisational overheads associated with the site. Any professional site fees should also be taken into account when defining benchmark land value*
- *explicit reference to project contingency costs should be included in circumstances where scheme specific assessment is deemed necessary, with a justification for contingency relative to project risk and developers return*

2.24 All these costs are taken into account⁴.

2.25 The PPG then sets out how land values should be considered, confirming the use of the Existing Use Value Plus (EUV+) approach.

To define land value for any viability assessment, a benchmark land value should be established on the basis of the [existing use value \(EUV\)](#) of the land, plus a premium for the landowner. The premium for the landowner should reflect the minimum return at which it is considered a reasonable landowner would be willing to sell their land. The premium should provide a reasonable incentive, in comparison with other options available, for the landowner to sell land for development while allowing a sufficient contribution to comply with policy requirements. This approach is often called 'existing use value plus' (EUV+).

PPG 10-013-20180724

2.26 The PPG goes on to set out:

Benchmark land value should:

- *be based upon existing use value*
- *allow for a premium to landowners (including equity resulting from those building their own homes)*
- *reflect the implications of abnormal costs; site-specific infrastructure costs; and professional site fees and*
- *be informed by market evidence including current uses, costs and values wherever possible. Where recent market evidence is used to inform assessment of benchmark land value this evidence should be based on developments which are compliant with policies, including for affordable housing. Where this evidence is not available plan makers and applicants should identify and evidence any adjustments to reflect the cost of policy compliance. This is so that historic benchmark land values of non-policy compliant developments are not used to inflate values over time.*

In plan making, the landowner premium should be tested and balanced against emerging policies. In decision making, the cost implications of all relevant policy requirements, including planning obligations and, where relevant, any Community Infrastructure Levy (CIL) charge should be taken into account.

PPG 10-014-20180724

2.27 The approach adopted in this study is to start with the EUV. The 'plus' element is informed by the price paid for policy compliant schemes to ensure an appropriate landowners' premium.

Existing use value (EUV) is the first component of calculating benchmark land value. EUV is the value of the land in its existing use together with the right to implement any development for which there are policy compliant extant planning consents, including realistic deemed consents, but without regard to alternative uses. Existing use value is not the price paid and should disregard hope value. Existing use values will vary depending on the type of site and development types. EUV can be established in collaboration between plan makers, developers and landowners by assessing the value of the specific site or type of site using published sources of information such as agricultural or industrial land values, or if appropriate capitalised

⁴ See Chapter 7 below.

rental levels at an appropriate yield. Sources of data can include (but are not limited to): land registry records of transactions; real estate licensed software packages; real estate market reports; real estate research; estate agent websites; property auction results; valuation office agency data; public sector estate/property teams' locally held evidence.

PPG 10-015-20180724

2.28 This report has applied this methodology to establish the EUV.

2.29 The PPG sets out an approach to the developers' return:

For the purpose of plan making an assumption of 15-20% of gross development value (GDV) may be considered a suitable return to developers in order to establish the viability of plan policies. Plan makers may choose to apply alternative figures where there is evidence to support this according to the type, scale and risk profile of planned development. A lower figure may be more appropriate in consideration of delivery of affordable housing in circumstances where this guarantees an end sale at a known value and reduces risk. Alternative figures may also be appropriate for different development types.

PPG 10-018-20180724

2.30 As set out in Chapter 6 below, this approach is followed.

Section 4 - Accountability

2.31 This is a new section in the PPG. It sets out new requirements on reporting. These are covered outside this report. In line with paragraph 10-020-20180724 that says that '*practitioners should ensure that the findings of a viability assessment are presented clearly. An executive summary should be used to set out key findings of a viability assessment in a clear way*', Chapter 10 of this report is written as a standalone non-technical summary that brings the evidence together.

Community Infrastructure Levy Regulations and Guidance

2.32 None of the Leicestershire LPAs have adopted CIL. In any event the CIL Regulations are broad, so it is necessary to have regard to them and the CIL Guidance (which is contained within the PPG) when undertaking a plan-wide viability assessment and considering the deliverability of development.

2.33 From April 2015, councils were restricted in relation to pooling S106 contributions from more than five developments⁵ (where the obligation in the s106 agreement / undertaking is a reason for granting consent). The CIL Regulations were amended from September 2019 lifting these restrictions. Payments requested under the s106 regime must be (as set out in CIL Regulation 122):

⁵ CIL Regulations 123(3)

- a. necessary to make the development acceptable in planning terms;
- b. directly related to the development; and
- c. fairly and reasonably related in scale and kind to the development.

2.34 A range of developer contributions are tested.

Wider Changes Impacting on Viability

2.35 There have been a number of changes at a national level that impact on viability testing. The LPAs are yet to finalise their position in relation to some of these. The following approach is taken.

Affordable Home Ownership

2.36 The 2021 NPPF (paragraph 65) sets out a policy for a minimum of 10% affordable home ownership units on larger sites.

Where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership⁶, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups. Exemptions to this 10% requirement should also be made where the site or proposed development:

- a) provides solely for Build to Rent homes;*
- b) provides specialist accommodation for a group of people with specific needs (such as purpose-built accommodation for the elderly or students);*
- c) is proposed to be developed by people who wish to build or commission their own homes; or*
- d) is exclusively for affordable housing, an entry-level exception site or a rural exception site.*

Paragraph 64, 2021 NPPF

2.37 This is assumed to apply.

First Homes

2.38 In February 2020, the Government launched a consultation on First Homes. The outcome of this was announced in May 2021.

⁶ Footnote 29 of the 2018 NPPF clarifies as 'As part of the overall affordable housing contribution from the site'.

What is a First Home?

First Homes are a specific kind of discounted market sale housing and should be considered to meet the definition of 'affordable housing' for planning purposes. Specifically, First Homes are discounted market sale units which:

- a. must be discounted by a minimum of 30% against the market value;*
- b. are sold to a person or persons meeting the First Homes eligibility criteria (see below);*
- c. on their first sale, will have a restriction registered on the title at HM Land Registry to ensure this discount (as a percentage of current market value) and certain other restrictions are passed on at each subsequent title transfer; and,*
- d. after the discount has been applied, the first sale must be at a price no higher than £250,000 (or £420,000 in Greater London).*

First Homes are the government's preferred discounted market tenure and should account for at least 25% of all affordable housing units delivered by developers through planning obligations.

PPG: 70-001-21210524

2.39 This is assumed to apply.

Environmental Standards

2.40 Early in October 2019, the Government launched a consultation on 'The Future Homes Standard'⁷. This is linked to achieving the 'net zero' greenhouse gas emissions by 2050. The outcome of the consultation was announced during January 2021⁸. It is assumed that new development will be to the Future Homes Standard Option 2 (31% CO₂ saving) and is considered in Chapter 7 below.

Biodiversity

2.41 In March 2019, the Government announced that new developments must deliver an overall increase in biodiversity. The recent Environment Act mandates 'biodiversity net gain'. 10% biodiversity net gain is assumed.

White Paper: Planning for the Future (MHCLG, August 2020)

2.42 The Government has consulted on *White Paper: Planning for the Future* (MHCLG, August 2020) and various supporting documents. In terms of viability the two key paragraphs are:

Assessments of housing need, viability and environmental impacts are too complex and opaque: Land supply decisions are based on projections of household and business 'need' typically over 15- or 20-year periods. These figures are highly contested and do not provide a clear basis for the scale of development to be planned for. Assessments of environmental

⁷ https://www.gov.uk/government/consultations/the-future-homes-standard-changes-to-part-l-and-part-f-of-the-building-regulations-for-new-dwellings?utm_source=7711646e-e9bf-4b38-ab4f-9ef9a8133f14&utm_medium=email&utm_campaign=govuk-notifications&utm_content=immediate

⁸ [The Future Buildings Standard - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/the-future-buildings-standard)

impacts and viability add complexity and bureaucracy but do not necessarily lead to environmental improvements nor ensure sites are brought forward and delivered;

Local Plans should be subject to a single statutory “sustainable development” test, and unnecessary assessments and requirements that cause delay and challenge in the current system should be abolished. This would mean replacing the existing tests of soundness, updating requirements for assessments (including on the environment and viability) and abolishing the Duty to Cooperate.

- 2.43 Pillar Three of the White Paper then goes on to set out options around the requirements for infrastructure and how these may be funded. The key proposals are:

Proposal 19: The Community Infrastructure Levy should be reformed to be charged as a fixed proportion of the development value above a threshold, with a mandatory nationally-set rate or rates and the current system of planning obligations abolished.

Proposal 21: The reformed Infrastructure Levy should deliver affordable housing provision

- 2.44 The above suggests a downgrading of viability in the planning system, however, as it stands, the proposals in the White Paper are options which may or may not come to be adopted so, at the time of this report (December 2021) a viability assessment is a requirement.

NPPF and National Model Design Code: consultation proposals

- 2.45 The Government announced a further consultation on the 31st January 2021, under the title *National Planning Policy Framework and National Model Design Code: consultation proposals*⁹. The 2021 NPPF took this forward, saying:

128. To provide maximum clarity about design expectations at an early stage, all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences. Design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high quality standard of design. Their geographic coverage, level of detail and degree of prescription should be tailored to the circumstances and scale of change in each place, and should allow a suitable degree of variety.

129. Design guides and codes can be prepared at an area-wide, neighbourhood or site-specific scale, and to carry weight in decision-making should be produced either as part of a plan or as supplementary planning documents. Landowners and developers may contribute to these exercises, but may also choose to prepare design codes in support of a planning application for sites they wish to develop. Whoever prepares them, all guides and codes should be based on effective community engagement and reflect local aspirations for the development of their area, taking into account the guidance contained in the National Design Guide and the National Model Design Code. These national documents should be used to guide decisions on applications in the absence of locally produced design guides or design codes.

⁹ [National Planning Policy Framework and National Model Design Code: consultation proposals - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/national-planning-policy-framework-and-national-model-design-code)

- 2.46 The National Design Code does not add to the cost of development. Rather it sets out good practice in a consistent format. It will provide a checklist of design principles to consider for new schemes, including street character, building type and requirements addressing wellbeing and environmental impact. Local authorities can use the code to form their own local design codes.

Queen's Speech 2021

- 2.47 A range of planning reforms were outlined in the papers supporting the Queen's Speech. This included the following statements. For the purpose of this assessment, the key points are as follows:

Planning Bill "Laws to modernise the planning system, so that more homes can be built, will be brought forward..."

The purpose of the Bill is to:

- *Create a simpler, faster and more modern planning system to replace the current one ...*
- *Help deliver vital infrastructure whilst helping to protect and enhance the environment by introducing quicker, simpler frameworks for funding infrastructure and assessing environmental impacts and opportunities.*

The main benefits of the Bill would be:

- *Simpler, faster procedures for producing local development plans, approving major schemes, assessing environmental impacts and negotiating affordable housing and infrastructure contributions from development. ...*

The main elements of the Bill are: ... Replacing the existing systems for funding affordable housing and infrastructure from development with a new more predictable and more transparent levy.

- 2.48 At this stage, no timetable or draft Planning Bill have been published.

Viability Guidance

- 2.49 There is no specific technical guidance on how to test the viability in the 2019 NPPF or the updated PPG, although the updated PPG includes guidance in a number of specific areas. There are several sources of guidance and appeal decisions¹⁰ that support the methodology HDH has developed. This study follows the *Viability Testing in Local Plans – Advice for*

¹⁰ Barnet: APP/Q5300/ A/07/2043798/NWF, Bristol: APP/P0119/ A/08/2069226, Beckenham: APP/G5180/ A/08/2084559, Bishops Cleeve: APP/G1630/A/11/2146206 Burgess Farm: APP/U4230/A/11/2157433, CLAY FARM: APP/Q0505/A/09/2103599/NWF, Woodstock: APP/D3125/ A/09/2104658, Shinfield APP/X0360/ A/12/2179141, Oxenholme Road, APP/M0933/A/13/2193338, Former Territorial Army Centre, Parkhurst Road, Islington APP/V5570/W/16/3151698, Vannes: Court of Appeal 22 April 2010, [2010] EWHC 1092 (Admin) 2010 WL 1608437

planning practitioners (LGA/HBF – Sir John Harman) June 2012¹¹ (known as the **Harman Guidance**).

- 2.50 The planning appeal decisions, and the HCA good practice publication¹² suggest that the most appropriate test of viability for planning policy purposes is to consider the Residual Value of schemes compared with the Existing Use Value (EUV), plus a premium. The premium over and above the EUV being set at a level to provide the landowner with an inducement to sell.
- 2.51 The Harman Guidance and Assessing Viability in planning under the National Planning Policy Framework 2019 for England, 1st Edition (RICS, March 2021), Financial viability in planning, RICS guidance note, 1st edition (GN 94/2012) set out the principles of viability testing. Additionally, the Planning Advisory Service (PAS) provides viability guidance and manuals for local authorities.



- 2.52 In line with the updated PPG, this study follows the EUV Plus (EUV+) methodology. The methodology is to compare the Residual Value generated by the viability appraisals, with the EUV plus an appropriate uplift to incentivise a landowner to sell. The amount of the uplift over and above the EUV must be set at a level to provide a return to the landowner. To inform the judgement as to whether the uplift is set at the appropriate level, reference is made to the value of the land both with and without the benefit of planning consent. This approach is in line with that recommended in the Harman Guidance (as endorsed by LGA and PAS).

¹¹ Viability Testing in Local Plans has been endorsed by the Local Government Association and forms the basis of advice given by the, CLG funded, Planning Advisory Service (PAS).

¹² *Good Practice Guide*. Homes and Communities Agency (July 2009).

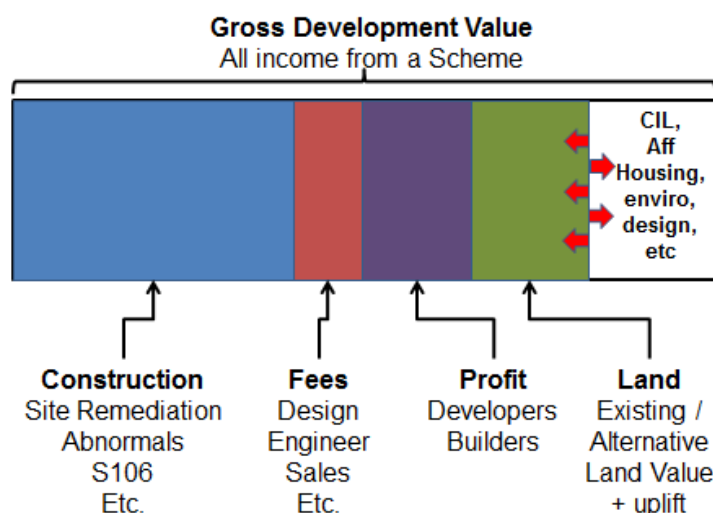
3. Methodology

Viability Testing – Outline Methodology

- 3.1 This report follows the Harman Guidance. The availability and cost of land are matters at the core of viability for any property development. The format of the typical valuation is:

$$\begin{array}{c}
 \textbf{Gross Development Value} \\
 \text{(The combined value of the complete development)} \\
 \text{LESS} \\
 \textbf{Cost of creating the asset, including a profit margin} \\
 \text{(Construction + fees + finance charges)} \\
 = \\
 \textbf{RESIDUAL VALUE}
 \end{array}$$

- 3.2 The result of the calculation indicates a land value, the Residual Value. The Residual Value is the top limit of what a developer could offer for a site and still make a satisfactory return (i.e. profit).
- 3.3 In the following graphic, the bar illustrates all the income from a scheme. This is set by the market (rather than by the developer or local authority). Beyond the economies of scale that larger developers can often enjoy, the developer has relatively little control over the costs of development, and whilst there is scope to build to different standards the costs are largely out of the developer's direct control – they are what they are.



- 3.4 The essential balance in viability testing is around the land value and whether or not land will come forward for development. The more policy requirements and developer contributions a planning authority asks for, the less the developer can afford to pay for the land. The purpose of this assessment is to quantify the costs of the LPAs' planning policies and to assess the

effect of these and then make a judgement as to whether or not land prices are squeezed to such an extent that the Plan is not deliverable.

- 3.5 The land value is a difficult topic since a landowner is unlikely to be entirely frank about the price that would be acceptable, always seeking a higher one. This is one of the areas where an informed assumption has to be made about the 'uplift' above the 'EUV' which would make the landowner sell.
- 3.6 This study is not trying to mirror any particular developer's business model – rather it is making a broad assessment of viability in the context of plan-making and the requirements of the 2021 NPPF and CIL Regulations.

The meaning of Landowner Premium

- 3.7 The phrase '*landowner premium*' is new in the updated PPG. Under the 2012 NPPF, and the superseded PPG, the phrase 'competitive return' was used. This is at the core of a viability assessment. The 2012 RICS Guidance included the following definition:

Competitive returns - A term used in paragraph 173 of the NPPF and applied to 'a willing land owner and willing developer to enable development to be deliverable'. A 'Competitive Return' in the context of land and/or premises equates to the Site Value as defined by this guidance, i.e. the Market Value subject to the following assumption: that the value has regard to development plan policies and all other material planning considerations and disregards that which is contrary to the development plan. A 'Competitive Return' in the context of a developer bringing forward development should be in accordance with a 'market risk adjusted return' to the developer, as defined in this guidance, in viably delivering a project.

- 3.8 Whilst this is useful it does not provide guidance as to the size of that return. The updated PPG says:

Benchmark land value should:

- *be based upon existing use value*
- *allow for a premium to landowners (including equity resulting from those building their own homes)*
- *reflect the implications of abnormal costs; site-specific infrastructure costs; and professional site fees and*
- *be informed by market evidence including current uses, costs and values wherever possible. Where recent market evidence is used to inform assessment of benchmark land value this evidence should be based on developments which are compliant with policies, including for affordable housing. Where this evidence is not available plan makers and applicants should identify and evidence any adjustments to reflect the cost of policy compliance. This is so that historic benchmark land values of non-policy compliant developments are not used to inflate values over time.*

In plan making, the landowner premium should be tested and balanced against emerging policies. In decision making, the cost implications of all relevant policy requirements, including planning obligations and, where relevant, any Community Infrastructure Levy (CIL) charge should be taken into account.

PPG 10-014-20180724

- 3.9 The term *landowner's premium* has not been defined through the appeal, Local Plan examination or legal processes. *Competitive return* was considered at the Shinfield Appeal (January 2013)¹³ and the case is sometimes held up as a firm precedent, however, as confirmed in the Oxenholme Road Appeal (October 2013)¹⁴, the methodology set out in Shinfield is site specific and should only be given limited weight. More recently, further clarification has been provided in the Territorial Army Centre, Parkhurst Road, Islington Appeal (June 2017)¹⁵, which has subsequently been confirmed by the High Court¹⁶. This also notes the importance of comparable data but stresses the importance of the quality of the comparable evidence. The level of return to the landowner is discussed and the approach taken in this study is set out in the later parts of Chapter 5 below.

Existing Available Evidence

- 3.10 The 2021 NPPF, the PPG, the CIL Regulations and CIL Guidance are clear that the assessment of viability should, wherever possible, be based on existing available evidence rather than new evidence. The starting point for this report, are the following viability assessments:

¹³ APP/X0360/A/12/2179141 (Land at The Manor, Shinfield, Reading RG2 9BX)

¹⁴ APP/M0933/ A/13/ 2193338 (Land to the west of Oxenholme Road, Kendal, Cumbria)

¹⁵ APP/V5570/W/16/3151698 (Former Territorial Army Centre, Parkhurst Road, Islington, London, N7 0LP)

¹⁶ Parkhurst Road Limited v Secretary of State for Communities and Local Government and The Council of the London Borough of Islington [2018] EWHC 991 (Admin)

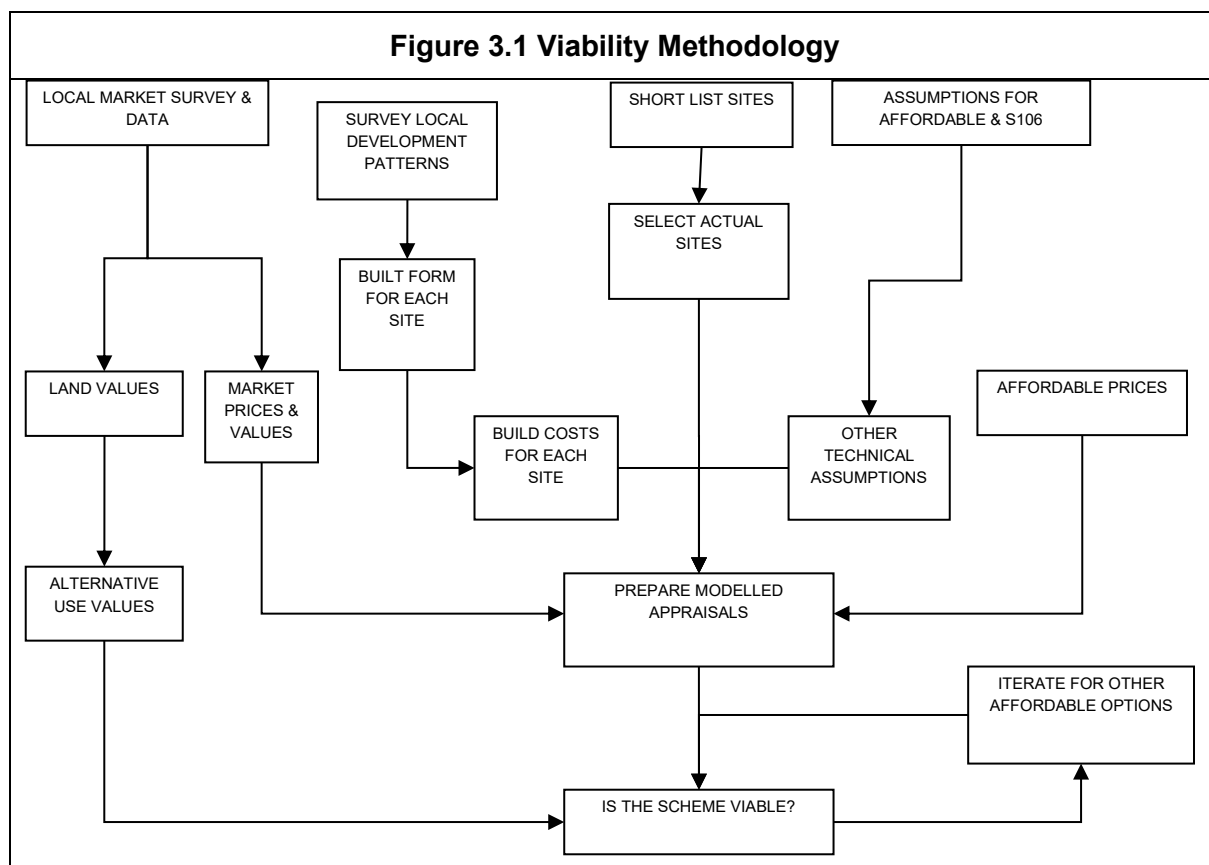
Table 3.1 Existing Viability Assessments			
LAP	Report	Date	Consultancy
Blaby District Council	Local Plan Viability Study	Nov-17	Cushman Wakefield
Charnwood Borough Council	Charnwood Local Plan Viability Study	Feb-21	Aspinal Verdi
Harborough District Council	Local Plan Viability Assessment	Aug-17	Aspinal Verdi
Hinckley & Bosworth Borough Council	Viability Testing of Site Allocation and Development Management Policies Development Plan Document	Jan-14	DTZ
Leicester City Council	Whole Plan Viability Assessment (including CIL)	Dec-19	HDH Planning & Development Ltd
Melton Borough Council	Revised Local Plan and Community Infrastructure Levy Viability Study	May-17	Cushman & Wakefield
North West Leicestershire District Council	Proposed Publication Version Local Plan Viability review	Jun-16	Cushman & Wakefield
Oadby and Wigston Borough Council	Whole Plan Viability Study	Nov-17	Andrew Golland Associates

Source: The Client Group (June 2021)

- 3.11 These vary considerably, with some being very old and others being prepared before the NPPF and PPG were updated in 2018. These older reports are given limited weight, but, nevertheless, are a useful starting point. The main assumptions from these reports have been extracted and are summarised in **Appendix 2** below.

Viability Process

- 3.12 The assessment of viability as required under the 2021 NPPF and the CIL Regulations is a quantitative and qualitative process.
- 3.13 The basic viability methodology is summarised in the figure below. It involves preparing financial development appraisals for a representative range of 'typologies', and using these to assess whether development, generally, is viable. The sites were modelled based on discussions with AECOM, and on our own experience of development. Details of the site modelling are set out in Chapter 8. This process ensures that the appraisals are representative of the site options.



Source: HDH 2021

- 3.14 The local housing markets were surveyed to obtain a picture of sales values. Land values were assessed to calibrate the appraisals and to assess EUVs. Alongside this, local development patterns were considered, to arrive at appropriate built form assumptions. These in turn informed the appropriate build cost figures. Several other technical assumptions were required before appraisals could be produced. The appraisal results were in the form of £/ha 'residual' land values, showing the maximum value a developer could pay for the site and still make an appropriate return. The Residual Value was compared to the EUV for each site. Only if the Residual Value exceeded the EUV, and by a satisfactory margin, could the scheme be judged to be viable. The amount of margin is a difficult subject and is discussed and the approach taken in this study is set out in the later parts of Chapter 6 below.
- 3.15 The appraisals are based on existing and emerging policies as summarised in Chapter 7 below, as they stood in June 2021. The Local Plans are still being developed so the policies used in this assessment may be subject to further changes. In addition, regard has been had to emerging national policy requirements.
- 3.16 For appropriate sensitivity testing a range of options including different levels of affordable housing provision and different levels of developer contributions are tested.

- 3.17 A bespoke viability testing model designed and developed by HDH specifically for area wide viability testing as required by the 2021 NPPF and CIL Regulations¹⁷ is used. The purpose of the viability model and testing is not to exactly mirror any particular business model used by those companies, organisations or people involved in property development. The purpose is to capture the generality and to provide high level advice to inform discussions between the client group over the direction of development and the options around the delivery of the infrastructure that may be necessary to deliver new development.

¹⁷ This Viability Model is used as the basis for the Planning Advisory Service (PAS) Viability Workshops. It is made available to Local Authorities, free of charge, by PAS and has been widely used by Councils across England (and, to a lesser extent, Wales).

4. Property Market

4.1 This chapter initially sets out an assessment of the housing market, providing the basis for the assumptions on house prices to be used in the financial appraisals for the sites tested in the study. Although development schemes do have similarities, every scheme is unique to some degree, even schemes on neighbouring sites. Market conditions will broadly reflect a combination of national economic circumstances, and local supply and demand factors, however, even within a town there will be particular localities, and ultimately site-specific factors, that generate different values and costs.

4.2 Towards the end of this chapter non-residential values are considered.

The Residential Market

4.3 In this study we have only considered the values of large greenfield sites as all the new strategic sites will be of this type.

4.4 The LPAs' existing viability studies use the following assumptions.

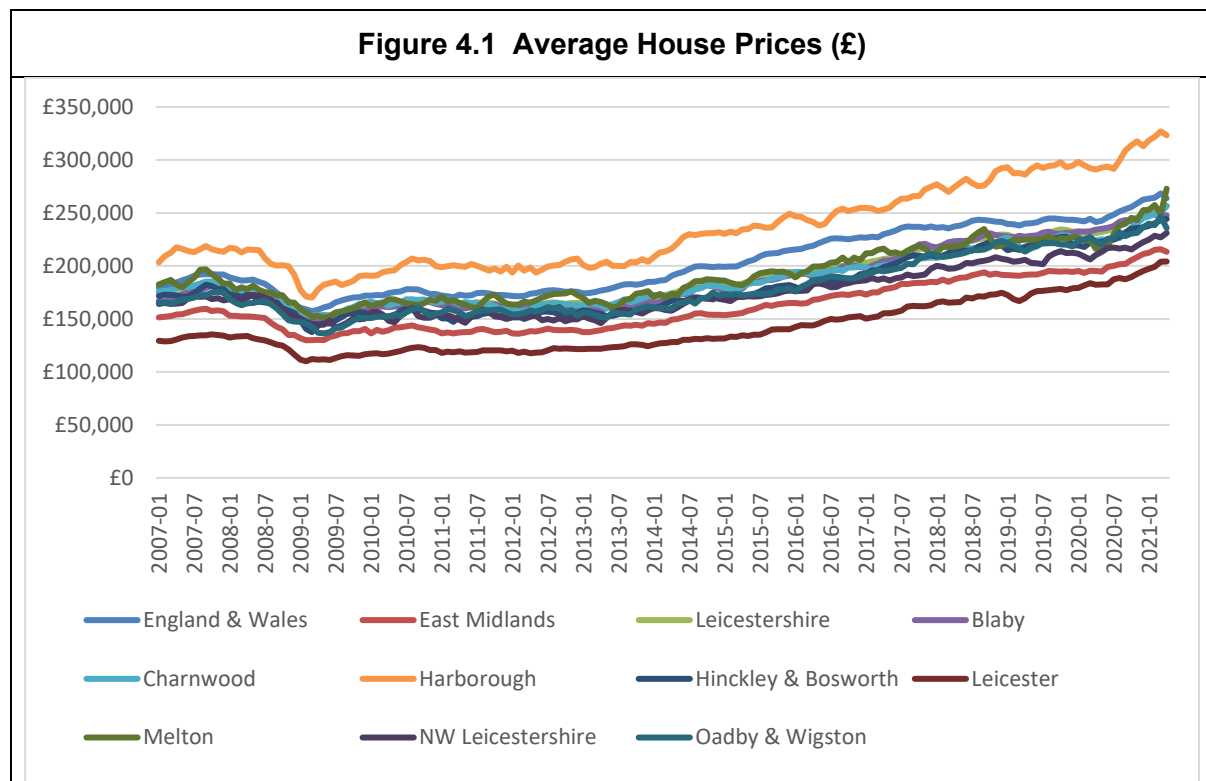
Table 4.1 Historic Market Housing Value Assumptions				
		Area 1	Area 2	Area 3
Blaby DC	Nov-17	£2,475 - £2,367		
Charnwood BC	Feb-21	Loughborough / Shepshed £2,500 - £2,838	Leicester Fringe £2,429 - £2,889	Wider Charnwood £2,656 - £3,222
Harborough DC	Aug-17	Not comparable basis		
Hinckley & Bosworth BC	Jan-14	Hinkley £1,636 - £2,002	Rural £2,206 - £2,713	Burbage £1,948 - £2,034
Leicester City Council	Dec-19	Leicester Fringe £2,750	West Leicester £3,180	
Melton BC	May-17	Melton Mowbray £1,884	Rural, 4 areas, £1,884 - £2,691	
NW Leicestershire DC	Jun-16	Prime £2443 - £2174,	Coalville / Ibstock £1,905	
Oadby and Wigston BC	Nov-17	Not comparable basis		

Source: Client Group LPA viability assessments

4.5 The housing market that covers Leicester and its hinterland reflects national trends, but there are local factors that underpin the market. The area is perceived to be an attractive place to develop, particularly with higher quality modern homes that are different to the existing stock.

National Trends and the areas relationship with the wider area

- 4.6 The housing market peaked late in 2007 and then fell considerably in the 2007/2008 recession during what became known as the 'Credit Crunch'. Average house prices across England and Wales have recovered to their pre-recession peak; however, this is strongly influenced by London. Prices in England and Wales are now well in excess (about 37%) of the 2007/2008 peak and, as can be seen in the figure below, prices have increased across the County.



Source: Land Registry (June 2021). Contains public sector information licensed under the Open Government Licence v3.0

- 4.7 Harborough has seen the largest percentage increase. Average house prices are generally less than the England and Wales average, except in Harborough where they are more.

Table 4.2 Change in Average House prices Since 2007 Peak

	2007-09	2021-04	Change	
England & Wales	£192,258	£263,778	£71,520	37.2%
East Midlands	£159,537	£213,308	£53,771	33.7%
Leicestershire	£185,395	£256,890	£71,495	38.6%
Blaby	£179,091	£247,808	£68,717	38.4%
Charnwood	£184,897	£256,412	£71,515	38.7%
Harborough	£218,847	£323,413	£104,566	47.8%
Hinckley & Bosworth	£182,129	£244,244	£62,115	34.1%
Leicester	£134,668	£204,208	£69,540	51.6%
Melton	£196,845	£272,866	£76,021	38.6%
NW Leics	£171,364	£231,152	£59,788	34.9%
Oadby & Wigston	£172,672	£235,606	£62,934	36.4%

Source: Land Registry (June 2021). Contains public sector information licensed under the Open Government Licence v3.0

- 4.8 Of particular importance to this assessment is how prices have changed since the LPAs' last viability assessments.

Table 4.3 Change in Average House Prices Since LPA Viability Assessment

	Date of study		April 2021	Change	
Blaby	Nov-17	£221,002	£247,808	£26,806	12.1%
Charnwood	Feb-21	£248,964	£256,412	£7,448	3.0%
Harborough	Aug-17	£263,660	£323,413	£59,753	22.7%
Hinckley & Bosworth	Jan-14	£160,493	£244,244	£83,751	52.2%
Leicester	Dec-19	£178,941	£204,208	£25,267	14.1%
Melton	May-17	£212,147	£272,866	£60,719	28.6%
NW Leics	Jun-16	£182,152	£231,152	£49,000	26.9%
Oadby & Wigston	Nov-17	£209,245	£235,606	£26,361	12.6%

Source: Land Registry (June 2021). Contains public sector information licensed under the Open Government Licence v3.0

- 4.9 If these changes are simply applied to the values used in the LPAs' existing viability assessments the following values are derived:

Table 4.4 Indexed Values from Historic Viability Assessments							
	Index						
Blaby DC		All Areas					
	12.1%	£2,775	£2,654				
Charnwood BC		Loughborough / Shepshed		Leicester Fringe		Wider Charnwood	
	3.0%	£2,575	£2,923	£2,502	£2,975	£2,735	£3,318
Harborough DC	22.7%	Not comparable basis					
Hinckley & Bosworth BC		Hinckley		Rural		Burbage	
	52.2%	£2,490	£3,047	£3,357	£4,129	£2,965	£3,095
Leicester City Council		Leicester Fringe		West Leicester			
	14.1%	£3,138		£3,629			
Melton BC		Melton Mowbray		Rural, 4 areas			
	28.6%	£2,423		£2,423	£3,461		
NW Leicestershire DC		Prime		Coalville / Ibstock			
	26.9%	£3,100	£2,759	£2,417			
Oadby and Wigston BC	12.6%	Not comparable basis					

Source: Client Group LPA viability assessments / Land Registry (June 2021)

- 4.10 Up to the pre-recession peak of the market, the long-term rise in house prices had, at least in part, been enabled by the ready availability of credit to home buyers. Prior to the increase in prices, mortgages were largely funded by the banks and building societies through deposits taken from savers. During a process that became common in the 1990s, but took off in the early part of the 21st Century, many financial institutions changed their business model whereby, rather than lending money to mortgagees that they had collected through deposits, they entered into complex financial instruments and engineering through which, amongst other things, they borrowed money in the international money markets, to then lend on at a margin or profit. They also 'sold' portfolios of mortgages that they had granted. These portfolios also became the basis of complex financial instruments (mortgage-backed securities and derivatives etc.).
- 4.11 During 2007 and 2008, it became clear that some financial institutions were unsustainable, as the flow of money for them to borrow was not certain. As a result, several failed and had to be rescued. This was an international problem that affected countries across the world – but most particularly in North America and Europe. In the UK, the high-profile institutions that were rescued included Royal Bank of Scotland, HBOS, Northern Rock and Bradford and Bingley. The ramifications of the recession were an immediate and significant fall in house prices, and a complete reassessment of mortgage lending with financial organisations

becoming averse to taking risks, lending only to borrowers who had the least risk of default and those with large deposits.

4.12 It is important to note that, at the time of this report, the housing market is actively supported by the Government through products and initiatives such as Help-to-Buy and the Stamp Duty 'holiday'¹⁸. In addition, the historically low Bank of England's base rates have contributed to the wider economic recovery, including a rise in house prices.

4.13 There is a degree of uncertainty in the housing market as reported by the RICS. This is, at least in part, due to the uncertainties around the COVID-19 pandemic and the UK leaving the European Union. The May 2021 RICS UK Residential Market Survey said:

- *New instructions continue to dwindle over the month*
- *New buyer enquiries and agreed sales still displaying solid momentum*
- *National house price growth gathers pace for a fourth consecutive report*

The May 2021 RICS UK Residential Survey results point to a widening disparity between demand and supply within the market, with the flow of new listings deteriorating over the month while buyer enquiries rose at a solid rate. As such, these dynamics continue to exert a considerable amount of upward pressure on house prices, as respondents across all parts of the UK reported a strong pick-up once again.

4.14 When ranked across England and Wales, the average house price for the council areas are shown in the following table. To set this in context, the council at the middle of the rank (174 - Ryedale), has an average price of £265,088. In each case, the median price is a little lower than the mean.

¹⁸ Initially the SDLT holiday was due to end on 31st March 2021. Now the temporary nil rate band of £500,000 will be in place until 30 June 2021. Then from 1 July 2021 to 30 September 2021 the nil rate band will be £250,000. The nil rate band will return to the standard amount of £125,000 on 1 October 2021.

Table 4.5 Average Prices by LPA			
	Rank	Average ¹⁹	Median ²⁰
Harborough	119	£337,878	£299,995
Melton	171	£284,440	£232,000
Charnwood	191	£260,402	£229,725
Blaby	194	£258,762	£230,503
Oadby and Wigston	196	£256,106	£230,000
North West Leicestershire	203	£248,723	£220,000
Hinckley and Bosworth	208	£244,312	£213,000
Leicester	249	£211,382	£190,000
Harborough	119	£337,878	£299,995

Source: HPSSA dataset 12 and HPSSA dataset 9

- 4.15 As shown above, house prices in the area have seen a significant recovery. A notable characteristic of the data is that the values of newbuild homes are between 20% and 60% more than existing properties, suggesting that care must be taken not to attribute local values to newbuild schemes.

¹⁹ Mean house prices for administrative geographies: HPSSA dataset 12 (Release 21st June 2021)

²⁰ Median house prices for administrative geographies: HPSSA dataset 9 (Release 21st June 2021)

Table 4.6 Newbuild v Existing Average House Prices				
	Newbuild	Existing	Difference	
England & Wales	£328,796	£260,563	£68,233	26.2%
East Midlands	£292,664	£209,770	£82,894	39.5%
Leicestershire	£340,932	£240,735	£100,197	41.6%
Blaby	£344,467	£235,504	£108,963	46.3%
Charnwood	£370,410	£235,107	£135,303	57.5%
Harborough	£372,180	£311,077	£61,103	19.6%
Hinckley & Bosworth	£325,385	£225,660	£99,725	44.2%
Leicester	£278,253	£195,089	£83,164	42.6%
Melton	£341,173	£253,230	£87,943	34.7%
NW Leicestershire	£306,808	£214,390	£92,418	43.1%
Oadby & Wigston	£309,058	£232,770	£76,288	32.8%

Source: Land Registry (June 2021) Contains public sector information licensed under the Open Government Licence v3.0

- 4.16 The economy is in a period of uncertainty and, whilst it is not the purpose of this assessment, it is timely to consider how house prices and values may change in the future. HM Treasury brings together some of the forecasts in its monthly *Forecasts for the UK economy: a comparison of independent forecasts* report²¹.

²¹ No 406, May 2021. [Forecomp_May_2021.pdf \(publishing.service.gov.uk\)](#)

Table 4.7 Consolidated House Price Forecasts

House price inflation (annual average, %)					Output gap (% of GDP)									
2021	2022	2023	2024	2025	City forecasters					2021	2022	2023	2024	2025
-	-	-	-	-	*	May	-	-	-	*	May	-	-	-
-	-	-	-	-	*	May	-	-	-	*	May	-	-	-
10.0	1.3	4.0	3.4	1.9	*	May	-	-	-	*	May	-	-	-
4.0	2.5	2.5	2.5	2.5	*	Feb	-	-	-	*	Feb	-	-	-
-	-	-	-	-	*	May	-	-	-	*	May	-	-	-
-	-	-	-	-	*	May	-	-	-	*	May	-	-	-
-	-	-	-	-	*	Feb	-	-	-	*	Feb	-	-	-
-	-	-	-	-	*	May	-	-	-	*	May	-	-	-
-	-	-	-	-	*	May	-	-	-	*	May	-	-	-
-	-	-	-	-	*	May	-0.7	-0.4	-0.2	0.1	0.2	0.2	0.2	0.2
Non-City forecasters														
-	-	-	-	-	*	May	-	-	-	*	May	-	-	-
-3.5	1.0	2.0	2.0	2.0	*	May	-4.0	1.2	1.5	1.5	1.5	1.5	1.4	1.4
7.6	1.0	2.1	3.9	4.0	*	May	-	-	-	-	-	-	-	-
-0.3	1.6	3.2	3.5	3.5	*	Feb	-	-	-	-	-	-	-	-
-	-	-	-	-	*	May	-	-	-	-	-	-	-	-
-	-	-	-	-	*	May	-	-	-	-	-	-	-	-
3.8	1.2	1.3	0.8	0.8	*	Feb	-	-	-	-	-	-	-	-
6.4	-2.2	-0.8	2.2	3.2	*	May	-2.7	-1.0	-0.6	-0.3	-0.1	-0.1	-0.1	-0.1
-	-	-	-	-	*	Apr	-3.1	-1.5	-0.7	-0.2	0.0	0.0	0.0	0.0
4.0	0.9	2.0	2.6	2.6	Independent average					-2.6	-0.4	0.0	0.3	0.4
5.1	0.3	1.8	2.9	2.8	New forecasts					-2.5	-0.1	0.2	0.4	0.5
10.0	2.5	4.0	3.9	4.0	Highest					-0.7	1.2	1.5	1.5	1.4
-3.5	-2.2	-0.8	0.8	0.8	Lowest					-4.0	-1.5	-0.7	-0.3	-0.1
5.1	-1.7	0.8	3.9	4.3	OBR					Mar	-1.1	-0.4	-0.1	-0.1

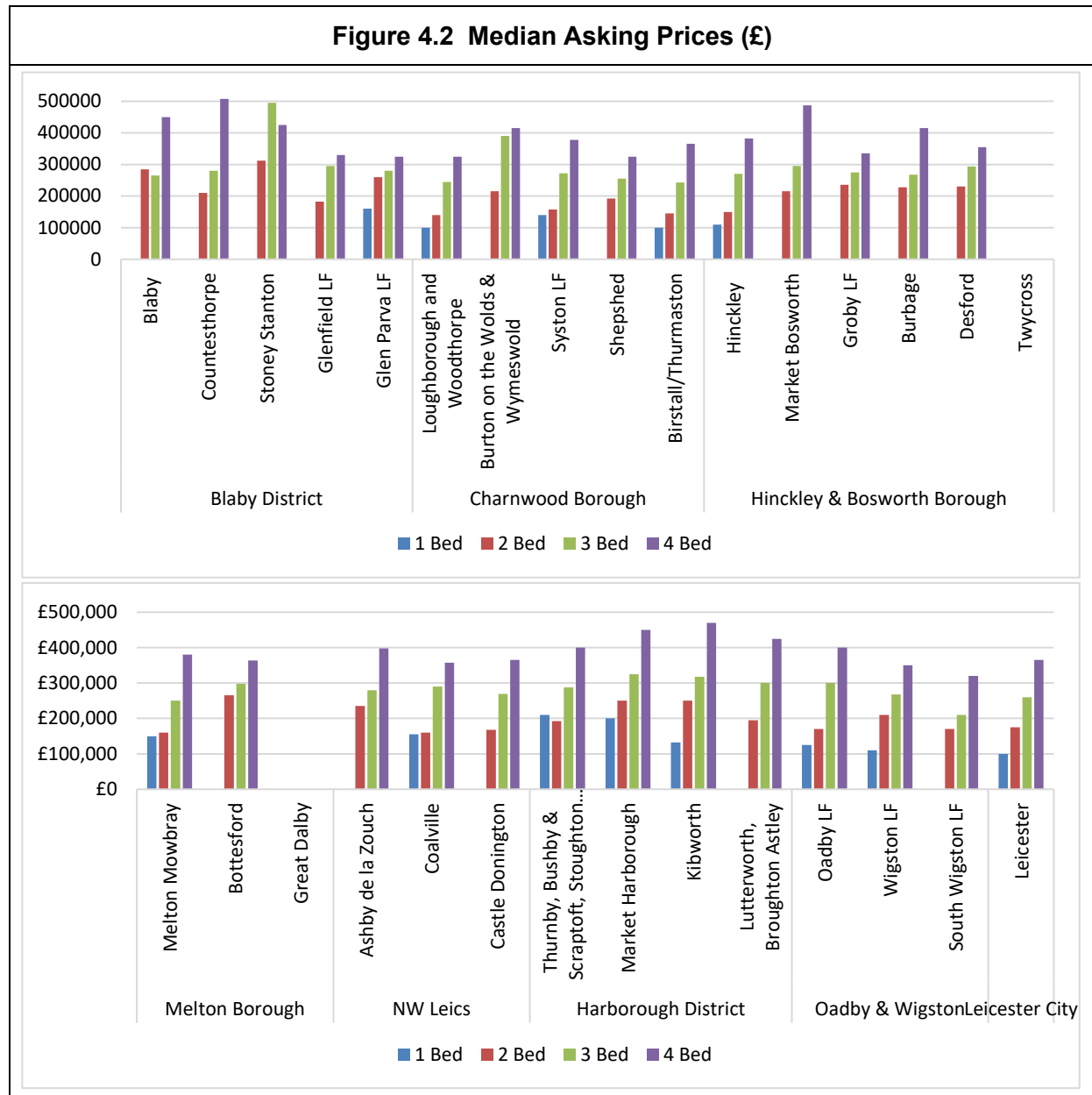
Source: *Forecasts for the UK economy: a comparison of independent forecasts* No 406 (HM Treasury, May 2021).
Table M9: Medium-term forecasts for house price inflation and the output gap

- 4.17 There is clearly uncertainty in the market, and it is not for this study to try to predict how the market may change in the coming years, and whether or not there will be a further increase in house prices.
- 4.18 Property agents Savills were predicting²² (Spring 2021) a 4.5% change in the current year (2021), 5.5% increase next year and a 24% increase over the next 5 years in the mainstream East Midlands markets.

The Local Market

- 4.19 A survey of asking prices across the Council areas was carried out in June 2021. Through using online tools such as [rightmove.co.uk](https://www.rightmove.co.uk) and [zoopla.co.uk](https://www.zoopla.co.uk), median asking prices were estimated. The survey is based on the approximate location of the potential strategic sites.

²² [Savills UK | Residential Market Forecasts](#)

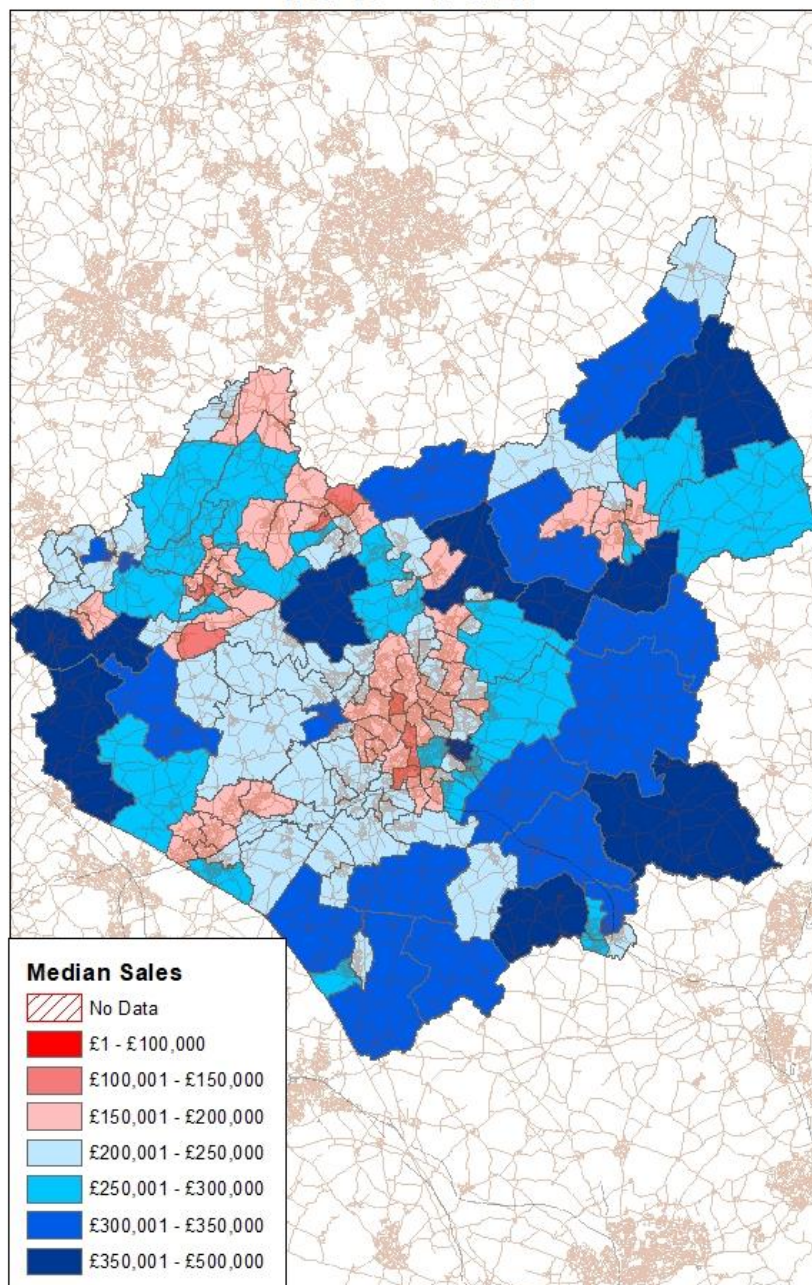


Source: June 2021

4.20 The geographical differences in prices are illustrated in the following maps showing the median price by ward, the first being for all properties and the second just for newbuild.

Figure 4.3 Median Prices – All Properties

Leicestershire
Median by Ward - All Sales
1/3/19 - 1/3/21

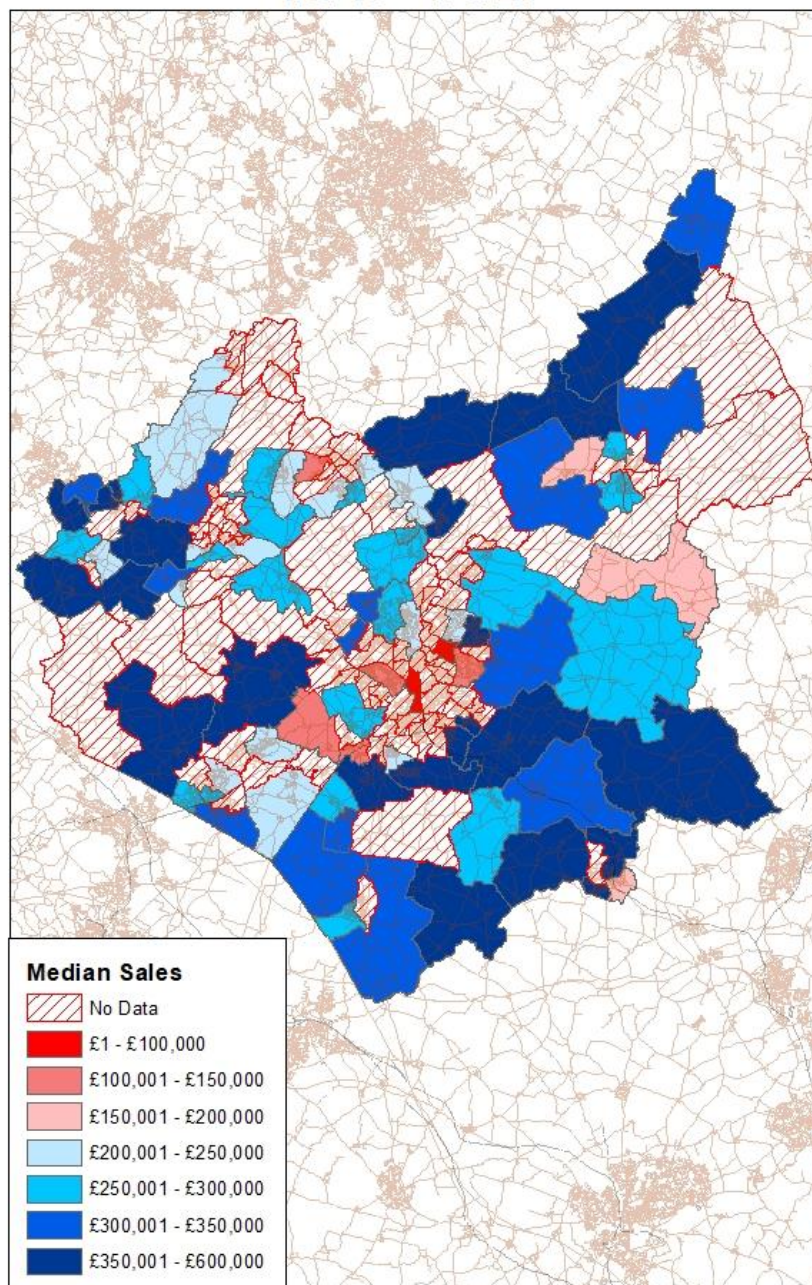


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Source: HDH based on Land Registry Price Paid Data

Figure 4.4 Median Prices – Newbuild Properties

Leicestershire
Median by Ward - Newbuild Sales
1/3/19 - 1/3/21



This data covers transactions received at Land Registry from 1/3/19 to 1/3/21. © Crown Copyright 2021.
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Source: HDH based on Land Registry Price Paid Data

- 4.21 The pattern of prices is influenced by the size of the units, with larger detached units prevailing in the more rural areas, and smaller terraces and flats in the urban areas.

Newbuild Sales Prices

- 4.22 This study is concerned with the viability of newbuild residential property so the key input for the appraisals are the prices of units on new developments. Recent newbuild sales prices from the Land Registry have been reviewed and a survey of new homes for sale during June 2021 carried out.
- 4.23 The Land Registry publishes data of all homes sold. Across the 8 Council areas, since January 2019, 24,334 home sales are recorded by the Land Registry. Of these, 3,401 are newbuild properties²³. These transactions (as recorded by the Land Registry) are summarised, by the main settlements as follows.

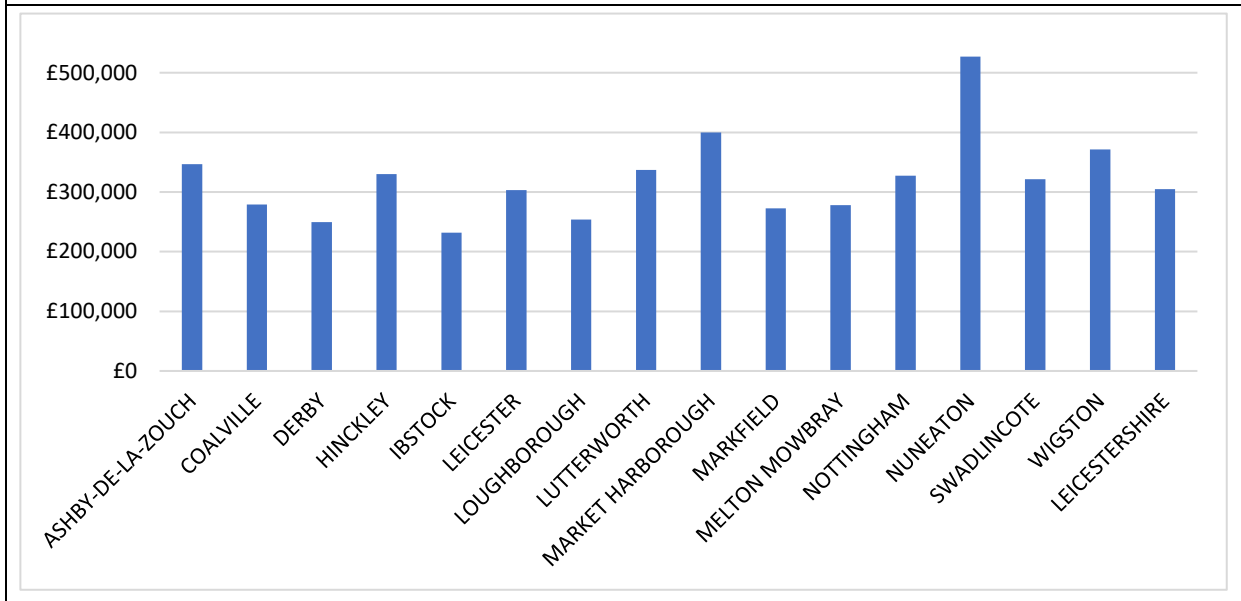
²³ The Land Registry makes all transactions available as and when they are registered via the 'beta' format tool at <https://www.gov.uk/government/statistical-data-sets/price-paid-data-downloads>. It does take some time for transactions to be registered – we estimate this to be about 4 to 6 months.

Table 4.8 Average Price Paid by Local Authority					
	Detached	Flats	Semi Detached	Terraced	All
<u>Existing</u>					
BLABY	£326,265	£127,257	£213,312	£178,856	£245,279
CHARNWOOD	£366,462	£125,139	£219,903	£179,963	£250,640
HARBOROUGH	£415,456	£159,966	£258,513	£220,979	£317,999
HINCKLEY AND BOSWORTH	£339,740	£115,789	£204,020	£161,153	£234,343
LEICESTER	£331,324	£121,493	£213,533	£173,021	£197,145
MELTON	£368,890	£143,775	£208,277	£175,274	£268,986
NW LEICESTERSHIRE	£312,872	£135,659	£191,563	£155,028	£229,810
OADBY AND WIGSTON	£360,691	£117,788	£221,410	£165,437	£241,584
LEICESTERSHIRE	£353,201	£125,808	£214,798	£174,650	£240,473
<u>Newbuild</u>					
BLABY	£350,086	£181,198	£220,199	£195,827	£280,538
CHARNWOOD	£332,937	£197,544	£223,994	£200,759	£272,609
HARBOROUGH	£418,649	£201,640	£240,168	£201,594	£352,735
HINCKLEY AND BOSWORTH	£343,037	£81,000	£217,294	£179,866	£294,099
LEICESTER	£365,090	£117,750	£239,198	£199,601	£275,950
MELTON	£351,683	£202,556	£172,016	£181,364	£279,168
NW LEICESTERSHIRE	£340,399	£120,000	£211,717	£197,550	£295,958
OADBY AND WIGSTON	£393,403	£0	£279,289	£0	£359,592
LEICESTERSHIRE	£367,150	£193,438	£223,032	£198,624	£304,601

Source: Land Registry (June 2021)

- 4.24 This data is disaggregated by postcode and main post town (from the address) in **Appendix 3**.

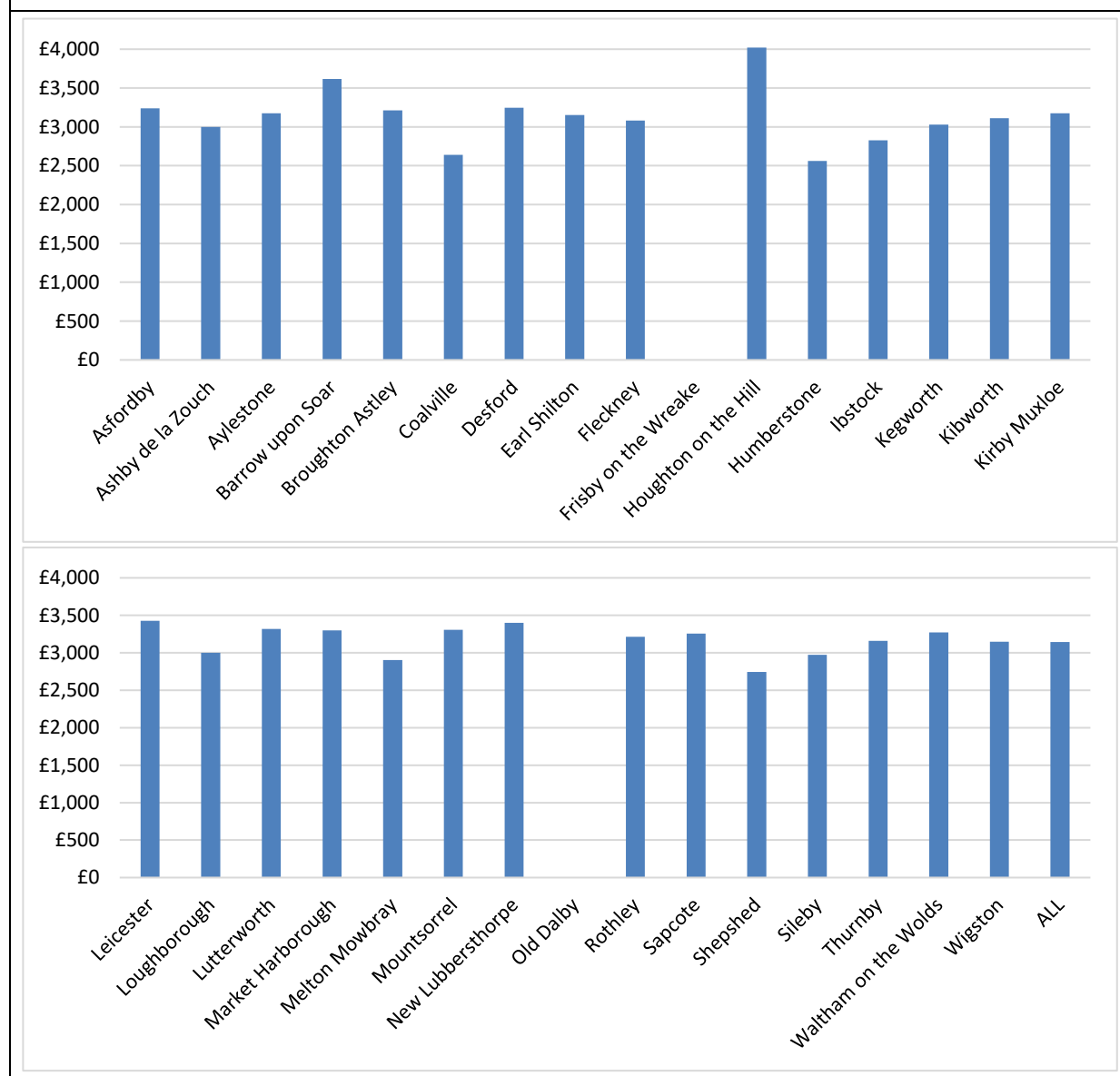
Figure 4.5 Average Price Paid by Post Town - Newbuild



Source: Land Registry (June 2021) Contains public sector information licensed under the Open Government Licence v3.0

- 4.25 The average price paid is about £304,000 for newbuild homes across the County. However, it is important to note that these range from £40,000 to £5,200,000.
- 4.26 There were 230 new houses and flats being advertised for sale in the Leicestershire (although on some of these, construction had yet to start). The analysis of these shows that asking prices for newbuild homes vary, very considerably, starting at about £113,000 and going up to about £705,000. The average is just under £350,000. These are summarised below and set out in detail in **Appendix 4**.

Figure 4.6 Average Asking Price – Newbuild. £/m²



Source: Market Survey (May 2021)

- 4.27 During the course of the research, sales offices and agents were contacted to enquire about the price achieved relative to the asking prices, and the incentives available to buyers. In most cases the feedback was that the units were 'realistically priced' or that as the market is improving, demand strong and that significant discounts are no longer offered. When pressed, it appeared that the discounts and incentives offered equate to about 2.5% of the asking prices. It would be prudent to assume that prices achieved, net of incentives offered to buyers, are 2.5% less than the above asking prices.

Price Assumptions for Financial Appraisals

- 4.28 It is necessary to form a view about the appropriate prices for the schemes to be appraised in the study. The preceding analysis does not reveal simple clear patterns with sharp

boundaries. It is necessary to relate this to the pattern of development expected to come forward in the future.

- 4.29 Based on the asking prices from active developments, and informed by the general pattern of all house prices across the study area, the following approach is used:

Table 4.9 Value Assumptions	
Area	£/m ²
Adjacent to Leicester The values around Leicester vary from site to site and are rather higher to the north of the City (although few of the potential sites are to the north). This includes the sites along the M69 to the east of Hinkley and the Whetstone Pastures sites.	£3,000
North East Leicestershire The area between the A6 and A47 to the northeast of the city. This includes all of Melton District and much of the north of Charnwood, and the northeast corner of Harborough.	£3,000
South Leicestershire The area to the south of the city, from the A47, to and including Lutterworth and Market Harborough,	£3,500
West Leicestershire The area from and including Hinkley and the A6. This excludes development sites associated with Ashby-de-la-Zouch.	£2,800
Ashby-de-la-Zouch and Adjacent This area is the higher value area around the town (which is assumed to have similar values to North East Leicestershire) but is geographically within the West of Leicestershire area.	£3,000

Source: HDH (2021)

- 4.30 It is important to note that this is a high-level study to test delivery of potential development sites. The values between new developments and within new developments may vary considerably. In a high-level study of the type being undertaken, it is necessary to take a relatively simplistic approach. No premium is applied for Garden Town principles, although we know from work carried out elsewhere such development often achieves higher values.

Ground Rents

- 4.31 No allowance is made for residential ground rents.

Affordable Housing

- 4.32 All the LPAs have policies requiring the delivery of housing as part of market housing led development. The *Leicester and Leicestershire Authorities and the Leicester and Leicestershire Enterprise Partnership HEDNA Main Report* (GL Hearn January 2017) recommended the following mixes of housing across the County:

Table 4.10 Recommended Housing Mix				
	1-bed	2-bed	3-bed	4+ bed
Market	0-10%	25-35%	45-55%	10-20%
Social/Affordable Rented	35-40%	25-30%	25-30%	5-10%
Intermediate/Starter Homes	15-20%	50-55%	25-30%	0-5%

Source: Page 132, Leicester and Leicestershire Authorities and the Leicester and Leicestershire Enterprise Partnership HEDNA Main Report (GL Hearn January 2017)

- 4.33 The HEDNA does break this down by LPA area, however as this is a high level, county-wide study, this is assumed to apply across the area. Currently the individual LPAs have adopted the following policy requirements, although several of these are subject to review:

Table 4.11 Affordable Housing Requirements

	Plan	Date	Policy	Requirement	Mix
Blaby District Council	Local Plan (Core Strategy) DPD	Feb-13	CS7	25% on sites of 15+	Not stated
Charnwood Borough Council	Local Plan 2011 - 2028 Core Strategy Adopted	Nov-15	CS3	30% on sites of 10+	Informed by SHMA
Harborough District Council	Local Plan 2011-2031	Apr-19	H2	40% on sites of 10+	75% to rent / 25% Low cost home ownership
Hinckley & Bosworth Borough Council	Core Strategy	Dec-09	15	20% on urban extensions / 40% in rural areas	75% social rented / 25% intermediate housing
Leicester City Council	Core Strategy	Jul-14	CS 7	15 % in Strategic Regeneration Area; 30 % in South East & Ashton Green; 20 % elsewhere	Informed by SHMA
Melton Borough Council	Local Plan 2011-2036	Oct-18	C4	5% to 40%	Not specified
North West Leicestershire District Council	Local Plan	Nov-17	H4	Greenfield:- Ashby de la Zouch 30%; Castle Donington 30%; Coalville Urban Area 20%; Ibstock 20%; Kegworth 30%; Measham 30%; All other settlements 30% 11 or more dwellings OR 1,000sqm (gross) floor space. PDL:- Ashby de la Zouch 15%; Castle Donington 5%; Coalville Urban Area 5%; Ibstock 5%;Kegworth 5%; Measham 15%;All other settlements 5%;	To reflect need
Oadby and Wigston Borough Council	Local Plan 2011 – 2031	Apr-19	13	Oadby – 30 per cent of the total number of units - Wigston (including Kilby Bridge) – 20 per cent of the total number of units - South Wigston – 10 per cent of the total number of units	80% Affordable Rent, 20% Shared Ownership

Source: Adopted Local Plans

- 4.34 In this study the starting point is a 30% affordable housing requirement, but the potential strategic sites are also tested at higher and lower levels against a range of levels of developer contributions.

Affordable Housing Values

- 4.35 The LPAs' existing viability assumptions use the following assumptions, where the percentage is the proportion of market value, and the amount (in pounds) is on a £/m² basis.

Table 4.12 Historic Affordable Housing Value Assumptions				
		Social Rent	Affordable Rent	Intermediate
Blaby DC	Nov-17		45%	70%
Charnwood BC	Feb-21		45%	70%
Harborough DC	Aug-17		45%	70%
Hinckley & Bosworth BC	Jan-14		40%	55% to 66%
Leicester City Council	Dec-19	£1,120	£1,500	70%
Melton BC	May-17	42%	42%	80% / 65%
NW Leicestershire DC	Jun-16	45%		60%
Oadby and Wigston BC	Nov-17			

Source: Client Group LPA viability assessments

Affordable Rent

- 4.36 Under Affordable Rent a rent of no more than 80% of the open market rent for that unit can be charged. In the development of affordable housing for rent, the value of the units is, in large part, the worth of the income that the completed let unit will produce. This is the amount an investor (or another RP) would pay for the completed unit. This will depend on the amount of the rent and the cost of managing the property (letting, voids, rent collection, repairs etc.).
- 4.37 As part of the reforms to the social security system, housing benefit /local housing allowance is capped at the 3rd decile of open market rents for that property type, so in practice Affordable Rents are unlikely to be set above these levels. The cap is set by the Valuation Office Agency by Broad Rental Market Area (BRMA), however these BRMAs do not follow local authority boundaries. We have assumed the rent is no more than the Local Housing Allowance cap.

Table 4.13 Local Housing Allowance Caps – by Broad Rental Market Area – £/Month

	Leicester	Northants Central	Rugby & East	Coventry
One Bed	£448.76	£473.72	£523.55	£488.67
Two Bed	£563.46	£598.35	£638.26	£573.43
Three Bed	£673.14	£693.12	£747.93	£673.14
Four Bed	£892.54	£892.54	£992.29	£872.60
	Grantham & Newark	Derby	Eastern Staffordshire	
One Bed	£373.97	£393.90	£423.84	
Two Bed	£483.69	£498.64	£523.55	
Three Bed	£573.43	£593.36	£623.31	
Four Bed	£792.83	£792.83	£792.83	

Source: VOA (June 2021)

Table 4.14 BRMA by LPA

	Leicester BRMA	Northants Central BRMA	Rugby & East BRMA	Coventry BRMA
Blaby	x			
Charnwood	x			
Harborough	x	x	x	
Hinckley & Bosworth	x			x
Leicester	x			
Melton	x	x		
NW Leicester	x			
Oadby & Wigston	x			
	Grantham & Newark BRMA	Derby BRMA	Eastern Staffordshire BRMA	
Blaby				
Charnwood				
Harborough				
Hinckley & Bosworth				
Leicester				
Melton	x			
NW Leicester		x	x	
Oadby & Wigston				

Source: VOA (June 2021)

- 4.38 These caps are broadly similar to the Affordable Rents being charged as reported in the most recent HCA data release.

Table 4.15 Affordable Rent (£/week)								
	Blaby DC	Charnwood BC	Harborough DC	Hinckley & Bosworth BC	Leicester City Council	Melton BC	NW Leicestershire DC	Oadby and Wigston BC
Non-self-contained								
Bedsit	£85.45	£87.16			£77.71			
1 Bedroom	£87.48	£86.32	£92.79	£85.88	£90.35	£85.61	£84.69	£80.03
2 Bedroom	£106.19	£106.35	£108.95	£105.41	£102.30	£105.39	£102.57	£106.58
3 Bedroom	£122.41	£120.14	£123.06	£116.10	£117.71	£107.67	£116.42	£125.18
4 Bedroom	£145.04	£134.20	£159.95	£141.76	£142.34	£161.34	£158.81	£132.24
5 Bedroom					£129.67			
6+ Bedroom					£130.83			
All self-contained	£108.34	£107.63	£109.48	£104.97	£109.19	£106.07	£101.39	£108.07
All stock sizes	£108.34	£107.63	£109.48	£104.97	£109.19	£106.07	£101.39	£108.07

Source: Source: Table 11, RSH SDR 2020 – Data Tool²⁴

- 4.39 In calculating the value of Affordable Rents we have allowed for 10% management costs, 4% voids and bad debts and 6% repairs, and capitalised the income at 5.5%. Using this method to assess the value of affordable housing, under the Affordable Rent tenure, a value of £1,900/m² across all areas is derived.

Intermediate Products for Sale

- 4.40 Intermediate products for sale include shared ownership and shared equity products. The market for these is very difficult at present and we have found little evidence of the availability of such products in the study area. We have assumed a value of 70% of open market value for these units. It is assumed that this applies to First Homes.
- 4.41 These values were based on purchasers buying an initial 50% share of a property and a 2.75%²⁵ per annum rent payable on the equity retained. The rental income is capitalised at 5.5% having made a 10% management allowance.

Grant Funding

- 4.42 In this study, it is assumed that grant is not available.

²⁴ [Private registered provider social housing stock and rents in England 2019 to 2020 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/private-registered-provider-social-housing-stock-and-rents-in-england-2019-to-2020)

²⁵ A rent of up to 3% may be charged – although we understand that in this area 2.75% is more normal.

Non-Residential Market

- 4.43 The strategic sites include elements of employment use. These are assumed to be of an office or industrial park nature and to be of a relatively large scale. It is difficult to model these in a study of this type as the type of development will not be known until later in the planning process.
- 4.44 The starting point for this consideration is land values. *Land Value Estimates for Policy Appraisal 2019* (MHCLG, August 2020) includes values for a range of land uses.

Table 4.16 Industrial Land Values £/ha	
Blaby	£525,000
Charnwood	£525,000
Harborough	£575,000
Hinckley and Bosworth	£475,000
Leicester	£650,000
Melton	£450,000
North West Leicestershire	£450,000
Oadby and Wigston	£575,000

Source: Land Value Estimates for Policy Appraisal 2019 (MHCLG, August 2020)

- 4.45 *Land Value Estimates for Policy Appraisal 2019* (MHCLG, August 2020) also provides a value of £740,000/ha for Leicester and Leicestershire for Office uses in the Out-of-Town / Business Park situation.
- 4.46 Across Leicestershire, market conditions broadly reflect a combination of national economic circumstances and local supply and demand factors. Within the County, there will be particular localities, and ultimately, site-specific factors, that generate different values and costs.

National Overview

- 4.47 The various non-residential markets in Leicestershire reflect national trends:

The Q1 2021 RICS UK Commercial Property Survey results show perceptions on the current stage of the real estate cycle shifting in a more positive direction, with a growing share of respondents viewing the market as in the early stages of an upturn. That said, the industrial/logistics sector, as well as some alternative asset classes, appear to be driving the bulk of this improvement, while activity remains subdued across the retail and office sectors.

On the occupier side of the market, the headline tenant demand indicator posted a net balance reading of -5%. This is up from -27% in the previous quarter and is now consistent with a broadly steady trend in occupier demand at the aggregate level. Looking into the sector specific details, a net balance of +57% of respondents reported an increase in tenant demand for industrial space (the strongest reading since 2015). At the same time, the tenant demand net balances came in at -34% and -55% for the office and retail sectors respectively (slightly less negative than -63% and -78% last quarter).

Meanwhile, availability remains on the rise across the retail sector, albeit this quarter's increase appears slightly more modest compared to Q4, with the latest net balance moving to +63%

from +73% previously. Although the regional figures point to London seeing the strongest increase in retail vacancies over the quarter, there was still a widespread pick-up in availability across all other parts of the UK.

Q1 2021 RICS UK Commercial Property Survey

Non-Residential Market

- 4.48 This study is concerned with new property that is likely to be purpose built. There is little evidence of a significant variance in price for newer premises more suited to modern business, although very local factors (such as the access to transport network) are important.
- 4.49 As set out earlier the non-residential elements of the strategic sites are assumed to be of an office or industrial park nature and to be of a relatively large scale. It is difficult to model these in a study of this type as the type of development will not be known until much later in the planning process.
- 4.50 A relatively simple approach is taken, assuming a value of £500,000/ha for serviced land for non-residential development.

5. Land Prices

- 5.1 Chapters 2 and 3 set out the methodology used in this study to assess viability. An important element of the assessment is the value of the land. Under the method recommended in the Harman Guidance, the worth of the land before consideration of any increase in value, from a use that may be permitted through a planning consent, is the Existing Use Value (EUV). This is used as the starting point for the assessment.
- 5.2 In this chapter, the values of different types of land are considered. The value of land relates closely to the use to which it can be put and will range considerably from site to site. As this is a high-level study, the three main uses, being agricultural, residential and industrial, have been researched. The amount of uplift that may be required to ensure that land will come forward and be released for development has then been considered.
- 5.3 In this context it is important to note that the PPG says (at PPG 10-014-20180724) that the *'Benchmark Land Value should: 'be based upon existing use value, allow for a premium to landowners ... be informed by market evidence including current uses, costs and values wherever possible....'*. It is therefore necessary to consider the Existing Use Value (EUV) as set out in Chapters 2 and 3 above as a starting point.

Existing Use Values

- 5.4 In order to assess development viability, it is necessary to analyse Existing Use Values. EUV refers to the value of the land in its current use before planning consent is granted. All the potential sites are greenfield sites so the starting point is the value of agricultural land.
- 5.5 The updated PPG includes a definition of land value as follows:

How should land value be defined for the purpose of viability assessment?

To define land value for any viability assessment, a benchmark land value should be established on the basis of the existing use value (EUV) of the land, plus a premium for the landowner. The premium for the landowner should reflect the minimum return at which it is considered a reasonable landowner would be willing to sell their land. The premium should provide a reasonable incentive, in comparison with other options available, for the landowner to sell land for development while allowing a sufficient contribution to comply with policy requirements. This approach is often called 'existing use value plus' (EUV+).

In order to establish benchmark land value, plan makers, landowners, developers, infrastructure and affordable housing providers should engage and provide evidence to inform this iterative and collaborative process.

PPG ID: 10-013-20180724

What is meant by existing use value in viability assessment?

Existing use value (EUV) is the first component of calculating benchmark land value. EUV is the value of the land in its existing use together with the right to implement any development for which there are policy compliant extant planning consents, including realistic deemed consents, but without regard to alternative uses. Existing use value is not the price paid and should disregard hope value. Existing use values will vary depending on the type of site and development types. EUV can be established in collaboration between plan makers, developers

and landowners by assessing the value of the specific site or type of site using published sources of information such as agricultural or industrial land values, or if appropriate capitalised rental levels at an appropriate yield. Sources of data can include (but are not limited to): land registry records of transactions; real estate licensed software packages; real estate market reports; real estate research; estate agent websites; property auction results; valuation office agency data; public sector estate/property teams' locally held evidence.

PPG ID: 10-015-20180724

- 5.6 It is important to fully appreciate that land value should reflect emerging policy requirements and planning obligations. When considering comparable sites, the value will need to be adjusted to reflect this requirement.
- 5.7 For the purpose of the present study, it is necessary to take a comparatively simplistic approach to determining the EUV. In practice, a wide range of considerations could influence the precise value that should apply in each case, and at the end of extensive analysis the outcome might still be contentious.
- 5.8 This study is only considering large strategic sites. All these are likely to be in an agricultural use.

Residential Land

- 5.9 *Land Value Estimates for Policy Appraisal 2019* (MHCLG, August 2020) sets out land values as at 2019.

Table 5.1 MHCLG Residential Land Values – Zero Affordable Housing. £/ha	
Blaby	£2,150,000
Charnwood	£1,370,000
Harborough	£2,650,000
Hinckley and Bosworth	£1,530,000
Leicester	£1,460,000
Melton	£950,000
North West Leicestershire	£1,230,000
Oadby and Wigston	£1,710,000

Source: *Land Value Estimates for Policy Appraisal 2019* (MHCLG, August 2020)

- 5.10 The average value is about £1,600,000/ha.
- 5.11 The VOA stresses in the paper this is a hypothetical situation and *'the figures on this basis, therefore, may be significantly higher than could be reasonably obtained in the actual market'*.
- 5.12 The land sales reported on CoStar have been reviewed. Over the last 5 years just 7 residential land sales are recorded. The average value is about £2,685,000/ha, however the average size site is less than 1ha so not comparable to the sites being considered in this assessment.

- 5.13 There are no large residential sites being publicly marketed for sale at the time of this assessment.

Agricultural and Paddocks

- 5.14 *Land Value Estimates for Policy Appraisal 2019* (MHCLG, August 2020) provides a value figure for agricultural land in Leicestershire of £22,000/ha.

- 5.15 The *RICS/RAU Rural Land Market Survey* reports agricultural land values on a regular basis. The most recent report²⁶ sets out the following Average Prices in the East Midlands:

a.	Small	<50acres (20.23ha)	£25,226/ha
b.	Medium	50 – 100acres (20.23 – 40.47ha)	£25,089/ha
c.	Large	200+acres (80.94haha)	£18,136/ha

- 5.16 There are several blocks of agricultural land being advertised at the time of this assessment, Whilst the price varies, by the use of the land and the presence of the buildings, the asking prices are generally a little above these.

- 5.17 For agricultural land, a benchmark of £25,000/ha is assumed to apply here.

Existing Use Value Assumption

- 5.18 In this assessment the Existing Use Value (EUV) of agricultural land is assumed to be £25,000/ha.

Benchmark Land Value

- 5.19 As set out at the start of this report '*Benchmark land value should, be based upon existing use value, allow for a premium to landowners reflect the implications of abnormal costs; site-specific infrastructure costs; and professional site fees and be informed by market evidence*'. The PPG says that '*where recent market evidence is used to inform assessment of benchmark land value this evidence should be based on developments which are compliant with policies, including for affordable housing*'. The local evidence is limited but is set out above. The updated PPG says '*where this evidence is not available plan makers and applicants should identify and evidence any adjustments to reflect the cost of policy compliance. This is so that*

²⁶ [rics-~rau-farmland-market-report-fy2020-final.pdf](#)

historic benchmark land values of non-policy compliant developments are not used to inflate values over time’.

- 5.20 The LPAs’ existing viability studies use the following assumptions. The table shows whether or not the report explicitly follows the EUV Plus approach.

Table 5.2 Historic BLV Assumptions				
	Date	EUV +	EUV £/ha	BLV Greenfield
Blaby DC	Nov-17	No		£247,100 (10 to 15x times agricultural use)
Charnwood BC	Feb-21	Yes	£20,000	x 12.5 Net (83% on 11074 & 63% on larger
Harborough DC	Aug-17	Yes	£24,710	x 16.6 Net (75% net)
Hinckley & Bosworth BC	Jan-14	No		EUV + 20%
Leicester City Council	Dec-19	Yes	£25,000	EUV + 20% (no greenfield)
Melton BC	May-17	No	£18,500	Shinfield 50%
NW Leicestershire DC	Jun-16	No	£18,532	
Oadby and Wigston BC	Nov-17	No	£15,000	Larger sites £247,000 to £370,500/ha

Source: Client Group LPA viability assessments

- 5.21 The updated PPG then sets out how the premium to the landowner be arrived at ‘... *The premium should provide a reasonable incentive for a land owner to bring forward land for development while allowing a sufficient contribution to comply with policy requirements’.*
- 5.22 A process is then laid out ‘*Plan makers should establish a reasonable premium to the landowner for the purpose of assessing the viability of their plan. This will be an iterative process informed by professional judgement and must be based upon the best available evidence informed by cross sector collaboration. For any viability assessment data sources to inform the establishment the landowner premium should include market evidence and can include benchmark land values from other viability assessments. Any data used should reasonably identify any adjustments necessary to reflect the cost of policy compliance (including for affordable housing), or differences in the quality of land, site scale, market performance of different building use types and reasonable expectations of local landowners’.*
- 5.23 Benchmark Land Values are taken to be the EUV plus £300,000/ha, being more or less in line with the existing approach taken.

6. Appraisal Assumptions – Development Costs

- 6.1 This chapter considers the costs and other assumptions required to produce financial appraisals in this study.

Development Costs

Construction costs: baseline costs

- 6.2 We have based the cost assumptions on the Building Cost Information Service (BCIS) data. The costs are specific to different built forms (flats, houses, offices, etc.) re-based for Leicestershire (last updated 19th June 2021). At this time the costs for 'Estate Housing – Generally' is £1,280/m².

Table 6.1 BCIS Costs. £/m ² gross internal floor area						
Rebased to Leicestershire (104; sample 109) £/m2 study. Description: Rate per m2 gross internal floor area for the building Cost including prelims. Last updated: 19-Jun-2021 00:44						
	Mean	Lowest	Lower quartiles	Median	Upper quartiles	Highest
810.1 Estate housing						
810.11 Estate housing detached	1,716	997	1,284	1,463	1,728	4,601
810.12 Estate housing semi detached						
Generally	1,324	785	1,139	1,297	1,455	2,449
Single storey	1,476	980	1,268	1,454	1,633	2,449
2-storey	1,287	785	1,135	1,264	1,411	2,216
3-storey	1,258	942	1,003	1,235	1,350	1,924
810.13 Estate housing terraced						
Generally	1,368	828	1,131	1,291	1,509	4,128
Single storey	1,540	1,026	1,308	1,449	1,768	2,176
2-storey	1,319	835	1,114	1,266	1,455	2,783
3-storey	1,386	828	1,098	1,291	1,534	2,749
816. Flats (apartments)						
Generally	1,560	773	1,296	1,487	1,759	5,365
1-2 storey	1,476	913	1,258	1,412	1,639	2,636
3-5 storey	1,537	773	1,294	1,476	1,745	3,261

Source: BCIS 23rd June 2021

- 6.3 The LPAs' existing viability studies generally use the BCIS lower quartile cost on larger sites, although some use the median cost.

Table 6.2 Historic Construction Cost Assumptions		
	Date	
Blaby DC	Nov-17	BCIS Lower Q on large sites Median on smaller
Charnwood BC	Feb-21	BCIS Median<74, Lower Q >75
Harborough DC	Aug-17	BCIS Lower Q
Hinckley & Bosworth BC	Jan-14	BCIS Median
Leicester City Council	Dec-19	BCIS Based
Melton BC	May-17	Based in BCIS. Higher cost on < 80 units
NW Leicestershire DC	Jun-16	BCIS median <40, BCIS Lower Q >40
Oadby and Wigston BC	Nov-17	BCIS Mean

Source: Client Group LPA viability assessments

- 6.4 In this report we have based the costs on the BCIS lower quartile costs.

Construction costs: affordable dwellings

- 6.5 The procurement route for affordable housing is assumed to be through construction by the developer and then disposal to a housing association on completion. In the past, when considering the build cost of affordable housing provided through this route, we took the view that it should be possible to make a small saving on the market housing cost figure, on the basis that one might expect the affordable housing to be built to a slightly different specification than market housing. However, the pressures of increasingly demanding standards for housing association properties have meant that for conventional schemes of houses at least, it is no longer appropriate to use a reduced build cost; the assumption is of parity.

Other normal development costs

- 6.6 In addition to the BCIS £/m² build cost figures described above, allowance needs to be made for a range of site costs (roads, drainage and services within the site, parking, footpaths, landscaping and other external costs). Many of these items will depend on individual site circumstances and can only properly be estimated following a detailed assessment of each site. This is not practical within this broad-brush study and the approach taken is in line with the PPG and the Harman Guidance.
- 6.7 Nevertheless, it is possible to generalise. Drawing on experience, and the comments of stakeholders, it is possible to determine an allowance related to total build costs. This is normally lower for higher density than for lower density schemes since there is a smaller area of external works, and services can be used more efficiently. Large greenfield sites would also be more likely to require substantial expenditure on bringing mains services to the site.

6.8 The LPAs' existing viability studies use the following assumptions.

Table 6.3 Historic Site Cost Assumptions		
	Date	
Blaby DC	Nov-17	£2,500 + £15,000/plot
Charnwood BC	Feb-21	5% to 20%
Harborough DC	Aug-17	15%
Hinckley & Bosworth BC	Jan-14	20%
Leicester City Council	Dec-19	15%
Melton BC	May-17	10%
NW Leicestershire DC	Jun-16	12%
Oadby and Wigston BC	Nov-17	15%

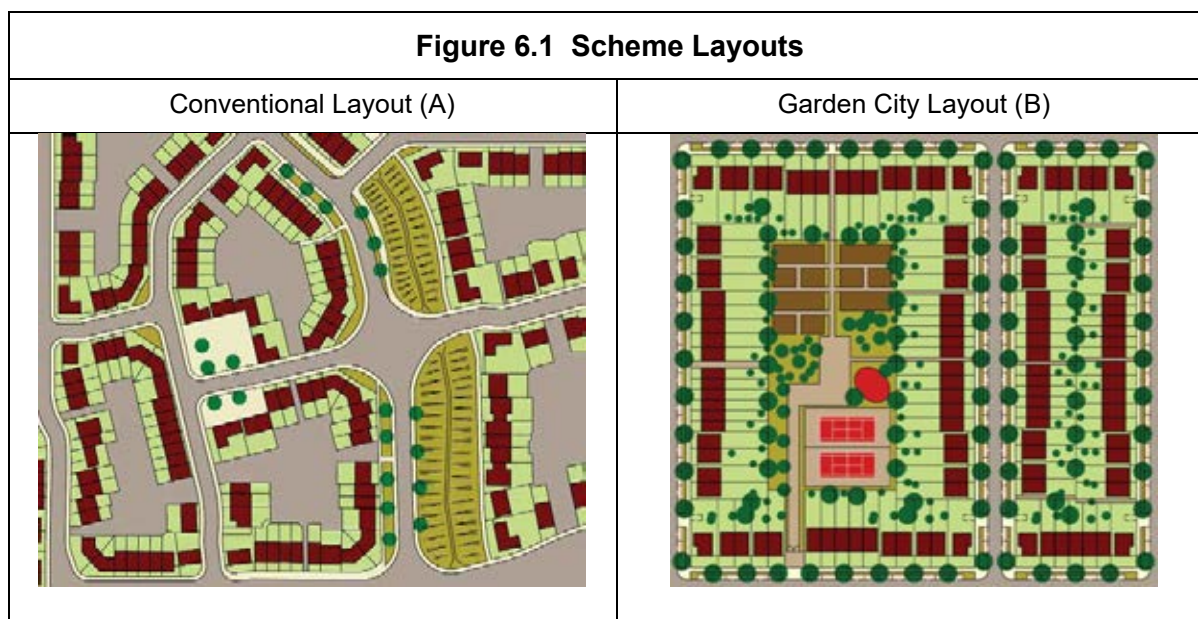
Source: Client Group LPA viability assessments

6.9 In this assessment, an allowance of 15% is used for all the sites.

Garden Town Principles

6.10 The difference between the Garden Town and the conventional approach is in two main parts. The first being the total land requirement and the second being the layout.

6.11 In this assessment the construction costs are based on the BCIS costs. The BCIS costs include the costs of the building but not the costs of services and external works. For this assessment we have had regard to the work carried out by URS (now AECOM) to support the TCPA's *Nothing gained by overcrowding!* paper. In that paper, two 4ha schemes were modelled as per the layouts below (at 2012 prices) to ascertain the estimated site costs. It found that the site costs on the Garden Town scheme, on a per unit basis, are about 65% of the costs on the conventional scheme.



Source: Nothing gained by overcrowding! TCPA 2012

- 6.12 The reason for this is set out in the report as follows (where Scheme A is the Conventional scheme and Scheme B adopts the Garden City principles):

... the real difference between the two approaches becomes apparent when we then take into account the substantially larger plot size of homes in Scheme B. It can be seen that the cost per square metre is more than 40% less for homes in Scheme B, and more than 50% less if one includes a share of the communal open space area. Aside from the adoption of the highway and footways, no additional cost has been included for the long-term management and maintenance of communal areas in either scheme. However, there are significant differences between the two approaches. In Scheme A only 31% of the total area is looked after by the individual property owners or tenants, leaving almost 70% of the area to be maintained by the highway authority or management company. In contrast, in Scheme B the area to be maintained communally is just 39%, and would be reduced to just 24% if the communal gardens were managed directly by the residents.

- 6.13 Under a conventional scheme it is generally assumed that the site costs would be about of 15% of the construction (i.e. BCIS based) costs. The Garden Town principle schemes are assumed to have a site cost of 13%.
- 6.14 A scenario is tested on the largest sites where Garden Town principles are assumed to apply. In this context it is important to note that Garden Town principles normally lead to enhanced values. No premium value is attributed to these sites.

Abnormal development costs

- 6.15 The treatment of abnormals was considered at Gedling Council's Examination in Public. There is an argument, as set out in Gedling²⁷, that it may not be appropriate for abnormals to be built into appraisals in a high-level study of this type. Councils should not plan for the worst-case option – rather for the norm. For example, if two similar sites were offered to the market and one was previously in industrial use with significant contamination, and one was 'clean' then the landowner of the contaminated site would have to take a lower land receipt for the same form of development due to the condition of the land. The Inspector said:

... demolition, abnormal costs and off site works are excluded from the VA, as the threshold land values assume sites are ready to develop, with no significant off site secondary infrastructure required. While there may be some sites where there are significant abnormal construction costs, these are unlikely to be typical and this would, in any case, be reflected in a lower threshold land value for a specific site. In addition such costs could, at least to some degree, be covered by the sum allowed for contingencies.

- 6.16 In some cases, where the site involves redevelopment of land which was previously developed, there is the potential for abnormal costs to be incurred. Abnormal development costs might include demolition of substantial existing structures; flood prevention measures at waterside locations; remediation of any land contamination; remodelling of land levels; and so on.
- 6.17 The LPAs' existing viability studies use the following assumptions.

Table 6.4 Historic Abnormal Cost Assumptions		
	Date	
Blaby DC	Nov-17	
Charnwood BC	Feb-21	£123,550/ha clearance on brownfield
Harborough DC	Aug-17	
Hinckley & Bosworth BC	Jan-14	
Leicester City Council	Dec-19	5% on brownfield
Melton BC	May-17	10%
NW Leicestershire DC	Jun-16	
Oadby and Wigston BC	Nov-17	

Source: Client Group LPA viability assessments

²⁷ REPORT TO GEDLING BOROUGH COUNCIL, THE PLANNING INSPECTORATE REF PINS/N3020/429/4, MAY 2015

- 6.18 In this assessment, no additional allowance is made for abnormal costs. Abnormal costs will be reflected in land value. Those sites that are less expensive to develop will command a premium price over and above those that have exceptional or abnormal costs.

Fees

- 6.19 The LPAs' existing viability studies use the following assumptions.

Table 6.5 Historic Contingency Assumptions		
	Date	
Blaby DC	Nov-17	6%
Charnwood BC	Feb-21	7%
Harborough DC	Aug-17	8%
Hinckley & Bosworth BC	Jan-14	5%
Leicester City Council	Dec-19	8%
Melton BC	May-17	6%
NW Leicestershire DC	Jun-16	6%
Oadby and Wigston BC	Nov-17	12%

Source: Client Group LPA viability assessments

- 6.20 Professional fees are assumed to amount to 8% of build costs. Additional allowance is made for the planning application fee, acquisition costs, sales (disposal) fees and fees in relation to finance.

Contingencies

- 6.21 For previously undeveloped and otherwise straightforward sites, a contingency of 2.5% (calculated on the total build costs, including abnormal costs) has been allowed for, with a higher figure of 5% on more risky types of development, previously developed land. So, the 2.5% figure was used on the sites in this assessment.

CIL and S106 Contributions

- 6.22 None of the LPAs in Leicestershire have adopted CIL. The core purpose of this study is to test deliverability of the potential strategic sites. A key element of this is their ability to bear developer contributions. At this stage these have not been assessed on a site by site basis. A base assumption of £15,000/unit is assumed and a range of up to £40,000/unit have been tested.

Financial and Other Appraisal Assumptions

VAT

- 6.23 It has been assumed throughout, that either VAT does not arise, or that it can be recovered in full.

Interest rate

- 6.24 The appraisals assume 6.5% pa for debit balances. This may seem high given the very low base rate figure (0.1% June 2021), but reflects banks' view of risk for housing developers in the present situation. In the residential appraisals we have prepared a simple cashflow to calculate interest.
- 6.25 6.5% was in line with Treasury assumptions (5% to 7%). In this context the major housebuilders report the following in their 2019 Annual Reports:
- a. Persimmon - Base plus 1% to 3.25% and LIBOR plus 0.9%²⁸.
 - b. Barratt - Weighted Average (excluding fees) of 2.8%²⁹.
 - c. Vistry (Bovis, Galliford Try and Linden Homes) - LIBOR plus 165-255bsp. USPP Loan 4.03%³⁰.
 - d. Redrow - 2.3%³¹

Developers' return

- 6.26 An allowance needs to be made for developers' profit / return and to reflect the risk of development. Neither the NPPF, nor the CIL Regulations, nor the CIL Guidance provide useful guidance in this regard so, in reaching this decision, the RICS's *'Financial Viability in Planning'* (August 2012), the Harman Guidance *Viability Testing Local Plans, Advice for planning practitioners* (June 2012), and the HCA's Economic Appraisal Tool have been referred to. None of these documents are prescriptive, but they do set out some different approaches.
- 6.27 Paragraph 10-018-20180724 of the updated PPG says:

How should a return to developers be defined for the purpose of viability assessment?

Potential risk is accounted for in the assumed return for developers at the plan making stage. It is the role of developers, not plan makers or decision makers, to mitigate these risks. The

²⁸ Page 150.

²⁹ Page 172.

³⁰ Page 139.

³¹ Page 120.

cost of complying with policy requirements should be accounted for in benchmark land value. Under no circumstances will the price paid for land be relevant justification for failing to accord with relevant policies in the plan.

For the purpose of plan making an assumption of 15-20% of gross development value (GDV) may be considered a suitable return to developers in order to establish the viability of plan policies. Plan makers may choose to apply alternative figures where there is evidence to support this according to the type, scale and risk profile of planned development. A lower figure may be more appropriate in consideration of delivery of affordable housing in circumstances where this guarantees an end sale at a known value and reduces risk. Alternative figures may also be appropriate for different development types.

6.28 The LPAs' existing viability studies use the following assumptions.

Table 6.6 Historic Developers' Return Assumptions				
	Date	Market Housing	Affordable Housing	Non-Residential
Blaby DC	Nov-17	20%	6%	
Charnwood BC	Feb-21	20%	6%	
Harborough DC	Aug-17	20%	6%	
Hinckley & Bosworth BC	Jan-14	20%		
Leicester City Council	Dec-19	17.50%	17.50%	15%
Melton BC	May-17	20%	6%	
NW Leicestershire DC	Jun-16	20%	20%	
Oadby and Wigston BC	Nov-17	20%	6%	

Source: Client Group LPA viability assessments

6.29 In deciding which option to adopt, it is important to note that the intention is not to re-create any particular developer's business model. Different developers will always adopt different models and have different approaches to risk.

6.30 This is a high-level study where it is necessary and proportionate to take a relatively simplistic approach, so, rather than apply a differential return (either site by site, or split between market and affordable housing), it is appropriate to make some broad assumptions.

6.31 In this assessment, the developers' return is assessed as 20% of the value of market housing, being in the middle of the suggested range, and as 6% of the value of affordable housing.

Phasing and timetable

6.32 A pre-construction period of twelve months is assumed for all of the sites. Each dwelling is assumed to be built over a nine-month period. The phasing programme for an individual site will reflect market take-up and would, in practice, be carefully estimated taking into account the site characteristics and, in particular, the size and the expected level of market demand. The rate of delivery will be an important factor when the Councils are considering the allocation of sites so as to manage the delivery of housing and infrastructure. Two aspects are relevant,

firstly the number of outlets that a development site may have, and secondly the number of units that an outlet may deliver.

- 6.33 On the whole, it is assumed a maximum, per outlet, delivery rate of 50 units per year. On a site with 30% affordable housing this equates to about 35 market units per year. These assumptions are conservative and do, properly, reflect current practice. This is the appropriate assumption to make to be in line with the PPG and Harman Guidance.

Site Acquisition and Disposal Costs

Acquisition costs

- 6.34 An allowance 1.5% for acquisition agents' and legal fees is made. Stamp duty is calculated at the prevailing rates.

Disposal costs

- 6.35 The LPAs' existing viability studies use the following assumptions.

Table 6.7 Historic Sales Cost Assumptions		
	Date	
Blaby DC	Nov-17	3%
Charnwood BC	Feb-21	4.25%
Harborough DC	Aug-17	4.50%
Hinckley & Bosworth BC	Jan-14	3%
Leicester City Council	Dec-19	3.50%
Melton BC	May-17	3.50%
NW Leicestershire DC	Jun-16	3%
Oadby and Wigston BC	Nov-17	3%

Source: Client Group LPA viability assessments

- 6.36 For the market and the affordable housing, sales and promotion and legal fees are assumed to amount to some 3.5% of receipts. For disposals of affordable housing these figures can be reduced significantly depending on the category so in fact the marketing and disposal of the affordable element is probably less expensive than this.

7. Planning Policy Requirements

- 7.1 It is important that the assessment of viability is made in the context of the local planning policy. A review of the following current adopted plans has been undertaken:

Table 7.1 Adopted Local Plans		
	Plan	Date
Blaby DC	Local Plan (Core Strategy) DPD	Feb-13
Charnwood BC	Local Plan 2011 - 2028 Core Strategy Adopted	Nov-15
Harborough DC	Local Plan 2011-2031	Apr-19
Hinckley & Bosworth BC	Core Strategy	Dec-09
Leicester City Council	Core Strategy	Jul-14
Melton BC	Local Plan 2011-2036	Oct-18
NW Leicestershire DC	Local Plan	Nov-17
Oadby and Wigston BC	Local Plan 2011 – 2031	Apr-19

Source: Client Group LPAs

- 7.2 It is appreciated that some of the Plans are somewhat dated and are under review. Further, some of the policies have been overtaken or superseded by changes in national policy. Where national policy has developed, the current or emerging position is assumed to apply.

Density and Open Space Requirements

- 7.3 Density and net gross assumptions are as provided to us by AECOM and are based a 50% net developable area and a density of 35 units per ha.
- 7.4 Several Plans specify open space requirements. It is assumed that these can be achieved within the net / gross assumptions used in the modelling.

Affordable Housing

- 7.5 The adopted affordable housing requirements vary across the Councils' areas:

Table 7.2 Adopted Affordable Housing Requirements			
	Policy	Requirement	Mix
Blaby District Council	CS7	25% on sites of 15+	Not stated
Charnwood Borough Council	CS3	30% on sites of 10+	Informed by SHMA
Harborough District Council	H2	40% on sites of 10+	75% to rent / 25% Low cost home ownership
Hinckley & Bosworth Borough Council	15	20% on urban extensions / 40% in rural areas	75% social rented / 25% intermediate housing
Leicester City Council	CS 7	15 % in Strategic Regeneration Area; 30 % in South East & Ashton Green; 20 % elsewhere	Informed by SHMA
Melton Borough Council	C4	5% to 40%	Not specified
North West Leicestershire District Council	H4	<u>Greenfield</u> :- Ashby de la Zouch 30%; Castle Donington 30%; Coalville Urban Area 20%; Ibstock 20%; Kegworth 30%; Measham 30%; All other settlements 30% 11 or more dwellings OR 1,000sqm (gross) floor space. <u>PDL</u> :- Ashby de la Zouch 15%; Castle Donington 5%; Coalville Urban Area 5%; Ibstock 5%;Kegworth 5%; Measham 15%;All other settlements 5%;	To reflect need
Oadby and Wigston Borough Council	13	Oadby – 30 per cent of the total number of units - Wigston (including Kilby Bridge) – 20 per cent of the total number of units - South Wigston – 10 per cent of the total number of units	80% Affordable Rent, 20% Shared Ownership

Source: Local Plans

- 7.6 Bearing in mind the high-level nature of this study, the base appraisal assumes 30% affordable housing with 10% affordable home ownership and 25% of the affordable housing as First Homes. A range of other requirements are tested against different levels of developer contribution.

Housing Mix

- 7.7 The Leicester and Leicestershire Authorities and the Leicester and Leicestershire Enterprise Partnership HEDNA Main Report (GL Hearn January 2017) recommended the following mixes of housing across the County:

Table 7.3 Recommended Housing Mix				
	1-bed	2-bed	3-bed	4+ bed
Market	0-10%	25-35%	45-55%	10-20%
Social/Affordable Rented	35-40%	25-30%	25-30%	5-10%
Intermediate/Starter Homes	15-20%	50-55%	25-30%	0-5%

Source: Page 132, Leicester and Leicestershire Authorities and the Leicester and Leicestershire Enterprise Partnership HEDNA Main Report (GL Hearn January 2017)

- 7.8 The HEDNA breaks this down by LPA area, however as this is a high level, county-wide study, this is assumed to apply across the area. As this is the most up to date evidence this is assumed to apply in preference to housing mixes which are specified in individual Plans.

Infrastructure Funding

- 7.9 All of the Plans include requirements for the provision of infrastructure. None of the LPAs in Leicestershire have adopted CIL.
- 7.10 The core purpose of this study is to test deliverability of the potential strategic sites. A key element of this is their ability to bear developer contributions. At this stage these have not been assessed. A range of up to £40,000/unit have been tested.

Biodiversity Net Gain

- 7.11 Several of the Plans include policies for the conservation of biodiversity and in some cases improvements to biodiversity. This is an area that has been superseded by national standards. None of the Councils are currently requiring more than a 10% increase.
- 7.12 As set out earlier in this report, it is assumed that the requirement for 10% Biodiversity Net Gain, as required by the Environment Bill is assumed to apply in the base appraisals. Within the current iteration of the Bill, it is anticipated that all consented developments (with a few exceptions), will be mandated to deliver a Biodiversity Net Gain of 10% as against the measured baseline position using the evolving Defra metric.
- 7.13 The requirement is that developers ensure habitats for wildlife are enhanced and left in a measurably better state than they were pre-development. They must assess the type of habitat and its condition before submitting plans, and then demonstrate how they are improving biodiversity – such as through the creation of green corridors, planting more trees, or forming local nature spaces.
- 7.14 Green improvements on-site would be preferred (and expected), but in the rare circumstances where they are not possible, developers will need to pay a levy for habitat creation or improvement elsewhere.

- 7.15 The costs of this type of intervention are modest and will be achieved through the use of more mixed planting plans, that use more locally appropriate native plants. To a large extent the costs of grass seeds and plantings will be unchanged. More thought and care will however go into the planning of the landscaping. There will be an additional cost of establishing the baseline 'pre-development' situation as a survey will need to be carried out.
- 7.16 The Government's impact assessment³² suggests an average cost in the region of £20,000/ha, (including fees) for residential development and £15,000/ha (including fees) for non-residential development. This would represent an increase in the site costs of about 0.66%³³.
- 7.17 This is assumed to apply.

Nationally Described Space Standards

- 7.18 In March 2015 the Government published *Nationally Described Space Standard – technical requirements*. This says

This standard deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.

- 7.19 The following unit sizes are set out³⁴:

³² Table 14 and 15 *Biodiversity net gain and local nature recovery strategies: impact Assessment*. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/839610/net-gain-ia.pdf

³³ These costs are equivalent to the additional 1% build cost as set out in Table 19 of *Biodiversity net gain and local nature recovery strategies: impact Assessment*.

³⁴

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/524531/160519_Nationally_Described_Space_Standard____Final_Web_version.pdf

Table 7.4 National Space Standards. Minimum gross internal floor areas and storage (m²)					
number of bedrooms	number of bed spaces	1 storey dwellings	2 storey dwellings	3 storey dwellings	built-in storage
1b	1p	39 (37)*			1
	2p	50	58		1.5
2b	3p	61	70		2
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4
	8p	125	132	138	

Source: Table 1, Technical housing standards – nationally described space standard (March 2015)

7.20 In this study the units are assumed to be in excess of these National Space Standards.

Accessible and Adaptable Standards

7.21 In addition to the above, it is assumed that all new homes be built to Part M4 – Category 2 of Building Regulations (accessibility and adaptability). The additional costs of the standards (as set out in the draft Approved Document M amendments included at Appendix B4) are set out in the table below. The key features of the 3 level standard (as summarised in the DCLG publication *Housing Standards Review – Cost Impacts* (EC Harris, September 2014)), reflect accessibility as follows:

- Category 1 – Dwellings which provide reasonable accessibility
- Category 2 – Dwellings which provide enhanced accessibility and adaptability
- Category 3 – Dwellings which are accessible and adaptable for occupants who use a wheelchair.

- 7.22 The cost a wheelchair adaptable dwelling based on the Wheelchair Housing Design Guide for a 3 bed house, is taken to be £10,111 per dwelling³⁵. The cost of Category 2 is taken to be £521³⁶ (this compares with the £1,097 cost for the Lifetime Homes Standard).
- 7.23 We have assumed all homes are built to Part M4(2) at a cost of £623per unit³⁷.

Water efficiency standards – exceeding minimum requirements of the Building Regulations

- 7.24 It is assumed that these will apply. The costs are modest, likely to be less than £100/dwelling³⁸.

Flood Risk

- 7.25 It is anticipated that the new development will be required to incorporate Sustainable Urban Drainage Schemes (SUDS).
- 7.26 SUDS and the like can add to the costs of a scheme – although in larger projects these can be incorporated into public open space. It is assumed that on larger greenfield sites, of the type planned, that SUDS will be incorporated into the green spaces, and be delivered through soft landscaping within the wider site costs.

Zero Carbon

- 7.27 There is an area where national policy has developed, and is continuing to develop as part of the response to the 'Climate Emergency' that some councils have declared.
- 7.28 There are a wide range of ways of lowering the greenhouse gas emissions on a scheme, although these do alter depending on the nature of the specific project. These can include simple measures around the orientation of the building, and measures to enable natural ventilation, through to altering the fundamental design and construction. Following the 2019

³⁵ Paragraph 153 *Housing Standards Review – Final Implementation Impact Assessment* (DCLG, March 2015).

³⁶ Paragraph 157 *Housing Standards Review – Final Implementation Impact Assessment* (DCLG, March 2015).

³⁷ BCIS General Build Cost Index. March 2015 318.0, June 2021 380.4 = 19.62%.

³⁸ Table 26 – Water standards costs summary, 'DCLG publication Housing Standards Review – Cost Impacts' (EC Harris, September 2014).

Consultation³⁹, the Government has announced that it plans to introduce the Future Homes Standard Option 2 through changes to Building Regulations.

- a. **Option 2 - 'Fabric plus technology'**. This would be a 31% reduction in CO₂ from new dwellings, compared to the current standards. This option is likely to encourage the use of low-carbon heating and/or renewables. The performance standard is based on the energy and carbon performance of a home with:
- i. an increase in fabric standards (but not as high an increase as in Option 1, likely to have double rather than triple glazing)
 - ii. a gas boiler
 - iii. a waste water heat recovery system.
 - iv. Photovoltaic panels

Meeting the same specification would add £4847 to the build-cost of a new home and would save households £257 a year on energy bills. The estimated impact on housebuilding is discussed in the impact assessment.

- 3.10. The option 2 specification would give a CO₂ saving of only 22% for flats due to the standard including solar panels and flats having a smaller roof area per home. The additional cost per flat is also less at £2256.
- 3.11. In practice, we expect that some developers would choose less costly ways of meeting the option 2 standard, such as putting in low-carbon heating now. This would cost less than the full specification, at £3134 for a semi-detached house.

- 7.29 These costs have been indexed. Approximately, Option 2 would add about 2.8%⁴⁰ to the base cost of construction and is assumed to apply. It is timely to note that building to higher standards that result in lower running costs does result in higher values⁴¹.
- 7.30 It is useful to consider the costs of car charging infrastructure. This can be costly. A cost of £976/unit⁴² has been modelled, although it is important to note that this is for a full installation. The fitting of a 33amp fused spur, to a convenient location, for the later installation of a charger by the householder would be a minimal cost⁴³.

³⁹ The Future Homes Standard 2019 Consultation on changes to Part L (conservation of fuel and power) and Part F (ventilation) of the Building Regulations for new dwellings (MHCLG, October 2019).

⁴⁰ £3,134 x 4.97% = £3,158. £3,290/84m² = £39/m². £39/m² / £1,264 = 2.8%

⁴¹ See *EPCs & Mortgages, Demonstrating the link between fuel affordability and mortgage lending* as prepared for Constructing Excellence in Wales and Grwp Carbon Isel / Digarbon Cymru (funded by the Welsh Government) and completed by BRE and *An investigation of the effect of EPC ratings on house prices* for Department of Energy & Climate Change (June 2013.)

⁴² Paragraph 9 Electric Vehicle Charging in Residential and Non-Residential Buildings (DfT, July 2019).

⁴³ We take this opportunity to comment in relation to EV charging points. This is an area where there is not industry standardisation (Audi cannot use a Tesla point etc), so we would suggest that rather than requiring developers to install charging points, a more pragmatic approach would be to require a 33amp fused spur to be provided to a convenient point for the householder to install the appropriate unit in due course.

8. Modelled Sites

- 8.1 In the previous chapters the general assumptions used in the development appraisals are set out. In this chapter we have set out the modelling. We stress that this is a high level and broad-brush study that is seeking to capture the generality rather than the specific. The purpose is to establish the viability of the sites identified through the Assessment of the Strategic Development Opportunities. It is not the purpose of this study to assess the viability of the development of specific sites.
- 8.2 To make an assessment of the deliverability of the sites, we have considered the high-level constraints that have been identified by AECOM and modelled a set of sites that are representative as follows:
- a. Density based on 35 units per net ha.
 - b. A net developable area of 50%.
 - c. Typologies of 1,000, 2,000, 5,000, 7,500 and 10,000 units are tested, with the three larger typologies tested with Garden Town Principles.
 - d. A blended housing mix informed by the Councils' SHMAs.
- 8.3 Specifically, we looked at the sites' ability to bear affordable housing requirements and to contribute towards the costs of infrastructure under the CIL/s106 regime.

Modelled Development Sites

- 8.4 The sites have been assessed through modelling typologies. This approach is in line with the Guidance. Eight representative sites have been modelled as this would fully cover the range of the potential sites. The analysis is based on 4 price areas as set out in Chapter 4 above. These price areas cross the Councils' administrative boundaries and are therefore subject to differing affordable housing policy requirements – 30% affordable housing is assumed across the sites. The following matrix shows the options tested:

Table 8.1 Distribution of Typologies					
Price Area	Site size (units)				
	1,000	2,000	5,000	7,500	10,000
Adjacent to Leicester The values around Leicester vary from site to site and are rather higher to the north of the City (although few of the potential sites are to the north). This includes the sites along the M69 to the east of Hinkley and the Whetstone Pastures sites.	B O&A	B H O&A	B C H H&B	B H	H
North East Leicestershire The area between the A6 and A47 to the northeast of the city. This includes all of Melton District and much of the north of Charnwood, and the northeast corner of Harborough.	NW	C M NWL	C M	M	
South Leicestershire The area to the south of the city, from the A47, to and including Lutterworth and Market Harborough,	H	H	H		
West Leicestershire The area from and including Hinkley and the A6. This excludes development sites associated with Ashby-de-la-Zouc.	H&B NWL	H&B NWL	H&B NWL	H&B	
Ashby-de-la-Zouch and Adjacent This area is the higher value area around the town (which is assumed to have similar values to North East Leicestershire) but is geographically within the West of Leicestershire area.		NWL			

Source: HDH. Key: B= Blaby DC, C = Charnwood BC, H = Harborough DC, H&B = Hinckley & Bosworth BC, L = Leicester City Council, M = Melton BC, NWL = NW Leicestershire DC, O&W = Oadby and Wigston BC

- 8.5 We acknowledge that modelling cannot be totally representative, however the aim of this work is to inform the development of policy rather than assess the effects of viability on specific development sites. This will enable the Councils to assess the viability of the potential emerging areas for development that have passed the initial suitability tests, and thus inform the continued plan-making process.
- 8.6 We have set out the main characteristics of the modelled sites in the table below.

Table 8.2 Site Modelling Assumptions

		Units	Area Ha			Density Units/ha		Density m2/ha
			Gross	Net		Gross	Net	
1	1,000 Conventional	1,000	57.14	28.57	50.00%	17.50	35.00	3,133
2	2,000 Conventional	2,000	114.29	57.14	50.00%	17.50	35.00	3,133
3	5,000 Conventional	5,000	285.71	142.86	50.00%	17.50	35.00	3,133
4	7,500 Conventional	7,500	428.57	214.29	50.00%	17.50	35.00	3,134
5	10,000 Conventional	10,000	571.43	285.71	50.00%	17.50	35.00	3,133
6	5,000 Garden Town	5,000	285.71	142.86	50.00%	17.50	35.00	3,133
7	7,500 Garden Town	7,500	428.57	214.29	50.00%	17.50	35.00	3,134
8	10,000 Garden Town	10,000	571.43	285.71	50.00%	17.50	35.00	3,133

Source: HDH 2021

9. Appraisal Results

- 9.1 At the start of this chapter, it is important to stress that the results of the appraisals do not, in themselves, determine what land the Councils may or may not allocate for development. The results of this study are one of a number of factors that the Councils will consider, including other available evidence, such as the Councils' track record in delivering affordable housing and collecting payments under s106. The purpose of the appraisals is to provide an indication of the viability of different types of site in different areas under different scenarios. In due course, the Councils will take a view as to whether or not to proceed with the various potential allocations.
- 9.2 The appraisals use the residual valuation approach – that is, they are designed to assess the site value after taking into account the costs of development, the likely income from sales and/or rents and an appropriate amount of developer's profit. The payment would represent the sum paid in a single tranche on the acquisition of a site. In order for the proposed development to be described as viable, it is necessary for this value to exceed the EUV.
- 9.3 In order to assist the Councils, we have run several sets of appraisals, the main output is the Residual Value. The Residual Value is calculated using the formula set out in Chapter 2 above. The initial appraisals are based on the assumptions set out in the previous chapters of this report, including the affordable housing requirements set out in the Councils' policies. We have run further sets of appraisals assuming a range of developer contributions and then higher levels of developer contribution, as this will be useful in helping the Councils to understand the various options available to them.
- 9.4 As set out above, for each development type we have calculated the Residual Value and compared it to the Benchmark Land Value (BLV). The BLV is the EUV 'plus' as set out towards the end of Chapter 5 above. In the tables in this chapter we have colour coded the results using a simple traffic light system:
- Green** **Viable** – where the Residual Value per hectare exceeds the indicative BLV per hectare (being the EUV plus the appropriate uplift to provide a competitive return for the landowner).
- Amber** **Marginal** – where the Residual Value per hectare exceeds the EUV, but not the BLV per hectare. These sites should not be considered as viable when measured against the test set out – however depending on the nature of the site and the owner may come forward.
- Red** **Non-viable** – where the Residual Value does not exceed the EUV.
- 9.5 The results are set out and presented for each site and per hectare to allow comparison between sites. It is important to note that a report of this type applies relatively simple and high-level assumptions that are broadly reflective of an area to make an assessment of viability. The fact that a site is shown as viable does not necessarily mean that it will come forward.

Financial appraisal approach and assumptions

- 9.6 On the basis of the assumptions set out in the earlier chapters, we prepared financial appraisals for each of the modelled residential sites using a bespoke spreadsheet-based financial analysis package. We produced financial appraisals based on the build costs, abnormal costs, and infrastructure costs and financial assumptions for the different options.
- 9.7 As set out in Chapter 4, we have worked to the following price areas:
- a. Adjacent to Leicester - The values around Leicester vary from site to site and are rather higher to the north of the City (although few of the potential sites are to the north). This includes the sites along the M69 to the east of Hinkley and the Whetstone Pastures sites.
 - b. North East Leicestershire - The area between the A6 and A47 to the northeast of the city. This includes all of Melton District and much of the north of Charnwood, and the northeast corner of Harborough.
 - c. South Leicestershire - The area to the south of the city, from the A47, to and including Lutterworth and Market Harborough,
 - d. West Leicestershire - The area from and including Hinkley and the A6. This excludes development sites associated with Ashby-de-la-Zouch.
 - e. Ashby-de-la-Zouch and Adjacent - This area is the higher value area around the town (which is assumed to have similar values to North East Leicestershire) but is geographically within the West of Leicestershire area.
- 9.8 The Adjacent to Leicester, Ashby de la Zouch and North East Leicester areas use the same assumptions so are presented together.
- 9.9 As set out in Chapter 7 above, the affordable housing requirements currently vary from 5% to 40%. Bearing in mind the high-level nature of this study, the base appraisal assumes 30% affordable housing with 10% affordable home ownership and 25% of the affordable housing as First Homes. A range of other requirements are tested against different levels of developer contribution.
- 9.10 The appraisal results set out in **Appendix 5** sets out the ability to deliver up to £40,000/unit of developer contributions, at up to 40% affordable housing.
- 9.11 Before presenting the results, it is timely to note that if the Councils proceed with the inclusion of the large greenfield sites in the future Plans, we suggest a cautious approach as it is not possible to capture the detail of viability (particularly in relation to the infrastructure requirements) of large strategic sites in a high-level study of this type. It would therefore be prudent for the Councils to engage with the developers and landowners before relying on these types of sites in the future. Such an approach would be fully in line with the Harman Guidance that says:

Landowners and site promoters should be prepared to provide sufficient and good quality information at an early stage, rather than waiting until the development management stage. This will allow an informed judgement by the planning authority regarding the inclusion or otherwise of sites based on their potential viability.

- 9.12 In this context we particularly highlight paragraph 10-006 of the PPG:

... It is the responsibility of site promoters to engage in plan making, take into account any costs including their own profit expectations and risks, and ensure that proposals for development are policy compliant. It is important for developers and other parties buying (or interested in buying) land to have regard to the total cumulative cost of all relevant policies when agreeing a price for the land. Under no circumstances will the price paid for land be a relevant justification for failing to accord with relevant policies in the plan....

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- 9.13 In addition, the changes made to the NPPF in July 2021, do suggest that large scale development needs to be looked at in greater detail.

Strategic policies should look ahead over a minimum 15 year period from adoption, to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure. Where larger scale developments such as new settlements or significant extensions to existing villages and towns form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery.

2021 NPPF, Paragraph 22

- 9.14 Whilst the site-specific infrastructure requirements are not yet known (and will not be known for some time) we have summarised the results as follows:

- GREEN.** **High likelihood of being deliverable** – Able to bear at least £25,000/unit in developer contributions. The Councils can have a reasonably high degree of confidence in pursuing these sites.
- AMBER.** **May be deliverable** – Able to bear between £15,000/unit and £25,000/unit in developer contributions. The Councils should be cautious about pursuing these sites without further investigations to quantify the levels of developer contributions.
- RED.** **Unlikely to be deliverable** – Unable to bear up to £15,000/unit in developer contributions. The Councils should be very cautious about pursuing these sites as we would expect such sites to have a greater infrastructure requirement.

- 9.15 These 'rankings' are made on the assumption that there is no outside funding, for example through the Housing Infrastructure Fund (HIF). The reality is that many large housing schemes do receive large amounts of external funding. It is beyond the scope of this viability assessment to make a judgement as to whether or not sites may or may not be eligible and 'win' Government funding. Those sites in the red or amber categories could be enabled through the external funding of infrastructure.

- 9.16 This analysis considers the sites on a consistent basis, where the levels of affordable housing are balanced against the total level of infrastructure contribution. The levels of affordable housing tested include percentages well below the Councils' existing policy requirements. No

differentiation is made as to how developer contributions are made, be they through the s106/s278 regimes or through CIL. How developer contributions are secured is really a secondary consideration to be taken in due course.

Table 9.1 Maximum Developer Contributions by Affordable Housing Requirement

		Affordable Housing	Residual Value										
			0%	5%	10%	15%	20%	25%	30%	35%	40%		
	Site 1	1,000 Conventional	Adj L, A de la Z & NE	40,000	40,000	35,000	30,000	30,000	25,000	20,000	15,000	15,000	
	Site 2	2,000 Conventional	Adj L, A de la Z & NE	35,000	35,000	30,000	25,000	25,000	20,000	15,000	15,000	10,000	
	Site 3	5,000 Conventional	Adj L, A de la Z & NE	30,000	30,000	30,000	20,000	20,000	15,000	10,000	10,000	5,000	
	Site 4	7,500 Conventional	Adj L, A de la Z & NE	30,000	25,000	25,000	20,000	15,000	10,000	10,000	5,000	0	
	Site 5	10,000 Conventional	Adj L, A de la Z & NE	25,000	20,000	20,000	15,000	10,000	10,000	5,000	0	0	
	Site 6	5,000 Garden Town	Adj L, A de la Z & NE	30,000	30,000	25,000	25,000	20,000	20,000	15,000	10,000	5,000	
	Site 7	7,500 Garden Town	Adj L, A de la Z & NE	30,000	30,000	25,000	20,000	20,000	15,000	10,000	5,000	5,000	
	Site 8	10,000 Garden Town	Adj L, A de la Z & NE	40,000	25,000	20,000	15,000	15,000	10,000	5,000	5,000	0	
	Site 9	1,000 Conventional	South	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	35,000	
	Site 10	2,000 Conventional	South	40,000	40,000	40,000	40,000	40,000	40,000	40,000	35,000	30,000	
	Site 11	5,000 Conventional	South	40,000	40,000	40,000	40,000	40,000	40,000	35,000	35,000	25,000	
	Site 12	7,500 Conventional	South	40,000	40,000	40,000	40,000	40,000	40,000	35,000	30,000	25,000	
	Site 13	10,000 Conventional	South	40,000	40,000	40,000	40,000	40,000	35,000	30,000	25,000	20,000	
	Site 14	5,000 Garden Town	South	40,000	40,000	40,000	40,000	40,000	40,000	35,000	35,000	30,000	
	Site 15	7,500 Garden Town	South	40,000	40,000	40,000	40,000	40,000	40,000	35,000	30,000	25,000	
	Site 16	10,000 Garden Town	South	40,000	40,000	40,000	40,000	40,000	35,000	30,000	25,000	20,000	
	Site 17	1,000 Conventional	West	25,000	25,000	20,000	20,000	15,000	15,000	10,000	5,000	5,000	
	Site 18	2,000 Conventional	West	25,000	20,000	20,000	15,000	15,000	10,000	5,000	5,000	0	
	Site 19	5,000 Conventional	West	15,000	15,000	15,000	10,000	10,000	5,000	0	0	0	
	Site 20	7,500 Conventional	West	15,000	15,000	10,000	5,000	5,000	0	0	0	0	
	Site 21	10,000 Conventional	West	10,000	10,000	5,000	5,000	0	0	0	0	0	
	Site 22	5,000 Garden Town	West	20,000	20,000	15,000	10,000	10,000	5,000	5,000	0	0	
	Site 23	7,500 Garden Town	West	15,000	15,000	15,000	10,000	5,000	5,000	0	0	0	
	Site 24	10,000 Garden Town	West	15,000	10,000	10,000	5,000	5,000	0	0	0	0	

Source: HDH 2021

- 9.17 This analysis suggests that some of the potential development sites are likely to be challenging to deliver, but others are likely to be viable. The analysis is based on four broad price areas, so the results are considered on this basis – although the same price assumptions are used for the sites adjacent to Leicester, Ashby de la Zouch and in the North East of the County.
- 9.18 The analysis suggests that sites developed under garden town principles generate a residual value that is about £22,000/ha higher than those developed under conventional estate housing layouts. Having said this, this analysis does not take into account the premium values often associated with garden town principles.

Adjacent to Leicester, Ashby de la Zouch & North East Leicestershire

- 9.19 The analysis shows that the tipping point of development sites being able to bear £25,000 per unit in developer contributions is around 15% affordable housing. The tipping point for being able to bear £15,000 per unit is generally between 20% to 25% affordable housing.
- 9.20 In this area there are several affordable housing targets. What is clear from this analysis is that the development in the Council areas with the higher requirements, for example Harborough (40%), are likely to have to revisit these requirements if the sites are to be taken further.

South Leicestershire

- 9.21 This is the higher value area that includes the higher value towns of Lutterworth and Market Harborough. Development in this area is likely to be able to bear £30,000 per unit in developer contributions and 40% affordable housing so is most likely to be deliverable.
- 9.22 On this basis there is merit taking these sites further into the planning system as they are likely to be able to bear their own infrastructure costs.

West Leicestershire

- 9.23 This is the lowest value area (it excludes development sites associated with Ashby-de-la-Zouch which is assumed to have similar values to North East Leicestershire). As would be expected the results are less good, with most sites able to bear no more than £10,000 per unit in developer contributions at 15% affordable housing.
- 9.24 On this basis it is necessary to be cautious taking these sites in this area further into the planning system as they are less likely to be able to bear their own infrastructure costs.

The Impact of Higher Density

- 9.25 The above analysis assumes 35 units per ha and a net developable area of 50%. Whilst 35 units per ha is in the normal range that we would expect, delivering about 3,135m² of residential floor space per net ha, the assumption of 50% net developable is somewhat less than our normal expectations.

- 9.26 We know from other work undertaken in the County that some strategic sites are being considered in the 60% to 70% net developable area range. A further set of appraisals have been run based on a net developable area of 65%. The following table is directly comparable with Table 9.1 above.

Table 9.2 Maximum Developer Contributions by Affordable Housing Requirement
65% Net Developable Area

			Residual Value													
			Affordable Housing	0%	5%	10%	15%	20%	25%	30%	35%	40%				
Site 1	1,000 Conventional		Adj L, A de la Z & NE	30,000	30,000	30,000	30,000	30,000	30,000	25,000	20,000	20,000				
Site 2	2,000 Conventional		Adj L, A de la Z & NE	30,000	30,000	30,000	30,000	30,000	25,000	20,000	20,000	15,000				
Site 3	5,000 Conventional		Adj L, A de la Z & NE	30,000	30,000	30,000	30,000	25,000	20,000	20,000	15,000	10,000				
Site 4	7,500 Conventional		Adj L, A de la Z & NE	30,000	30,000	30,000	25,000	25,000	20,000	15,000	10,000	10,000				
Site 5	10,000 Conventional		Adj L, A de la Z & NE	30,000	30,000	30,000	20,000	20,000	15,000	10,000	10,000	5,000				
Site 6	5,000 Garden Town		Adj L, A de la Z & NE	30,000	30,000	30,000	30,000	30,000	25,000	20,000	15,000	15,000				
Site 7	7,500 Garden Town		Adj L, A de la Z & NE	30,000	30,000	30,000	25,000	25,000	20,000	15,000	15,000	10,000				
Site 8	10,000 Garden Town		Adj L, A de la Z & NE	30,000	30,000	30,000	25,000	20,000	20,000	15,000	10,000	5,000				
Site 9	1,000 Conventional		South	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000				
Site 10	2,000 Conventional		South	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000				
Site 11	5,000 Conventional		South	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000				
Site 12	7,500 Conventional		South	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000				
Site 13	10,000 Conventional		South	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	25,000				
Site 14	5,000 Garden Town		South	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000				
Site 15	7,500 Garden Town		South	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	35,000				
Site 16	10,000 Garden Town		South	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000				
Site 17	1,000 Conventional		West	30,000	30,000	30,000	25,000	20,000	20,000	15,000	10,000	10,000				
Site 18	2,000 Conventional		West	30,000	25,000	25,000	20,000	20,000	15,000	10,000	10,000	5,000				
Site 19	5,000 Conventional		West	25,000	25,000	20,000	15,000	15,000	10,000	10,000	5,000	0				
Site 20	7,500 Conventional		West	20,000	20,000	20,000	15,000	10,000	10,000	5,000	0	0				
Site 21	10,000 Conventional		West	20,000	15,000	15,000	10,000	10,000	5,000	0	0	0				
Site 22	5,000 Garden Town		West	25,000	25,000	25,000	20,000	15,000	15,000	10,000	10,000	5,000				
Site 23	7,500 Garden Town		West	25,000	20,000	20,000	15,000	15,000	10,000	5,000	5,000	0				
Site 24	10,000 Garden Town		West	20,000	20,000	15,000	15,000	10,000	5,000	5,000	0	0				

Source: HDH 2021

9.27 With a 65% net developable area assumption the results are notable better than with the 50% base assumption.

Adjacent to Leicester, Ashby de la Zouch & North East Leicestershire

- 9.28 The analysis shows that the tipping point of development sites being able to bear £25,000 per unit in developer contributions is around 25% affordable housing, being about 10% higher than with the 50% net developable area assumption. The tipping point for being able to bear £15,000 per unit is generally around 30% affordable housing.

South Leicestershire

- 9.29 Development in this area is likely to be able to bear £30,000 per unit in developer contributions and 40% affordable housing so is most likely to be deliverable.

West Leicestershire

- 9.30 Most sites are able to bear more than £15,000 per unit to £20,000 per unit in developer contributions at 20% affordable housing.

Non-Residential Development

- 9.31 It is anticipated that some of the sites may include significant areas of employment land:
- 9.32 Earlier in this report we have noted that serviced land for commercial development is likely to have a value of £500,000/ha or so. The land in question is all in an existing agricultural use, for which an EUV of £25,000/ha has been assumed. A BLV of £325,000 is assumed (EUV of £25,000 plus £300,000).
- 9.33 On this basis the cost of servicing the land must be less than £165,000 per ha. The costs of the site works on the residential sites are around £300,000/ha, although the costs for employment uses are likely to be somewhat less than this. On this basis we would expect most office and industrial uses to be marginal; this is a finding that is consistent with findings in other Leicestershire (and wider) viability studies.
- 9.34 To a large extent this finding is reflective of the current market, and this is not just an issue here in Leicestershire, a finding supported by the fact that such development is only being brought forward to a limited extent on a speculative basis by the development industry. Where development is coming forward (and it is coming forward), it tends to be from existing businesses for operational reasons, rather than purely for property investment reasons.
- 9.35 It is important to note that the analysis in this report is carried out in line with the Harman Guidance and in the context of the NPPF and PPG. It assumes that development takes place for its own sake and is a goal in its own right. It assumes that a developer buys land, develops it and then disposes of it, in a series of steps with the sole aim of making a profit from the development. As set out in Chapters 2 and 3 above, the Guidance does not reflect the broad range of business models under which developers and landowners operate. Some developers have owned land for many years and are building a broad income stream over multiple properties over the long term. Such developers are able to release land for development at less than the arms-length value at which it may be released to third parties and take a long

term view as to the direction of the market based on the prospects of an area and wider economic factors. The limited development that is coming forward in the area is largely user-led, being brought forward by businesses that will use the eventual space for operational uses, rather than for investment purposes.

10. Summary and Conclusions

- 10.1 This chapter provides a non-technical summary of the overall assessment that can be read on a standalone basis. Having said this, a viability assessment of this type is, by its very nature, a technical document that is prepared to address the very specific requirements of national planning policy. As this is a summary chapter, some of the content of earlier chapters is repeated.
- 10.2 Leicestershire County Council, Blaby District Council, Charnwood Borough Council, Harborough District Council, Hinckley & Bosworth Borough Council, Leicester City Council, Melton Borough Council, North West Leicestershire District Council, Oadby and Wigston Borough Council and the Leicester & Leicestershire Enterprise Partnership (LLEP), have commenced a *Strategic Growth Options and constraints mapping in Leicester & Leicestershire Study* to evaluate the suitability of sites for potential allocation across the Councils' areas. The Strategic Growth Options Study is assessing broad areas for development that will inform the selection of strategic sites in the future.
- 10.3 The study will assist the LPAs in identifying potential strategic housing and employment allocations in their Local Plans and contribute towards meeting development requirements in Leicester and Leicestershire up to 2050.
- 10.4 HDH Planning & Development Ltd (as sub-contractor to AECOM) has been appointed to make an assessment of the deliverability, in terms of viability, of the areas for potential development sites. This assessment is not a plan-wide viability assessment as required by the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (PPG) to assess the deliverability of a local plan. This study is an early piece of viability work to inform discussions between the client group over the direction of development and the options around the delivery of the infrastructure that may be necessary to deliver large new development sites.

Compliance

- 10.5 HDH Planning & Development Ltd is a firm regulated by the Royal Institution of Chartered Surveyors (RICS). As a firm regulated by the RICS it is necessary to have regard to RICS Professional Standards and Guidance. There are two principal pieces of relevant guidance, being the *Financial viability in planning: conduct and reporting RICS professional statement, England (1st Edition, May 2019)* and *Assessing viability in planning under the National Planning Policy Framework 2019 for England, GUIDANCE NOTE* (RICS, 1st edition, March 2021). HDH confirms that the RICS Guidances have been followed in as far as they apply to this assessment.

COVID-19

- 10.6 This update is being carried out during the coronavirus pandemic. There are uncertainties around the values of property and the costs of construction that are a direct result of the

COVID-19 pandemic. It is not the purpose of this assessment to predict what the impact may be and how long the effect will be. We recommend that the Council keeps the assessment under frequent review.

Viability Testing under the 2021 NPPF and Updated PPG

- 10.7 The effectiveness of plans was important under the 2012 NPPF, but a greater emphasis is put on deliverability in the 2021 NPPF. The overall requirement is that *'policy requirements should be informed by evidence of infrastructure and Affordable Housing need, and a proportionate assessment of viability that takes into account all relevant policies, and local and national standards, including the cost implications of the Community Infrastructure Levy (CIL) and section 106.'*
- 10.8 This study is based on typologies that are representative of the sites under consideration. This study is an early piece of viability work to inform discussions between the client group over the direction of development and the options around the delivery of the infrastructure that may be necessary to deliver new development.
- 10.9 The updated PPG sets out that viability should be tested using the Existing Use Value Plus (EUV+) approach:
- To define land value for any viability assessment, a benchmark land value should be established on the basis of the [existing use value \(EUV\)](#) of the land, plus a premium for the landowner. The premium for the landowner should reflect the minimum return at which it is considered a reasonable landowner would be willing to sell their land. The premium should provide a reasonable incentive, in comparison with other options available, for the landowner to sell land for development while allowing a sufficient contribution to comply with policy requirements. Landowners and site purchasers should consider policy requirements when agreeing land transactions. This approach is often called 'existing use value plus' (EUV+).*
- 10.10 The Benchmark Land Value (BLV) is the amount the Residual Value must exceed for the development to be considered viable.

Viability Guidance

- 10.11 There is no specific technical guidance on how to test viability in the 2021 NPPF or the updated PPG, although the updated PPG includes guidance in a number of specific areas. There are several sources of guidance and appeal decisions that support the methodology HDH has developed. This study follows the Harman Guidance. In line with the updated PPG, this study follows the EUV Plus (EUV+) methodology, that is to compare the Residual Value generated by the viability appraisals, with the EUV plus an appropriate uplift to incentivise a landowner to sell. The amount of the uplift over and above the EUV is central to the assessment of viability. It must be set at a level to provide a return to the landowner. To inform the judgement as to whether the uplift is set at the appropriate level, reference is made to the market value of the land both with and without the benefit of planning.
- 10.12 The availability and cost of land are matters at the core of viability for any property development. The format of the typical valuation is:

$$\begin{array}{c}
 \textbf{Gross Development Value} \\
 \text{(The combined value of the complete development)} \\
 \text{LESS} \\
 \textbf{Cost of creating the asset, including a profit margin} \\
 \text{(Construction + fees + finance charges)} \\
 = \\
 \textbf{RESIDUAL VALUE}
 \end{array}$$

- 10.13 The result of the calculation indicates a land value, the Residual Value. The Residual Value is the top limit of what a developer could offer for a site and still make a satisfactory return (i.e. profit).
- 10.14 The 2021 NPPF, the PPG, the CIL Regulations and CIL Guidance are clear that the assessment of viability should, be based on existing available evidence rather than new evidence. The evidence that is available from each Council has been reviewed and formed the starting point of this assessment.

Residential Market

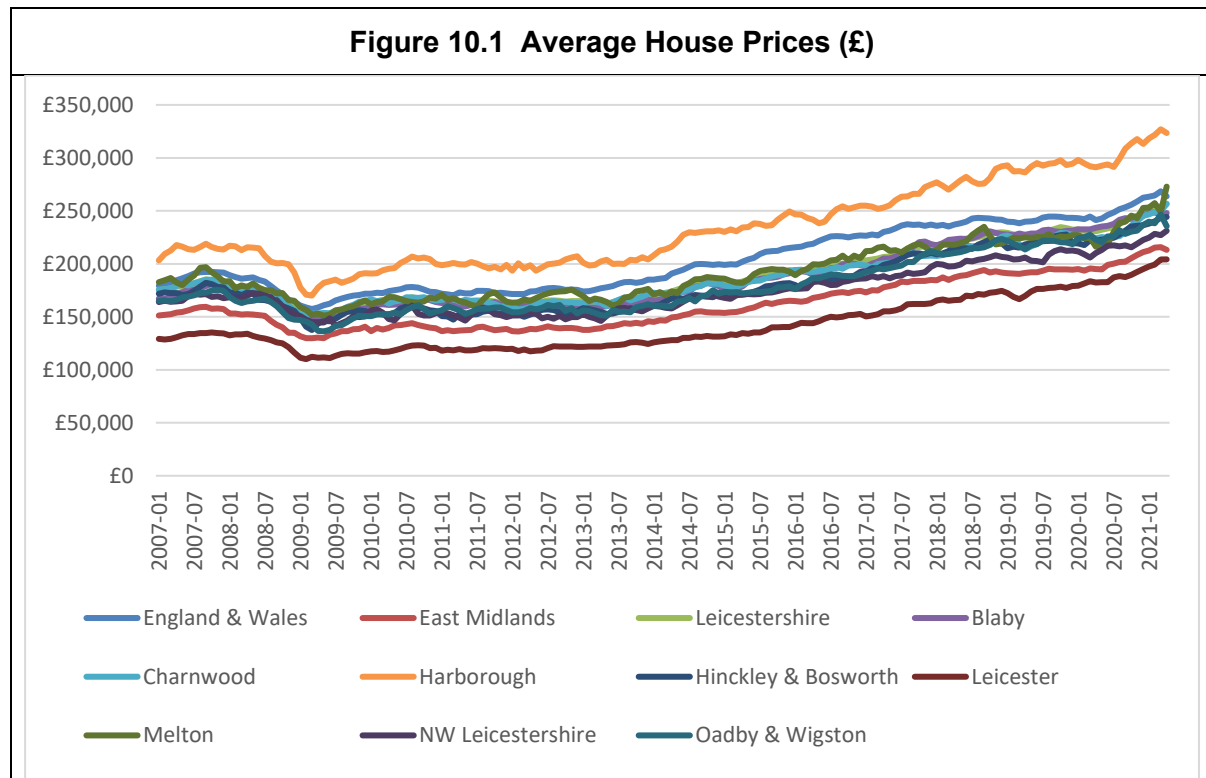
- 10.15 An assessment of the housing market was undertaken.
- 10.16 When ranked across England and Wales, the average house price for the council areas are shown in the following table. To set this in context, the council at the middle of the rank (174 - Ryedale), has an average price of £265,088. In each case, the median price is a little lower than the mean.

Table 10.1 Average Prices by LPA			
	Rank	Average	Median
Harborough	119	£337,878	£299,995
Melton	171	£284,440	£232,000
Charnwood	191	£260,402	£229,725
Blaby	194	£258,762	£230,503
Oadby and Wigston	196	£256,106	£230,000
North West Leicestershire	203	£248,723	£220,000
Hinckley and Bosworth	208	£244,312	£213,000
Leicester	249	£211,382	£190,000
Harborough	119	£337,878	£299,995

Source: HPSSA dataset 12 and HPSSA dataset 9

- 10.17 The housing market peaked late in 2007 and then fell considerably in the 2007/2008 recession during what became known as the 'Credit Crunch'. Average house prices across England and Wales have recovered to their pre-recession peak; however, this is strongly influenced by

London. Prices in England and Wales are now well in excess (about 37%) of the 2007/2008 peak and, as can be seen in the figure below, prices have increased across the County.



Source: Land Registry (June 2021). Contains public sector information licensed under the Open Government Licence v3.0

- 10.18 Harborough has seen the largest percentage increase. Average house prices are generally less than the England and Wales average, except in Harborough where they are more.
- 10.19 As shown above, house prices in the area have seen a significant recovery. A notable characteristic of the data is that the values of newbuild homes are between 20% and 60% more than existing properties, suggesting that care must be taken not to attribute local values to newbuild schemes.

Table 10.2 Newbuild v Existing Average House Prices

	Newbuild	Existing	Difference	
England & Wales	£328,796	£260,563	£68,233	26.2%
East Midlands	£292,664	£209,770	£82,894	39.5%
Leicestershire	£340,932	£240,735	£100,197	41.6%
Blaby	£344,467	£235,504	£108,963	46.3%
Charnwood	£370,410	£235,107	£135,303	57.5%
Harborough	£372,180	£311,077	£61,103	19.6%
Hinckley & Bosworth	£325,385	£225,660	£99,725	44.2%
Leicester	£278,253	£195,089	£83,164	42.6%
Melton	£341,173	£253,230	£87,943	34.7%
NW Leicestershire	£306,808	£214,390	£92,418	43.1%
Oadby & Wigston	£309,058	£232,770	£76,288	32.8%

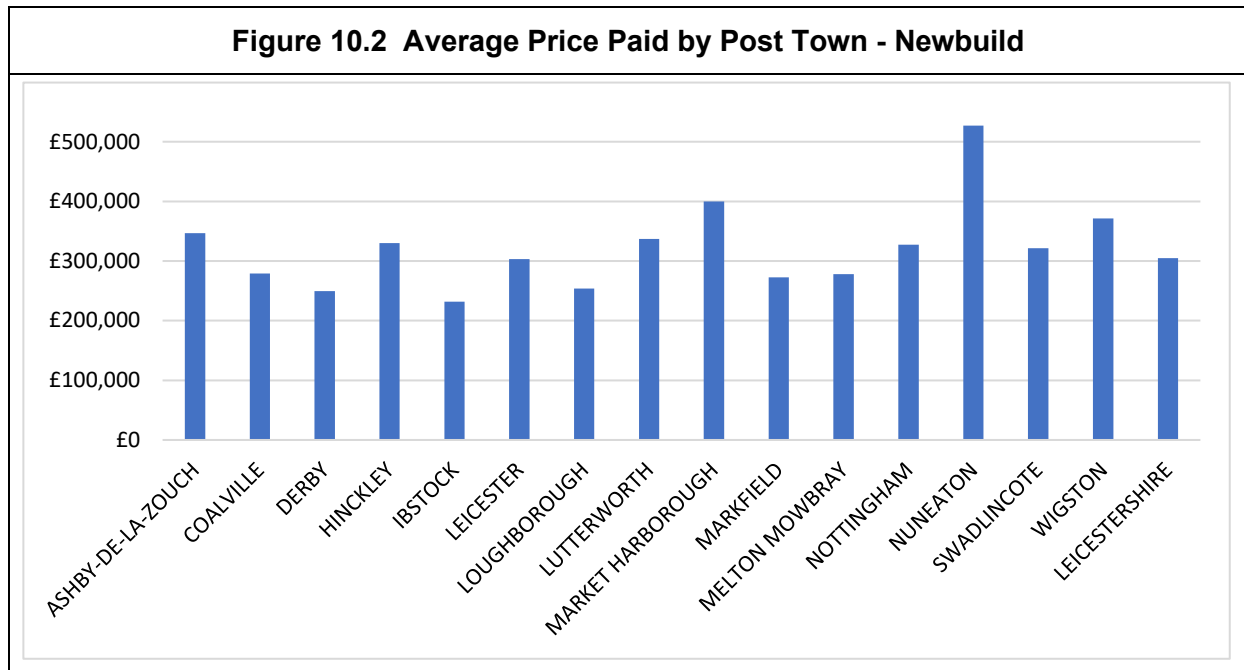
Source: Land Registry (June 2021) Contains public sector information licensed under the Open Government Licence v3.0

10.20 This report is being completed after the United Kingdom left the European Union. It is not possible to predict the impact of leaving the EU, beyond the fact that the UK and the UK economy is in a period of uncertainty.

10.21 A further uncertainty is around the ongoing coronavirus pandemic. There are uncertainties around the values of property that are a direct result of the COVID-19 pandemic. It is not the purpose of this assessment to predict what the impact may be and how long the effect may last. There is anecdotal evidence of an increased demand for larger units (with space for working from home) and with private outdoor space. Conversely, employees in some sectors that have been particularly affected by the coronavirus have found their ability to secure a loan restricted.

The Local Market

10.22 A survey of asking prices across the Council areas was carried out in June 2021. Through using online tools such as rightmove.co.uk and zoopla.co.uk, median asking prices were estimated. The Land Registry publishes data of all homes sold. Across the 8 Council areas, since January 2019, 24,334 home sales are recorded by the Land Registry. Of these 3,401 are newbuild properties. These transactions (as recorded by the Land Registry) are summarised, by the main settlements, as follows.

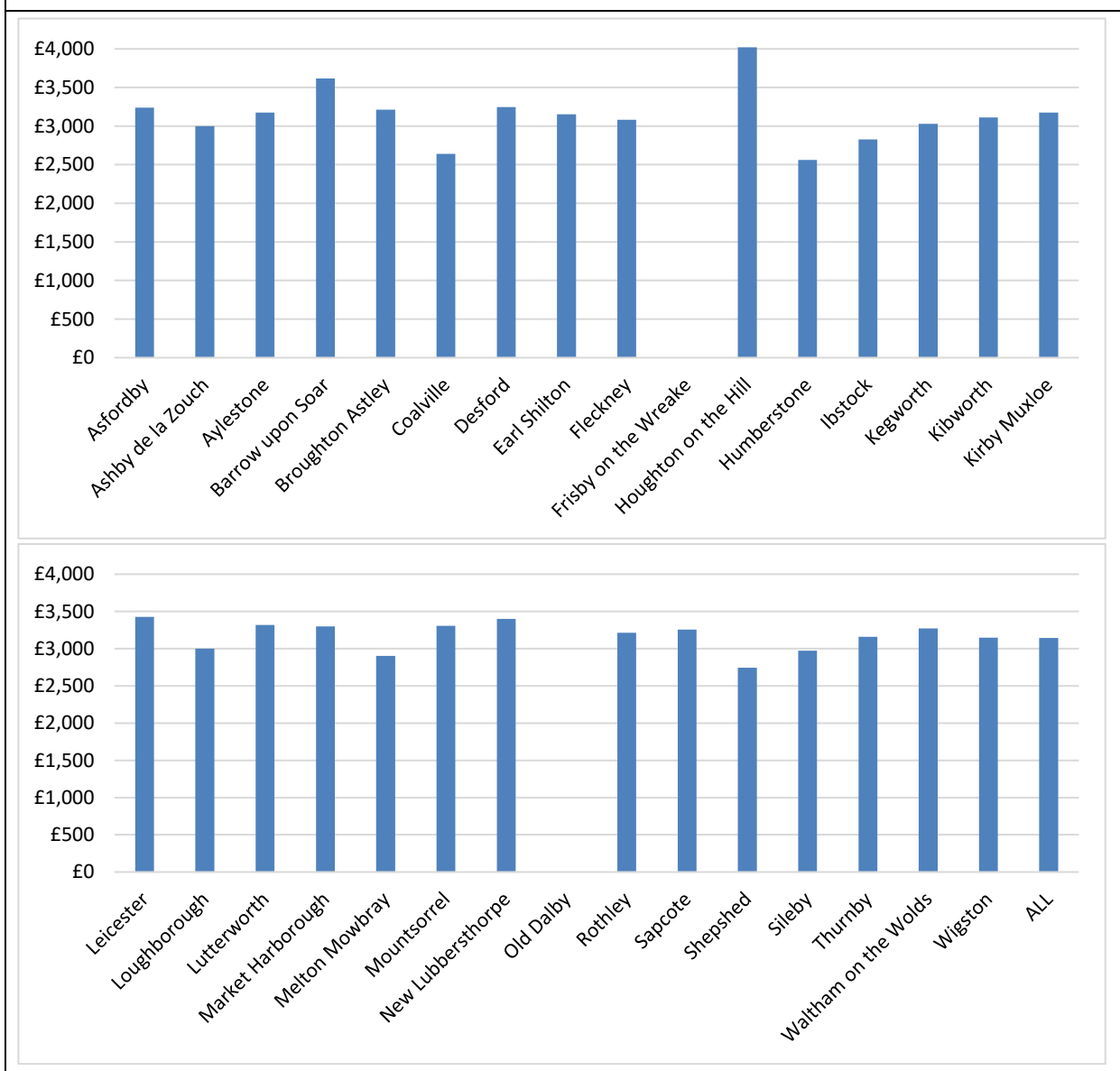


Source: Land Registry (June 2021) Contains public sector information licensed under the Open Government Licence v3.0

10.23 The average price paid is about £304,000 for newbuild homes across the county.

10.24 There were 230 new houses and flats being advertised for sale in the Leicestershire (although on some of these, construction had yet to start). The analysis of these shows that asking prices for newbuild homes vary, very considerably, starting at about £113,000 and going up to about £705,000. The average is just under £350,000.

Figure 10.3 Average Asking Price – Newbuild. £/m²



Source: Market Survey (May 2021)

10.25 Bringing together the evidence, the following price assumptions are used. These assumptions are based on the prices paid, the asking prices from active developments, and informed by the general pattern of all house prices across the study area, and the wider data.

Table 10.3 Value Assumptions	
Area	£/m ²
Adjacent to Leicester The values around Leicester vary from site to site and are rather higher to the north of the City (although few of the potential sites are to the north). This includes the sites along the M69 to the east of Hinkley and the Whetstone Pastures sites.	£3,000
North East Leicestershire The area between the A6 and A47 to the northeast of the city. This includes all of Melton District and much of the north of Charnwood, and the northeast corner of Harborough.	£3,000
South Leicestershire The area to the south of the city, from the A47, to and including Lutterworth and Market Harborough,	£3,500
West Leicestershire The area from and including Hinkley and the A6. This excludes development sites associated with Ashby-de-la-Zouch.	£2,800
Ashby-de-la-Zouch and Adjacent This area is the higher value area around the town (which is assumed to have similar values to North East Leicestershire) but is geographically within the West of Leicestershire area.	£3,000

Source: HDH (2021)

- 10.26 It is important to note that this is a high-level study to test delivery of potential development sites. The values between new developments and within new developments may vary considerably. In a high-level study of the type being undertaken, it is necessary to take a relatively simplistic approach. No premium is applied for Garden Town principles, although we know from work carried out elsewhere such development often achieves higher values.

Affordable Housing

- 10.27 In this study, it is assumed that affordable housing is constructed by the site developer and then sold to a Registered Provider (RP). The following values are used across the area:
- a. Affordable Rent £1,900/m².
 - b. Intermediate Products for Sale 70% of Open Market Value.

Non-Residential Market

- 10.28 This study is concerned with new property that is likely to be purpose built. There is little evidence of a significant variance in price for newer premises more suited to modern business, although very local factors (such as the access to transport network) are important.
- 10.29 As set out earlier, the non-residential elements of the strategic sites are assumed to be of an office or industrial park nature and to be of a relatively large scale. It is difficult to model these in a study of this type as the type of development will not be known until much later in the planning process.

- 10.30 A relatively simple approach is taken, assuming a value of £500,000/ha for serviced land for non-residential development.

Land Values

- 10.31 In this assessment all the land under consideration is agricultural land, The Existing Use Value (EUV) of agricultural land is assumed to be £25,000/ha.
- 10.32 Benchmark Land Values are taken to be the EUV plus £300,000/ha, being more or less in line with the existing approach taken in the Councils' existing studies.

Development Costs

- 10.33 These are the costs and other assumptions required to produce the financial appraisals.

Construction costs

- 10.34 We have based the cost assumptions on the Building Cost Information Service (BCIS) data. The costs are specific to different built forms (flats, houses, offices, etc.) re-based for Leicestershire (last updated 19th June 2021). At this time the costs for 'Estate Housing – Generally' is £1,280/m². The LPAs' existing viability studies generally use the BCIS lower quartile cost on larger sites, although some use the median cost.
- 10.35 In this report we have based the costs on the BCIS lower quartile costs.
- 10.36 In addition to the BCIS £/m² build cost figures described above, allowance needs to be made for a range of site costs (roads, drainage and services within the site, parking, footpaths, landscaping and other external costs). A scale of allowances has been developed for the residential sites, ranging from 5% of build costs for flatted schemes, to 15% for the larger greenfield schemes.
- 10.37 A scenario is tested on the largest sites where Garden Town principles are assumed to apply. In this context it is important to note that Garden Town principles normally lead to enhanced values. No premium value is attributed to these sites.

Abnormal development costs and brownfield sites

- 10.38 In this assessment, no additional allowance is made for abnormal costs. Abnormal costs will be reflected in land value. Those sites that are less expensive to develop will command a premium price over and above those that have exceptional or abnormal costs.

Fees

- 10.39 Professional fees are assumed to amount to 8% of build costs. Additional allowance is made for the planning application fee, acquisition costs, sales (disposal) fees and fees in relation to finance.

Contingencies

- 10.40 For previously undeveloped and otherwise straightforward sites, a contingency of 2.5% (calculated on the total build costs, including abnormal costs) has been allowed for, with a higher figure of 5% on more risky types of development, on previously developed land. So, the 2.5% figure was used on the sites in this assessment.

CIL and S106 Contributions

- 10.41 None of the LPAs in Leicestershire have adopted CIL. The core purpose of this study is to test deliverability of the potential strategic sites. A key element of this is their ability to bear developer contributions. At this stage these have not been assessed. A base assumption of £15,000/unit is assumed and a range of up to £40,000/unit has been tested.

Financial and Other Appraisal Assumptions

- 10.42 The appraisals assume interest of 6.5% p.a. for total debit balances. No allowance is made for equity provided by the developer.

Developers' return

- 10.43 The updated PPG says '*For the purpose of plan making an assumption of 15-20% of gross development value (GDV) may be considered a suitable return to developers in order to establish the viability of plan policies*'. The purpose of including a developers' return figure is not to mirror a particular business model, but to reflect the risk a developer is taking in buying a piece of land, and then expending the costs of construction before selling the property. The use of developers' return in the context of area wide viability testing of the type required by the NPPF and CIL Regulation 14, is to reflect that level of risk.
- 10.44 In this assessment, the developers' return is assessed as 20% of the value of market housing, being in the middle of the suggested range, and as 6% of the value of affordable housing.

Policy Requirements

- 10.45 It is important that the assessment of viability is made in the context of the local planning policy. A review of the following current adopted Plans has been undertaken.
- 10.46 It is apricated that some of the Plans are somewhat dated and are under review. Further, some of the policies have been overtaken or superseded by changes in national policy. Where national policy has developed, the current or emerging position is assumed to apply.

Modelled Development Sites

- 10.47 The sites have been assessed through modelling typologies. This approach is in line with the Guidance. Eight representative sites have been modelled as this would fully cover the range of the potential sites. The analysis is based on 4 price areas as set out above. These price areas cross the Councils' administrative boundaries and are therefore subject to differing

affordable housing policy requirements – 30% affordable housing is assumed across the sites. The following matrix shows the options tested:

10.48 The main characteristics of the modelled sites are set out in the table below.

Table 10.4 Site Modelling Assumptions								
		Units	Area Ha			Density Units/ha		Density
			Gross	Net		Gross	Net	m2/ha
1	1,000 Conventional	1,000	57.14	28.57	50.00%	17.50	35.00	3,133
2	2,000 Conventional	2,000	114.29	57.14	50.00%	17.50	35.00	3,133
3	5,000 Conventional	5,000	285.71	142.86	50.00%	17.50	35.00	3,133
4	7,500 Conventional	7,500	428.57	214.29	50.00%	17.50	35.00	3,134
5	10,000 Conventional	10,000	571.43	285.71	50.00%	17.50	35.00	3,133
6	5,000 Garden Town	5,000	285.71	142.86	50.00%	17.50	35.00	3,133
7	7,500 Garden Town	7,500	428.57	214.29	50.00%	17.50	35.00	3,134
8	10,000 Garden Town	10,000	571.43	285.71	50.00%	17.50	35.00	3,133

Source: HDH 2021

Residential Appraisals

- 10.49 The appraisals use the residual valuation approach – they assess the value of a site after taking into account the costs of development, the likely income from sales and/or rents and a developers' return. The Residual Value represents the maximum bid for the site where the payment is made in a single tranche on the acquisition of a site. In order for the proposed development to be viable, it is necessary for this Residual Value to exceed the Existing Use Value (EUV) by a satisfactory margin, being the Benchmark Land Value (BLV).
- 10.50 Sets of appraisals have been run based on the assumptions provided in this report, including the affordable housing requirement and developer contributions. The Adjacent to Leicester, Ashby de la Zouch and North East Leicester areas use the same assumptions so are presented together. The affordable housing requirements currently vary from 5% to 40%. Bearing in mind the high-level nature of this study, the base appraisal assumes 30% affordable housing with 10% affordable home ownership and 25% of the affordable housing as First Homes. A range of other requirements are tested against different levels of developer contribution.
- 10.51 Before presenting the results, it is timely to note that if the Councils proceed with the inclusion of the large greenfield sites in the future Plans, we suggest a cautious approach as it is not possible to capture the detail of viability (particularly in relation to the infrastructure requirements) of large strategic sites in a high-level study of this type. It would therefore be prudent for the Councils to engage with the developers and landowners before relying on these types of sites in the future. In addition, the changes made to the NPPF in July 2021 suggest that large scale development needs to be looked at in detail.

10.52 The site-specific infrastructure requirements are not yet known (and will not be known for some time) we have summarised the results of the analysis as follows:

- GREEN.** **High likelihood of being deliverable** – Able to bear at least £25,000/unit in developer contributions. The Councils can have a reasonably high degree of confidence in pursuing these sites.
- AMBER.** **May be deliverable** – Able to bear between £15,000/unit and £25,000/unit in developer contributions. The Councils should be cautious about pursuing these sites without further investigations to quantify the levels of developer contributions.
- RED.** **Unlikely to be deliverable** – Unable to bear up to £15,000/unit in developer contributions. The Councils should be very cautious about pursuing these sites as we would expect such sites to have a greater infrastructure requirement.

10.53 These 'rankings' are made on the assumption that there is no outside funding, for example through the Housing Infrastructure Fund (HIF). The reality is that many large housing schemes do receive external funding. It is beyond the scope of this viability assessment to make a judgement as to whether or not sites may or may not be eligible and 'win' Central Government funding. Those sites in the red or amber categories could be enabled through the external funding of infrastructure.

10.54 This analysis considers the sites on a consistent basis, where the levels of affordable housing are balanced against the total level of infrastructure contribution. The levels of affordable housing tested include percentages well below the Councils' existing policy requirements. No differentiation is made as to how developer contributions are made, be they through the s106/s278 regimes (or through CIL).

Table 10.5 Maximum Developer Contributions by Affordable Housing Requirement

		Affordable Housing	Residual Value										
			0%	5%	10%	15%	20%	25%	30%	35%	40%		
	Site 1	1,000 Conventional	Adj L, A de la Z & NE	40,000	40,000	35,000	30,000	30,000	25,000	20,000	15,000	40%	
	Site 2	2,000 Conventional	Adj L, A de la Z & NE	35,000	35,000	30,000	25,000	25,000	20,000	15,000	15,000	15,000	
	Site 3	5,000 Conventional	Adj L, A de la Z & NE	30,000	30,000	30,000	20,000	20,000	15,000	10,000	10,000	10,000	
	Site 4	7,500 Conventional	Adj L, A de la Z & NE	30,000	25,000	25,000	20,000	15,000	10,000	10,000	5,000	5,000	
	Site 5	10,000 Conventional	Adj L, A de la Z & NE	25,000	20,000	20,000	15,000	10,000	10,000	5,000	0	0	
	Site 6	5,000 Garden Town	Adj L, A de la Z & NE	30,000	30,000	25,000	25,000	20,000	20,000	15,000	10,000	5,000	
	Site 7	7,500 Garden Town	Adj L, A de la Z & NE	30,000	30,000	25,000	20,000	20,000	15,000	10,000	5,000	5,000	
	Site 8	10,000 Garden Town	Adj L, A de la Z & NE	40,000	25,000	20,000	15,000	15,000	10,000	5,000	5,000	0	
	Site 9	1,000 Conventional	South	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	35,000	
	Site 10	2,000 Conventional	South	40,000	40,000	40,000	40,000	40,000	40,000	40,000	35,000	30,000	
	Site 11	5,000 Conventional	South	40,000	40,000	40,000	40,000	40,000	40,000	35,000	35,000	25,000	
	Site 12	7,500 Conventional	South	40,000	40,000	40,000	40,000	40,000	40,000	35,000	30,000	25,000	
	Site 13	10,000 Conventional	South	40,000	40,000	40,000	40,000	40,000	35,000	30,000	25,000	20,000	
	Site 14	5,000 Garden Town	South	40,000	40,000	40,000	40,000	40,000	40,000	35,000	35,000	30,000	
	Site 15	7,500 Garden Town	South	40,000	40,000	40,000	40,000	40,000	40,000	35,000	30,000	25,000	
	Site 16	10,000 Garden Town	South	40,000	40,000	40,000	40,000	40,000	35,000	30,000	25,000	20,000	
	Site 17	1,000 Conventional	West	25,000	25,000	20,000	20,000	20,000	15,000	10,000	5,000	5,000	
	Site 18	2,000 Conventional	West	25,000	20,000	20,000	15,000	15,000	10,000	5,000	5,000	0	
	Site 19	5,000 Conventional	West	15,000	15,000	15,000	10,000	10,000	5,000	0	0	0	
	Site 20	7,500 Conventional	West	15,000	15,000	10,000	5,000	5,000	0	0	0	0	
	Site 21	10,000 Conventional	West	10,000	10,000	5,000	5,000	0	0	0	0	0	
	Site 22	5,000 Garden Town	West	20,000	20,000	15,000	10,000	10,000	5,000	5,000	0	0	
	Site 23	7,500 Garden Town	West	15,000	15,000	15,000	10,000	5,000	5,000	0	0	0	
	Site 24	10,000 Garden Town	West	15,000	10,000	10,000	5,000	5,000	0	0	0	0	

Source: HDH 2021

10.55 This analysis suggests that some of the potential development sites are likely to be challenging to deliver, but others are likely to be viable. The analysis is based on four broad price areas, so the results are considered on this basis – although the same price assumptions are used for the sites adjacent to Leicester, Ashby de la Zouch and in the North East of the County.

- 10.56 The analysis suggests that sites developed under garden town principles generate a residual value that is about £22,000/ha higher than those developed under conventional estate housing layouts. Having said this, this analysis does not take into account the premium values often associated with garden town principles.

Adjacent to Leicester, Ashby de la Zouch & North East Leicestershire

- 10.57 The analysis shows that the tipping point of development sites being able to bear £25,000 per unit in developer contributions is around 15% affordable housing. The tipping point for being able to bear £15,000 per unit is generally between 20% to 25% affordable housing.
- 10.58 In this area there are several affordable housing targets. What is clear from this analysis is that the development in the Council areas with the higher requirements, for example Harborough (40%), are likely to have to revisit these requirements if the sites are to be taken further.

South Leicestershire

- 10.59 This is the higher value area that includes the higher value towns of Lutterworth and Market Harborough. Development in this area is likely to be able to bear £30,000 per unit in developer contributions and 40% affordable housing so is most likely to be deliverable.
- 10.60 On this basis there is merit taking these sites further into the planning system as they are likely to be able to bear their own infrastructure costs.

West Leicestershire

- 10.61 This is the lowest value area (it excludes development sites associated with Ashby-de-la-Zouch which is assumed to have similar values to North East Leicestershire). As would be expected, the results are less good with most sites able to bear no more than £10,000 per unit in developer contributions at 15% affordable housing.
- 10.62 On this basis it is necessary to be cautious taking these sites in this area further into the planning system as they are less likely to be able to bear their own infrastructure costs.

The Impact of Higher Density

- 10.63 The above analysis assumes 35 units per ha and a net developable area of 50%. Whilst 35 units per ha is in the normal range that we would expect, delivering about 3,135m² of residential floor space per net ha, the assumption of 50% net developable is somewhat less than our normal expectations.
- 10.64 We know from other work undertaken in the County that some strategic sites are being considered in the 60% to 70% net developable area range. A further set of appraisals have been run based on a net developable area of 65%. The following table is directly comparable with Table 10.5 above.

- 10.65 With a 65% net developable area assumption the results are notable better than with the 50% base assumption.

Non-Residential Development

- 10.66 It is anticipated that some of the sites may include significant areas of employment land.
- 10.67 Earlier in this report we have noted that serviced land for commercial development is likely to have a value of £500,000/ha or so. The land in question is all in existing agricultural use, for which an EUV of £25,000/ha has been assumed. A BLV of £325,000 is assumed (EUV of £25,000 plus £300,000).
- 10.68 On this basis the cost of servicing the land must be less than £165,000 per ha. The costs of the site works on the residential sites is around £300,000/ha, although the costs for employment uses is likely to be somewhat less than this. On this basis we would expect most office and industrial uses to be marginal; this is a finding that is consistent with findings in other Leicestershire (and wider) viability studies.

Findings

- 10.69 To a large extent, the above findings align with the wider experience on the ground. Development in the higher value areas can bear considerable levels of developer contributions and high levels of affordable housing and development in the lower value areas is challenging. The areas adjacent to Leicester, are unlikely to achieve the highest prices in the County, however development is likely to be able to bear significant levels of developer contributions and some affordable housing.
- 10.70 Going forward we recommend as follows:
- a. Careful attention is made to the costs of strategic infrastructure and mitigation costs and how these relate to particular sites. Where these fall outside the bands mentioned above, a cautious approach is taken with regard to assumptions around deliverability.

In the Adjacent to Leicester, Ashby de la Zouch and North East Leicestershire areas development is likely to be able to bear £25,000 per unit in developer contributions with around 15% affordable housing. Development is likely to be able to bear £15,000 per unit at the higher affordable requirement of between 20% to 25%.

In the higher value South Leicestershire area development is likely to be able to bear £30,000 per unit in developer contributions and 40% affordable housing.

In the lowest value West Leicestershire area development sites are likely to be able to bear no more than £10,000 per unit in developer contributions at 15% affordable housing.
 - b. That the potential sites are considered in the round and a flexible approach is taken with regard to the affordable housing and other policy requirements. It is

recommended that the Councils consider a more formal master planning process as envisaged under the updated NPPF, which includes viability analysis and looks at the sites (and their strategic infrastructure and mitigation requirements) in more detail.

- c. That consideration is given to ways that value may be enhanced through design, such as Garden Town principals. Garden Town principles can result in reduced on-site infrastructure costs and enhanced values.
- d. That a cautious approach is taken towards the requirements for open space as greater net developable areas do result in enhanced values over the whole sites. The 50% net developable area assumption is at the bottom of the expected range, even for very large sites.
- e. As envisaged by the PPG and the Harman Guidance, that the Councils engage early with the landowners and site promoters and only take sites forward where the site owners are willing to engage proactively and work towards the delivery of the sites.
- f. That external sources of funding are explored, for example HIF, to enable to most challenging sites to be delivered. This can be a lengthy process and should be started early.
- g. That a cautious approach is taken to linking the delivery of employment space to residential development as to do so could adversely impact on delivery overall.

Appendix 1 – Project Brief

Strategic Growth Options and constraints mapping in Leicester & Leicestershire

1.0 General Requirements

- 1.1 The Leicester and Leicestershire Local Planning Authorities⁴⁴ (LPA) and the Leicester & Leicestershire Enterprise Partnership (LLEP) are seeking to procure consultancy services to prepare a study to better understand the potential for 'Strategic Growth Options' to deliver growth across Leicester & Leicestershire in order to collectively deliver long term growth and meet the aspirations of the Leicester & Leicestershire Strategic Growth Plan (SGP).
- 1.2 The study should provide evidence by assessing the merits and constraints of individual Strategic Growth Options. It should also assess the ability of Strategic Growth Options to individually or collectively meet wider strategic aspirations identified in the SGP and other strategies towards the delivery of growth in 'corridors' and 'nodes' (including HS2 corridor, A5 corridor and East Midlands Gateway).
- 1.3 The study should provide a robust evidence base that assists LPAs in identifying potential Strategic housing and employment allocations in their Local Plans and contribute towards meeting development requirements in Leicester and Leicestershire up to 2050.
- 1.4 Evidence of the merits of Strategic Growth Options and constraints mapping should be able to inform Duty to Co-operate discussions in relation to emerging Local Plans and will provide a basis for discussions around the strategic distribution of development amongst the LPAs in Leicester & Leicestershire in relation to the location of new settlements and other strategic growth.
- 1.5 The study will also help to identify, coordinate and assist the delivery of infrastructure necessary to support this growth (including any transport, social, utilities and green infrastructure). The study will play a key role in assessing the ability of Strategic Growth Options to contribute to overall housing and employment land needs.
- 1.6 The evidence will inform future growth strategies and planning policy including Local Plans and delivery of the SGP. The evidence will also inform Strategic Transport work being conducted by Leicestershire County Council on behalf of the Local Authority partners by identifying the future potential locations for growth to be delivered in Leicester and Leicestershire. The evidence could also assist the development of future business cases that inform bids for infrastructure funding.
- 1.7 The study will be informed by the quantity and distribution of growth set out in the emerging Statement of Common Ground signed by the Leicester & Leicestershire LPAs.
- 1.8 The study will consider strategic sites that could be delivered in the short and medium term and help to deliver growth up to 2050 to align with the SGP.
- 1.9 Quotations are invited from suitably qualified consultancy teams, with experience in assessing the merits of strategic sites and their collective linkages.

2.0 Introduction

- 2.1 Leicester City, Leicestershire County, the seven local Borough & District authorities in Leicestershire along with the Leicester and Leicestershire Enterprise Partnership (LLEP) have formed a partnership to look at Strategic Planning Matters across the City and County area.
- 2.2 The partnership agreed and signed up to a non-statutory Strategic Growth Plan (SGP) in December 2018. The SGP sets a framework for long term delivery of growth and associated infrastructure delivery up to 2050 through statutory Local Plans.
- 2.3 The SGP needs to be kept up to date and responsive to changes in circumstance. The evidence gathered in this study will help to inform any future updates and will help to inform Duty to Co-operate discussions between the LPA partners.

⁴⁴ Blaby District, Charnwood Borough, Hinckley & Bosworth Borough, Harborough District, Melton Borough, North West Leicestershire District, Leicester City, Leicestershire County and Oadby & Wigston Borough.

- 2.4 The SGP identifies a new approach to development that moves away from providing incremental growth to existing settlements to a greater focus on locating a substantial amount of new growth in major strategic locations thereby reducing the amount that takes place in existing towns, villages and rural areas. This implies that strategic sites will be a significant part of the long term offer in terms of delivering new homes, employment and associated infrastructure.
 - 2.5 The SGP does not specify the locations of potential strategic sites other than identifying broad areas/corridors for growth. In addition, no assessment has been carried out in relation to the interconnectedness of potential strategic sites including their ability to cumulatively deliver the social, physical, utilities and transport infrastructure to support growth.
 - 2.6 The NPPF broadly supports the provision of 'Strategic scale sites' including New Settlements and Sustainable Urban extensions where appropriate. Paragraph 72 states:
"The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities. Working with the support of their communities, and with other authorities if appropriate, strategic policy-making authorities should identify suitable locations for such development where this can help to meet identified needs in a sustainable way."
 - 2.7 Individual Local Planning Authorities have produced Strategic Housing Land Availability Assessment (SHLAAs) that have sought to identify where there is potential interest in promoting and developing sites (including large scale strategic sites). Many of these have been assessed for suitability through the Local Plan production process in accordance with the LPA's own assessment framework and in line with a joint methodology for Leicester & Leicestershire. The proposed study will build on the findings of individual SHLAAs but will allow a consistent and systematic assessment at a more strategic level. This will improve the ability of individual Local Planning Authorities to compare the relative merits of sites outside of their administrative areas, and does not allow wider considerations of the relationships and implications of growth.
 - 2.8 The environmental implications of growth need to be assessed on a consistent basis. As different benchmarks by individual LPAs (such as landscape or townscape impacts) could result in an inconsistent assessment of sites and dismissal of potentially suitable options, this study will offer a more consistent and systematic assessment at a strategic level. This will enable LPAs to compare the relative merits of sites outside of their administrative areas and allow wider considerations of the implications of growth and the relationships between sites and locations.
 - 2.9 Some 30 'Strategic sites' have been identified by individual LPAs in Leicester & Leicestershire as part of process of developing Local Plans, mainly through 'calls for sites' when developing Strategic Housing & Employment Land Availability Assessments. These will form the basis of the sites to be assessed through the study. The appointed consultants will also be expected to identify other opportunities for strategic areas of search for growth to be explored through Local Plans and set a consistent framework for the future assessment of additional sites.
 - 2.10 The study needs to assess whether Strategic Growth Options (individually and cumulatively) are suitable and offer appropriate solutions to deliver growth. The strategic sites also need to be tested to ensure that they are developable and potentially deliverable (likely to be viable, attractive to the market and have a realistic prospect of being delivered within defined timescales).
 - 2.11 A key part of the study is to identify any environmental, social or economic constraints and to assess whether the sites are capable of being developed in light of these. The study will need to consider each of the identified options both independently and in terms of their interrelationships and cumulative impacts (environmental, social and economic). The study will build on assessments that have been carried out by Local Planning Authorities as part of their SHLAAs.
 - 2.12 In summary, the study should provide an open, transparent and robust assessment of the merits of each of the 'reasonable' Strategic Growth Options in order to understand which of the options individually and collectively offer a suitable approach to delivering the housing, employment and associated infrastructure needs of the Leicester & Leicestershire HMA/FEMA and help to meet the aspirations of the Strategic Growth Plan.
- 3.0 Background**
- 3.1 The LPA partners have commissioned studies independently which have looked at the merits of individual strategic scale sites in isolation as part of the development of Local Plans. These assessments provide some useful information locally and can broadly assess the merits of individual sites and identify some constraints. However, they do not look in detail at cross boundary issues or the potential wider strategic benefits of sites that could collectively offer infrastructure improvements and other benefits.
 - 3.2 Many strategic sites have been assessed by LPAs independently through SHLAAs and other site assessments. There are reasons why a more strategic examination is necessary, including:

- Meeting the aspirations of the Strategic Growth Plan which sets a framework for growth up to 2050 and promotes new growth in major strategic locations.
 - Several local authorities are reviewing Local Plans and may rely on strategic and cross boundary sites to help deliver housing and employment requirements and to help meet unmet needs from neighbouring authorities. To underpin a collaborative approach, clear evidence is needed at a HMA / FEMA level, to identify potential strategic developments that could help to deliver in the medium and longer term growth (up to 2050) and to ensure provision is optimally and sustainably planned and able to deliver necessary infrastructure.
 - The proposed changes to the Standard Methodology could substantially increase in the overall requirements for housing and employment land. This could have an impact on Local Authorities' ability to deliver growth in an adjacent to existing settlements.
 - Leicester City Council have declared an unmet need of some 7,800 houses and 25ha of employment land as part of the emerging City Local Plan. Strategic sites are one option that could contribute to meeting this unmet need.
 - The 'Leicester & Leicestershire Warehousing & Logistics study' has identified increased requirements for strategic B8 land (road and rail based) but does not consider specific locations. Strategic sites are anticipated to form a major part of the delivery of Strategic Warehousing and Distribution employment land.
 - Production of growth strategies (including 'Midlands Connect') that consider growth potential along the 'South East Leicester' and 'A5' corridors and at East Midlands Gateway and in the HS2 corridor.
 - The short and longer term implications of COVID19 including the preferred choice of location for new housing and potential changes to working practices and the implications for employment land and premises and its distribution.
 - The 'Duty to Cooperate' and ongoing need for LPAs to plan collectively for strategic sites, particularly where there are Strategic Matters that cross administrative boundaries. This is reinforced through production of 'Statements of Common Ground' that demonstrate to Local Plan Inspectors (and other interested parties) that Local Authorities have engaged in an ongoing and meaningful way to address strategic planning issues.
- 3.3 Early engagement with LPA partners has identified some 25 to 30 Strategic Growth Options that have been promoted through Strategic Housing & Employment Land Availability Assessments (SHELAAAs), Calls for sites and other engagement with site promoters.
- 3.4 The 'Strategic Growth Options' to be assessed will include large scale housing, employment or mixed use developments. They include Strategic Employment Sites (including Strategic Rail Freight Interchanges), mixed use free standing new settlements, and mixed use Urban Extensions.
- 3.5 The site size threshold for 'Strategic Growth Options' has been informed by discussions between Local Authority partners and is set at:
- Housing – 1,000 homes
 - Employment – 25 hectares
 - Mixed use – Exceeding either of the above thresholds (although others considered on their merits)
- 4.0 Study Aim and Objectives:**
- 4.1 Aim: To assess the merits of a range of Strategic Growth Options in order to identify which of the options individually and / or collectively are suitable options to deliver strategic growth up to 2050.
- 4.2 Objectives:
- The 'Environmental Constraints Mapping & Assessment of Strategic Growth Options should:
- Identify and assess the merits of 'Strategic Growth options' across Leicester & Leicestershire. This could include assessing both individual options and also whether there are advantages resulting from delivering combinations of strategic growth options along corridors or in growth hubs.
 - To provide a clear, consistent and robust methodology for the assessment of options that results in an open and transparent assessment that can be applied to sites that emerge in the future.
 - To inform the evidence base for future Local Plans and Strategic Plans over longer timeframes up to 2050.
 - To identify sufficient land from Strategic Options to meet needs identified in the SGP.
 - Assess the potential interrelationships between Strategic Growth Options in delivering wider benefits (including infrastructure provision) and meeting the objectives of the Strategic Growth Plan.
 - To assess the development potential of Growth Options in terms of:

- o Their potential capacity (employment and housing)
- o Their attractiveness to the market and likely viability.
- o Any constraints to developability and deliverability.
- To assess and plot environmental constraints (Built, Historic & Natural Environment) and to assess the implications for delivering Strategic Growth Options.
- To assess whether the Strategic Growth Option contributes positively to key social issues such as 'health' and 'affordable housing'.
- To assess whether the Strategic Growth Option contributes positively to 'climate change'.
- To assess the potential to deliver necessary infrastructure (social, utilities, transport and green infrastructure⁴⁵) and the capacity of existing infrastructure to accommodate growth.
- Consider the potential to deliver Parks, Open Spaces and Strategic Green Infrastructure.
- To broadly assess the transport implications of Strategic Growth Options including identifying any potential showstoppers and to set a framework for more detailed transport assessments - including the impact on the capacity of the highway network (Local and Strategic) and ability to reduce reliance on cars and secure sustainable transport. The potential to incorporate new technologies such as Electric and zero-emission vehicles, self-driving vehicles, increased role of GPS in transport choice and smart transport solutions should also be assessed.
- To understand the potential economic impacts arising from Strategic Growth Options.
- To identify whether the proposed Growth Options are, in principle, consistent with National & Local Planning Policies and principles.
- To inform the preparation of cross boundary Statements of Common Ground in relation to cross-boundary Strategic Growth Options which can demonstrate to Local Plan Inspectors that Strategic Growth matters have been adequately considered at Local Authority and HMA wide levels.

5.0 Detailed Requirements

5.1 The detailed requirements of the study are set out below:

- A. To assess the merits of up to 30 Strategic Growth Option. Consultants should clearly set out the proposed methodology and outline its merits within their tender submission. The proposed methodology should, as a minimum, assess each of the individual Growth Options in terms of the following issues:
- Capacity and Deliverability issues
- The overall site capacity and quantity of anticipated development (total housing numbers & employment land based on locally agreed housing densities used in the Strategic Housing Land Availability Assessments in the case of housing⁴⁶ and National Employment Densities Guide in the case of employment).
 - An assessment of realistic start dates and trajectory for development – based on evidenced industry norms and identified examples.
 - A broad assessment of the local market (including likely development land values) and viability⁴⁷ – based on local land values, infrastructure requirements and potential developer returns.
 - An assessment of other constraints including legal and ownership constraints.
- Environmental issues
- A comprehensive assessment of environmental constraints that could have an impact on the deliverability or capacity of strategic sites including:
 - o Flooding – identifying land within flood-zones 2 and 3.

⁴⁵ Parks, Open Spaces and Strategic Green Infrastructure.

⁴⁶ Or more local data where available.

⁴⁷ It is acknowledged that a detailed viability assessment would be required for individual strategic sites. The study should primarily identify where viability is likely to be a 'showstopper' or would highly constrain the delivery of key infrastructure.

- o Landscape – Identifying land that has been categorised through Landscape Assessments as having a character that would not allow or restrict growth.
- o Ecology & Geology – Identifying any habitats and species or Regional Geological Sites that are designated or protected and have a level of protection (including local, national and international designations).
- o Minerals Protection Areas or other areas containing economically extractable minerals that are protected.
- o Trees and woodlands (including Ancient Woodland, Tree Preservation Orders and other protections).
- o Air quality, noise and other pollutants – Identifying where some or all of the site might be sensitive to such pollution or where potential uses could result in adverse impacts on existing communities.
- o Areas of land instability and / or contamination.
- o Topographical constraints where landform restricts the potential for development.
- o Heritage constraints (Designated and non-designated heritage assets and their settings).
- o Best & Most Versatile Agricultural Land.
- o Potential to re-use Previously Developed Land.

Infrastructure

- A comprehensive assessment of the ability to deliver necessary infrastructure including:
 - o Provision of Schools (based on established yield rates). The study should also assess where strategic sites could use existing education facilities in the short to medium term and in advance of on-site provision.
 - o Provision of Health Care (mainly primary care).
 - o Provision of essential utilities (including water provision, waste water disposal, domestic & commercial waste, power and telecommunications).
- Potential to deliver on-site retail, community and leisure facilities.
- Potential to deliver Parks, Open Spaces and Green Infrastructure.

Transport

- A high level assessment of the potential impacts of development traffic from the sites identifying where potential adverse impacts could occur on constrained links and junctions⁴⁸.
- Availability of public transport – including existing routes and potential to divert or create new routes.
- Access to existing walking and cycling networks and the potential for sites to link into the existing local and strategic network.
- Potential to incorporate new transport technologies – including electric and zero-emission vehicles, self-driving vehicles, increased role of GPS in transport choice and smart transport solutions.

Economy

- Potential contribution to the Economy and Employment⁴⁹
- Potential construction and longer term economic benefits

Other strategic principles

- The study should make an assessment of each Strategic Growth Option in relation to other strategic principles including:
 - o Whether the options are consistent with National Planning Policy
 - o The ability of the options to contribute to improving healthy lifestyles.

⁴⁸ The appointed consultant needs to work closely with the Local Highway Authority on this issue. A more detailed Strategic Transport Assessment will be carried out which will be informed by the findings of this study (and other data).

⁴⁹ Over and above employment land provision.

- o The ability of the options to provide affordable housing⁵⁰
- o Whether the options retain strategic gaps between settlements and protect the character of existing settlements.
- B. To identify potential relationships between Strategic Growth Options by virtue of their proximity and potential joint delivery of infrastructure (including transport, utilities, social and green infrastructure). The study should consider potential functional relationships in identified growth corridors (South-East Leicester, A5 and HS2) and nodes (East Midlands Gateway). In addition, the study should consider where other clusters of growth could result in potential benefits. The study must consider the cumulative impacts of linked options including the need for joined up mitigation and impact on markets where strategic growth options are close together. Where wider cumulative impacts are identified, the study should broadly suggest how developments could contribute towards the delivery of essential infrastructure, for example an area wide levy or charge.
- C. Provide robust assessments (using scoring where appropriate) relating to the merits of each option including clear conclusions of why options (and collections of options) are considered more or less suitable as locations for strategic growth.
- D. Identification of additional strategic 'areas of search' for growth that could provide further options for Strategic Growth or that could contribute to the wider delivery of strategic objectives (such as helping to deliver infrastructure).
- E. An assessment of the merits and requirements for different sizes, types and mix of uses of Strategic Growth Options to help define what is a 'good' deliverable strategic option (at different scales).
- F. Mapping of the environmental constraints identified above in an agreed GIS format that can be used by Local Planning Authorities individually or the Strategic partnership collectively.
- G. Provide a clear basis for, and alignment with, other evidence studies including Transport Assessments and an assessment of Strategic Growth Options that may come forward in the future.
- H. An assessment of the potential short, medium and long term impacts of COVID19, BREXIT and other socio-economic changes on the potential for delivery of strategic options. The assessment should be based on the best available evidence of likely economic impacts. The study should estimate likely implications for the overall employment land requirements identified in B above.
- I. To engage with site promoters and industry experts in order to ensure that the findings of the study are informed by the development industry.
- J. Engagement with key service and infrastructure providers (Local Education Authority, Clinical Commissioning Groups, Utilities Companies and other key providers) to ensure that a realistic assessment can be made regarding the potential delivery of infrastructure.
- K. To engage with the Environment Agency, Natural England and Historic England in relation to site Assessments to ensure that the key environmental impacts are fully assessed.

6.0 Timetable

- 6.1 The preferred timetable for the completion of the study is set out below. Exact deadlines and the format of study outputs can be agreed on appointment.

7.0 Outputs

- 7.1 The commission requires the preparation of a draft and final report. The consultant is required to deliver a presentation outlining both reports to the Steering Group and Strategic Planning Group (SPG). Subject to the extent of client comment at the draft report stage a second draft report may be required.
- 7.2 Each report is expected to cover the detailed requirements set out in Section 5 in full. Conclusions and, where necessary, concise justification for clear recommendations is expected for each individual requirement A-K inclusive. The report must be prepared so that it is able to meet level AA of the Web Content Accessibility Guidelines (WCAG 2.1) as a minimum.
- 7.3 As part of the study the consultant is required to engage with the private sector and key stakeholders (e.g. developers, landowners / agents, the government environment bodies and agencies and infrastructure providers) with an interest in the area. The purpose, format and timing of any engagement are at the

⁵⁰ This will include a broad assessment of potential to deliver and will not be a detailed assessment of Affordable Housing Viability.

discretion of the consultant but should be set out in the proposed methodology, and will be subject to client agreement.

- 7.4 All reports must be provided in Word electronic formats and GIS mapping data in an agreed format that can be used by the individual Local Planning Authorities. Each report must cover the detailed requirements of the study, outlined in section 5 of this brief, and contain tables, figures and maps to support its findings and recommendations.

Appendix 2 –Price Paid Data

Existing by LPA and Town

Row Labels	Detached	Flat	Semi-detached	Terrace	All
BLABY	£326,265	£127,257	£213,312	£178,856	£245,279
HINCKLEY	£365,157		£219,556	£196,400	£305,318
LEICESTER	£325,124	£127,257	£213,249	£177,501	£244,318
LUTTERWORTH	£875,000				£875,000
WIGSTON	£225,000		£225,667	£375,000	£289,571
CHARNWOOD	£366,462	£125,139	£219,903	£179,963	£250,640
LEICESTER	£389,845	£129,844	£230,114	£192,072	£271,344
LOUGHBOROUGH	£351,046	£122,720	£212,306	£175,152	£238,260
MARKFIELD	£450,000		£328,333		£377,000
HARBOROUGH	£415,456	£159,966	£258,513	£220,979	£317,999
LEICESTER	£402,579	£123,470	£251,853	£213,938	£317,920
LUTTERWORTH	£425,076	£123,833	£254,880	£221,786	£336,369
MARKET HARBOROUGH	£426,638	£173,152	£267,806	£226,125	£306,027
OAKHAM	£525,800		£675,000	£245,000	£507,000
SPALDING	£223,000				£223,000
HINCKLEY AND BOSWORTH	£339,740	£115,789	£204,020	£161,153	£234,343
ATHERSTONE	£448,385		£276,563	£191,333	£387,078
COALVILLE	£308,265		£209,760	£138,376	£248,751
HINCKLEY	£329,263	£112,246	£203,248	£162,607	£225,360
LEICESTER	£313,874	£101,999	£195,052	£154,355	£215,109
MARKFIELD	£286,237	£133,720	£198,680	£146,905	£216,354
NUNEATON	£445,793	£206,854	£242,415	£212,779	£333,252
SWADLINCOTE	£172,500				£172,500
LEICESTER	£331,324	£121,493	£213,533	£173,021	£197,145
ASHBY-DE-LA-ZOUCH	£216,000				£216,000
COALVILLE	£363,000				£363,000
HINCKLEY	£270,501				£270,501
LEICESTER	£331,407	£121,493	£213,537	£173,021	£197,017
LUTTERWORTH			£160,000		£160,000
MELTON MOWBRAY			£177,500		£177,500
OAKHAM	£487,500				£487,500
STAMFORD	£342,500				£342,500
WIGSTON	£251,000		£233,500		£237,000
MELTON	£368,890	£143,775	£208,277	£175,274	£268,986
COALVILLE	£385,000				£385,000
GRANTHAM	£475,441		£242,667	£133,000	£392,180
LEICESTER	£519,136		£341,390	£170,000	£446,321
MELTON MOWBRAY	£362,703	£148,574	£202,287	£168,970	£258,262
NOTTINGHAM	£361,288	£113,383	£253,377	£278,263	£314,986
OAKHAM	£496,190			£250,000	£455,158
NORTH WEST LEICESTERSHIRE	£312,872	£135,659	£191,563	£155,028	£229,810
ASHBY-DE-LA-ZOUCH	£364,009	£147,567	£238,550	£203,198	£281,823
COALVILLE	£289,093	£148,000	£180,510	£138,280	£205,264
DERBY	£321,826	£114,278	£199,386	£193,743	£249,169
IBSTOCK	£289,539	£109,000	£170,722	£135,782	£205,094
LOUGHBOROUGH	£421,059	£137,500	£255,841	£187,188	£342,585
NOTTINGHAM	£400,000				£400,000
SWADLINCOTE	£295,050	£94,286	£185,076	£152,039	£227,422
OADBY AND WIGSTON	£360,691	£117,788	£221,410	£165,437	£241,584
LEICESTER	£403,660	£137,777	£255,069	£195,770	£312,240
WIGSTON	£290,402	£102,662	£207,308	£159,370	£202,115
All	£353,201	£125,808	£214,798	£174,650	£240,473

Newbuild by LPA and Town

Average of price_paid	Column Labels				
Row Labels	Detached	Flat	Semi-detached	Terrace	All
BLABY	£350,086	£181,198	£220,199	£195,827	£280,538
HINCKLEY	£450,188		£260,000		£429,056
LEICESTER	£345,758	£181,198	£219,827	£195,827	£276,906
CHARNWOOD	£332,937	£197,544	£223,994	£200,759	£272,609
LEICESTER	£359,983		£237,844	£200,636	£303,193
LOUGHBOROUGH	£304,045	£197,544	£211,017	£200,851	£247,906
HARBOROUGH	£418,649	£201,640	£240,168	£201,594	£352,735
LEICESTER	£390,967	£144,218	£220,247	£192,037	£330,710
LUTTERWORTH	£401,746		£240,853	£219,164	£336,406
MARKET HARBOROUGH	£475,370	£207,288	£301,784	£290,000	£399,959
HINCKLEY AND BOSWORTH	£343,037	£81,000	£217,294	£179,866	£294,099
HINCKLEY	£380,871	£81,000	£231,521	£184,224	£318,563
LEICESTER	£261,331		£186,739	£145,000	£235,202
MARKFIELD	£307,645		£219,918		£272,554
NUNEATON	£527,250				£527,250
LEICESTER	£365,090	£117,750	£239,198	£199,601	£275,950
ASHBY-DE-LA-ZOUCH	£366,495				£366,495
LEICESTER	£364,535	£117,750	£239,198	£199,601	£274,457
LUTTERWORTH	£410,000				£410,000
MELTON	£351,683	£202,556	£172,016	£181,364	£279,168
COALVILLE	£354,250		£139,183		£262,079
MELTON MOWBRAY	£353,274	£202,556	£173,508	£181,364	£277,880
NOTTINGHAM	£327,125				£327,125
NORTH WEST LEICESTERSHIRE	£340,399	£120,000	£211,717	£197,550	£295,958
ASHBY-DE-LA-ZOUCH	£392,543	£120,000	£251,249	£208,065	£346,326
COALVILLE	£309,211		£202,929	£211,134	£279,327
DERBY	£319,576		£209,590	£193,316	£249,477
IBSTOCK	£303,295		£194,100		£231,754
LOUGHBOROUGH	£331,642		£200,277	£167,968	£280,695
SWADLINCOTE	£361,431		£210,628	£201,073	£321,676
OADBY AND WIGSTON	£393,403		£279,289		£359,592
LEICESTER	£379,771		£270,613		£344,012
WIGSTON	£402,898		£287,138		£371,327
All	£367,150	£193,438	£223,032	£198,624	£304,601

Appendix 3 – Newbuild Houses for Sale

Developer	Development	Address	Address	Postcode	Name	Number beds	D/F/S/T	Asking Price	£/m2
DWH	Skylarks	East Leake	Loughborough	LE12 6PW	Hadley	3	D	£328,995	£3,739
DWH	Skylarks	East Leake	Loughborough	LE12 6PW	Holden	4	D	£432,995	£2,849
DWH	Skylarks	East Leake	Loughborough	LE12 6PW	Layton	4	D	£447,995	£3,031
DWH	Skylarks	East Leake	Loughborough	LE12 6PW	Lichfieldx2	5	D	£589,995	£2,379
DWH	New Lubbersthorpe	Tweed Street	Lubbersthorpe	LE19 4BH					
DWH	Grange View	Hugglescote	Coalville	LE67 2BS	Ashtree x2	4	D	£339,995	
DWH	Grange View	Hugglescote	Coalville	LE67 2BS	Bradgate	4	D	£364,995	£2,500
DWH	Grange View	Hugglescote	Coalville	LE67 2BS	Holden x2	4	D	£375,995	£2,474
DWH	Grange View	Hugglescote	Coalville	LE67 2BS	Layton x4	4	D	£405,995	£2,747
DWH	Grange View	Hugglescote	Coalville	LE67 2BS	Buckingham	5	D	£504,995	£2,382
DWH	Wigston Meadows	Newton Lane	Wigston	LE18 3UR	Kennett x2	3	T	£299,995	£2,778
DWH	Wigston Meadows	Newton Lane	Wigston	LE18 3UR	Cornell	4	D	£399,995	£2,963
DWH	Wigston Meadows	Newton Lane	Wigston	LE18 3UR	Bradgatex2	4	D	£429,995	£2,945
DWH	Wigston Meadows	Newton Lane	Wigston	LE18 3UR	Laytonx3	4	D	£454,995	£3,078
DWH	Wigston Meadows	Newton Lane	Wigston	LE18 3UR	Holden	4	D	£458,995	£3,020
DWH	Wigston Meadows	Newton Lane	Wigston	LE18 3UR	Moreton	5	D	£554,995	
Crest Nicholson	Kegworth Gate	Long Lane	Kegworth	DE74 2FL	Avon x4	4	D	£365,000	£2,500
Crest Nicholson	Kegworth Gate	Long Lane	Kegworth	DE74 2FL	Dartford	4	D	£380,000	£2,992
Crest Nicholson	Kegworth Gate	Long Lane	Kegworth	DE74 2FL	Evesham x5	3	S	£255,000	£3,000
Crest Nicholson	Kegworth Gate	Long Lane	Kegworth	DE74 2FL	Keswickx3	4	D	£355,000	£3,381
Crest Nicholson	Kegworth Gate	Long Lane	Kegworth	DE74 2FL	Romsey	4	D	£330,000	£3,267
Crest Nicholson	Potters Grange	Smisby Road	Ashby de la Zouch	LE65 2BS	Astonx4	2	S	£112,875	£1,737
Crest Nicholson	Potters Grange	Smisby Road	Ashby de la Zouch	LE65 2BS	Chalgrovex3	4	D	£350,000	£3,241
Crest Nicholson	Potters Grange	Smisby Road	Ashby de la Zouch	LE65 2BS	Elsenhamx4	3	D	£304,950	£3,177
Crest Nicholson	Potters Grange	Smisby Road	Ashby de la Zouch	LE65 2BS	Huntingtonx3	3	D	£315,000	£3,281
Crest Nicholson	Potters Grange	Smisby Road	Ashby de la Zouch	LE65 2BS	Mulberry	4	D	£375,000	£2,778
Crest Nicholson	Potters Grange	Smisby Road	Ashby de la Zouch	LE65 2BS	Radley	4	D	£435,000	
Crest Nicholson	Potters Grange	Smisby Road	Ashby de la Zouch	LE65 2BS	Somertonx2	4	D	£400,000	£2,963
Bellway	Steeple Chase	Great Lane	Frisby on the Wreake	LE14 2PB	Swithland	5	D	£580,000	
Bellway	Ashtree Gardens	Burton Road	Ashby de la Zouch	LE65 2LH	Cherryx5	3	S	£249,995	£3,472
Bellway	Ashtree Gardens	Burton Road	Ashby de la Zouch	LE65 2LH	Larch	3	S	£266,135	£2,831
Bellway	Ashtree Gardens	Burton Road	Ashby de la Zouch	LE65 2LH	Oakx2	4	D	£350,000	£3,043
Bellway	Stoughton Park	Gartree Road	Oadby	LE2 2FQ					
Bellway	Roman Gate	Leicester Road	Melton Mowbray	LE13 0FB					
Bellway	The Vale	Grantham Road	Bottesford	NG13 0EG					
Bellway	Waltham Heights	Melton Road	Waltham on the Wolds	LE14 4AJ	Thornton	2	D	£225,000	£3,750
Bellway	Waltham Heights	Melton Road	Waltham on the Wolds	LE14 4AJ	Lichfield	3	D	£282,500	£3,767
Bellway	Waltham Heights	Melton Road	Waltham on the Wolds	LE14 4AJ	Ashby	3	D	£282,500	£3,767
Bellway	Waltham Heights	Melton Road	Waltham on the Wolds	LE14 4AJ	Rosewoodx7	3	D	£290,000	£3,452

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Bellway	Waltham Heights	Melton Road	Waltham on the Wolds	LE14 4AJ	Bowdenx3	2	D	£325,000	£3,250
Bellway	Waltham Heights	Melton Road	Waltham on the Wolds	LE14 4AJ	Oakhamx3	4	D	£342,500	£2,854
Bellway	Waltham Heights	Melton Road	Waltham on the Wolds	LE14 4AJ	Whitwickx2	4	D	£390,000	£2,549
Bellway	Waltham Heights	Melton Road	Waltham on the Wolds	LE14 4AJ	Buckminster	4	D	£445,000	£2,781
Bellway	Waltham Heights	Melton Road	Waltham on the Wolds	LE14 4AJ	Cottesmore	4	D	£525,000	
Persimmon	Kings Gate	Hathern Road	Shepshed	LE12 9RP	Alnwick	2	S	£175,995	£2,933
Persimmon	Kings Gate	Hathern Road	Shepshed	LE12 9RP	Longthorpe	4	D	£262,995	£2,192
Persimmon	Kings Gate	Hathern Road	Shepshed	LE12 9RP	Warwickx3	4	D	£285,995	£2,118
Persimmon	Appleyard Park	Fleckney Road	Fleckney	LE8 8DF	Alnwickx2	2	S	£204,995	£3,417
Persimmon	Appleyard Park	Fleckney Road	Fleckney	LE8 8DF	Chedworthx2	4	D	£339,995	£3,178
Persimmon	Appleyard Park	Fleckney Road	Fleckney	LE8 8DF	Claytonx5	3	D	£295,995	£3,289
Persimmon	Appleyard Park	Fleckney Road	Fleckney	LE8 8DF	Hanburyx4	3	S	£237,995	£3,500
Persimmon	Appleyard Park	Fleckney Road	Fleckney	LE8 8DF	Hatfield	3	D	£284,995	£3,393
Persimmon	Appleyard Park	Fleckney Road	Fleckney	LE8 8DF	Leicester	4	T	£279,995	£2,617
Persimmon	Appleyard Park	Fleckney Road	Fleckney	LE8 8DF	Roseberry	4	D	£316,995	£2,516
Persimmon	Appleyard Park	Fleckney Road	Fleckney	LE8 8DF	Winster	4	D	£334,995	£2,746
Redrow	Clarence Fields	Welford Road	Wigston	LE18 3UA	Marlow	4	D	£385,950	£3,063
Redrow	Clarence Fields	Welford Road	Wigston	LE18 3UA	Amberley	3	D	£352,950	£3,922
Redrow	Clarence Fields	Welford Road	Wigston	LE18 3UA	Oxford	4	D	£398,950	£3,000
Redrow	Clarence Fields	Welford Road	Wigston	LE18 3UA	Stratford	4	D	£369,950	£3,217
Redrow	Saxon Meadows	Angell Drive	Market Harborough	LE16 9GJ	Shaftesbury	4	D	£464,950	£3,690
Redrow	Saxon Meadows	Angell Drive	Market Harborough	LE16 9GJ	Cambridge	4	D	£442,950	£3,515
Taylor Wimpey	Kirby Meadows	Barry Close	Kirby Muxloe	LE9 2HF	Burghley x2	5	D	£705,000	£2,976
Taylor Wimpey	Kirby Meadows	Barry Close	Kirby Muxloe	LE9 2HF	Stamford x2	5	D	£615,000	£3,114
Taylor Wimpey	Kirby Meadows	Barry Close	Kirby Muxloe	LE9 2HF	Garrton x3	5	D	£500,000	£3,145
Taylor Wimpey	Kirby Meadows	Barry Close	Kirby Muxloe	LE9 2HF	Crofton x4	3	T	£325,000	£3,045
Taylor Wimpey	Kirby Meadows	Barry Close	Kirby Muxloe	LE9 2HF	Canford x3	2	T	£230,000	£3,593
Taylor Wimpey	Melton Manor	Spinney Road	Melton Mowbray	LE13 1UZ	Winterford x2	5	D	£525,000	£2,722
Taylor Wimpey	Melton Manor	Spinney Road	Melton Mowbray	LE13 1UZ	Garrton x3	5	D	£470,000	£2,831
Taylor Wimpey	Melton Manor	Spinney Road	Melton Mowbray	LE13 1UZ	Lavenham	5	D	£440,000	£2,906
Taylor Wimpey	Melton Manor	Spinney Road	Melton Mowbray	LE13 1UZ	Wortham	4	D	£385,000	£2,741
Taylor Wimpey	Melton Manor	Spinney Road	Melton Mowbray	LE13 1UZ	Haddenham	4	D	£380,000	£2,827
Taylor Wimpey	Melton Manor	Spinney Road	Melton Mowbray	LE13 1UZ	Eynsham	4	D	£350,000	£2,852
Taylor Wimpey	Melton Manor	Spinney Road	Melton Mowbray	LE13 1UZ	Downham	4	D	£330,000	£2,883
Taylor Wimpey	Melton Manor	Spinney Road	Melton Mowbray	LE13 1UZ	Huxford	4	D	£300,000	£2,801
Taylor Wimpey	Melton Manor	Spinney Road	Melton Mowbray	LE13 1UZ	Crofton	3	S	£265,000	£2,483
Taylor Wimpey	Melton Manor	Spinney Road	Melton Mowbray	LE13 1UZ	Gosford x4	3	T	£250,000	£3,144
Taylor Wimpey	Wellington Place	Harborough Road	Market Harborough	LE16 7BN	Winterford	5	D	£615,000	£3,189
Taylor Wimpey	Wellington Place	Harborough Road	Market Harborough	LE16 7BN	Garrton x3	5	D	£480,000	£2,891
Taylor Wimpey	Wellington Place	Harborough Road	Market Harborough	LE16 7BN	Wortham	4	D	£425,000	£3,000
Taylor Wimpey	Wellington Place	Harborough Road	Market Harborough	LE16 7BN	Marford	4	D	£425,000	£2,925
Taylor Wimpey	Wellington Place	Harborough Road	Market Harborough	LE16 7BN	Colton	3	sd	£300,000	£2,801
Taylor Wimpey	Wellington Place	Harborough Road	Market Harborough	LE16 7BN	Apartment	2	f	£192,000	£3,582
Barratt	Grange View	Hugglescote	Coalville	LE67 2BQ	Tayport	4		£304,995	
Barratt	Grange View	Hugglescote	Coalville	LE67 2BQ	Hounslow	4		£314,995	

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Barratt	Grange View	Hugglescote	Coalville	LE67 2BQ	Alderney	4		£319,995	£3,077
Barratt	Grange View	Hugglescote	Coalville	LE67 2BQ	Radleigh	4		£339,995	£2,500
Barratt	City Heights	Somerset Avenue	Leicester	LE4 0JY	Hornsea	2	f	£190,995	
Barratt	City Heights	Somerset Avenue	Leicester	LE4 0JY	Coleford	2	f	£192,995	
Barratt	City Heights	Somerset Avenue	Leicester	LE4 0JY	Layton	2	f	£194,995	
Barratt	City Heights	Somerset Avenue	Leicester	LE4 0JY	Waltham	2	sd	£236,995	£3,591
Barratt	City Heights	Somerset Avenue	Leicester	LE4 0JY	Maidstone	3	d	£276,995	£3,693
Barratt	City Heights	Somerset Avenue	Leicester	LE4 0JY	Kingville	4	sd	£287,995	£3,032
Barratt	City Heights	Somerset Avenue	Leicester	LE4 0JY	Ennerdale	3	sd	£299,995	£3,704
Barratt	City Heights	Somerset Avenue	Leicester	LE4 0JY	Woodcote	4	sd	£304,995	£2,723
Barratt	City Heights	Somerset Avenue	Leicester	LE4 0JY	Fircroft	6	d	£374,995	£2,778
Barratt	Wigston Meadows	Newton Lane	Wigston	LE18 3SH	Kingsville2	4	sd	£306,995	£3,232
Barratt	Wigston Meadows	Newton Lane	Wigston	LE18 3SH	Havershamx2	4	sd	£319,995	£3,077
Barratt	Wigston Meadows	Newton Lane	Wigston	LE18 3SH	Brentford	3	sd	£322,995	£3,230
Barratt	Wigston Meadows	Newton Lane	Wigston	LE18 3SH	Hesketh	4	d	£367,995	£2,992
Barratt	Wigston Meadows	Newton Lane	Wigston	LE18 3SH	Fircroftx2	6	d	£394,995	£2,926
Barratt	Wigston Meadows	Newton Lane	Wigston	LE18 3SH	Alderney	4	d	£399,995	£3,846
Barratt	Wigston Meadows	Newton Lane	Wigston	LE18 3SH	Radleighx2	4	d	£419,995	£3,088
Barratt	New Lubbesthorpe	Lubbesthorpe	Leicester	LE19 4BF	Finchley	3	sd	£269,995	£3,600
Barratt	New Lubbesthorpe	Lubbesthorpe	Leicester	LE19 4BF	Morpeth	3	d	£304,995	£3,389
Barratt	New Lubbesthorpe	Lubbesthorpe	Leicester	LE19 4BF	Alnwick	4	d	£433,995	£3,191
Davidsons Homes	Ratcliffe Gardens	Ratcliffe Road	Sileby	LE12 7PY	Chesterfieldx2	5	d	£529,995	£3,232
Davidsons Homes	Ratcliffe Gardens	Ratcliffe Road	Sileby	LE12 7PY	Bolsover	4	d	£409,995	£2,828
Davidsons Homes	Ratcliffe Gardens	Ratcliffe Road	Sileby	LE12 7PY	Moreley	3	d	£309,995	
Davidsons Homes	Ratcliffe Gardens	Ratcliffe Road	Sileby	LE12 7PY	Thorntonx2	3	s	£304,995	£2,500
Davidsons Homes	Market Village	Tay Road	New Lubbersthorpe	LE19 4BF	Ratby	3	s	£319,995	£3,200
Davidsons Homes	Western Gate		New Lubbersthorpe	LE19 4BN	Bolsover	4	d	£449,995	£3,103
Davidsons Homes	Western Gate		New Lubbersthorpe	LE19 4BN	Milton	4	d	£439,995	£3,385
Davidsons Homes	Western Gate		New Lubbersthorpe	LE19 4BN	Dorset	3	t	£329,995	£3,474
Davidsons Homes	Western Gate		New Lubbersthorpe	LE19 4BN	Dalby	3	t	£319,995	£3,200
Davidsons Homes	Western Gate		New Lubbersthorpe	LE19 4BN	Moore	3	t	£299,995	£3,409
Davidsons Homes	Western Gate		New Lubbersthorpe	LE19 4BN	Dudleyx4	2	t	£239,995	£3,636
Davidsons Homes	Earl's Walk	Tay Road	New Lubbersthorpe	LE19 4BF	Barnwell	4	d	£424,995	£3,014
Davidsons Homes	Earl's Walk	Tay Road	New Lubbersthorpe	LE19 4BF	Ford	3	d	£332,995	£3,700
Davidsons Homes	Earl's Walk	Tay Road	New Lubbersthorpe	LE19 4BF	Barlestone	3	s	£329,995	£2,870
Davidsons Homes	Earl's Walk	Tay Road	New Lubbersthorpe	LE19 4BF	Blabyx2	3	d	£326,995	£3,270
Davidsons Homes	Earl's Walk	Tay Road	New Lubbersthorpe	LE19 4BF	Warwick	3	s	£299,995	£3,750
Davidsons Homes	Earl's Walk	Tay Road	New Lubbersthorpe	LE19 4BF	Thornton	3	t	£279,995	£2,295
Davidsons Homes	Earl's Walk	Tay Road	New Lubbersthorpe	LE19 4BF	Estlyx5	2	s	£249,995	£4,630
Davidsons Homes	Earl's Walk	Tay Road	New Lubbersthorpe	LE19 4BF	Dudleyx6	2	t	£234,995	£3,615
Davidsons Homes	Earl's Walk	Tay Road	New Lubbersthorpe	LE19 4BF	Bardonx2	1	t	£199,995	£4,444
Davidsons Homes	Lubbesthorpe Place	Tay Road	New Lubbersthorpe	LE19 4BF	Thornton	3	s	£299,995	£2,778
Davidsons Homes	Ashby Gardens	Burton Road	Ashby de la Zouch	LE65 2RB	Featherstone	4	d	£354,995	£2,290
Davidsons Homes	Ashby Gardens	Burton Road	Ashby de la Zouch	LE65 2RB	Lincoln	4	d	£354,995	£2,731
Davidsons Homes	Ashby Gardens	Burton Road	Ashby de la Zouch	LE65 2RB	Ford	3	s	£319,995	£3,556

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Davidsons Homes	Ashby Gardens	Burton Road	Ashby de la Zouch	LE65 2RB	Alford	3	d	£314,995	£3,000
Davidsons Homes	Ashby Gardens	Burton Road	Ashby de la Zouch	LE65 2RB	Watermead	3	d	£294,995	£3,206
Davidsons Homes	Ashby Gardens	Burton Road	Ashby de la Zouch	LE65 2RB	Ford	3	s	£284,995	£3,167
Davidsons Homes	Ashby Gardens	Burton Road	Ashby de la Zouch	LE65 2RB	Carnel	3	s	£259,995	£3,513
Davidsons Homes	Ashlington Fields	Uppingham Road	Houghton on the Hill	LE7 9HJ	Newark	4	d	£409,995	£4,020
Davidsons Homes	Hilltop Park	Nottingham Road	Melton Mowbray	LE13 0PY	Winchestersx2	4	d	£479,995	£3,288
Davidsons Homes	Hilltop Park	Nottingham Road	Melton Mowbray	LE13 0PY	Darlingtonx5	4	d	£391,995	£2,925
Davidsons Homes	Hilltop Park	Nottingham Road	Melton Mowbray	LE13 0PY	Thorntonsx3	3	s	£289,995	£2,685
Davidsons Homes	Hilltop Park	Nottingham Road	Melton Mowbray	LE13 0PY	Stanbrook	3	s	£291,995	£3,106
Davidsons Homes	Hilltop Park	Nottingham Road	Melton Mowbray	LE13 0PY	Blabyx3	3	d	£289,995	£2,900
Davidsons Homes	Hilltop Park	Nottingham Road	Melton Mowbray	LE13 0PY	Moreley	3	d	£287,995	
Davidsons Homes	Hilltop Park	Nottingham Road	Melton Mowbray	LE13 0PY	Carnelx4	3	t	£249,995	£3,378
Miller Homes	Highgrove Fields	Seagrave Road	Sileby	LE12 7NJ	Malvern5	3	d	£278,000	£3,233
Miller Homes	Highgrove Fields	Seagrave Road	Sileby	LE12 7NJ	Astleyx2	3	d	£285,000	£3,032
Miller Homes	Highgrove Fields	Seagrave Road	Sileby	LE12 7NJ	Elmley	3	d	£286,000	£3,011
Miller Homes	Dukes Field	Barns Way	Desford	LE9 9FW	Parkton	3	d	£310,000	£3,263
Miller Homes	Dukes Field	Barns Way	Desford	LE9 9FW	Eaton	3	d	£303,000	£3,156
Miller Homes	Dukes Field	Barns Way	Desford	LE9 9FW	Eaton	3	d	£311,500	£3,245
Miller Homes	Dukes Field	Barns Way	Desford	LE9 9FW	Parktonx2	3	d	£315,000	£3,316
Miller Homes	Regal View	Great Glen	Leicester	LE8 9EG	Broadwayx3	3	d	£332,000	£3,570
Miller Homes	Regal View	Great Glen	Leicester	LE8 9EG	Belmontx3	2	s	£238,000	£3,500
Miller Homes	Regal View	Great Glen	Leicester	LE8 9EG	Malvern3	3	d	£310,000	£3,605
Miller Homes	Regal View	Great Glen	Leicester	LE8 9EG	Norton	1	t	£169,000	£3,314
Miller Homes	Regal View	Great Glen	Leicester	LE8 9EG	Pebworth	3	d	£345,000	£3,594
Miller Homes	Regal View	Great Glen	Leicester	LE8 9EG	Parkton x2	3	d	£335,000	£3,526
Miller Homes	Regal View	Great Glen	Leicester	LE8 9EG	Lawton	3	d	£347,000	£3,691
Miller Homes	Centurian Place	Warwick Road	Kibworth	LE8 0JF	Pentrich	4	d	£420,000	£3,111
Miller Homes	Heritage Grange	Hinckley Road	Sapcote	LE9 4LG	Astwoodx4	4	d	£415,000	£3,029
Miller Homes	Heritage Grange	Hinckley Road	Sapcote	LE9 4LG	Fairfieldx2	2	d	£315,000	£3,938
Miller Homes	Heritage Grange	Hinckley Road	Sapcote	LE9 4LG	Whittingtonx3	4	d	£397,000	£3,054
Miller Homes	Heritage Grange	Hinckley Road	Sapcote	LE9 4LG	Hampton	4	d	£385,000	£3,080
Miller Homes	Heritage Grange	Hinckley Road	Sapcote	LE9 4LG	Elmleyx2	3	d	£296,500	£3,121
Miller Homes	Heritage Grange	Hinckley Road	Sapcote	LE9 4LG	Astleyx2	3	d	£295,000	£3,138
Miller Homes	Heritage Grange	Hinckley Road	Sapcote	LE9 4LG	Pebworth	3	d	£308,000	£3,208
Miller Homes	Heritage Grange	Hinckley Road	Sapcote	LE9 4LG	Upton	2	t	£209,000	£3,483
Jelson Homes	Estley Green	Broughton Way	Broughton Astley	LE9 6PD	Plover	3	s	£234,950	£3,091
Jelson Homes	Estley Green	Broughton Way	Broughton Astley	LE9 6PD	Goldcrest	3	d	£279,950	£3,373
Jelson Homes	Estley Green	Broughton Way	Broughton Astley	LE9 6PD	Goodwood	3	d	£299,950	£3,488
Jelson Homes	Estley Green	Broughton Way	Broughton Astley	LE9 6PD	Swaffham	4	d	£399,950	£2,898
Jelson Homes	Poppyfields	Melton Road	Barrow upon Soar	LE12 8NX	Goldcrest	3	d	£289,950	£3,493
Jelson Homes	Poppyfields	Melton Road	Barrow upon Soar	LE12 8NX	Goodwood	3	d	£292,950	£3,406
Jelson Homes	Poppyfields	Melton Road	Barrow upon Soar	LE12 8NX	Exton	3	d	£292,950	
Jelson Homes	Poppyfields	Melton Road	Barrow upon Soar	LE12 8NX	Nuthatch	3	d	£299,950	£3,947
Jelson Homes	Fieldfare	Halstead Road	Mountsorrel	LE12 7HE	Exton	3	d	£264,950	
Jelson Homes	Fieldfare	Halstead Road	Mountsorrel	LE12 7HE	Goldcrest	3	d	£289,950	£3,493

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Jelson Homes	Fieldfare	Halstead Road	Mountsorrel	LE12 7HE	Linnet	3	d	£299,950	£3,488
Jelson Homes	Fieldfare	Halstead Road	Mountsorrel	LE12 7HE	Tern	5	d	£449,950	£2,941
Jelson Homes	Station Lane	Asfordby	Asfordby	LE14 3SL	Exton	3	d	£249,950	
Jelson Homes	Station Lane	Asfordby	Asfordby	LE14 3SL	Linnet	3	d	£284,950	£3,313
Jelson Homes	Station Lane	Asfordby	Asfordby	LE14 3SL	Mallard	4	d	£379,950	
Jelson Homes	Station Lane	Asfordby	Asfordby	LE14 3SL	Rosefinch	4	d	£379,950	£3,304
Jelson Homes	Station Lane	Asfordby	Asfordby	LE14 3SL	Saunton	4	d	£389,950	£3,095
Jelson Homes	Station Lane	Asfordby	Asfordby	LE14 3SL	Whimbrel	4	d	£394,950	
Jelson Homes	Hookhill Reach	Tickow Lane	Shepshed	LE12 9BT	Plover	3	s	£234,950	£3,091
Jelson Homes	Hookhill Reach	Tickow Lane	Shepshed	LE12 9BT	Goldcrest	3	d	£284,950	£3,433
Jelson Homes	Hookhill Reach	Tickow Lane	Shepshed	LE12 9BT	Wagtail	4	d	£369,950	£2,890
Jelson Homes	Hookhill Reach	Tickow Lane	Shepshed	LE12 9BT	Swaffham	4	d	£389,950	£2,826
Jelson Homes	Pulford Place	Pulford Drive	Thurnby	LE7 9UJ	Goldcrest	3	d	£289,950	£3,493
Jelson Homes	Pulford Place	Pulford Drive	Thurnby	LE7 9UJ	Swaffham	4	d	£389,950	£2,826
Hazelton Homes	Hine Park	Elmdon Drive	Humberstone	LE5 0BG	plot 77	2	t	£217,950	£2,346
Hazelton Homes	Hine Park	Elmdon Drive	Humberstone	LE5 0BG	plot 65	3	t	£289,950	£2,853
Hazelton Homes	Hine Park	Elmdon Drive	Humberstone	LE5 0BG	plot 78	3	t	£252,950	£2,489
Avant Homes	Collingsgate	Coalville	Coalville	LE67 4RJ	Hartleburyx2	4	d	£355,000	£1,951
Avant Homes	Collingsgate	Coalville	Coalville	LE67 4RJ	Kilminster	3	d	£259,950	£2,888
Avant Homes	Collingsgate	Coalville	Coalville	LE67 4RJ	Rosebury	4	d	£380,000	£2,901
Avant Homes	Collingsgate	Coalville	Coalville	LE67 4RJ	Daltonx2	3	d	£269,950	£3,292
Avant Homes	Collingsgate	Coalville	Coalville	LE67 4RJ	Newtonx2	3	d	£299,950	
Avant Homes	Collingsgate	Coalville	Coalville	LE67 4RJ	Westbury	4	d	£415,000	
Avant Homes	Shelton Village	Earl Shilton	Earl Shilton	LE9 7PB	Amersham	5	d	£429,950	
Avant Homes	Shelton Village	Earl Shilton	Earl Shilton	LE9 7PB	Beckbridgex2	2	s	£195,000	£3,611
Avant Homes	Shelton Village	Earl Shilton	Earl Shilton	LE9 7PB	Finsbury	4	d	£332,000	£3,074
Avant Homes	Shelton Village	Earl Shilton	Earl Shilton	LE9 7PB	Lorton	3	s	£280,000	£3,111
Avant Homes	Shelton Village	Earl Shilton	Earl Shilton	LE9 7PB	Daltonx2	3	d	£272,950	£3,329
Avant Homes	Shelton Village	Earl Shilton	Earl Shilton	LE9 7PB	Ulbridge	4	d	£270,000	£3,068
Avant Homes	Shelton Village	Earl Shilton	Earl Shilton	LE9 7PB	Kintbury	4	d	£352,950	£2,715
Avant Homes	Ten Locks Village	Market Harborough	Market Harborough	LE16 9HH	Lortonx3	3	s	£324,950	£3,611
Avant Homes	Ten Locks Village	Market Harborough	Market Harborough	LE16 9HH	Paigntonx2	3	s	£319,950	£2,831
Avant Homes	Ten Locks Village	Market Harborough	Market Harborough	LE16 9HH	Finsburyx2	4	d	£398,000	£3,685
Avant Homes	Ten Locks Village	Market Harborough	Market Harborough	LE16 9HH	Holbury	4	d	£399,950	£3,389
Avant Homes	Ten Locks Village	Market Harborough	Market Harborough	LE16 9HH	Kintbury	4	d	£420,000	£3,231
Avant Homes	Ten Locks Village	Market Harborough	Market Harborough	LE16 9HH	Sudburyx2	4	d	£490,000	£3,224
Avant Homes	Ten Locks Village	Market Harborough	Market Harborough	LE16 9HH	Amersham	5	d	£515,000	
Rippon Homes	Marquis Gardens	Queensway	Old Dalby	LE14 3LZ	Arlington	4	d	£349,000	
Rippon Homes	Marquis Gardens	Queensway	Old Dalby	LE14 3LZ	Foxton	3	d	£278,000	
Morris Homes	St Andrews Park	Lutterworth Road	Aylestone	LE2 8PH	Houghton	4	d	£419,750	£3,557
Morris Homes	St Andrews Park	Lutterworth Road	Aylestone	LE2 8PH	Henley	4	d	£469,750	£3,613
Morris Homes	St Andrews Park	Lutterworth Road	Aylestone	LE2 8PH	Norfolk	4	d	£474,750	£2,638
Morris Homes	St Andrews Park	Lutterworth Road	Aylestone	LE2 8PH	Winsten	4	d	£524,750	£3,087
Morris Homes	St Andrews Park	Lutterworth Road	Aylestone	LE2 8PH	Pickmere	4	d	£529,750	£3,418
Morris Homes	St Andrews Park	Lutterworth Road	Aylestone	LE2 8PH	Blenheim	5	d	£604,750	£2,749

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Ashberry Homes	Horwood Gardens	Gartree Road	Oadby	LE2 2FB						
Mulberry Homes	The Mulberries at Kingsbury Park	Coventry Road	Lutterworth	LE17 4YX	Farnwell	3	d	£309,950	£3,229	
Mulberry Homes	The Mulberries at Kingsbury Park	Coventry Road	Lutterworth	LE17 4YX	Abbey	3	s	£292,950	£3,406	
Kier Living	Springfields	Station Road	Ibstock	LE67 6JJ	Lockwood	3	d	£274,000	£3,224	
Kier Living	Springfields	Station Road	Ibstock	LE67 6JJ	Hemsworth	5	d	£402,950	£2,518	
Kier Living	Springfields	Station Road	Ibstock	LE67 6JJ	Ludworth	5	d	£452,000	£2,739	
Keepmoat Homes	Waterside	Frog Island	Leicester	LE3 5BY	Barkby	3	t	£429,995	£3,772	
Keepmoat Homes	Waterside	Frog Island	Leicester	LE3 5BY	Block 10 Grand Union House	2	f	£182,995		
Keepmoat Homes	Waterside	Frog Island	Leicester	LE3 5BY	Riverside House	1	f	£142,995		
William Davis Homes	Buttercup Fields		Shepshed	LE12 9QA	Solwayx2	3	s	£280,000	£2,500	
William Davis Homes	Buttercup Fields		Shepshed	LE12 9QA	Sherford	4	d	£380,000	£2,695	
William Davis Homes	Rothley Meadow		Rothley	LE7 7WB	Douglas	3	d	£295,000		
William Davis Homes	Rothley Meadow		Rothley	LE7 7WB	Lea	3	d	£299,000	£3,215	
William Davis Homes	Wellington Place		Market Harborough	LE16 7WB	Solentx2	4	d	£390,000	£3,578	
William Davis Homes	Wellington Place		Market Harborough	LE16 7WB	Ashburnx2	5	d	£550,000	£3,125	
William Davis Homes	Wellington Place		Market Harborough	LE16 7WB	Denwickx2	4	d	£415,000	£3,458	
William Davis Homes	Wellington Place		Market Harborough	LE16 7WB	Beamishx2	4	d	£430,000	£3,525	
William Davis Homes	Wellington Place		Market Harborough	LE16 7WB	Lea	3	d	£325,000	£3,495	
William Davis Homes	Wellington Place		Market Harborough	LE16 7WB	Seaton	4	d	£520,000	£3,250	

Appendix 4 – Summary Results. Affordable Housing v Developer Contributions

Table A6a Residual Values – 0% Affordable Housing and Varied s106													
0% Affordable	Developer Contributions (£/unit)	EUV	BLV	Residual Value £0	£5,000	£10,000	£15,000	£20,000	£25,000	£30,000	£35,000	£40,000	
Site 1	1,000 Conventional	25,000	325,000	922,455	852,018	781,581	711,143	640,706	570,268	499,831	429,393	357,174	
Site 2	2,000 Conventional	25,000	325,000	818,455	755,946	693,437	630,927	568,199	504,157	440,115	376,073	312,031	
Site 3	5,000 Conventional	25,000	325,000	718,159	661,622	605,086	548,549	490,788	432,942	375,097	317,251	258,632	
Site 4	7,500 Conventional	25,000	325,000	639,087	588,454	537,744	486,075	434,406	382,737	330,275	277,335	224,395	
Site 5	10,000 Conventional	25,000	325,000	579,130	532,379	485,628	438,417	390,732	343,046	294,579	245,777	196,373	
Site 6	5,000 Garden Town	25,000	325,000	744,294	687,757	631,220	574,884	517,528	459,682	401,837	343,991	286,146	
Site 7	7,500 Garden Town	25,000	325,000	662,497	611,864	561,231	509,964	458,294	406,625	354,751	301,811	248,871	
Site 8	10,000 Garden Town	25,000	325,000	600,741	553,990	507,239	460,460	412,775	365,089	317,138	268,336	219,534	
Site 9	1,000 Conventional	25,000	325,000	1,394,182	1,325,209	1,256,235	1,187,262	1,117,957	1,047,519	977,082	906,644	836,207	
Site 10	2,000 Conventional	25,000	325,000	1,240,258	1,178,885	1,116,978	1,054,469	991,959	929,450	866,941	804,431	741,922	
Site 11	5,000 Conventional	25,000	325,000	1,097,550	1,041,046	984,509	927,972	871,435	814,898	758,361	701,825	645,288	
Site 12	7,500 Conventional	25,000	325,000	977,153	927,346	877,019	826,386	775,753	725,120	674,487	623,883	572,014	
Site 13	10,000 Conventional	25,000	325,000	887,911	841,930	796,950	749,969	703,486	656,735	609,984	563,233	516,027	
Site 14	5,000 Garden Town	25,000	325,000	1,123,240	1,067,180	1,010,644	954,107	897,570	841,033	784,496	727,960	671,423	
Site 15	7,500 Garden Town	25,000	325,000	1,000,181	950,374	900,429	849,796	799,163	748,530	697,897	647,264	595,902	
Site 16	10,000 Garden Town	25,000	325,000	909,166	863,185	817,205	771,224	725,097	678,346	631,595	584,844	538,070	
Site 17	1,000 Conventional	25,000	325,000	731,555	661,118	590,680	520,243	449,805	379,060	306,478	233,897	161,316	
Site 18	2,000 Conventional	25,000	325,000	649,039	586,530	523,660	459,618	395,576	331,534	266,914	200,896	134,878	
Site 19	5,000 Conventional	25,000	325,000	566,390	509,853	452,041	394,195	336,350	278,504	219,312	159,769	100,227	
Site 20	7,500 Conventional	25,000	325,000	503,369	451,700	400,030	348,361	295,654	242,714	189,245	134,773	79,595	
Site 21	10,000 Conventional	25,000	325,000	454,586	407,373	359,688	312,002	263,325	214,523	164,674	114,438	62,774	
Site 22	5,000 Garden Town	25,000	325,000	592,525	535,988	478,781	420,935	363,090	305,244	246,836	187,293	127,751	
Site 23	7,500 Garden Town	25,000	325,000	526,817	475,588	423,919	372,250	320,130	267,190	214,250	159,958	105,486	
Site 24	10,000 Garden Town	25,000	325,000	476,197	429,416	381,731	334,046	285,884	237,082	187,843	137,722	86,657	

Source: HDH 2021

Table A6b Residual Values – 5% Affordable Housing and Varied s106
All as Affordable Home Ownership (First Homes)

5% Affordable	Developer Contributions (£/unit)	EUV	BLV	Residual Value £0	£5,000	£10,000	£15,000	£20,000	£25,000	£30,000	£35,000	£40,000
Site 1	1,000 Conventional	Adj L, A de la Z & NE	25,000	325,000	881,802	821,365	750,927	680,490	610,052	469,177	398,740	326,334
Site 2	2,000 Conventional	Adj L, A de la Z & NE	25,000	325,000	790,473	727,964	665,455	602,945	540,296	412,212	348,170	284,040
Site 3	5,000 Conventional	Adj L, A de la Z & NE	25,000	325,000	693,109	636,572	580,035	523,499	465,849	350,158	292,312	233,518
Site 4	7,500 Conventional	Adj L, A de la Z & NE	25,000	325,000	616,098	565,465	514,832	463,223	411,554	307,408	254,468	201,378
Site 5	10,000 Conventional	Adj L, A de la Z & NE	25,000	325,000	557,821	511,070	464,320	417,209	369,524	273,362	224,560	175,020
Site 6	5,000 Garden Town	Adj L, A de la Z & NE	25,000	325,000	718,944	662,407	605,870	549,333	492,281	376,590	318,745	260,725
Site 7	7,500 Garden Town	Adj L, A de la Z & NE	25,000	325,000	639,238	588,605	537,972	486,837	435,168	331,603	278,663	225,723
Site 8	10,000 Garden Town	Adj L, A de la Z & NE	25,000	325,000	579,184	532,433	485,682	438,932	391,314	295,662	246,860	197,923
Site 9	1,000 Conventional	South	25,000	325,000	1,354,370	1,285,397	1,216,423	1,147,450	1,078,476	937,606	867,169	796,731
Site 10	2,000 Conventional	South	25,000	325,000	1,203,949	1,142,576	1,081,037	1,018,527	956,018	831,000	768,490	705,981
Site 11	5,000 Conventional	South	25,000	325,000	1,064,972	1,008,840	952,303	895,766	839,229	726,156	669,619	613,082
Site 12	7,500 Conventional	South	25,000	325,000	947,392	897,585	847,531	796,898	746,265	644,999	594,300	542,631
Site 13	10,000 Conventional	South	25,000	325,000	860,396	814,415	768,434	722,454	676,161	582,659	535,909	488,771
Site 14	5,000 Garden Town	South	25,000	325,000	1,090,367	1,034,674	978,138	921,601	865,064	751,990	695,453	638,917
Site 15	7,500 Garden Town	South	25,000	325,000	970,155	920,348	870,541	820,039	769,406	668,140	617,507	566,246
Site 16	10,000 Garden Town	South	25,000	325,000	881,406	835,426	789,445	743,464	697,484	604,022	557,271	510,521
Site 17	1,000 Conventional	West	25,000	325,000	704,431	633,993	563,556	493,118	422,681	279,225	206,643	134,062
Site 18	2,000 Conventional	West	25,000	325,000	624,240	561,731	498,967	434,925	370,883	242,032	176,013	109,995
Site 19	5,000 Conventional	West	25,000	325,000	544,202	487,665	429,984	372,139	314,293	197,127	137,585	77,877
Site 20	7,500 Conventional	West	25,000	325,000	483,018	431,460	379,790	328,121	275,426	168,874	114,402	58,904
Site 21	10,000 Conventional	West	25,000	325,000	435,684	388,585	340,900	293,214	244,551	145,801	95,338	43,675
Site 22	5,000 Garden Town	West	25,000	325,000	570,037	513,500	456,417	398,571	340,726	224,335	164,793	105,251
Site 23	7,500 Garden Town	West	25,000	325,000	506,159	455,074	403,405	351,735	299,621	193,741	139,297	84,631
Site 24	10,000 Garden Town	West	25,000	325,000	457,047	410,296	362,689	315,004	266,851	168,704	118,583	67,282

Source: HDH 2021

Table A6c Residual Values – 10% Affordable Housing and Varied s106
All as Affordable Home Ownership (First Homes)

10% Affordable	Developer Contributions (£/unit)	EUV	BLV	Residual Value £0	£5,000	£10,000	£15,000	£20,000	£25,000	£30,000	£35,000	£40,000
Site 1	1,000 Conventional	Adj L, A de la Z & NE	25,000	325,000	861,149	790,712	649,837	579,399	508,962	438,524	368,075	295,494
Site 2	2,000 Conventional	Adj L, A de la Z & NE	25,000	325,000	762,491	699,982	574,963	512,392	448,350	384,308	320,266	255,889
Site 3	5,000 Conventional	Adj L, A de la Z & NE	25,000	325,000	668,059	611,522	554,985	440,909	383,064	325,218	267,373	208,403
Site 4	7,500 Conventional	Adj L, A de la Z & NE	25,000	325,000	593,108	542,475	491,842	388,702	337,032	284,540	231,600	178,322
Site 5	10,000 Conventional	Adj L, A de la Z & NE	25,000	325,000	536,513	489,762	443,011	386,002	300,632	252,144	203,342	153,667
Site 6	5,000 Garden Town	Adj L, A de la Z & NE	25,000	325,000	693,593	637,056	580,519	523,983	467,034	409,189	351,343	293,498
Site 7	7,500 Garden Town	Adj L, A de la Z & NE	25,000	325,000	615,980	565,347	514,714	463,711	412,042	360,372	308,454	255,514
Site 8	10,000 Garden Town	Adj L, A de la Z & NE	25,000	325,000	557,627	510,877	464,126	417,375	369,853	322,168	274,185	225,383
Site 9	1,000 Conventional	South	25,000	325,000	1,314,558	1,245,584	1,176,611	1,107,637	1,038,664	968,568	898,131	827,693
Site 10	2,000 Conventional	South	25,000	325,000	1,167,639	1,106,266	1,044,893	982,586	920,077	857,568	795,058	732,549
Site 11	5,000 Conventional	South	25,000	325,000	1,032,394	978,634	920,097	863,560	807,024	750,487	693,950	637,413
Site 12	7,500 Conventional	South	25,000	325,000	917,630	867,823	818,016	767,410	716,777	666,144	615,511	564,878
Site 13	10,000 Conventional	South	25,000	325,000	832,880	786,899	740,919	694,938	648,837	602,086	555,335	508,584
Site 14	5,000 Garden Town	South	25,000	325,000	1,057,494	1,001,919	945,631	889,095	832,558	776,021	719,484	666,411
Site 15	7,500 Garden Town	South	25,000	325,000	940,129	890,322	840,515	790,282	739,649	689,016	638,383	587,750
Site 16	10,000 Garden Town	South	25,000	325,000	853,647	807,666	761,685	715,705	669,724	623,200	576,450	529,699
Site 17	1,000 Conventional	West	25,000	325,000	677,306	608,869	536,432	465,994	395,557	324,552	251,971	179,389
Site 18	2,000 Conventional	West	25,000	325,000	599,442	536,933	474,275	410,233	346,191	282,149	217,149	151,131
Site 19	5,000 Conventional	West	25,000	325,000	522,014	465,477	407,927	350,082	292,236	234,391	174,943	115,401
Site 20	7,500 Conventional	West	25,000	325,000	462,628	411,220	359,550	307,881	255,199	202,259	148,503	94,031
Site 21	10,000 Conventional	West	25,000	325,000	416,782	369,797	322,112	274,426	225,777	176,975	126,928	76,238
Site 22	5,000 Garden Town	West	25,000	325,000	547,548	491,011	434,052	376,207	318,361	260,516	201,835	142,292
Site 23	7,500 Garden Town	West	25,000	325,000	485,500	434,560	382,890	331,221	279,113	226,173	173,109	118,637
Site 24	10,000 Garden Town	West	25,000	325,000	437,897	391,146	343,648	295,963	247,818	199,016	149,564	99,443

Source: HDH 2021

**Table A6d Residual Values – 15% Affordable Housing and Varied s106
67% as Affordable Home Ownership (First Homes) / 33% Affordable Rent**

15% Affordable		Developer Contributions (£/unit)	EUV	BLV	Residual Value									
					£0	£5,000	£10,000	£15,000	£20,000	£25,000	£30,000	£35,000	£40,000	
Site 1	1,000 Conventional	Adj L, A de la Z & NE	25,000	325,000	780,216	709,778	639,341	588,903	498,466	428,028	357,591	285,365	212,783	
	2,000 Conventional	Adj L, A de la Z & NE	25,000	325,000	690,321	627,812	565,303	502,793	439,187	375,145	311,103	246,980	180,962	
Site 3	5,000 Conventional	Adj L, A de la Z & NE	25,000	325,000	603,509	546,972	490,435	433,369	375,524	317,678	259,833	201,124	141,582	
	7,500 Conventional	Adj L, A de la Z & NE	25,000	325,000	535,147	484,514	433,472	381,803	330,133	277,964	225,024	171,947	117,475	
Site 5	10,000 Conventional	Adj L, A de la Z & NE	25,000	325,000	483,272	436,521	389,771	342,189	294,504	246,304	197,502	148,029	97,909	
	5,000 Garden Town	Adj L, A de la Z & NE	25,000	325,000	628,743	572,206	515,669	459,132	401,342	343,496	285,651	227,700	168,157	
Site 7	7,500 Garden Town	Adj L, A de la Z & NE	25,000	325,000	557,750	507,117	456,484	404,868	353,199	301,530	248,657	195,717	141,792	
	10,000 Garden Town	Adj L, A de la Z & NE	25,000	325,000	504,138	457,388	410,637	363,472	315,787	268,086	219,284	170,400	120,279	
Site 9	1,000 Conventional	South	25,000	325,000	1,196,036	1,127,062	1,058,089	989,115	919,168	848,731	778,293	707,856	637,418	
	2,000 Conventional	South	25,000	325,000	1,061,971	1,000,598	938,529	876,020	813,511	751,001	688,492	625,983	563,393	
Site 11	5,000 Conventional	South	25,000	325,000	937,748	881,296	824,759	768,223	711,686	655,149	598,612	542,075	484,420	
	7,500 Conventional	South	25,000	325,000	832,894	783,086	732,659	682,026	631,393	580,760	530,120	478,451	426,781	
Site 13	10,000 Conventional	South	25,000	325,000	755,195	709,214	663,234	617,226	570,475	523,724	476,974	429,831	382,146	
	5,000 Garden Town	South	25,000	325,000	962,552	906,530	849,993	793,456	736,920	680,383	623,846	567,309	510,238	
Site 15	7,500 Garden Town	South	25,000	325,000	855,128	805,321	755,262	704,629	653,997	603,364	552,731	501,516	449,847	
	10,000 Garden Town	South	25,000	325,000	775,717	729,737	683,756	637,775	591,341	544,590	497,840	451,089	403,429	
Site 17	1,000 Conventional	West	25,000	325,000	611,935	541,497	471,060	400,623	330,185	257,841	185,260	112,679	39,411	
	2,000 Conventional	West	25,000	325,000	541,030	478,521	415,122	351,080	287,038	222,704	156,686	90,668	22,840	
Site 19	5,000 Conventional	West	25,000	325,000	469,779	412,949	355,104	297,258	239,413	180,575	121,033	61,388	-334	
	7,500 Conventional	West	25,000	325,000	415,480	363,811	312,142	260,033	207,093	153,856	99,385	44,021	-13,142	
Site 21	10,000 Conventional	West	25,000	325,000	373,590	326,206	278,521	230,380	181,578	132,005	81,749	30,085	-24,229	
	5,000 Garden Town	West	25,000	325,000	495,013	438,476	380,922	323,076	265,231	207,150	147,608	88,066	27,242	
Site 23	7,500 Garden Town	West	25,000	325,000	438,239	386,877	335,208	283,538	230,726	177,786	123,702	69,150	12,858	
	10,000 Garden Town	West	25,000	325,000	394,456	347,489	299,804	252,119	203,360	154,375	104,254	53,144	783	

Source: HDH 2021

**Table A6e Residual Values – 20% Affordable Housing and Varied s106
50% as Affordable Home Ownership (First Homes) / 50% Affordable Rent**

20% Affordable		Developer Contributions (£/unit)	EUV	BLV	Residual Value									
					£0	£5,000	£10,000	£15,000	£20,000	£25,000	£30,000			
Site 1	1,000 Conventional	Adj L, A de la Z & NE	25,000	325,000	749,565	679,128	608,690	538,253	467,815	397,378	326,940	254,527	£40,945	
Site 2	2,000 Conventional	Adj L, A de la Z & NE	25,000	325,000	662,341	599,832	537,323	474,813	411,287	347,245	283,203	218,831	152,813	
Site 3	5,000 Conventional	Adj L, A de la Z & NE	25,000	325,000	578,461	521,924	465,387	408,432	350,587	292,741	234,896	176,012	116,470	
Site 4	7,500 Conventional	Adj L, A de la Z & NE	25,000	325,000	512,159	461,526	410,621	358,952	307,283	255,099	202,158	148,892	94,421	
Site 5	10,000 Conventional	Adj L, A de la Z & NE	25,000	325,000	461,965	415,215	368,464	320,983	273,298	225,089	176,287	126,678	76,424	
Site 6	5,000 Garden Town	Adj L, A de la Z & NE	25,000	325,000	603,394	546,857	490,321	433,784	376,097	318,252	260,406	202,271	142,729	
Site 7	7,500 Garden Town	Adj L, A de la Z & NE	25,000	325,000	534,494	483,861	433,228	381,744	330,074	278,405	225,511	172,570	118,448	
Site 8	10,000 Garden Town	Adj L, A de la Z & NE	25,000	325,000	482,583	435,832	389,082	342,013	294,328	246,611	197,809	148,782	98,661	
Site 9	1,000 Conventional	South	25,000	325,000	1,156,227	1,087,254	1,018,280	949,307	879,697	809,259	738,822	668,384	597,947	
Site 10	2,000 Conventional	South	25,000	325,000	1,025,665	964,292	902,591	840,082	777,573	715,064	652,554	590,045	527,467	
Site 11	5,000 Conventional	South	25,000	325,000	905,173	849,094	792,557	736,020	679,483	622,946	566,410	509,873	452,278	
Site 12	7,500 Conventional	South	25,000	325,000	803,135	753,328	703,174	652,541	601,908	551,275	500,642	449,071	397,402	
Site 13	10,000 Conventional	South	25,000	325,000	727,682	681,701	635,721	589,740	543,153	496,403	449,652	402,578	354,893	
Site 14	5,000 Garden Town	South	25,000	325,000	929,682	874,027	817,490	760,954	704,417	647,880	591,343	534,806	477,788	
Site 15	7,500 Garden Town	South	25,000	325,000	825,105	775,298	725,490	674,875	624,242	573,609	522,976	471,862	420,193	
Site 16	10,000 Garden Town	South	25,000	325,000	747,960	701,979	655,999	610,018	563,771	517,020	470,269	423,519	375,922	
Site 17	1,000 Conventional	West	25,000	325,000	584,813	514,375	443,938	373,500	303,063	230,590	158,008	85,427	11,472	
Site 18	2,000 Conventional	West	25,000	325,000	516,234	453,724	390,431	326,389	262,347	197,823	131,805	65,787	-2,782	
Site 19	5,000 Conventional	West	25,000	325,000	447,593	390,894	333,048	275,203	217,357	158,392	98,850	38,785	-24,050	
Site 20	7,500 Conventional	West	25,000	325,000	395,242	343,572	291,903	239,807	186,867	133,487	79,015	23,331	-35,396	
Site 21	10,000 Conventional	West	25,000	325,000	354,689	307,419	259,734	211,608	162,805	113,133	62,650	10,909	-44,730	
Site 22	5,000 Garden Town	West	25,000	325,000	472,526	415,990	358,559	300,713	242,868	184,651	125,109	65,567	4,312	
Site 23	7,500 Garden Town	West	25,000	325,000	417,581	366,364	314,695	263,025	210,219	157,279	103,043	48,162	-8,555	
Site 24	10,000 Garden Town	West	25,000	325,000	375,307	328,449	280,764	233,079	184,328	135,237	85,116	33,771	-19,923	

Source: HDH 2021

**Table A6f Residual Values – 25% Affordable Housing and Varied s106
40% as Affordable Home Ownership (First Homes) / 60% Affordable Rent**

25% Affordable	Developer Contributions (£/unit)	EUV	BLV	Residual Value £0	£10,000	£15,000	£20,000	£25,000	£30,000	£35,000	£40,000
Site 1	1,000 Conventional Adj L, A de la Z & NE	25,000	325,000	693,773	552,898	482,461	412,023	341,586	270,334	197,753	125,171
Site 2	2,000 Conventional Adj L, A de la Z & NE	25,000	325,000	612,266	487,248	424,738	360,734	296,692	232,650	167,283	101,275
Site 3	5,000 Conventional Adj L, A de la Z & NE	25,000	325,000	533,662	471,125	420,588	363,271	305,425	247,580	189,588	130,046
Site 4	7,500 Conventional Adj L, A de la Z & NE	25,000	325,000	471,685	421,052	369,912	266,574	213,908	160,968	106,942	52,351
Site 5	10,000 Conventional Adj L, A de la Z & NE	25,000	325,000	424,692	377,941	331,159	283,474	235,789	187,160	138,244	88,123
Site 6	5,000 Garden Town Adj L, A de la Z & NE	25,000	325,000	558,295	501,758	445,221	388,474	330,629	272,783	214,938	155,988
Site 7	7,500 Garden Town Adj L, A de la Z & NE	25,000	325,000	493,750	443,117	392,429	340,760	289,091	236,979	184,039	130,680
Site 8	10,000 Garden Town Adj L, A de la Z & NE	25,000	325,000	445,061	398,310	351,559	304,250	256,565	208,423	159,621	109,961
Site 9	1,000 Conventional South	25,000	325,000	1,077,062	1,008,089	939,115	870,142	800,042	729,605	659,167	588,730
Site 10	2,000 Conventional South	25,000	325,000	954,678	893,305	831,339	768,830	706,321	643,812	581,302	518,793
Site 11	5,000 Conventional South	25,000	325,000	841,562	785,324	728,787	672,250	615,713	559,176	502,639	445,657
Site 12	7,500 Conventional South	25,000	325,000	745,887	696,080	645,739	595,106	544,473	493,841	442,816	391,147
Site 13	10,000 Conventional South	25,000	325,000	675,083	629,102	583,122	537,062	490,312	443,561	396,810	349,267
Site 14	5,000 Garden Town South	25,000	325,000	865,777	809,957	753,420	696,883	640,346	583,809	527,273	470,736
Site 15	7,500 Garden Town South	25,000	325,000	767,593	717,786	667,805	617,172	566,539	515,906	465,273	413,664
Site 16	10,000 Garden Town South	25,000	325,000	695,117	643,136	603,156	557,175	510,681	463,930	417,179	370,043
Site 17	1,000 Conventional West	25,000	325,000	538,566	468,126	397,691	327,253	256,190	183,608	111,027	38,446
Site 18	2,000 Conventional West	25,000	325,000	474,630	412,120	348,510	284,468	220,426	155,151	89,133	22,013
Site 19	5,000 Conventional West	25,000	325,000	410,382	353,454	295,609	237,763	179,888	120,346	60,804	-345
Site 20	7,500 Conventional West	25,000	325,000	361,418	303,749	258,080	205,641	152,701	98,743	44,037	-12,884
Site 21	10,000 Conventional West	25,000	325,000	323,642	276,231	228,546	180,122	131,296	81,176	30,025	-23,736
Site 22	5,000 Garden Town West	25,000	325,000	435,015	378,479	320,812	262,967	205,121	146,288	86,746	26,576
Site 23	7,500 Garden Town West	25,000	325,000	363,622	332,266	280,597	228,712	175,772	122,481	68,010	12,276
Site 24	10,000 Garden Town West	25,000	325,000	344,012	297,007	249,322	201,385	152,583	103,013	52,534	685
											-55,703

Source: HDH 2021

**Table A6g Residual Values – 30% Affordable Housing and Varied s106
33% as Affordable Home Ownership (First Homes) / 67% Affordable Rent**

30% Affordable		Developer Contributions (£/unit)		EUV	BLV	Residual Value		£0	£5,000	£10,000	£15,000	£20,000	£25,000	£30,000	£35,000	£40,000
Site	1,000 Conventional	Adj L, A de la Z & NE	Adj L, A de la Z & NE	25,000	325,000	637,976	567,539	497,101	426,664	356,226	285,789	213,555	140,973	68,392		
Site 2	2,000 Conventional	Adj L, A de la Z & NE	Adj L, A de la Z & NE	25,000	325,000	562,187	499,678	437,168	374,218	310,176	246,134	181,769	115,751	49,733		
Site 3	5,000 Conventional	Adj L, A de la Z & NE	Adj L, A de la Z & NE	25,000	325,000	488,859	432,322	375,785	318,105	260,260	202,414	143,617	84,075	23,995		
Site 4	7,500 Conventional	Adj L, A de la Z & NE	Adj L, A de la Z & NE	25,000	325,000	431,207	380,574	329,199	277,530	225,653	172,713	119,459	64,988	9,325		
Site 5	10,000 Conventional	Adj L, A de la Z & NE	Adj L, A de la Z & NE	25,000	325,000	387,415	340,664	293,646	245,961	198,030	149,228	99,686	49,259	-2,653		
Site 6	5,000 Garden Town	Adj L, A de la Z & NE	Adj L, A de la Z & NE	25,000	325,000	513,192	456,655	400,118	343,001	285,156	227,310	169,243	109,701	50,159		
Site 7	7,500 Garden Town	Adj L, A de la Z & NE	Adj L, A de la Z & NE	25,000	325,000	453,003	402,371	351,442	299,773	248,104	195,503	142,563	88,437	33,558		
Site 8	10,000 Garden Town	Adj L, A de la Z & NE	Adj L, A de la Z & NE	25,000	325,000	407,536	360,785	314,034	266,484	218,799	170,231	121,257	71,136	19,831		
Site 9	1,000 Conventional	South	South	25,000	325,000	997,889	928,915	859,942	790,817	720,379	649,942	579,505	509,067	438,630		
Site 10	2,000 Conventional	South	South	25,000	325,000	883,684	822,311	760,080	697,571	635,062	572,553	510,043	447,240	383,198		
Site 11	5,000 Conventional	South	South	25,000	325,000	777,946	721,547	665,010	608,473	551,937	495,400	438,863	381,185	323,339		
Site 12	7,500 Conventional	South	South	25,000	325,000	688,634	638,827	588,299	537,666	487,034	436,401	384,887	333,218	281,549		
Site 13	10,000 Conventional	South	South	25,000	325,000	622,479	576,496	530,518	484,216	437,465	390,714	343,635	295,950	246,265		
Site 14	5,000 Garden Town	South	South	25,000	325,000	801,864	745,880	689,343	632,806	576,269	519,732	463,196	406,081	348,235		
Site 15	7,500 Garden Town	South	South	25,000	325,000	710,076	660,268	610,096	559,463	508,830	458,197	407,130	355,461	303,792		
Site 16	10,000 Garden Town	South	South	25,000	325,000	642,269	596,288	550,307	504,327	457,586	410,835	364,084	316,473	266,788		
Site 17	1,000 Conventional	West	West	25,000	325,000	492,315	421,877	351,440	281,002	209,205	136,623	64,042	-10,741	-89,947		
Site 18	2,000 Conventional	West	West	25,000	325,000	433,022	370,513	306,584	242,542	178,493	112,475	46,457	-23,070	-96,268		
Site 19	5,000 Conventional	West	West	25,000	325,000	373,169	316,012	258,166	200,321	141,838	82,296	22,294	-41,354	-107,775		
Site 20	7,500 Conventional	West	West	25,000	325,000	327,592	275,923	224,253	171,473	118,468	63,996	8,447	-51,160	-113,627		
Site 21	10,000 Conventional	West	West	25,000	325,000	292,594	245,040	197,354	148,633	99,336	49,060	-2,817	-59,188	-118,320		
Site 22	5,000 Garden Town	West	West	25,000	325,000	397,501	340,908	283,062	225,217	167,371	107,922	48,380	-13,503	-78,746		
Site 23	7,500 Garden Town	West	West	25,000	325,000	349,660	298,166	246,496	194,263	141,323	87,445	32,680	-24,800	-86,106		
Site 24	10,000 Garden Town	West	West	25,000	325,000	312,715	265,563	217,878	169,637	120,835	70,787	19,632	-34,764	-92,368		

Source: HDH 2021

**Table A6h Residual Values – 35% Affordable Housing and Varied s106
30% as Affordable Home Ownership (First Homes) / 70% Affordable Rent**

35% Affordable		Developer Contributions (£/unit)	EUV	BLV	Residual Value									
					£0	£5,000	£10,000	£15,000	£20,000	£25,000	£30,000			
35% Affordable	1,000 Conventional	Adj L, A de la Z & NE	25,000	325,000	590,563	520,125	449,688	379,250	308,813	238,005	165,424	92,843	£40,000	
	2,000 Conventional	Adj L, A de la Z & NE	25,000	325,000	519,475	456,966	394,457	331,215	267,173	203,131	138,026	72,008	20,135	
	5,000 Conventional	Adj L, A de la Z & NE	25,000	325,000	450,642	394,105	337,530	279,684	221,839	163,993	104,600	45,058	4,833	
	7,500 Conventional	Adj L, A de la Z & NE	25,000	325,000	396,560	345,927	294,442	242,773	190,570	137,629	83,806	29,122	-16,885	
	10,000 Conventional	Adj L, A de la Z & NE	25,000	325,000	355,462	308,712	261,570	213,885	165,671	116,869	66,864	29,122	-28,533	
	5,000 Garden Town	Adj L, A de la Z & NE	25,000	325,000	474,674	418,138	361,601	304,273	246,427	188,582	129,910	70,368	10,158	
	7,500 Garden Town	Adj L, A de la Z & NE	25,000	325,000	418,088	367,455	316,410	264,741	213,072	160,138	106,967	52,495	-3,420	
	10,000 Garden Town	Adj L, A de la Z & NE	25,000	325,000	375,335	328,584	281,833	234,155	186,415	137,613	88,169	37,733	-14,883	
	1,000 Conventional	South	25,000	325,000	931,840	862,867	793,893	724,554	654,117	583,679	513,242	442,804	372,367	
	2,000 Conventional	South	25,000	325,000	824,256	762,882	700,597	638,088	575,579	513,070	450,560	387,175	323,133	
	5,000 Conventional	South	25,000	325,000	724,678	668,297	611,760	555,224	498,687	442,150	385,337	327,491	269,646	
	7,500 Conventional	South	25,000	325,000	640,548	590,740	540,179	489,547	438,914	388,146	336,476	284,807	232,702	
	10,000 Conventional	South	25,000	325,000	578,240	532,260	486,279	439,879	393,128	346,377	299,008	251,323	203,184	
	5,000 Garden Town	South	25,000	325,000	748,302	692,330	635,793	579,256	522,719	466,182	409,646	352,080	294,234	
	7,500 Garden Town	South	25,000	325,000	661,725	611,917	561,707	511,075	460,442	409,809	358,445	306,776	255,107	
	10,000 Garden Town	South	25,000	325,000	597,786	551,805	505,824	459,752	413,001	366,250	319,278	271,593	223,908	
	1,000 Conventional	West	25,000	325,000	452,441	382,004	311,566	241,129	168,799	96,217	23,636	-54,447	-133,886	
	2,000 Conventional	West	25,000	325,000	397,019	334,447	270,405	206,363	141,751	75,733	8,845	-62,672	-137,654	
	5,000 Conventional	West	25,000	325,000	340,965	283,699	225,854	168,008	109,079	49,537	-11,887	-76,889	-144,870	
	7,500 Conventional	West	25,000	325,000	298,266	246,626	194,893	141,953	88,514	34,043	-23,292	-84,270	-148,518	
	10,000 Conventional	West	25,000	325,000	265,595	217,984	170,186	121,384	71,740	20,942	-33,070	-90,420	-151,551	
	5,000 Garden Town	West	25,000	325,000	364,998	308,288	250,443	192,597	134,389	74,847	14,921	-49,090	-115,668	
	7,500 Garden Town	West	25,000	325,000	320,134	268,595	216,926	164,462	111,521	57,203	1,759	-58,201	-120,845	
	10,000 Garden Town	West	25,000	325,000	285,467	238,254	190,569	142,129	93,045	42,903	-9,229	-65,659	-124,971	

Source: HDH 2021

**Table A6i Residual Values – 40% Affordable Housing and Varied s106
30% as Affordable Home Ownership (First Homes) / 70% Affordable Rent**

40% Affordable	Developer Contributions (£/unit)	EUV	BLV	Residual Value £0	£5,000	£10,000	£15,000	£20,000	£25,000	£30,000	£35,000	£40,000
Site 1	1,000 Conventional	25,000	325,000	536,453	466,015	395,578	325,140	254,703	182,966	110,385	37,804	-38,729
Site 2	2,000 Conventional	25,000	325,000	470,879	408,369	345,860	282,177	218,135	154,071	88,053	21,855	-49,021
Site 3	5,000 Conventional	25,000	325,000	407,164	350,627	293,721	235,876	178,030	119,571	60,029	-254	-64,964
Site 4	7,500 Conventional	25,000	325,000	367,255	308,596	254,927	203,268	150,604	97,592	43,120	-13,235	-73,583
Site 5	10,000 Conventional	25,000	325,000	319,257	272,506	225,152	177,466	128,860	79,581	29,213	-23,867	-80,612
Site 6	5,000 Garden Town	25,000	325,000	430,896	374,359	317,823	260,157	202,311	144,466	85,022	25,480	-37,801
Site 7	7,500 Garden Town	25,000	325,000	378,514	327,881	276,622	224,952	172,832	119,892	65,991	11,045	-47,840
Site 8	10,000 Garden Town	25,000	325,000	338,881	292,130	245,168	197,483	149,345	100,543	50,499	-820	-56,411
Site 9	1,000 Conventional	25,000	325,000	855,308	786,334	717,361	647,588	577,150	506,713	436,275	365,838	295,400
Site 10	2,000 Conventional	25,000	325,000	755,588	694,215	631,708	569,198	506,689	444,180	381,508	317,466	253,424
Site 11	5,000 Conventional	25,000	325,000	663,144	606,639	550,102	493,565	437,028	380,491	323,033	265,187	207,342
Site 12	7,500 Conventional	25,000	325,000	585,139	535,248	484,615	433,982	383,349	332,131	280,462	228,793	175,907
Site 13	10,000 Conventional	25,000	325,000	527,319	481,339	435,358	388,744	341,984	295,126	247,440	199,737	150,935
Site 14	5,000 Garden Town	25,000	325,000	686,472	630,371	573,834	517,297	460,760	404,223	347,314	289,469	231,623
Site 15	7,500 Garden Town	25,000	325,000	606,051	556,244	505,874	455,241	404,608	353,826	302,157	250,487	198,135
Site 16	10,000 Garden Town	25,000	325,000	546,620	500,640	454,659	408,369	361,618	314,867	267,457	219,772	171,420
Site 17	1,000 Conventional	25,000	325,000	407,474	337,036	266,599	195,718	123,137	50,556	-24,697	-103,902	-185,808
Site 18	2,000 Conventional	25,000	325,000	356,539	293,678	229,636	165,594	100,269	34,251	-35,584	-108,989	-186,608
Site 19	5,000 Conventional	25,000	325,000	304,760	247,289	189,444	131,598	72,094	12,400	-51,735	-118,271	-189,070
Site 20	7,500 Conventional	25,000	325,000	265,381	213,712	161,659	108,719	54,732	-521	-60,405	-123,037	-190,292
Site 21	10,000 Conventional	25,000	325,000	235,310	187,625	139,551	90,749	40,657	-11,328	-67,495	-126,807	-191,486
Site 22	5,000 Garden Town	25,000	325,000	328,492	271,570	213,725	155,879	97,087	37,545	-24,573	-89,958	-158,580
Site 23	7,500 Garden Town	25,000	325,000	287,064	235,406	183,737	130,947	77,603	23,131	-34,787	-96,194	-161,218
Site 24	10,000 Garden Town	25,000	325,000	254,985	207,642	159,956	111,234	61,696	10,908	-43,705	-101,315	-163,350

Source: HDH 2021

HDH Planning and Development Ltd is a specialist planning consultancy providing evidence to support planning authorities, land owners and developers.

The firm is led by Simon Drummond-Hay who is a Chartered Surveyor, Associate of Chartered Institute of Housing and senior development professional with a wide experience of both development and professional practice. The firm is regulated by the RICS.

The main areas of expertise are:

- Community Infrastructure Levy (CIL) testing
- District wide and site specific Viability Analysis
- Local and Strategic Housing Market Assessments and Housing Needs Assessments
- Future Housing Numbers Analysis (post RSS target setting)

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HDH Planning and Development

Registered in England. Number 08555548

Clapham Woods Farm, Keasden, Nr. Clapham, Lancaster. LA2 8ET

info@hdhplanning.co.uk 015242 51831



AECOM Limited
Unit 1 Wellbrook Court
Girton
Cambridge CB3 0NA
United Kingdom

T: +44 1223 488 000
aecom.com