

Site Selection Report

Appendix 3B: Stage 2 Site Assessments – Employment Options

Blaby District Council 2026

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Glenfield

STAGE 2A DETAILED ASSESSMENTS

Site Reference and Address: GLE031, Western Park Golf Course, Glenfield

Site Area (Hectares): 73.11

Proposed Use: Mixed Use

Potential Capacity: 2366 floorspace (square metres)

Suitability - Environmental and Physical Constraints

Land Contamination and Pollution: Air quality issues at boundary with City around/near Ratby Lane. Historic odour issues at Birch Lane property and potential issues from Optimus Point. Noise issues from Scudamore Road and Optimus Point. M1 no longer source of N02 but a 'corridor of concern' although unlikely to cause a problem. Require offset from Optimus Point.

The land has previous park and golf course use so minimal potential for contamination.

The site is affected by contaminated land and will require investigation as part of planning application.

Flood Risk: The site is located in FZ1. More than 5% of the site is at risk of surface water flooding. Site is not sequentially preferable as around 6% of the site is subject to surface water flood risk.

Landscape Sensitivity: The site specific assessment indicates the site has a moderate sensitivity where some of the key characteristics and qualities of the landscape are sensitive to change for residential development.

The site specific assessment indicates the site has a moderate-high or high sensitivity where the key characteristics and qualities of the landscape are sensitive or highly sensitive to change for employment development.

Factors increasing sensitivity include the parcel's valued semi-natural habitats (particularly deciduous woodland), recreational value and rare access to nature-rich green space, lack of existing development and its function as a buffer between the settlement edge and M1.

Factors decreasing sensitivity include the gentle undulating landform, limited intervisibility with surrounding landscape and close proximity to residential and industrial land uses.

Gateways into Glenfield from the adjacent urban areas of Leicester City to the south and east are indistinct.

Ecology and Biodiversity: No impacts on statutory wildlife sites. However the whole of the Western Park site including parts in Blaby and Leicester City is a non-statutory

(Local) Wildlife Site (Western Golf Course & adj GCN habitats). Likley loss of semi improved grassland and woodland habitats. Tree Preservation Order affects the site.

Natural England advise that the site would not impact any SSSIs but it would result in developing over a valuable GI site for Leicester City. Suggest that reference is made to the standards within the GI Framework which include the Accessible Greenspace Standards with the headline target of providing access for everyone to green and blue spaces within 15 minutes' walk from home.

Heritage Assets: The site is not affected by and has no local or national designated heritage assets and would not be significantly affected by undesignated assets.

Historic England has concerns that the allocation would potentially affecting the setting of scheduled monuments: 1013323 - Kirby Muxloe Castle. 1017680 - Moated site and garden enclosure at Glenfield, an approach which secures an approach to design informed by detailed setting asesment should be secured through policy. Our records suggest that there are potential archaeological remains on and adjacent to this site as follows:- 19th century or earlier parkland associated with Kirby Frith, later Kirby Frith Hall (demolished). Braunstone Airfield. A former military airfield, opened in 1935, used in the Second World War and closed in 1945. Roman road running from Leicester to Mancetter, visible in places as an agger. Probable earthwork ridge and furrow of Post-Medieval date mapped from air photograph. Possible Bronze Age occupation site indicated by find evidence.

Historic England has concerns that more information needed on how the proposal would impact the special character of the surrounding conservation areas (Anstey, Glenfield, Ratby, Groby). The proposed site has the potential to impact the wider setting of these areas and may influence how the conservation areas are experienced, both from the wider setting and from within.

Our records suggests that there are potential archaeological remains on and adjacent to this site and these should be addressed through policy.

Site potentially affecting the setting of scheduled monument: 1017680 - Moated site and garden enclosure at Glenfield this will require detailed settimng asesment and design response in any scheme as will impacts upon multiple listed buildings in Glenfield with the potential of having their settings affected by this site and / or by AH2

Minerals and Waste: Not within a Minerals Safeguarding Area but adjacent to MSA for Sand and Gravel. Sterilisation of the mineral needs to be considered.

Hazards, Gas and Electricity Assets: The site has no impact on hazards such as Calor Gas, High Pressure Gas Pipeline or High Voltage Electricity Transmission Lines.

Open Space and Green Infrastructure: Development of the site has impacts in terms of existing green corridors wildlife connections. GI/ LWS/ established hedgerows, grassland and established trees to the South, East, West and North and mitigation will make the site less viable.

The site is a former 18 hole golf course. The Golf Needs Assessment indicates that although the site is unused it requires consideration as theoretically it could meet some level of need in the event it is brought back into use. The site is offered the same level of

protection as active golf sites through National Policy. The Study highlights there is a good varied supply to accommodate most usage but demand is considerable particularly for membership based activity. The need for pay and play provision is less and there is the potential for the offer to be condensed into a lesser number of sites.

The site has tangible GI Links to GBI Priority Project 4 Creation of a Country Park in Kirby Muxloe. Priority Project 7 Green employment proposal also relevant.

Employment Suitability:

Harm to amenity – Site adjoins residential and employment uses and major roads. Preferable for employment proposals to adjoin existing employment uses.

Commercially attractive to market – Within 1.2km of A46 and J21A south only access.

Access by commercial vehicles – Access to B3580 Ratby Lane via roundabout

Access by sustainable transport – Walking and cycling access. Within 570m of regular frequency bus service.

Scale to host community – Not out of scale with host community.

Employment Land Study:

Market fit / supply gap filled – This site enjoys a very strong position between Optimus Point, which is nearing completion having attracted a range of major employers to large B2/B8 units, and Braunstone Frith Industrial Estate, Leicester's prime industrial employment area which has also seen considerable recent investment.

The site's strong links to the M1 and A46, and adjoining uses, would make this a desirable location for B2/B8 units of up to 5,000 sqm, the focus of local demand.

Deliverability – Leicester City Council owns the site. It is actively progressing its portion of the site through its Local Plan, The City Council indicate that the site requires an allowance for ecological mitigation, but its portion could still deliver some 32,000 sqm of floorspace. Most of the land is owned by the City Council, allowing the public sector to lead on any scheme.

Development on the City Council land would provide a strong precedent for expansion into Blaby District.

Grade – A- Constraints raise some questions over deliverability but there remains a way forward to development if certain issues can be addressed.

Subject to other considerations, site represents a strong candidate for inclusion in the Local Plan to meet need for E(g)/B2/B8 uses and attract inward investment. The site could meet either strategic and/or local needs depending on the scale and nature of the land ultimately allocated and the focus of any development consented.

Strategic B8 Study: M1 J21 interchange: significant congestion at Leicester access point. Not identified as a broad location / junction for assessment.

Strategic B8 growth is apportioned to Blaby but the existing commitment at Land West of St Johns is sufficient to meet this need.

Availability and Achievability Considerations

Recent Planning History: Linked to proposed Local Plan allocations in Leicester City. Indicates 303 homes and 2,366 floorspace for employment land

Availability: No legal constraints declared.

Site in single ownership - Leicester City Council. The Council has promoted the site to develop alongside adjoining land which is proposed to be allocated in their Local Plan.

Site Access: Primary site access onto Ratby Lane roundabout. The site has access but there will be improvements required to ensure access to the site meets Leicestershire Highways Design Guidelines.

Transport: Potential for contributions to local road network, bus and active travel infrastructure improvements. Contributions to Local Road Network and Active Modes mitigation identified.

Utility Infrastructure: The site has the potential for a low impact on foul sewerage and surface water sewerage. Capacity improvements unlikely.

Cadent Gas indicate potential engineering difficulties as the B5380 is a busy roundabout and overlaps the M1.

Achievability: Leicester City Council, the landowner, proposes development of this land and has allocated the land within its administrative boundary for mixed use development.

Concerns about viability due to biodiversity.

The site may not be developable within the Plan period.

Delivery Timeframes: The site is likely to fully deliver within 10 to 15 years of the start of the plan period.

STAGE 2B LOCAL PLAN STRATEGY CONSIDERATIONS

Green Wedge / Area of Separation Assessment: The site is within Green Wedge (d)

The site is affected by existing or proposed Green Wedge or Area of Separation but would not have a significant negative impact upon the wider contribution to the designation.

Strategic Policy Considerations: The site adjoins the settlement boundary of Glenfield. Glenfield is part of Principal Urban Area of Leicester, the first tier of the settlement hierarchy. The site could contribute to the strategy of directing growth to the PUA.

The site is within the Green Wedge.

STAGE 2C SUMMARY AND CONCLUSIONS

GLE031

The site may not be suitable for development. It is located in a sustainable location. It has some environmental and physical constraints that can be mitigated but of significant concern is the impact on the biodiversity value of the site. The loss of the disused golf course has been given consideration.

In commercial terms the site is Graded A and considered to be a suitable site to allocate for local or strategic E(g), B2 or B8 uses. There is no outstanding need for road served strategic B8 in Blaby District.

The site is available for development. It has no known legal or ownership constraints. It is promoted by a landowner who indicate an intention to sell or develop the land.

The site may not be achievable due to viability concerns related to the biodiversity value of the site and the preference of the site promoter for housing use on the majority of this part of the site. There are concerns about the amount of growth that could be accommodated given the biodiversity assets.

The site is adjoins the settlement of Glenfield and could contribute towards meeting employment needs in the Principal Urban Area.

The site is currently designated as Green Wedge but development of the site would not have a significant impact on the wider contribution of the designation.

The site is not allocated for employment due to suitability and achievability concerns.

The Local Plan makes provision for the site allocated in Leicester Local Plan to access the highway on Ratby Lane.

STAGE 2A DETAILED ASSESSMENTS

Site Reference and Address: GLE032, Land north of Glenfield, Glenfield

Site Area (Hectares): 74.34

Proposed Use: Mixed Use or Housing only

Potential Capacity: 30000 floorspace (square metres)

Suitability - Environmental and Physical Constraints

Land Contamination and Pollution: Air quality - AQMA 5 is now undeclared but continue to measure in Glen Park Avenue.

Noise from A46 considered to be an issue. Requires separation distance from A46.

The land is mostly in agricultural use so minimal potential for contamination but adjacent to two former landfill sites (brick works and current industrial estate). TNT and scrapyards are contaminated and may impact.

The site is affected by contaminated land and will require investigation as part of planning application.

Flood Risk: The site is located in FZ1. More than 5% of the site is at risk of surface water flooding. Some ground water risk is identified. The site is not sequentially preferable as it is subject to notable surface water flood risk (6%) and possible groundwater flood risk. Level 2 SFRA and exception test required due to this risk.

The site is adjacent to the Rothley Brook Main River. The Environment Agency would require an 8m easement from the river and access to the easement.

Landscape Sensitivity: The site specific assessment indicates the site has:

- low or low-moderate sensitivity where few of the key characteristics and qualities of the landscape are sensitive to change for residential development.
- moderate sensitivity where some of the key characteristics and qualities of the landscape are sensitive to change for employment development.

The sensitivity is due to the increased visibility of this scale of structure in the gently undulating landscape and its potentially strong relationship with the existing settlement edge.

Factors increasing sensitivity include openness and expansive views across the agricultural landscape and the land's function as a buffer between Glenfield and Groby

Factors decreasing sensitivity include the gently undulating landform, dominant agricultural land use, limited natural features and human influence of A50 and A46 major roads.

Ecology and Biodiversity: There are two SSSIs within 2km. Housing development is unlikely to trigger any impacts although large scale commercial development may. Given the sites proposed for mixed use development impacts on SSSIs may require further consideration. Part of Rothley Brook is designated as a pLWS. Groby/Glenfield Parish boundary hedge is located within the site a third site the Meadow at Glenfield pLWS, was last surveyed in 2006 but at that point supported mesotrophic, wet and acid grassland indicator species. Development could lead to the loss modified and semi improved grassland, trees and woodland.

Heritage Assets: The site is not affected by and has no local or national designated heritage assets and would not be significantly affected by undesignated assets.

Historic England has concerns that the allocation would potentially affect the setting of scheduled monuments: 1013323 - Kirby Muxloe Castle. 1017680 - Moated site and garden enclosure at Glenfield, an approach which secures an approach to design informed by detailed setting assessment should be secured through policy. Our records suggest that there are potential archaeological remains on and adjacent to this site as follows:- 19th century or earlier parkland associated with Kirby Frith, later Kirby Frith Hall (demolished). Braunstone Airfield. A former military airfield, opened in 1935, used

in the Second World War and closed in 1945. Roman road running from Leicester to Mancetter, visible in places as an agger. Probable earthwork ridge and furrow of Post-Medieval date mapped from air photograph. Possible Bronze Age occupation site indicated by find evidence.

Historic England has concerns that more information needed on how the proposal would impact the special character of the surrounding conservation areas (Anstey, Glenfield, Ratby, Groby). The proposed site has the potential to impact the wider setting of these areas and may influence how the conservation areas are experienced, both from the wider setting and from within.

Our records suggests that there are potential archaeological remains on and adjacent to this site and these should be addressed through policy.

Site potentially affecting the setting of scheduled monument: 1017680 - Moated site and garden enclosure at Glenfield this will require detailed setting assessment and design response in any scheme as will impacts upon multiple listed buildings in Glenfield with the potential of having their settings affected by this site and / or by AH2

Minerals and Waste: Not within a Minerals Safeguarding Area but adjacent to MSA for Sand and Gravel. Sterilisation of the mineral needs to be considered.

The site may affect minerals or waste assets. Planning applications will need to consider appropriate Minerals and Waste Local Plan policies.

Waste - agent of change principle for existing waste facility.

Hazards, Gas and Electricity Assets: The site has no impact on hazards such as Calor Gas, High Pressure Gas Pipeline or High Voltage Electricity Transmission Lines.

Open Space and Green Infrastructure: Development of the site has impacts in terms of existing wildlife corridors/ green connections (GI: LWS, and established hedgerows, grass land and mature trees to the south, east, west and north) but these could be mitigated.

Opportunity for enhancement of existing open space, improvements to active travel routes/ leisure trails and GI through improvements to the Ivanhoe line/trail, and the possibility of naturalising and improving the floodplain through GI intervention measures (GBI LUE 4).

Priority Project 7 Green employment proposal also relevant.

Employment Suitability:

Harm to amenity – Site adjoins residential and employment uses and major roads. Preferable for employment proposals to adjoin existing employment uses.

Commercially attractive to market – Within 1.5km of A46 and J21A south only access.

Access by commercial vehicles – Access to Kirby Lane requires demolition and realignment of industrial buildings outside of site promoter control. Potential alternative access to A50 Groby Road.

Access by sustainable transport – Walking and cycling access. Within 690m of regular frequency bus service.

Scale to host community – Not out of scale with host community.

Employment Land Study:

Market fit / supply gap filled – Although Mill Lane, a well-functioning and popular local industrial estate, is the closest industrial scheme, it is the links to Optimus Point which would make it most desirable. The land is well located on several strategic routes and close to a M1 Junction. It could be popular with local industrial occupiers, for units of up to 5,000 sqm each. However, this would depend somewhat on the level of prominence the site enjoyed and how simple access back to M1 was (for example, would access be through the existing Mill Lane Industrial Estate, a separate access or through a wider housing scheme).

Deliverability – Site constraints, including Flood Risk and pylons, would reduce the net developable area. Subject to the developable area, however, experience at Optimus Point shows that B2/B8 units, in a range of sizes, are deliverable in this area.

Grade – A- Constraints raise some questions over deliverability but there remains a way forward to development if certain issues can be addressed.

Subject to other considerations, site represents a strong candidate for inclusion in the Local Plan to meet need for E(g)/B2/B8 uses and attract inward investment. The site could meet either strategic and/or local needs depending on the scale and nature of the land ultimately allocated and the focus of any development consented.

Strategic B8 Study: M1 J21 interchange: significant congestion at Leicester access point. Not identified as a broad location / junction for assessment.

Strategic B8 growth is apportioned to Blaby but the existing commitment at Land West of St Johns is sufficient to meet this need.

Availability and Achievability Considerations

Recent Planning History: None.

Availability: Site access is impeded by an existing building.

Site in multiple ownerships with an intention to sell. Promoted by an agent on behalf of one of the landowners.

Site Access: The site requires access to Groby Road (A50) and / or Mill Lane.

The site has access but there will be significant improvements required to ensure access to the site meets Leicestershire Highways Design Guidelines.

The LHA has raised significant concerns about the achievability of a suitable access onto the A50.

Transport: Potential for contributions to local road network, bus and active travel infrastructure improvements. Contributions to Active Modes mitigation identified.

Utility Infrastructure: The site has the potential for a low impact on foul sewerage and surface water sewerage. Capacity improvements unlikely to be required.

Cadent Gas indicate potential engineering difficulties as the A50 is a busy dual carriageway.

Engineering difficulties are identified for delivering gas to this site.

Achievability: Concerns about delivery due to access to the site being through third party land but the site promoter indicates agreements have been made.

The site has the potential to be developable within the Plan period.

Delivery Timeframes: The site is likely to fully deliver within 10 to 15 years of the start of the plan period. Update: Trajectory identifies 64,000 sqm in plan period.

STAGE 2B LOCAL PLAN STRATEGY CONSIDERATIONS

Green Wedge / Area of Separation Assessment: The site is within Green Wedge (d)

The site is affected by existing or proposed Green Wedge or Area of Separation but would not have a significant impact upon the wider contribution to the designation.

Strategic Policy Considerations: The site is detached from the settlement boundary of Glenfield. Glenfield is part of Principal Urban Area of Leicester, the first tier of the settlement hierarchy. The site could contribute to the strategy of directing growth to the PUA.

The site is within the Green Wedge.

STAGE 2C SUMMARY AND CONCLUSIONS

GLE032

The site is suitable for development. It is located in a sustainable location. It has some environmental and physical constraints that can be mitigated but of significant concern is the flood risk affecting the site.

In commercial terms the site is Graded A- and considered to be a suitable site to allocate for local or strategic E(g), B2 or B8 uses. There is no outstanding need for road served strategic B8 in Blaby District.

The site is available for development. It has no known legal or ownership constraints. It is promoted by an agent on behalf of multiple landowners who indicate an intention to sell the land.

The site may not be achievable due to site access concerns, firstly due to an existing building blocking access to Mill Lane and concerns about significant mitigation requirements to Groby Road (A50). The site is also promoted for housing uses but a

preference for employment use is indicated. Improvements to gas infrastructure may delay delivery of the site.

The site adjoins the settlement of Glenfield and would contribute towards meeting employment needs in the Principal Urban Area.

The site is currently designated as Green Wedge but development of the site would not have a significant impact on the wider contribution of the designation. There is a recognised need for local employment.

The site is allocated for 20 hectares (64,000 square metres floorspace) of local employment land (Policy E1A)

It is likely that the site is developable and will be developed within years 11-15 of the Plan period.

The site will be required to provide contributions in line with policies of the Local Plan. Key mitigation will be required for surface water and groundwater flood risk, site access and transport improvements.

The site will still be subject to further investigation at the planning application stage.

Blaby

STAGE 2A DETAILED ASSESSMENTS

Site Reference and Address: EBLA002, Land off Lutterworth Road, Blaby

Site Area (Hectares): 3.43

Proposed Use: Employment

Potential Capacity: 13200 floorspace (square metres)

Suitability - Environmental and Physical Constraints

Land Contamination and Pollution: Agricultural land - probably minimal issues. Agricultural land and historic nursery onsite. Would expect normal land contamination reports. There may be implications for adjacent housing from airborne emissions, noise, vibration, and lighting from an employment use. Appropriate assessments would be required, although an appropriate layout would be helpful.

The site is affected by contaminated land and pollution (including air, noise, vibration and lighting) will require investigation as part of planning application.

Flood Risk: The site is located in FZ1. More than 10% of the site is at risk of surface water flooding. No groundwater risk is identified. Site is not sequentially preferable as a culvert to the northwest could lead to water impounding around the northwest of the

site. Level 2 SFRA required (to be assessed as part of larger site including EBLA003, BLA036, BLA038).

Landscape Sensitivity: The site specific assessment indicates the site has moderate sensitivity where some of the key characteristics and qualities of the landscape are sensitive to change for employment development.

The sensitivity is due to the increased visibility of this scale of structure in the gently undulating landscape and its potentially strong relationship with the existing settlement edge.

Factors increasing sensitivity include openness and expansive views across the agricultural landscape and the parcel's role as a buffer between the settlements

Factors decreasing sensitivity include the gently undulating landform, lack of time depth, dominant agricultural land use, limited natural features and human influence (overhead electricity lines and pylons).

Ecology and Biodiversity: Potential for Impact on Statutory Wildlife Site (Narborough Bogs SSSI) Loss of habitat / loss of connectivity within an area. No impact on non-statutory LWSs. Potential for loss of improved grassland, hedgerows and hedgerow trees.

Heritage Assets: The site is not affected by and has no local or national designated heritage assets and would not be significantly affected by undesignated assets.

Minerals and Waste: Not applicable

Hazards, Gas and Electricity Assets: The site has no impact on hazards such as Calor Gas, High Pressure Gas Pipeline or High Voltage Electricity Transmission Lines.

Open Space and Green Infrastructure: Development of the site could impact connectivity of Green corridors but these impacts could be mitigated with considerate design and offsetting.

Adjoins OSA typology outdoor sport.

Employment Suitability:

Harm to amenity – Residential properties located on western side of A426

Commercially attractive to market – Adjoins A426. More than 6km to M1 J 21

Access by commercial vehicles – Access to A426

Access by sustainable transport – Within 400m of a regular service bus route and demand responsive bus service

Scale to host community – Not out of scale to host community

Employment Land Study:

Market fit / supply gap filled – The site represents a logical growth option for Rose Business Park, an existing designated Employment Area which has been a local focus of

local development, for a mix of offices and mid-sized industrial / warehouse units, many of which are now in trade use.

Deliverability – Flat, largely unconstrained plot adjacent to an established and growing local industrial estate.

Grade – B+ Subject to other considerations, site represents a strong candidate for inclusion in the Local Plan to meet local needs for E(g)/B2/B8 uses

Strategic B8 Study: Not applicable.

Availability and Achievability Considerations

Recent Planning History: None

Availability: No legal constraints declared.

Promoted by a single landowner who intends to sell or develop the site.

Site Access: Site access to A426 Lutterworth Road (50mph speed limit). The site has access but there will be improvements required to ensure access to the site meets Leicestershire Highways Design Guidelines.

Transport: Potential for contributions to local road network, bus and active travel infrastructure improvements.

Utility Infrastructure: The site has the potential for a medium impact on either foul sewerage and / or surface water sewerage. Capacity improvements may be required and unlikely to be deliverable within 5 years.

Achievability: The site has the potential to be developable within the Plan period.

Delivery Timeframes: The site is likely to fully deliver within 10 to 15 years of the start of the plan period.

STAGE 2B LOCAL PLAN STRATEGY CONSIDERATIONS

Green Wedge / Area of Separation Assessment: The site is affected by existing or proposed Green Wedge or Area of Separation but would not have a significant negative impact upon the wider contribution to the designation.

Strategic Policy Considerations: The site is close to the settlement boundary of Blaby. Blaby is a Larger Village, the second tier of the hierarchy. The site could contribute to the growth to Larger Villages.

Site is within Green Wedge.

STAGE 2C SUMMARY AND CONCLUSIONS

EBLA002

The site is suitable for development. It is located in a sustainable location. It has some environmental and physical constraints that can be mitigated but of significant concern is the surface and groundwater flood risk and biodiversity affecting the site.

In commercial terms the site is Graded B+ and considered to be a suitable site to allocate for local E(g), B2 or B8 uses.

The site is available for development. It has no known legal or ownership constraints. It is promoted by one landowner who indicates an intention to sell the land.

The site may not be achievable due to site access concerns. The site is also proposed for housing use which is preferred.

The site is close to the settlement edge of Blaby but adjoins the settlement of Whetstone and could contribute towards meeting employment needs of the Larger Villages.

The site is currently designated as Green Wedge but development of the site would not have a significant impact on the wider contribution of the designation.

The site is not allocated for employment due to achievability concerns.

See BLA038.

STAGE 2A DETAILED ASSESSMENTS

Site Reference and Address: EBLA003, Land off the A426, Blaby

Site Area (Hectares): 4.7

Proposed Use: Employment

Potential Capacity: 18330 floorspace (square metres)

Suitability - Environmental and Physical Constraints

Land Contamination and Pollution: Existing stables and industrial units onsite. Historic nursery and agricultural land onsite. Would expect normal land contamination reports. There may be implications for adjacent housing from airborne emissions, noise, vibration, and lighting from an employment use. Appropriate assessments would be required, although an appropriate layout would be helpful.

The site is affected by contaminated land and pollution (including air, noise, vibration and lighting) will require investigation as part of planning application.

Flood Risk: Site is located in FZ1. More than 15% of the site is at risk of surface water flooding. No groundwater risk is identified. Site is not sequentially preferable as notable area is at surface water flood risk (31%). Level 2 SFRA required (to be assessed as part of larger site including BLA036, BLA038).

Landscape Sensitivity: The site specific assessment indicates the site has moderate sensitivity where some of the key characteristics and qualities of the landscape are sensitive to change for employment development.

The sensitivity is due to the increased visibility of this scale of structure in the gently undulating landscape and its potentially strong relationship with the existing settlement edge.

Factors increasing sensitivity include openness and expansive views across the agricultural landscape and the parcel's role as a buffer between the settlements

Factors decreasing sensitivity include the gently undulating landform, lack of time depth, dominant agricultural land use, limited natural features and human influence (overhead electricity lines and pylons).

Ecology and Biodiversity: Potential for Impact on Statutory Wildlife Site (Narborough Bogs SSSI) Loss of habitat. No impact on non-statutory LWSs. Potential for loss of improved grassland, hedgerows and hedgerow trees.

Heritage Assets: The site is not affected by and has no local or national designated heritage assets and would not be significantly affected by undesignated assets.

Minerals and Waste: Not applicable

Hazards, Gas and Electricity Assets: The site has no impact on hazards such as Calor Gas, High Pressure Gas Pipeline or High Voltage Electricity Transmission Lines.

Open Space and Green Infrastructure: Development of the site could impact connectivity of Green corridors but these impacts could be mitigated with considerate design and offsetting.

Employment Suitability:

Harm to amenity – Residential properties located on western side of A426

Commercially attractive to market – Adjoins A426. More than 6km to M1 J 21

Access by commercial vehicles – Access to A426 but level changes are evident

Access by sustainable transport – Within 800m of a regular service bus route and demand responsive bus service

Scale to host community – Not out of scale to host community

Employment Land Study:

Market fit / supply gap filled – The site represents a logical growth option for Rose Business Park, a designated existing Employment Area which has been a local focus of local development, for a mix of offices and mid-sized industrial / warehouse units, many of which are now in trade use. This site would likely be particularly desirable to developers as it would provide Rose Business Park with much improved frontage onto Lutterworth Road and the A426, close to a major junction. However, there may also be demand to build retail, leisure and trade uses on this main road corridor.

Deliverability – Flat, largely unconstrained plot adjacent to an established and growing local industrial estate. Its development would surround the existing nursery although that use is already effectively part of Rose Business Park.

Grade – B+ Subject to other considerations, site represents a strong candidate for inclusion in the Local Plan to meet local needs for E(g)/B2/B8 uses.

Strategic B8 Study: Not applicable.

Availability and Achievability Considerations

Recent Planning History: None.

Availability: No legal constraints declared.

Promoted by a single landowner who intends to sell or develop the site.

Site Access: Site access to A426 Lutterworth Road (50mph speed limit). The site has access but there will be improvements required to ensure access to the site meets Leicestershire Highways Design Guidelines.

Transport: Potential for contributions to local road network, bus and active travel infrastructure improvements.

Utility Infrastructure: The site has the potential for a medium impact on either foul sewerage and / or surface water sewerage. Capacity improvements may be required and unlikely to be deliverable within 5 years.

Achievability: Concerns about delivery due to access through changing land levels to the A426. The site has the potential to be developable within the Plan period.

Delivery Timeframes: The site is likely to fully deliver within 10 to 15 years of the start of the plan period.

STAGE 2B LOCAL PLAN STRATEGY CONSIDERATIONS

Green Wedge / Area of Separation Assessment: The site is within Green Wedge (b)

The site is affected by existing or proposed Green Wedge or Area of Separation but would not have a significant impact upon the wider contribution to the designation.

Strategic Policy Considerations: The site is close to the settlement boundary of Blaby. Blaby is a Larger Village, the second tier of the hierarchy. The site could contribute to the growth to Larger Villages.

Site is within Green Wedge.

STAGE 2C SUMMARY AND CONCLUSIONS

EBLA003

The site is suitable for development. It is located in a sustainable location. It has some environmental and physical constraints that can be mitigated but of significant concern is the surface water flood risk and biodiversity affecting the site.

In commercial terms the site is Graded B+ and considered to be a suitable site to allocate for local E(g), B2 or B8 uses.

The site is available for development. It has no known legal or ownership constraints. It is promoted by one landowner who indicates an intention to sell the land.

The site may not be achievable due to site access concerns relating to changing levels. The site is also promoted for housing use.

The site is close to the settlement edge of Blaby but adjoins the settlement of Whetstone and could contribute towards meeting employment needs of the Larger Villages.

The site is currently designated as Green Wedge but development of the site would not have a significant impact on the wider contribution of the designation.

The site is not allocated for employment due to achievability concerns.

See BLA036.

STAGE 2A DETAILED ASSESSMENTS

Site Reference and Address: EBLA004, Parsons Spinney, Glebe Farm, Lutterworth Road, Blaby

Site Area (Hectares): 9.5

Proposed Use: Employment

Potential Capacity: 23300 floorspace (square metres)

Suitability - Environmental and Physical Constraints

Land Contamination and Pollution: Existing stables, industrial units and area for caravan parking onsite. Historic nursery and agricultural land onsite. Would expect normal land contamination reports. There may be implications for adjacent housing from airborne emissions, noise, vibration, and lighting from an employment use. Appropriate assessments would be required, although an appropriate layout would be helpful.

The site is affected by contaminated land and pollution (including air, noise, vibration and lighting) will require investigation as part of planning application.

Flood Risk: Site is located in FZ1. More than 15% of the site is at risk of surface water flooding. No groundwater risk is identified. Site is not sequentially preferable as notable

site area at surface water flood risk and water ponding to north and west of site. Level 2 SFRA required.

Landscape Sensitivity: The site specific assessment indicates the site has moderate sensitivity where some of the key characteristics and qualities of the landscape are sensitive to change for employment development.

The sensitivity is due to the increased visibility of this scale of structure in the gently undulating landscape and its potentially strong relationship with the existing settlement edge.

Factors increasing sensitivity include openness and expansive views across the agricultural landscape and the parcel's role as a buffer between the settlements

Factors decreasing sensitivity include the gently undulating landform, lack of time depth, dominant agricultural land use, limited natural features and human influence (overhead electricity lines and pylons).

Ecology and Biodiversity: Potential for Impact on Statutory Wildlife Site (Narborough Bogs SSSI). No impact on non-statutory sites. Potential for loss of or impact on improved grassland, hedgerows, hedgerow trees and tree belts.

Heritage Assets: The site is not affected by and has no local or national designated heritage assets and would not be significantly affected by undesignated assets.

Minerals and Waste: Not applicable

Hazards, Gas and Electricity Assets: The site has no impact on hazards such as Calor Gas, High Pressure Gas Pipeline or High Voltage Electricity Transmission Lines.

Open Space and Green Infrastructure: Development of the site could impact connectivity of Green corridors but these impacts could be mitigated with considerate design and offsetting.

Adjoins OSA typology outdoor sport.

Employment Suitability:

Harm to amenity – Residential properties located on western side of A426

Commercially attractive to market – Adjoins A426. More than 6km to M1 J 21

Access by commercial vehicles – Access to A426 but level changes are evident. Alternative narrow driveway is narrow for commercial vehicles.

Access by sustainable transport – Within 800m of a regular service bus route and demand responsive bus service

Scale to host community – Not out of scale to host community

Employment Land Study:

Market fit / supply gap filled – The site represents a logical growth option for Rose Business Park, a designated existing Employment Area which has been a local focus of local development, for a mix of offices and mid-sized industrial / warehouse units, many

of which are now in trade use. This site would likely be particularly desirable to developers as it would provide Rose Business Park with much improved frontage onto Lutterworth Road and the A426, close to a major junction. However, there may also be demand to build retail, leisure and trade uses on this main road corridor.

Deliverability – Flat, largely unconstrained plot adjacent to an established and growing local industrial estate. Its development would surround the existing nursery although that use is already effectively part of Rose Business Park.

At 9.50 ha its development would represent a significant increase in the size of Rose Business Park, which is presently 2.91 ha. However, the larger site would also allow the delivery of a greater range of employment premises, including some larger B2/B8 options, which are also needed by the market.

Grade – B+ Subject to other considerations, site represents a strong candidate for inclusion in the Local Plan to meet local needs for E(g)/B2/B8 uses

Strategic B8 Study: Not applicable.

Availability and Achievability Considerations

Recent Planning History: 10/0447/1/FY agricultural storage building. Application not required 08/0208/1/PXCS Demolition/ replacement dwelling. Permitted. 09/0704/1/PY Garden Store. Permitted.

Availability: No legal issues declared.

Promoted by a single landowner who intends to sell or develop the site.

Site Access: Site access to A426 Lutterworth Road (50mph speed limit). The site has access but there will be improvements required to ensure access to the site meets Leicestershire Highways Design Guidelines.

Transport: Potential for contributions to local road network, bus and active travel infrastructure improvements.

Utility Infrastructure: The site has the potential for a medium impact on either foul sewerage and / or surface water sewerage. Capacity improvements may be required and unlikely to be deliverable within 5 years.

Achievability: Concerns about delivery due to access through changing land levels to the A426. The site has the potential to be developable within the Plan period.

Delivery Timeframes: The site is likely to fully deliver within 10 to 15 years of the start of the plan period.

STAGE 2B LOCAL PLAN STRATEGY CONSIDERATIONS

Green Wedge / Area of Separation Assessment: The site is within Green Wedge (b)

The site is affected by existing or proposed Green Wedge or Area of Separation but would not have a significant impact upon the wider contribution to the designation.

*not specifically assessed in review

Strategic Policy Considerations: The site is close to the settlement boundary of Blaby. Blaby is a Larger Village, the second tier of the hierarchy. The site could contribute to the growth to Larger Villages.

Site is within Green Wedge.

STAGE 2C SUMMARY AND CONCLUSIONS

EBLA004

The site is suitable for development. It is located in a sustainable location. It has some environmental and physical constraints that can be mitigated but of significant concern is the surface water flood risk and biodiversity affecting the site.

In commercial terms the site is Graded B+ and considered to be a suitable site to allocate for local E(g), B2 or B8 uses.

The site is available for development. It has no known legal or ownership constraints. It is promoted by one landowner who indicates an intention to sell the land.

The site may not be achievable due to site access concerns relating to changing levels and narrow access. Part of the site is also promoted for housing use.

The site is close to the settlement edge of Blaby but adjoins the settlement of Whetstone and could contribute towards meeting employment needs of the Larger Villages.

The site is currently designated as Green Wedge but development of the site would not have a significant impact on the wider contribution of the designation.

The site is not allocated for employment due to achievability concerns.

See BLA036.

Whetstone

STAGE 2A DETAILED ASSESSMENTS

Site Reference and Address: WHE027, Whetstone Pastures, Whetstone

Site Area (Hectares): 379.77

Proposed Use: Mixed Use

Potential Capacity: 372000 floorspace (square metres)

Suitability - Environmental and Physical Constraints

Land Contamination and Pollution: Predominantly agricultural land, with sporadic farm buildings. Multiple areas of made ground onsite. One historic landfill onsite. Full investigation required as part of any development proposals.

The site is affected by contaminated land and will require investigation, and where relevant mitigation measures, as part of planning application.

Flood Risk: 92.2% of the site is in FZ1 and 3.9% is in FZ3. More than 5% of the site is at risk of surface water flooding. Some groundwater risk is identified. Site within 20m of a watercourse. The site is not sequentially preferable. Level 2 SFRA required.

The site includes land within Flood Zone 3a and Flood Zone 2 from an ordinary watercourse. A watercourse runs through the middle of the site. The watercourse has been straightened in this area and has a 'Reason for Not Achieving Good' status due to agricultural pollution. Development of this site is an opportunity to re-meander the watercourse into a more natural route.

Landscape Sensitivity: The site specific assessment indicates the site has:

- moderate sensitivity to residential development some of the key characteristics and qualities of the landscape are sensitive to change: and

- moderate-high sensitivity to employment development where some of the key characteristics and qualities of the landscape are highly sensitive to change.

Factors increasing sensitivity include strong rural landscape character and perceptual qualities, lack of existing development, role of parcel as a gap between Countesthorpe and Willoughby Waterleys, natural features (including deciduous woodland priority habitat) and historic features / field patterns.

Factors decreasing sensitivity include gently undulating landform, dominant agricultural use, limited natural features and M1 detracting from rural reception qualities of the landscape.

Ecology and Biodiversity: The site is unlikely to have any impact on statutory wildlife sites. There are a number of LWS located on or immediately surrounding the site which could be affected by development. These include Dismantled Railway & Whetstone Gorse (Candidate LWS), Whetstone Woodland and Brook (Notified LWS), Bambury Lane/Hill Lane Hedgerows (potential LWS), Willoughby Road hedgerow (north) (Potential LWS), Willoughby Waterleys Headland & Ash Potential LWS, Willoughby Waterleys Meadow potential LWS, Willoughby Road Grassland, Main Street Hedgerows & Verge Potential LWS and Whetstone Ash tree Potential LWS. Development could lead to the loss of grassland, hedgerows and trees/woodland. It could also adversely affect waterbodies on site

Natural England advise that to make positive gains for both nature and people that Green Infrastructure (GI) should be considered at the earliest stages of the planning process to ensure connected, biodiversity rich GI is incorporated throughout the site and that a GI strategy is provided.

Heritage Assets: The site is affected by local or national designated heritage assets and /or undesignated assets. Further consideration is required to ensure impacts acceptable.

Historic England has concerns as previously identified this site as one where would not object to the principle of development, however as previously expressed the masterplan presented is not informed by a staged archaeological investigation of the site beyond desk based assessment. There will be opportunities for the development to address the significance of undesignated remains in a manner proportionate to their importance, significance and sensitivity, through layout and design. These opportunities can only be realised if the proposed master plan is not baked into the allocation. As such we recommend that a policy should set out clearly that the submitted master plan is purely indicative and that a heritage informed master plan will be required in respect of any application for development which addresses through a staged programme of investigation (to the advice of your archaeological advisor) both direct physical and setting impacts upon heritage assets. This work is likely to include both geophysical survey and trial trenches to establish a masterplan supporting an outline application.

Minerals and Waste: The site has no impact on minerals or waste assets.

Hazards, Gas and Electricity Assets: The High Pressure Gas Pipeline consultation zone affects the site. National Grid Transmission confirm that the Blaby to Alrewas High Pressure Gas Transmission Pipeline runs across the northern part of site. To be effective the policy will need to acknowledge the presence of National Gas Transmission's assets.

Open Space and Green Infrastructure: Development of the site would impact connectivity of green corridors but there is potential for this to be mitigated with considerate design and offsetting.

Opportunity for enhancements of on site GBI via GBI project LV3 (establish green corridors) and RH2 (integrate multifunctional GBI into all new development and integrate GBI into wider network).

Priority Projects 3 Glen Parva, Whetstone and Countesthorpe Green Routes and 7 Green employment proposal also relevant.

Employment Suitability:

Harm to amenity – The site is detached from settlements but some residential properties and the scale of development may be significant and involve mixed uses including residential. The scale of the development provides the opportunity to locate employment development away from residential properties.

Commercially attractive to market – Part of the site adjoins A426. More than 9km to M1 J21

Access by commercial vehicles – Access to A426.

Access by sustainable transport – No bus routes run through the site. Nearest regular bus service is within 1.6km

Scale to host community – No host community. Standalone mixed use site

Employment Land Study:

Market fit / supply gap filled – Proposals are for a logistics park, which would fall into one of the Key Areas of Opportunity (AO6) for strategic sites, as identified in the county-wide logistics studies.

If a local employment site was proposed, it would likely fall in the west of the site, on the A426 Lutterworth Road. The site is presently rural and distant from the existing settlements of Blaby District and M1 Junctions but would benefit from an A-Road position between Lutterworth (inc. Magna Park and Junction 20, M1) and Blaby/Whetstone. This could be attractive to industrial and smaller logistics businesses who want to be on the strategic road network, centrally located in the county, but do not have to be in an immediate settlement area (or may prefer not to be because of the nature of their operations). Clearly if a larger housing scheme and/or strategic logistics park was also provided here it would boost the critical mass of companies and workers in the immediate location, as well as providing for transport options other than the private car.

Deliverability – Proposed for a new Garden Village with a sizable employment site associated with it. Any scheme is likely to be housing led. The Site promoter, Tritax Big Box is seeking a strategic logistics scheme. Tritax specialise in strategic scale B2/B8 but have produced more local units in the 900-2,500 sqm range, for example at Gatwick Gate Industrial Estate, Crawley.

A local scale employment development, in the west would avoid many of the constraints highlighted. However, the A426 appears relatively narrow here and need confirm that the road could support the HGV traffic generated, and what level of infrastructure investment would be needed.

Grade – A- Constraints raise some questions over deliverability but there remains a way forward to development if certain issues can be addressed.

Subject to other considerations, site represents a strong candidate for inclusion in the Local Plan to meet need for E(g)/B2/B8 uses and attract inward investment. The site could meet either strategic and/or local needs depending on the scale and nature of the land ultimately allocated and the focus of any development consented.

Strategic B8 Study: The site is located between J20 and J21 of the M1. The Study indicates:

M1 J20: Direct access to M1 J20 (SRN) where there are no major known capacity constraints. Labour accessibility and public transport access is poor. Development would create new strategic B8 location. M1 is a desirable market corridor.

M1 J21 interchange: significant congestion at Leicester access point. Not identified as a broad location / junction for assessment.

Site promoters indicate that a new M1 J20A is proposed.

No Strategic B8 is apportioned to Blaby.

Availability and Achievability Considerations

Recent Planning History: Garden Village status

Availability: No legal constraints declared.

The site is in multiple ownership with an intention to sell or develop the site. Promoted by logistics developers.

Recent pre-application consultation carried out by site promoters.

Site Access: Multiple access points: From A426 Lutterworth Rd which is a Class A road with a 50mph speed limit; From Shuttleworth Rd which is an unclassified road with a 60mph speed limit; From Cosby Ln which is an unclassified road with a 60 mph speed limit; and/or From Willoughby Rd which is a Class C road with a 60 mph speed limit. The site has access but there will be improvements required to ensure access to the site meets Leicestershire Highways Design Guidelines.

Transport: Potential for contributions to strategic road network, local road network, bus and active travel infrastructure improvements. Contributions to Active Modes mitigation required

Utility Infrastructure: The site has the potential for a high impact on either foul sewerage and / or surface water sewerage. Capacity improvements likely to be required and unlikely to be deliverable within 10 years.

Achievability: Concerns about delivery due to strategic transport infrastructure and lead-in times.

The site has the potential to be partly developable . And strategic B8 development will require the strategic transport infrastructure being provided. It could commence within the Plan period and continue to deliver beyond.

Delivery Timeframes: The local employment part of the site will start to deliver within 15 years of the start of the plan period but not fully deliver within the plan period. Delivery of Strategic B8 warehousing requires strategic transport infrastructure which is unlikely to be delivered in the Plan period. Update: Trajectory anticipates 25,600 sqm for local employment during plan period (8ha of 15ha site).

STAGE 2B LOCAL PLAN STRATEGY CONSIDERATIONS

Green Wedge / Area of Separation Assessment: Within Countryside.

The site is not affected by existing or proposed Green Wedge or Area of Separation.

Strategic Policy Considerations: Whetstone is proposed as a Larger Village.

The site is close to Whetstone but is proposed as a standalone settlement.

Within Countryside.

Provides the opportunity to deliver a large scale Strategic Site.

STAGE 2C SUMMARY AND CONCLUSIONS

WHE027

The site is suitable for development. The site is in a sustainable location. There are some physical and environmental constraints on the site that will require mitigation in relation to flood risk, ecology and the high pressure gas pipeline.

In commercial terms the site is Graded A- and considered to be a suitable site to allocate for local or strategic E(g), B2 or B8 uses. There is no outstanding need for road served strategic B8 in Blaby District.

The site is available. No known legal or ownership constraints. The site is in multiple ownership and is being promoted by a developer.

The site is achievable but is unlikely to fully build out within the plan period due to strategic infrastructure requirements. Strategic B8 development will require a new motorway junction.

The site is detached from the existing settlement of Whetstone. However given its scale it is being proposed as a strategic stand alone site.

The site is situated within the Countryside.

The site has been allocated as a strategic mixed use site for around 4500 dwellings, 15 hectares of local employment land (48,000sqm) and supporting infrastructure.

Land for 80 hectares for Strategic B8 warehousing will also be safeguarded with development of this land being subject to the provision of strategic transport infrastructure **(Policy S8)**

The site is strategic in scale and may require strategic transport infrastructure which will impact on delivery timescales. The site has the potential to be partly developable. It could commence within the Plan period and continue to deliver beyond. The site will start to deliver within 15 years of the start of the plan period but not fully deliver within the plan period. It is assumed that 800 homes and 8 hectares of local employment land (25,600sqm) will be developed during the Plan period.

The site will be required to provide contributions in line with policies of the Local Plan. Key mitigation will be required to minimise risk from flooding, re-meander the watercourse, enhance biodiversity, increase school and health capacity, and provide improvement to active travel and public transport modes as well as the local and strategic road networks.

The site will be subject to further investigation at the planning application stage.

STAGE 2A DETAILED ASSESSMENTS

Site Reference and Address: WHE031, Land south of Whetstone, Whetstone

Site Area (Hectares): 54.92

Proposed Use: Mixed Use

Potential Capacity: 15600 floorspace (square metres)

Suitability - Environmental and Physical Constraints

Land Contamination and Pollution: Agricultural land and farm buildings. Within 250m of former landfill. Note gas venting condition on housing to the north. Bund on estate and potentially gassing trench. Noise attenuation bund and mitigation for noise and gas attenuation.

The site is affected by contaminated land and will require investigation, and where relevant mitigation measures, as part of planning application.

Flood Risk: 96.3% of the site is located in FZ1 and around 2.6% is located in FZ3. More than 10% of the site is at risk of surface water flooding. Some groundwater risk identified. The site is not sequentially preferable due to surface water (13%) and groundwater risk. Level 2 SFRA required.

Landscape Sensitivity: The site specific assessment indicates the site has:

- low-moderate sensitivity to residential development where few of the key characteristics and qualities of the landscape are sensitive to change;
- moderate sensitivity to employment development where some of the key characteristics and qualities of the landscape are sensitive to change

Factors increasing sensitivity include openness and intervisibility with surrounding areas, semi-enclosed from tall hedgerows along Springwell Lane and Lutterworth Road and undeveloped sylines to south.

Factors decreasing sensitivity include gently undulating landform, dominant agricultural use, limyed natural features, disruption to rural character from residential development and proximity to M1.

Enhance Whetstone Brook corridor including establishing as a key feature, improving access and to increase aesthetic and wildlife value.

Establish new hedgerows / improve existing along southern and eastern boundaries.

Enhance gateway features and ensure new development provides a sense of place.

Ecology and Biodiversity: No Impacts on statutory wildlife sites is likely. There are a number on non-statutory sites within or adjoining the site including Whetstone Brook, woodland and grassland (potential LWS), Whetstone Oak (potential LWS), Countesthorpe Road (west) hedgerow (potential LWS)

Heritage Assets: The site is not affected by and has no local or national designated heritage assets and would not be significantly affected by undesignated assets.

Minerals and Waste: The site has no impact on minerals or waste assets.

Hazards, Gas and Electricity Assets: The site has no impact on hazards such as Calor Gas, High Pressure Gas Pipeline or High Voltage Electricity Transmission Lines.

Open Space and Green Infrastructure: Development of the site would have some impact on connectivity of green corridors but there is potential for this to be mitigated with considerate design and offsetting.

Opportunity for enhancements of on site GBI via GBI project LV3 (establish green corridors).

Priority Projects 3 Glen Parva, Whetstone and Countesthorpe Green Routes and 7 Green employment proposal also relevant.

Employment Suitability:

Harm to amenity – The site adjoins residential properties to the north. A mixed use development including residential is proposed. There is the opportunity to locate employment close to the M1 and /or existing employment uses.

Commercially attractive to market – Within 1km of an A road. More than 8km from M1 J21.

Access by commercial vehicles – Access to A426 is close by.

Access by sustainable transport – No bus routes run through the site. Nearest low frequency bus service is within 1.1km. Whetstone also served by demand responsive bus service.

Scale to host community – Not out of scale to host community

Employment Land Study:

Market fit / supply gap filled – The site links to the Cambridge Road and Whittle Estate employment areas to the north. Both are well occupied and successful, with the Whittle Estate, being a focus for advanced manufacturing investment into Blaby District. Further growth of these locations would be desirable to the market. However, consider how this site could link to Cambridge Road and benefit from the critical mass of existing premises. At present, access is through the residential areas in the south of Whetstone.

Deliverability – The physical constraints will not significantly inhibit development, if land in an area of Flood Risk is excluded. However, only a small portion of the site appears to be proposed for E(g)/B-Class employment. Most of it is likely to be for housing as evidenced by recent applications.

Grade – C Mostly small scale local sites which would be a low priority for E(g)/B-Class allocation. If tied to a mixed-use scheme, confirm that the wider development package is acceptable and deliverable, is required.

Strategic B8 Study: Not applicable.

Availability and Achievability Considerations

Recent Planning History: 24/0869/FUL - 68 dwellings. Decision pending.

Availability: No legal constraints declared. The site has a single landowner and is promoted by an agent on behalf of a housebuilding company, Miller Homes.

Site Access: Initial site access from Springwell Lane. Longer term access at Countesthorpe Road and Lutterworth Road (60mph speed limit). The site has access but there will be improvements required to ensure access to the site meets Leicestershire Highways Design Guidelines.

Transport: Potential for contributions to local road network, bus and active travel infrastructure improvements. Contributions to Active Modes mitigation required.

Utility Infrastructure: The site has the potential for a medium impact on either foul sewerage and / or surface water sewerage. Capacity improvements may be required and unlikely to be deliverable within 5 years.

Achievability: The site has the potential to be developable within the Plan period.

Delivery Timeframes: The site is likely to fully deliver within 10 to 15 years of the start of the plan period. Update: trajectory anticipates 9,480sqm will be built out within the plan period.

STAGE 2B LOCAL PLAN STRATEGY CONSIDERATIONS

Green Wedge / Area of Separation Assessment: Within Countryside.

The site is not affected by existing or proposed Green Wedge or Area of Separation.

Strategic Policy Considerations: The site adjoins the settlement boundary of Whetstone. Whetstone is a Larger Village, the second tier of the hierarchy. The site could contribute to the growth to Larger Villages.

Site is within Countryside.

STAGE 2C SUMMARY AND CONCLUSIONS

WHE031

The site is suitable for development. The site is in a sustainable location. It has some environmental and physical constraints that could be avoided or mitigated. Of particular concern is flood risk and land contamination.

In commercial terms the site is Graded C and considered to be less suitable site to allocate for local E(g), B2 or B8 uses.

The site is available. No known legal or ownership constraints. There is currently a planning approval for housing on part of site which is awaiting the signing of a S106.

The site is achievable.

The site adjoins Whetstone and will contribute to housing and employment requirements in the larger villages.

The site is situated within the Countryside.

The site is allocated as a mixed use strategic site for around 760 dwellings, 3 hectares of local employment land (9,480sqm) and supporting infrastructure (Policy S12).

The site is developable and it is anticipated that the site will deliver in years 11 to 15 of the plan period.

The site will be required to provide contributions in line with policies of the Local Plan. Key mitigation will be required to minimise risk from flooding, enhance biodiversity and provide improvement to active travel and public transport modes.

The site will be subject to further investigation at the planning application stage.

STAGE 2A DETAILED ASSESSMENTS

Site Reference and Address: EWHE001, Land off Enderby Road, Whetstone

Site Area (Hectares): 1.67

Proposed Use: Employment

Potential Capacity: 4186 floorspace (square metres)

Suitability - Environmental and Physical Constraints

Land Contamination and Pollution: Agricultural land onsite. Existing light industrial (upholstery) offsite south. Possible historic railway infill adjacent offsite east, historic abattoir offsite south, former oil/gas refinery depot and sawmill offsite north. Would expect normal land contamination reports. This site has some planning history of previous applications for housing and employment. For an employment use, there may be implications for adjacent housing from airborne emissions, noise, vibration, and lighting. Appropriate assessments would be required, although an appropriate layout would be helpful.

The site is affected by contaminated land and pollution (including air, noise, vibration and lighting) will require investigation as part of planning application.

Flood Risk: The site is located in FZ1. More than 10% of the site is at risk of surface water flooding. Some groundwater risk is identified. Site is not sequentially preferable due to surface water flood risk (12%) and potential for groundwater flooding.

Landscape Sensitivity: The site specific assessment indicates the site has low-moderate sensitivity where some of the key characteristics and qualities of the landscape are sensitive to change for residential and employment development.

Factors increasing sensitivity include lack of development within the parcel and contribution to rural visual character and perceptual qualities along the western settlement edge of Whetstone.

Factors decreasing sensitivity include the surrounding settlement pattern, employment and residential uses, partial enclosure from mature hedgerow and wooded bank of vegetation along north and east boundaries limiting intervisibility.

Ecology and Biodiversity: Site is within 500m of Narborough Bogs SSSI. No impact any non-statutory sites is identified the closest being 750m away. Development will lead to the loss of scrub, semi improved grassland and tall ruderal vegetation.

no comments made.

Heritage Assets: The site is not affected by and has no local or national designated heritage assets and would not be significantly affected by undesignated assets.

Minerals and Waste: Not applicable

Hazards, Gas and Electricity Assets: The site has no impact on hazards such as Calor Gas, High Pressure Gas Pipeline or High Voltage Electricity Transmission Lines.

Open Space and Green Infrastructure: Development of the site would impact connectivity of green corridors but this may be able to be mitigated with considerate design and offsetting. The size of the site and required mitigation may affect the site's viability.

Opportunity for site to contribute to enhancements of on site GBI via GBI project LV3 (establish green corridors).

Priority Project 3 Glen Parva, Whetstone and Countesthorpe Green Routes also relevant.

Employment Suitability:

Harm to amenity – Separated from residential properties by disused railway

Commercially attractive to market – Within 600m of an A road and 3.7km from M1/M69 motorway junction

Access by commercial vehicles – Site access to B582 Enderby Road

Access by sustainable transport – Walking and cycling routes. Site is within 320m of low frequency bus service and served by demand responsive FoxConnect

Scale to host community – Not out of scale to host community

Employment Land Study:

Market fit / supply gap filled – The site is located close to Enderby Road Industrial Estates and Grange Business Park, Whetstone, two successful local schemes, the former of which has seen some recent investment in new premises.

The site is comparatively small but would be large enough to support a small scheme of industrial units of less than 1,000 sqm each, which stakeholders report to be a main area of local demand.

Deliverability – Applications for both housing and smaller industrial units have been refused here, most consistently on impacts on the Green Wedge and on the Grade II Listed Whetstone Grange, to the south – App. 20/1346/FUL (employment) and 16/1085/FUL (housing, refused at appeal).

Unless it can be shown that these previous grounds for refusal can be addressed, this site does not appear deliverable for relevant uses.

Grade – E Do not allocate for E(g)/B2/B8 uses.

Strategic B8 Study: Not applicable.

Availability and Achievability Considerations

Recent Planning History: 16/1085/FUL - 43 dwellings. Appeal dismissed

20/1346/FUL - employment starter units. Refused

Availability: No legal constraints declared.

Site promoted by a single landowner with an intention to sell or develop the site. Recent planning applications for housing and employment uses have been refused and dismissed at appeal.

Site Access: Site access to B582 Enderby Road. The site has access but there will be improvements required to ensure access to the site meets Leicestershire Highways Design Guidelines.

Transport: Potential for contributions to local road network, bus and active travel infrastructure improvements.

Utility Infrastructure: The site has the potential for a medium impact on either foul sewerage and / or surface water sewerage. Capacity improvements may be required and unlikely to be deliverable within 5 years.

Achievability: Concerns about delivery of the site given alternative uses and previous planning history.

The site is not developable within the Plan period.

Delivery Timeframes: The site is likely to fully deliver within 10 years of the start of the plan period.

STAGE 2B LOCAL PLAN STRATEGY CONSIDERATIONS

Green Wedge / Area of Separation Assessment: The site is within Green Wedge (cii)

The site is affected by existing or proposed Green Wedge or Area of Separation but would not have a significant impact upon the wider contribution to the designation.

*not specifically assessed in review

Strategic Policy Considerations: The site adjoins the settlement boundary of Whetstone. Whetstone is a Larger Village, the second tier of the hierarchy. The site could contribute to the growth to Larger Villages.

Site is within Green Wedge.

STAGE 2C SUMMARY AND CONCLUSIONS

EWHE001

The site is in a sustainable location. It has some environmental and physical constraints that could be avoided or mitigated. Of particular concern is surface and groundwater flood risk and biodiversity. The site is suitable for development but it is less suitable than other options.

In commercial terms the site is Graded E and considered to be an unsuitable site to allocate for local E(g), B2 or B8 uses.

The site is available. No known legal or ownership constraints. There is one landowner with an intention to sell.

The site's achievability is uncertain due it also being promoted for housing use.

The site adjoins Whetstone and could contribute to employment requirements in the larger villages.

The site is situated within the Green Wedge but would not have a significant impact on the wider contribution to the designation.

The site is not allocated for employment due to suitability concerns.

Stoney Stanton

STAGE 2A DETAILED ASSESSMENTS

Site Reference and Address: STO026, Land West of Stoney Stanton, Stoney Stanton

Site Area (Hectares): 280

Proposed Use: Mixed Use

Potential Capacity: 31200 floorspace (square metres)

Suitability - Environmental and Physical Constraints

Land Contamination and Pollution: Land Contamination - Railway. Predominantly agricultural land, with sporadic farm buildings. Multiple areas of made ground onsite. Several historic landfill sites within 500m. Former brick and cement works adjacent site. Requires full investigation as part of any development proposals.

Air quality and noise - Diffusion tubes along road, industrial processes.

The site is affected by pollution or other environmental quality issues and will require investigation, and where relevant mitigation measures, as part of a planning application. The site is affected by contaminated land and will require investigation, and where relevant mitigation measures, as part of planning application.

Flood Risk: 99.7% of site within FZ1. More than 5% of the site is affected by surface water flood risk. Some groundwater risk is identified. Site within 20m of a watercourse. Site is not sequentially preferable as includes area of notable surface water (10%) and potential groundwater flood risk. Potential for flood risk on site to be addressed through careful design and layout. Level 2 SFRA required. (site being considered with STO026). Level 2 SFRA required.

no comments made.

Landscape Sensitivity: The site specific assessment indicates the site has:

- low-moderate sensitivity to residential development where few of the key characteristics and qualities of the landscape are sensitive to change; and
- moderate sensitivity to employment development where some of the key characteristics and qualities of the landscape are sensitive to change.

Factors increasing sensitivity include open and expansive views across agricultural landscape and role of parcel separating existing settlements of Stoney Stanton, Sapcote and Elmhurst.

Factors decreasing sensitivity include gently undulating landform, dominant agricultural land use, limited natural features and overt human influence (pylons, M69 motorway and railway).

Protect open land between villages of Sapcote and Stoney Stanton to safeguard the distinct boundaries of each settlement.

Create new community woodland between Sapcote and Stoney Stanton to secure long-term definition of village edges.

Establish gateway features to reinforce separation between the villages.

Ecology and Biodiversity: No impacts on statutory wildlife sites identified. The site includes a number of LWS sites including Oaklands Hedgerow potential LWS, Homestead Hedgerows and Ash potential LWS, Hinckley Road Hedgerow potential LWS and Stanton Road Verges potential LWS. Development could lead to the loss of

grassland, hedgerows and hedgerow trees as well as field trees and copses within the site. It could also impact on waterbodies on site.

Natural England indicates that to make positive gains for both nature and people that Green Infrastructure (GI) should be considered at the earliest stages of the planning process to ensure connected, biodiversity rich GI is incorporated throughout the site and that a GI strategy is provided.

Heritage Assets: The site is affected by local or national designated heritage assets and /or undesignated assets and is likely to have a significant impact. Detailed assessment required to establish impacts and mitigation needed.

Minerals and Waste: There is a section of land within the south east of the site safeguarded for sand and gravel. Any forthcoming application/s would need to include a Minerals Assessment in line with Policy M11 of the LMWLP.

Hazards, Gas and Electricity Assets: Part of site within Calor Gas Hazard Consultation Zone.

The HSE Planning Advice Web App tool indicates that the north east part of site is within outer zone but do not advise against development. The pipeline operator (National Gas Transmission) did not raise any legal interest or pipeline standard to restrict development.

High Voltage Electricity Transmission Lines cross the site from south west corner to north east corner.

National Grid Electricity Transmission plc indicates that the site is crossed / in close proximity to assets - 4WP ROUTE TWR (002 - 053A): 400Kv Overhead Transmission Line route: COVENTRY - RATCLIFFE ON SOAR affects the site. NGET advocates high standards of design, sustainable development forms and a creative approach to new development around high voltage overhead lines and other NGET assets. National Grid Design Guidelines for development near high voltage overhead lines will need to be adhered to.

Open Space and Green Infrastructure: Development of the site would impact connectivity of green corridors but there is potential for this to be mitigated with considerate design and offsetting. 3 footpaths run across the site.

Opportunities exist for enhancement through contribution to GBI project RH4 (Aston Firs, Burbage Wood and Burbage common Connections and RH2 (inclusion of GBI interventions within new employment development).

Priority Project 5 Stoney Stanton Park and 7 Green employment proposal also relevant.

Employment Suitability:

Harm to amenity – The site is detached from settlements but some residential properties and the scale of development may be significant and involve mixed uses including residential. The scale of the development provides the opportunity to locate employment development away from residential properties.

Commercially attractive to market – Within 400m of M69 J2 but north facing slips only. Access to south facing slips requires traffic travelling through residential areas of Sapcote or Burbage.

Access by commercial vehicles – Access to M69 northbound. Otherwise through residential areas.

Access by sustainable transport – Stoney Stanton has no bus routes. Served by demand responsive service.

Scale to host community – No host community. Standalone mixed use site

Employment Land Study:

Market fit / supply gap filled – The land has a prominent position at a motorway junction and is close to several large B2/B8 schemes, around the M69/A5 Interchange which have seen extensive investment in recent years. This site would be a logical location for larger industrial and warehouse units, for which there remains reasonable demand both locally and regionally.

If this site was progressed to meet local needs, then the requirement would be for industrial and warehouse units of sub-5,000 sqm each, reflecting demand. Such a location on a Motorway junction would be popular with businesses which require prominence and strategic road access. However, in terms of economic benefits, the site links more closely to the main settlements of Hinckley and Bosworth than Blaby District

Deliverability – The site might provide a smaller and lower impact alternative for strategic B8 rather than the HNRFI proposal. It could deliver some 60,000 sqm of floorspace at a 40 percent site coverage. A detailed, transport assessment would be needed. Other studies would also need to confirm that the other site constraints, noted here, would not represent significant barriers to delivery and clarify the net developable area, after mitigation.

This would be a desirable location for a B2/B8 scheme, of local or strategic scope, building on its motorway position and reflecting similar developments further west on the M69 and extending along the A5.

Grade – A- Constraints raise some questions over deliverability but there remains a way forward to development if certain issues can be addressed.

Subject to other considerations, site represents a strong candidate for inclusion in the Local Plan to meet need for E(g)/B2/B8 uses and attract inward investment. The site could meet either strategic and/or local needs depending on the scale and nature of the land ultimately allocated and the focus of any development consented.

Strategic B8 Study: M69 J2 – strategic B8 growth cannot be accommodated at this location that utilises the motorway junction without the delivery of south facing slip roads.

Availability and Achievability Considerations

Recent Planning History: None

Availability: No legal constraints declared.

The site has multiple ownerships. Promoted by two strategic land promoters and Leicestershire County Council. The intention is to sell the land.

Site Access: Multiple points of site access including Hinckley Road and Station Road (60mph limit). The site has access but there will be significant improvements required to ensure access to the site meets Leicestershire Highways Design Guidelines.

Transport: Potential for contributions to local road network, bus and active travel infrastructure improvements.

Utility Infrastructure: The site has the potential for a high impact on either foul sewerage and / or surface water sewerage. Capacity improvements likely to be required and unlikely to be deliverable within 10 years.

Cadent Gas indicate that the commercial element of the site will cause pressure failure.

Achievability: Concerns about delivery due to strategic transport infrastructure and lead-in times.

The site has the potential to be partly developable. It could commence within the Plan period and continue to deliver beyond.

Delivery Timeframes: The site will start to deliver local employment within 15 years of the start of the plan period but not fully deliver within the plan period. Update: Trajectory anticipates 25,600 sqm of local employment during plan period (8ha of 15ha site).

STAGE 2B LOCAL PLAN STRATEGY CONSIDERATIONS

Green Wedge / Area of Separation Assessment: Part of the southeastern section of the site extends through the Area of Separation between Stoney Stanton and Sapcote.

The site is affected by existing or proposed Green Wedge or Area of Separation and would have a significant impact upon the wider contr

Strategic Policy Considerations: Stoney Stanton is proposed as Medium Village. The site is close to but is proposed as a standalone settlement.

Mostly within Countryside but also Area of Separation between Sapcote and Stoney Stanton. Provides the opportunity to deliver a large scale Strategic Site.

Local Green Space (Fosse Villages Neighbourhood Plan)

STAGE 2C SUMMARY AND CONCLUSIONS

STO026

The site is suitable for development. It has environmental and physical constraints relating to land contamination, heritage, air quality, noise, flooding, mineral extraction and landscape sensitivity but these can be mitigated or avoided.

In commercial terms the site is Graded A- and considered to be a suitable site to allocate for local or strategic E(g), B2 or B8 uses. However, there is no outstanding need for road served strategic B8 in Blaby District.

The site is available for development. It has no known legal or ownership constraints. It belongs to multiple landowners and promoted by two strategic land promoters and Leicestershire County Council.

The site is achievable but delays to delivery are likely due to the scale of the site, strategic transport, gas and water infrastructure improvements. In particular, south facing slip roads are required for strategic B8 development.

The site adjoins the settlement of Stoney Stanton although would form a distinct settlement. It would contribute to the employment land needs of the District and also contribute to creating a mixed-use community.

The majority of the site is within the Countryside however part of the southeast section extends over the Area of Separation (also a Local Green Space) separating Stoney Stanton and Sapcote. There is a recognised need for employment.

The site is allocated for as a mixed use strategic site for around 5165 dwellings, 15 hectares of local employment land (48,000 sqm) and supporting infrastructure.

Land for 36 hectares for Strategic B8 warehousing will also be safeguarded subject to the provision of strategic transport infrastructure. **(Policy S7)**

It is likely that the site is partly developable. Around 965 dwellings and 8 hectares of local employment land (25,600 sqm) will be developed during the Plan period.

The site will be required to provide contributions in line with policies of the Local Plan. Key mitigation will be required for land contamination, air quality, noise, flood risk, heritage, green infrastructure, school places, active travel, public transport and improvements to the strategic and local road network.

The site will still be subject to further investigation at the planning application stage.

Elmesthorpe

STAGE 2A DETAILED ASSESSMENTS

Site Reference and Address: EELM001, Land north of J2 M69 (HNRFI site), Elmesthorpe

Site Area (Hectares): 224

Proposed Use: Employment

Potential Capacity: 850,000 (strategic B8) floorspace (square metres)

Suitability - Environmental and Physical Constraints

Land Contamination and Pollution: Agricultural land, with historic ponds onsite. Former brick/clayworks adjacent offsite. Probably minimal issues, but would expect normal land contamination reports. There may be implications for existing housing from airborne emissions, noise, vibration, and lighting from an employment use. Appropriate assessments would be required, although an appropriate layout would be helpful. Part of site overlaps with 25/03/EIASCO. Comments also made as part of HNFRI consultation.

The site is affected by contaminated land and pollution (including air, noise, vibration and lighting). It will require investigation, and where relevant mitigation measures, as part of planning application.

Flood Risk: 99.9% of the site is located in FZ1, and 0.1% of the site is in FZ3. More than 5% of the site is at risk of surface water flooding. No groundwater risk identified. Site is within 20m of a watercourse. Site is not sequentially preferable as includes a notable area at surface water flood risk (10%).

The site includes land within Flood Zone 3a and Flood Zone 2 from an ordinary watercourse.

Landscape Sensitivity: The site specific assessment indicates the site has moderate-high sensitivity where some of the key characteristics and qualities of the landscape are sensitive to change for small and large scale employment development. This is due to the increased visibility of the scale of structure in the gently undulating landscape.

Factors increasing sensitivity include open and expansive views across agricultural landscape, limited relationship with existing large scale development and strongly rural perceptual qualities.

Factors decreasing sensitivity include gently undulating landform, dominant agricultural land use, limited natural features and human influence (pylons, M69 and railway corridors).

Ecology and Biodiversity: Burbage Wood and Aston Firs SSSI is adjacent to the sites western boundary. There is a significant assemblage of local wildlife sites (notified, candidate and potential) within and adjoining the site. Development of the nature proposed could obliterate many of the ecological features.

Heritage Assets: The site is affected by local or national designated heritage assets and /or undesignated assets and is likely to have a significant impact. Detailed assessment required to establish impacts and mitigation needed.

Minerals and Waste: Not applicable

Hazards, Gas and Electricity Assets: The site has no impact on hazards such as Calor Gas, High Pressure Gas Pipeline or High Voltage Electricity Transmission Lines.

Open Space and Green Infrastructure: Development of the site would impact connectivity of green corridors and it may be possible for some harm to be mitigated with considerate design and offsetting.

Site adjoins OSA typology ANGS.

Opportunity to contribute to GBI project RH4 but development of the site may affect the viability of the project and vice versa. The site could contribute to GBI project RH2 Inclusion of GBI interventions within new employment development.

Priority Project 7 Green employment proposal also relevant.

Employment Suitability:

Harm to amenity – Residential and Gypsy and Traveller community around Aston Firs within close proximity

Commercially attractive to market – Site adjoins J2 of M69

Access by commercial vehicles – Access to M69 northbound. Otherwise through residential areas.

Access by sustainable transport – Within 1200m of low frequency bus service and served by demand responsive FoxConnect.

Scale to host community – Out of scale with host community

Employment Land Study:

Market fit / supply gap filled – The Hinckley National Rail Freight Interchange proposal shows that the location is of interest to strategic B2/B8 operators and developers, and the land remains under option to developer partners.

A smaller site, 15 ha accommodating some 60,000 sqm, would attract a more limited range of smaller scale operators, but the location, off the M69 between the M6 and M1 is very desirable to industrial and warehouse companies seeking an East Midlands location outside of urban areas. However, in terms of economic benefits, the site links more closely to the main settlements of Hinckley and Bosworth than Blaby District

Deliverability – The HNRFI was refused due to its negative impact on highways safety at several adjoining locations. Assuming the original scheme will not be revised then a smaller site of some 15 ha could be considered. This would need to be as close to Junction 2, M69 as possible to take advantage of the strategic location and be attractive to B2/B8 occupiers.

While a smaller site may avoid some of the traffic impacts of the HNRFI it will still face constraints from the adjacent caravan park and Ancient Woodland. It would also need to be clear how it would access Junction 2 and if that access can be viably delivered. These issues would need to be addressed before any allocation was made.

Grade – A- Constraints raise some questions over deliverability but there remains a way forward to development if certain issues can be addressed.

Subject to other considerations, site represents a strong candidate for inclusion in the Local Plan to meet need for E(g)/B2/B8 uses and attract inward investment. The site could meet either strategic and/or local needs depending on the scale and nature of the land ultimately allocated and the focus of any development consented.

Strategic B8 Study: M69 J2 – strategic B8 growth cannot be accommodated at this location that utilises the motorway junction without the delivery of south facing slip roads.

Availability and Achievability Considerations

Recent Planning History: Development Consent Order for Hinckley National Rail Freight Interchange refused March 2025

Availability: No legal constraints declared.

The site has multiple ownerships. Promoted by logistics developers. Recent DCO application for HNFRI Refused mainly on highways grounds.

The site is identified as one of two locations in the Leicester and Leicestershire sub-

Site Access: Site access to junction 2 of M69 roundabout. South facing slips onto motorway proposed. The site has access but there will be significant improvements required to ensure access to the site meets Leicestershire Highways Design Guidelines.

Transport: Potential for contributions to strategic road network, local road network, bus and active travel infrastructure improvements.

Utility Infrastructure: The site has the potential for a high impact on either foul sewerage and / or surface water sewerage. Capacity improvements likely to be required and unlikely to be deliverable within 10 years.

Achievability: Concerns about delivery due to strategic transport infrastructure and lead-in times.

The site will require strategic transport infrastructure to be developable.

Delivery Timeframes: The site is likely to fully deliver local employment within 10 to 15 years of the start of the plan period. Delivery of Strategic B8 warehousing requires strategic transport infrastructure which is uncertain to be delivered in the Plan period.

STAGE 2B LOCAL PLAN STRATEGY CONSIDERATIONS

Green Wedge / Area of Separation Assessment: Within Countryside.

The site is not affected by existing or proposed Green Wedge or Area of Separation.

Strategic Policy Considerations: The site is detached from nearby settlements. Within Elmesthorpe Parish.

Within Countryside.

STAGE 2C SUMMARY AND CONCLUSIONS

EELM001

The site is suitable for development. It is located in a less sustainable location for development. It has some environmental and physical constraints but it is likely that these can be mitigated or avoided. Of particular concern is surface water flood risk and biodiversity.

In commercial terms the site is Graded A- and considered to be a suitable site to allocate for local or strategic E(g), B2 or B8 uses. However, there is no outstanding need for road served strategic B8 in Blaby District. Whilst there is outstanding need for rail served strategic B8 the Local Plan is not the appropriate route. The site is one of limited options for rail served strategic B8.

The site is available for development. It has no known legal or ownership constraints. It belongs to multiple landowners and promoted by logistics developers.

The site is achievable but delays to delivery are likely due to the scale of the site, strategic transport, gas and water infrastructure improvements. In particular, south facing slip roads are required for strategic B8 development.

The site is detached from nearby settlements and of a disproportionate scale for the local area. It could contribute to the employment land needs of the District.

The the site is within the Countryside.

The site is not allocated for employment due to suitability (type of development), achievability and Local Plan strategy concerns.

Sharnford

STAGE 2A DETAILED ASSESSMENTS

Site Reference and Address: ESHA001, Aston Lane, Sharnford

Site Area (Hectares): 14.06

Proposed Use: Employment

Potential Capacity: 21,600 (B1, B2 & B8) floorspace (square metres)

Suitability - Environmental and Physical Constraints

Land Contamination and Pollution: Agricultural land, with historic ponds onsite. Transport depot/industrial units offsite adjacent. Probably minimal issues, but would expect normal land contamination reports. This site has an existing employment site to the south, and existing housing to the east. There may be implications for this existing housing from airborne emissions, noise, vibration, and lighting from an employment/retail use. Appropriate assessments would be required, although an appropriate layout would be helpful.

The site is affected by contaminated land and pollution (including air, noise, vibration and lighting). It will require investigation, and where relevant mitigation measures, as part of planning application.

Flood Risk: The site is located in FZ1. More than 10% of the site is at risk of surface water flooding. Limited groundwater risk identified. Site is not sequentially preferable as includes a notable area at surface water flood risk (10%).

Landscape Sensitivity: The site specific assessment indicates the site has moderate sensitivity where some of the key characteristics and qualities of the landscape are sensitive to change for employment development.

Factors increasing sensitivity include open and expansive views across agricultural landscape, rural landscape character and perceptual qualities, lack of existing development and role of land in perception of a gap between Sharnford and Aston Flamville.

Factors decreasing sensitivity include gently undulating landform, dominant agricultural land use and adjacent business park which detracts from rural perceptual qualities of the landscape.

Ecology and Biodiversity: No impacts on statutory or non-statutory designated sites identified. Development could lead to the loss of hedgerows and trees as well as grassland, although its not clear if any of this could be species rich.

Heritage Assets: The site is not affected by and has no local or national designated heritage assets and would not be significantly affected by undesignated assets.

Minerals and Waste: Not applicable

Hazards, Gas and Electricity Assets: The site has no impact on hazards such as Calor Gas, High Pressure Gas Pipeline or High Voltage Electricity Transmission Lines.

Open Space and Green Infrastructure: Development of the site would impact connectivity of green corridors but this could be mitigated with considerate design and offsetting.

Opportunity to contribute to GBI project SWV5 Sharnford SuDS but unclear whether development of the site would affect the project or to what degree implementation of SWV5 would impact development viability.

Employment Suitability:

Harm to amenity – There are residential properties to the east of the site.

Commercially attractive to market – More than 3km to A5 via B4114 and 6km to J3 of M69.

Access by commercial vehicles – Access via B4114 close by.

Access by sustainable transport – Sharnford has no bus routes. Served by demand responsive service.

Scale to host community – Out of scale to host community

Employment Land Study:

Market fit / supply gap filled – A rural site in a reasonable location next to John Brindley Commercials and proposed, at least in part, to allow the growth of that business and other tenants. The existing John Brindley Commercials site already accommodates several local businesses and has consent for further growth, establishing it as a key source of affordable workshop space in the west of the district. There remains good demand for rural workspace, which this site can capitalise on.

Deliverability – The pylons crossing the site split it in half, but deliverable land remains on either site. The most deliverable use here would be industrial and warehouse units, expanding on the existing offer to the south and aimed at supporting the rural economy. The site was submitted by John Brindley Commercials who aspire to expand north onto this land but also providing growth space for other firms.

Grade – B- Constraints raise some questions over deliverability but there remains a way forward to development if certain issues can be addressed.

Subject to other considerations, site represents a strong candidate for inclusion in the Local Plan to meet local needs for E(g)/B2/B8 uses

Strategic B8 Study: Not applicable.

Availability and Achievability Considerations

Recent Planning History: 22/0235/FUL - Extend existing B8 Haulage yard. Withdrawn. 20/1081/FUL Erection of 4 linked industrial units for storage. Approved 02/2021 (land to south)

Availability: No legal constraints declared.

Site promoted by a single landowner with an intention to sell or develop the site. Recent planning application activity on and around site.

Site Access: Site access to Aston Lane (60mph speed limit)

Transport: Potential for contributions to local road network, bus and active travel infrastructure improvements.

Utility Infrastructure: The site has the potential for a high impact on either foul sewerage and / or surface water sewerage. Capacity improvements likely to be required and unlikely to be deliverable within 10 years.

Achievability: The site has the potential to be developable within the Plan period.

Delivery Timeframes: The site is likely to fully deliver within 6 - 10 years of the start of the plan period.

STAGE 2B LOCAL PLAN STRATEGY CONSIDERATIONS

Green Wedge / Area of Separation Assessment: Within Countryside.

The site is not affected by existing or proposed Green Wedge or Area of Separation.

Strategic Policy Considerations: Sharnford is proposed as a Smaller Village.

Within Countryside

STAGE 2C SUMMARY AND CONCLUSIONS

ESHA001

The site is suitable for development. The site is in a less sustainable location. It has some environmental and physical constraints that could be avoided or mitigated. Of particular concern is surface water flood risk.

In commercial terms the site is Graded B and considered to be a suitable site to allocate for local E(g), B2 or B8 uses.

The site is available. No known legal or ownership constraints. There is one landowner with an intention to sell. There is planning activity on the site.

The site is achievable but delivery may be delayed due to the need for water infrastructure capacity improvements.

The site adjoins Sharnford but is out of scale with the settlement.

The site is situated within the Countryside.

The site is not allocated for employment due to Local Plan strategy issues.

Thurlaston

STAGE 2A DETAILED ASSESSMENTS

Site Reference and Address: ETHU001, Thurlaston Sawmill, Thurlaston

Site Area (Hectares): 1.4

Proposed Use: Employment

Potential Capacity: 5000 floorspace (square metres)

Suitability - Environmental and Physical Constraints

Land Contamination and Pollution: Comments relating to planning application 25/0267/OUT indicate potential for land contamination related to previous industrial use and pond, noise and vibration, construction impacts.

Flood Risk: Site is located in FZ1. Less than 5% of the site is at risk of surface water flooding. No groundwater risk identified. Site is not sequentially preferable due to surface water flood risk. Site has planning permission for commercial R&D development and has been through the sequential test through this process.

Landscape Sensitivity: The site specific assessment indicates the site has low-moderate sensitivity where some of the key characteristics and qualities of the landscape are sensitive to change for residential and employment development. Although a brownfield site, the scale of the structure would be more visually prominent in the mostly flat landscape and parcel has a weak relationship with settlement edge.

Factors increasing sensitivity include existing boundary vegetation containing the parcel and could soften the edges of development if retained.

Factors decreasing sensitivity include flat landform, industrial land use, limited recreational activity, sense of enclosure from tall hedgerows/mature vegetation and human influence.

Ecology and Biodiversity: No impacts on statutory or non-statutory wildlife sites identified. Development could lead to the loss of hedgerows, and some rough grassland to the south of the site.

Heritage Assets: The site is not affected by and has no local or national designated heritage assets and would not be significantly affected by undesignated assets.

Minerals and Waste: Not applicable

Hazards, Gas and Electricity Assets: The site has no impact on hazards such as Calor Gas, High Pressure Gas Pipeline or High Voltage Electricity Transmission Lines.

Open Space and Green Infrastructure: As long as potential design includes sensitive boundary treatments, the site has no other impacts identified.

Opportunity for site to contribute to GBI project RH1 (potential priority restoration and creation of hedgerows).

Employment Suitability:

Harm to amenity – The site is detached from the settlement but there are residential properties to the south west of the site.

Commercially attractive to market – More than 2.5km to A47 via narrow lanes and 6km to M1 J21.

Access by commercial vehicles – Access via narrow lanes.

Access by sustainable transport – Thurlaston has no bus routes. Served by demand responsive service.

Scale to host community – Not out of scale to host community. Existing development.

Employment Land Study:

Market fit / supply gap filled – Active local employment area, with a single occupier at present, but with a unit and yard large enough to meet a range of local scale E(g)/B-Class options, if it became vacant.

Deliverability – The site appears to be in active employment use at present, but redevelopment of the main unit would provide a sizable rural employment site.

Grade – C Mostly small scale local sites which would be a low priority for E(g)/B-Class allocation. If tied to a mixed-use scheme, confirm that the wider development package is acceptable and deliverable, is required. If take up tied to a single firm, review applications for growth of that firm on a case by case basis.

Strategic B8 Study: Not applicable.

Availability and Achievability Considerations

Recent Planning History: 25/0267/OUT Demolition of existing building and erection new buildings for research and development (E(g)(i) (3.546sqm). Approved 21/01/2026.

Availability: No legal constraints declared.

Site promoted by a single landowner with an intention to sell or develop the site. Recent planning application granted to redevelop the site.

Site Access: Site access to Enderby Road (60mph speed limit). The site has access but there will be improvements required to ensure access to the site meets Leicestershire Highways Design Guidelines.

Transport: Potential for contributions to local road network, bus and active travel infrastructure improvements.

Utility Infrastructure: The site has the potential for a medium impact on either foul sewerage and / or surface water sewerage. Capacity improvements may be required and unlikely to be deliverable within 5 years.

Achievability: The site has planning permission. The site has the potential to be deliverable within the Plan period.

Delivery Timeframes: The site is likely to fully deliver within 10 to 15 years of the start of the plan period.

STAGE 2B LOCAL PLAN STRATEGY CONSIDERATIONS

Green Wedge / Area of Separation Assessment: Within Countryside.

The site is not affected by existing or proposed Green Wedge or Area of Separation.

Strategic Policy Considerations: Thurlaston is proposed as a smaller village

Within Countryside.

Detached from settlement

FVNP Employment Area

STAGE 2C SUMMARY AND CONCLUSIONS

ETHU001

The site is suitable for development. The site is in a less sustainable location. It has some environmental and physical constraints that could be avoided or mitigated. Of particular concern is surface water flood risk.

In commercial terms the site is Graded C and considered to be a suitable site to allocate for local E(g), B2 or B8 uses.

The site is available. No known legal or ownership constraints. There is one landowner with an intention to sell. There is recent planning approval for employment use on the site.

The site is achievable but delivery may be delayed due to existing uses on the site.

The site is detached from but close to Thurlaston and could contribute to employment needs.

The site is situated within the Countryside. It is identified as an Employment Area in the Fosse Villages Neighbourhood Plan.

The site is not allocated as it has gained planning consent and will be counted as a commitment in terms of meeting the local employment land requirement.

Aston Flamville

STAGE 2A DETAILED ASSESSMENTS

Site Reference and Address: EAST001, Land west of Junction 2, M69, Aston Flamville

Site Area (Hectares): 44.1

Proposed Use: Employment

Potential Capacity: 115,000 (B1, B2 & B8 plus motorway services area) floorspace (square metres)

Suitability - Environmental and Physical Constraints

Land Contamination and Pollution: Agricultural land, with historic ponds onsite. Former brick/clayworks nearby offsite. Probably minimal issues, but would expect normal land contamination reports. There may be implications for adjacent housing from airborne emissions, noise, vibration, and lighting from an employment use. Appropriate assessments would be required. Part of site overlaps with 25/03/EIASCO.

The site is affected by contaminated land and pollution (including air, noise, vibration and lighting). It will require investigation, and where relevant mitigation measures, as part of planning application.

Flood Risk: 96.5% of the site is located in FZ1, and 3.1% is located in FZ3. More than 10% of the site is at risk of surface water flooding. No groundwater risk identified. Site is not sequentially preferable as includes a number of surface water flow paths (13%) and possible fluvial flood risk from unnamed watercourse to south. Level 2 SFRA required. Exclude areas of surface water flood risk from developable area.

Landscape Sensitivity: The site specific assessment indicates the site has low-moderate sensitivity where some of the key characteristics and qualities of the landscape are sensitive to change for employment development.

Factors increasing sensitivity include open and expansive views across agricultural landscape and rural character, particularly in views containing Burbage Woods to north.

Factors decreasing sensitivity include gently undulating landform, dominant agricultural landform, limited natural features and human influence (pylons, M69 and surrounding development).

Ecology and Biodiversity: Burbage Wood & Aston Firs SSSI which comprises one of the best remaining examples of Ash-Oak-Maple woodland in Leicestershire is located to the immediate north of the B4669. Changes to road alignment could affect this site. There is a LWS within the site (the Borrow Pit and surrounding grassland) as well as Green Lane Hedgerow, Aston Lane Hedgerow and Aston Lane Verge to the southern boundary. Development could lead to loss or damage to wildlife sites as well as loss of hedgerows and hedgerow trees.

This site is adjacent to Burbage Wood & Aston Firs SSSI which comprises one of the best remaining examples of Ash-Oak-Maple woodland in Leicestershire. There are a large number of plant species typical of semi-natural woodland and several species of woodland orchid. Recreational disturbance is noted as being a pressure on this site. There would also be concerns of noise and light disturbance on the interest features of the site and air quality. Any proposal would need to consider appropriate and effective mitigation measures if this allocation is taken forward.

Heritage Assets: The site is affected by local or national designated heritage assets and /or undesignated assets and is likely to have a significant impact. Detailed assessment required to establish impacts and mitigation needed.

Minerals and Waste: Not applicable

Hazards, Gas and Electricity Assets: High Voltage Electricity Transmission Lines affect south east part of site.

Open Space and Green Infrastructure: Development of the site would impact connectivity of green corridors but this could possibly be mitigated with considerate design and offsetting.

Site adjoins OSA typology ANGS.

Opportunity to contribute to GBI project RH4 but development of the site may affect the viability of the project and vice versa. The site could contribute to GBI project RH2 Inclusion of GBI interventions within new employment development. Priority Project 7 Green employment proposal also relevant.

Employment Suitability:

Harm to amenity – Residential properties adjoin the site boundary to the south west of the site on Aston Lane and a property on the western boundary south of the B4669.

Commercially attractive to market – Within 400m of M69 J2 but north facing slips only. Access to south facing slips requires traffic travelling through residential areas of Sapcote or Burbage.

Access by commercial vehicles – Access to M69 northbound. Otherwise through residential areas.

Access by sustainable transport – Within 500m of low frequency bus service and served by demand responsive FoxConnect.

Scale to host community – No host community.

Employment Land Study:

Market fit / supply gap filled – The land has a prominent position at a motorway junction and is close to several large B2/B8 schemes, around the M69/A5 Interchange which have seen extensive investment in recent years. This site would be a logical location for larger industrial and warehouse units, for which there remains reasonable demand both locally and regionally.

If this site was progressed to meet local needs, then the requirement would be for industrial and warehouse units of sub-5,000 sqm each, reflecting demand. Such a location on a Motorway junction would be popular with businesses which require prominence and strategic road access. However, in terms of economic benefits, the site links more closely to the main settlements of Hinckley and Bosworth than Blaby District.

Deliverability – This site might provide a smaller and lower impact alternative for strategic B8 than the DCO proposal. It could deliver some 80,000 sqm of floorspace at a 40 percent site coverage. A detailed, transport assessment would be needed to confirm that the option would avoid the issues raised by the HNRFI. Other studies would also need to confirm that the other site constraints would not represent significant barriers to delivery and clarify the net developable area, after mitigation.

This would be a desirable location for a B2/B8 scheme, of local or strategic scope, building on its motorway position and reflecting similar developments further west on the M69 and extending along the A5.

Grade – A- Constraints raise some questions over deliverability but there remains a way forward to development if certain issues can be addressed.

Subject to other considerations, site represents a strong candidate for inclusion in the Local Plan to meet needs for E(g)/B2/B8 uses and attract inward investment. The site could meet either strategic and/or local needs depending on the scale and nature of the land ultimately allocated and the focus of any development consented.

Strategic B8 Study: M69 J2 – strategic B8 growth cannot be accommodated at this location that utilises the motorway junction without the delivery of south facing slip roads.

Availability and Achievability Considerations

Recent Planning History: None

Availability: No legal constraints declared. Site promoted by an agent for a strategic land company who promote land and development.

Site Access: Site access via Hinckley Road to J2 of M69.

Site promoter indicates that south facing slips onto M69 needed to facilitate this development. The site has access but there will be significant improvements required to ensure access to the site meets Leicestershire Highways Design Guidelines.

Transport: Potential for contributions to strategic road network, local road network, bus and active travel infrastructure improvements.

Utility Infrastructure: The site has the potential for a high impact on either foul sewerage and / or surface water sewerage. Capacity improvements likely to be required and unlikely to be deliverable within 10 years.

Achievability: Concerns about delivery due to strategic transport infrastructure and lead-in times.

The site has the potential to be partly developable if the strategic transport infrastructure is provided. It will commence within the Plan period and continue to deliver beyond.

Delivery Timeframes: The site is likely to fully deliver local employment within 10 to 15 years of the start of the plan period. Delivery of Strategic B8 warehousing requires strategic transport infrastructure which is uncertain to be delivered in the Plan period.

STAGE 2B LOCAL PLAN STRATEGY CONSIDERATIONS

Green Wedge / Area of Separation Assessment: Within Countryside.

The site is not affected by existing or proposed Green Wedge or Area of Separation.

Strategic Policy Considerations: Standalone site detached from settlement within Aston Flamville Parish

Within Countryside

STAGE 2C SUMMARY AND CONCLUSIONS

EAST001

The site is suitable for development. The site is in a Parish without a defined settlement boundary where no growth is proposed. It has some environmental and physical constraints that could be avoided or mitigated. Of particular concern is surface water flood risk, biodiversity and heritage

In commercial terms the site is Graded A- and considered to be a suitable site to allocate for local or strategic E(g), B2 or B8 uses. However, there is no outstanding need for road served strategic B8 in Blaby District.

The site is available. No known legal or ownership constraints. There is one landowner with an intention to sell. The site is linked to the site at land West of Stoney Stanton and provides the opportunity for one of the south facing slip roads.

The site may be achievable but delivery will be delayed due to the need for strategic transport and water infrastructure improvements. In particular, south facing slip roads are required for strategic B8 development.

The site is detached from settlements and within the Countryside.

The site is safeguarded for strategic B8 warehousing as part of the wider development 'Land West Of Stoney Stanton' (Policy S7).