Harborough Local Plan
Pre-submission version

Sustainability Appraisal
(SA Report)

Technical Appendix B: Site Proformas
(Employment and retail)

September, 2017
Introduction

This technical appendix contains a proforma for each of the site options appraised through the Sustainability Appraisal (SA) for the Harborough Local Plan. A summary table of the findings, along with a discussion of why sites have been selected or not are included within the main SA Report.

Methodology

The site appraisal methodology was determined through the Scoping process. The Site appraisal framework is set out below to aid in the understanding of the scoring in each proforma.
<table>
<thead>
<tr>
<th>Stage 2 Site appraisal criteria</th>
<th>Use</th>
<th>Promotes sustainable growth</th>
<th>Unlikely to have a major impact on trends</th>
<th>Mitigation may be required / unavoidable impacts</th>
<th>Mitigation likely to be required / unavoidable impacts</th>
<th>Rationale, assumptions and limitations</th>
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<tr>
<td><strong>Health and Wellbeing</strong></td>
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<tr>
<td>Access to jobs:</td>
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</tr>
<tr>
<td>H1: How close is the site/settlement to key employment sites?</td>
<td>Housing</td>
<td>&lt;1200m away</td>
<td>1.2km – 3km away</td>
<td>3km-5km</td>
<td>&gt;5km away</td>
<td>&lt;800m is considered a reasonable walking distance, which could encourage less car use or shorter journeys by other forms of transport[^193]. It is considered reasonable to extend this distance to 1200m for rural areas.</td>
</tr>
<tr>
<td>Access to health services</td>
<td></td>
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<td></td>
<td>Distance is measured from site boundary. Whilst this does not reflect the fact that access to services can differ throughout a site, this is more of an issue for larger strategic sites.</td>
</tr>
<tr>
<td>H2: What is the overall distance to a GP service or health centre?</td>
<td>Housing</td>
<td>&lt;1200m away</td>
<td>1.2km – 3km away</td>
<td>3km-5km</td>
<td>&gt;5km away</td>
<td></td>
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<tr>
<td>Access to education</td>
<td></td>
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</tr>
<tr>
<td>H3: How accessible is the site to the nearest primary school on foot?</td>
<td>Housing</td>
<td>0-5min walk (0-400m)</td>
<td>10-15 min walk (400-800m)</td>
<td>15-20 min walk (800 - 1600m)</td>
<td>&gt; 20 min walk (1600m)</td>
<td>400m is considered to be a desirable walking distance to a primary school.</td>
</tr>
<tr>
<td>H4: How accessible is the site to the nearest Secondary school?</td>
<td>Housing</td>
<td>&lt;1200m away</td>
<td>1.2km – 3km away</td>
<td>3km-5km</td>
<td>&gt;5km away</td>
<td></td>
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<tr>
<td>Access to open space</td>
<td></td>
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</tr>
<tr>
<td>H5: Access to local natural greenspace (ANGST). To what extent do the sites meet the following ANGST standards?</td>
<td>Housing</td>
<td>Standards met for both criteria.</td>
<td>Standards met for 1 criteria only</td>
<td>Standards not met for either criteria.</td>
<td>N/A</td>
<td>A negative impact is scored where standards are not met as it would require further consideration of mitigation measures. In some instances development could enhance provision, but this is not assumed at this stage. ANGST is considered a useful measure of the sustainability of locations.</td>
</tr>
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[^193]: Sport England (2007), Active Design: Promoting opportunities for sport and physical activities through good design.
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<tr>
<td>Access to community facilities</td>
<td></td>
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<td>These facilities have wider catchment areas it is considered that the reasonable travel time/distance should be higher than for local facilities such as primary schools. This criterion does not account for mode of travel. Access by any mode is considered positive for health and wellbeing. Access via sustainable modes is considered in a different criterion.</td>
</tr>
<tr>
<td><strong>H6</strong>: How far is the site to any of the following community facilities?</td>
<td>Housing</td>
<td>&lt;1200m away</td>
<td>1.2km – 3km away</td>
<td>3km-5km</td>
<td>&gt;5km away</td>
<td></td>
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<tr>
<td>• Leisure centre</td>
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<td></td>
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<tr>
<td>• Library</td>
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</tr>
<tr>
<td><strong>H7</strong>: How far is the site to local community facilities?</td>
<td>Housing</td>
<td>&lt;800m away</td>
<td>800m – 1200m away</td>
<td>1200m-3km away</td>
<td>&gt;3km away</td>
<td>Local community centres / parish halls etc.</td>
</tr>
<tr>
<td><strong>H8</strong>: Distance to the nearest local food shop or post office?</td>
<td>Housing</td>
<td>0-800m</td>
<td>800-1200m away</td>
<td>&gt;1200m-3km away</td>
<td>&gt;3km</td>
<td>With the introduction of online services and the amalgamation of post offices into shops and supermarkets it is considered that proximity of a post office does not warrant a separate appraisal criteria. ‘Local food shop’ is defined as a supermarket, minimarket or local convenience store as listed in the Settlement Profiles Study.</td>
</tr>
<tr>
<td>Sustainable modes of travel</td>
<td></td>
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</tr>
<tr>
<td><strong>H9</strong>: How accessible is the site to the nearest train station</td>
<td>Housing and Jobs</td>
<td>&lt;1200m away</td>
<td>1.2km – 3km away</td>
<td>3km-5km</td>
<td>&gt;5km away</td>
<td>&lt;1200m is considered a reasonable walking distance, which could encourage less car use or shorter journeys by other forms of transport.</td>
</tr>
<tr>
<td><strong>H10</strong>: How well served is the site by a bus service?</td>
<td>Housing and Jobs</td>
<td>Regular bus service within 800m</td>
<td>Low frequency bus service within 800m</td>
<td>Low frequency bus service more than 1200m away</td>
<td>Low frequency bus service more than 1600m away</td>
<td>400m is considered a desirable walking distance to encourage use of public transport. However, the Manual for Streets(^{194}) suggest that 800m is a more appropriate for rural areas. Regular is considered more than 3 stops per hour. Low frequency is considered less than 3 stops per hour.</td>
</tr>
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<td><strong>Natural environment</strong></td>
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<tr>
<td>NE1: Could allocation of the site have a potential impact on a SSSI?</td>
<td>Housing and jobs</td>
<td>N/A</td>
<td>&gt;400m</td>
<td>&lt;400m</td>
<td>Within or adjacent to a designated site (&lt;50m from site boundary)</td>
<td>It is Natural England’s view (based on recent research into access onto heathland and other factors) that the area within 400m* of a SSSI is where additional development could have a substantial impact. It is assumed that sites within or adjacent to (&lt;50m) a wildlife site are more likely to have a direct impact. The thresholds used are greater for SSSIs to reflect their national significance. It is recognized that proximity does not necessarily equate to impacts as this is dependent upon the scheme design and type/condition of wildlife sites, *Measured from site boundaries</td>
</tr>
<tr>
<td>NE2: Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, Potential Wildlife Sites or any other site of wildlife value such as Ancient Woodland (including where BAP species have been recorded)?</td>
<td>Housing and jobs</td>
<td>N/A</td>
<td>&lt;200m No BAP species recorded</td>
<td>Contains or is adjacent to (50m) a local wildlife site / BAP species have been recorded within 50m of the site. Suitable for biodiversity offsetting.</td>
<td>Contains a locally important site not suitable for biodiversity offsetting</td>
<td>Involves a degree of subjectivity as to what constitutes ‘partial’ or ‘total’. This depends on the nature of the corridor.</td>
</tr>
<tr>
<td>NE3: Would allocation of the site result in the severance/partial severance of a designated wildlife corridor</td>
<td>Housing and jobs</td>
<td>N/A</td>
<td>Wildlife corridor unaffected</td>
<td>Partial severance of wildlife corridor</td>
<td>Total severance of wildlife corridor</td>
<td>Development on a site containing multiple TPOs that are not confined to one area would be likely to result in unavoidable loss of these assets.</td>
</tr>
<tr>
<td>NE4: What is the potential impact on TPOs</td>
<td>Housing and jobs</td>
<td>N/A</td>
<td>No TPOs on site</td>
<td>TPOs present that could potentially be protected (i.e. confined to boundaries)</td>
<td>Multiple TPOs that would be difficult to protect (i.e. scattered throughout)</td>
<td>It is acknowledged that development in or adjacent may or may not have a negative / positive impact and that this is also dependent upon layout/ design and sensitivity. Where possible qualitative data will be used to add context.</td>
</tr>
<tr>
<td>NE5: Could the site have an adverse effect on Green Wedge or Areas of Separation (AoS)?</td>
<td>Housing and jobs</td>
<td>N/A</td>
<td>Development outside of Green Wedge or AoS</td>
<td>Site partially in Green Wedge or AoS</td>
<td>Site fully in Green Wedge or AoS</td>
<td>Sites within and surrounding Lutterworth are the only areas that have the potential to register constraints against this criteria.</td>
</tr>
<tr>
<td>NE6: What are the potential impacts on air quality in Lutterworth?</td>
<td>Housing and jobs</td>
<td>N/A</td>
<td>Industrial / warehousing /retail development &gt;2km from AQMA Other sites &gt;1km from AQMA</td>
<td>Industrial / warehousing /retail site within 2km of AQMA Other site within 1km of AQMA</td>
<td>N/A</td>
<td>Sites within and surrounding Lutterworth are the only areas that have the potential to register constraints against this criteria.</td>
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<tr>
<td>NE7: Could development of the site lead to the remediation of land potentially affected by contamination?</td>
<td>Housing and Jobs</td>
<td>Site is potentially contaminated and could be remediated.</td>
<td>Site is not thought to be contaminated</td>
<td>Site is potentially contaminated but may be difficult to remediate.</td>
<td>-</td>
<td>Most contaminated land is unlikely to be remediated without development funding. The presence of contamination could therefore be viewed positively where viability is not adversely affected.</td>
</tr>
<tr>
<td>NE8: Does the site fall within a Groundwater Source Protection Zone, as identified by the Environment Agency?</td>
<td>Housing and jobs</td>
<td>N/A</td>
<td>Falls outside</td>
<td>Site falls within Zone 2 or 3</td>
<td>Site falls within zone 1 (inner protection zone)</td>
<td>Potential for negative impacts in zones 1-3. However, type of use would be important and mitigation would be possible.</td>
</tr>
<tr>
<td>NE9: Would allocation of the site result in the loss of High Quality Agricultural Land?</td>
<td>Housing and jobs</td>
<td>Does not contain any agricultural land grade 1-3b</td>
<td>Contains less than 10 hectares of agricultural land 1-3</td>
<td>Contains more than 10 hectares of agricultural land class 1-2 or a total of 20 hectares 1-3</td>
<td>Contains more than 20 hectares of agricultural land class 1-2</td>
<td>Although there is little guidance, the loss of 20 hectares triggers consultation with DEFRA/Natural England, which can be considered significant.</td>
</tr>
</tbody>
</table>

**Resilience**

| R1: Is the site (or part of) within an identified flood zone? | Housing and Jobs | N/A | Site predominantly within flood zone 1 (>80%) | Contains areas of flood zone 2/3 | Site predominantly in flood zone 2/3 | Provided that a site is not wholly within a flood zone 2/3 it should be possible to avoid and/or mitigate impacts. However, proximity to zone 1 is preferable as it reduces the risk and potential cost of mitigation. Sites wholly within zones 2 and 3 should be sieved out. However, for those sites where it is considered mitigation could still be implemented a ‘red’ categorization is given. |

**Built and Natural Heritage**

<table>
<thead>
<tr>
<th>BH1: Potential for direct impacts upon heritage assets.</th>
<th>Housing and Jobs</th>
<th>N/A</th>
<th>No heritage assets within or adjacent (50m) to the sites</th>
<th>Site contains or is within 50m from: Grade II heritage features Conservation area Ancient park or garden</th>
<th>Site contains or is within 50m from: Grade 1 heritage features Ancient park or garden</th>
<th>The criteria combine a consideration of various heritage features to avoid potential duplication. E.g. an asset could be listed, in a consideration area and also a SAM. Proximity to heritage assets does not necessarily mean that impacts will occur, but it is assumed that they may be more likely. Criteria BH2 will seek to provide a qualitative assessment.</th>
</tr>
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<tr>
<td>BH2: Impacts on the setting of the built environment?</td>
<td>Housing and Jobs</td>
<td>Site contains vacant buildings / buildings at risk / derelict land that could be enhanced</td>
<td>Setting not likely to be affected</td>
<td>The setting and significance of a heritage asset may be affected.</td>
<td>The setting and significance of a heritage asset will be harmed by the site.</td>
<td>Reliant upon professional opinion. Impacts likely to be determined utilizing Conservation Area Statements and Settlement Profiles.</td>
</tr>
<tr>
<td>BH3: Capacity of the landscape to accommodate development, while respecting its character.</td>
<td>Housing and Jobs</td>
<td>High</td>
<td>Medium-high Medium.</td>
<td>Medium-low</td>
<td>Low</td>
<td>Relies upon the findings of Landscape Character Assessments and capacity studies.</td>
</tr>
</tbody>
</table>

### Resource use

<table>
<thead>
<tr>
<th>RU1: Would allocation of the site result in the use of previously developed land?</th>
<th>Use</th>
<th>Predominantly brownfield (&gt;70%)</th>
<th>Partial Brownfield (&gt;30%)</th>
<th>Site is predominantly Greenfield (&gt;70%)</th>
<th>NA</th>
<th>The majority of available land is not brownfield, so criteria need to reflect that impacts are likely.</th>
</tr>
</thead>
<tbody>
<tr>
<td>RU2: Is there good access to a Household Waste Recycling Centre (HWRC)?</td>
<td>Housing</td>
<td>&lt;3miles</td>
<td>3-7miles</td>
<td>&gt;7miles</td>
<td>-</td>
<td>Use of HWRCs is by car. Access by foot is typically prohibited and unlikely. Travel distances are typically longer for rural areas. For example Husbands Bosworth is approximately 6 miles from the nearest Civic Amenity site in Market Harborough. It is also necessary to include sites that are close by in neighboring authorities.</td>
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### Housing and economy

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</tr>
<tr>
<td><strong>EH2:</strong> Will the site help to stimulate housing development? Deliverability and scale</td>
<td>Housing</td>
<td>Site is available for development within the next 5 years and could provide over 50 dwellings</td>
<td>Site is available for development within the next 5 years but would provide less than 50 dwellings. Site is available for development in the plan period and could provide over 50 dwellings.</td>
<td>Availability is uncertain</td>
<td>N/A</td>
<td>Provision of a higher level of development would contribute more significantly to the Borough’s housing targets and would achieve economies of scale. Availability may change over time. Does not consider viability.</td>
</tr>
<tr>
<td><strong>EH3:</strong> Distance to Principal Road Network by vehicle.</td>
<td>Jobs</td>
<td>&lt;1mile</td>
<td>&lt;3miles</td>
<td>&gt;3miles</td>
<td>&gt;4miles</td>
<td>Assumes that employment and housing sites with better access to the road network are more attractive for development.</td>
</tr>
</tbody>
</table>

**Infrastructure**

<table>
<thead>
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<tr>
<td><strong>I4:</strong> Is the site within: a) 150m of a high pressure gas pipeline? b) 100m of overhead electricity cables</td>
<td>Housing</td>
<td>N/A</td>
<td>No constraints</td>
<td>Yes but mitigation unlikely to be difficult</td>
<td>Yes, mitigation anticipated to be difficult / costly</td>
<td>Sites intersected by such constraints (particularly smaller sites with less room to provide a buffer) would not be feasible and / or mitigation would be costly.</td>
</tr>
<tr>
<td><strong>I5:</strong> Electricity substation capacity constraints? Waste water constraints?</td>
<td>Housing and Jobs</td>
<td>N/A</td>
<td>No constraints</td>
<td>Constraints</td>
<td>N/A</td>
<td>Involves a degree of subjectivity, reliant upon input from utilities.</td>
</tr>
<tr>
<td><strong>I6:</strong> Access to the Highway network</td>
<td>Housing and Jobs</td>
<td>N/A</td>
<td>Satisfactory access to the highway network exists or could be provided</td>
<td>N/A</td>
<td>Satisfactory access to the highway network is unlikely without major investment</td>
<td>Information to be sourced from SHLAA (2013 and Update 2015) and SELAA 2017.</td>
</tr>
</tbody>
</table>
Site Option: E/001LT/11
Address: Land south of Lutterworth Road / Coventry Rd
Area (ha): 7.08
Settlement: Lutterworth
Potential Use: Employment

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Key to Appraisal Scores

Health and Wellbeing
H9 - Access to Train Station
H10 - Bus Services

Natural Environment
NE1 - SSSIs
NE2 - Potential Impact on Wildlife
NE3 - Severage of Wildlife Corridors
NE4 - Potential Impact on Protected Trees
NE5 - Green Wedge and AoS
NE6 - Proximity to Air Quality Management Area
NE7 - Potential to Remediate Contaminated Land
NE8 - Groundwater Protection Zone
NE9 - Agricultural Land

Settlement: Lutterworth
Potential Use: Employment
Address: Land south of Lutterworth Road / Coventry Rd
Area (ha): 7.08

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### Resilience

**R1 - Flooding**
Contains Areas of Flood Zones 2/3

### Built and Natural Heritage

**BH1 - Proximity to Heritage Assets**
No heritage assets within 50m of the site

**BH2 - Impact on Setting of Built Environment**
Not likely to be affected

**BH3 - Landscape Capacity to Change**
High

### Resource Use

**RU1 - Result in use of PDL**
Greenfield

**RU2 - Access to HWRC**
1397m

### Housing & Economy

**EH3 - Links to Principal Roads**
< 1km

### Infrastructure

**I4 - Energy grid constraints**
Outside of Constraint

**I5 - Infrastructure Constraints**
Outside of Constraint

**I6 - Access to Highways**
No issues identified
**Site Option:** E/001M/11  
**Settlement:** Market Harborough  
**Address:** Land adjacent to Bowden Business Village  
**Area (ha):** 1.06  
**Potential Use:** Employment

### Key to Appraisal Scores

- **Promotes sustainable growth**
- **Unlikely to have major influence on trends**
- **Mitigation may be required / unavoidable impacts**
- **Mitigation likely to be required / unavoidable impacts**

### Health and Wellbeing
- **H9 - Access to Train Station**
  - 3854m - Market Harborough
  - 165m from stop. Regular frequency service (3 per hour)
- **H10 - Bus Services**

### Natural Environment
- **NE1 - SSSIs**
  - 2307m
- **NE2 - Potential Impact on Wildlife**
  - 422m - Grand Union Canal Harborough Arm (LWS)
  - None
- **NE3 - Severage of Wildlife Corridors**
  - No effect. None on site.
- **NE4 - Potential Impact on Protected Trees**
  - Development Outside Green Wedge or AoS
- **NE5 - Green Wedge and AoS**
  - 18481m
- **NE6 - Proximity to Air Quality Management Area**
  - No Data
- **NE7 - Potential to Remediate Contaminated Land**
  - Falls Outside
- **NE8 - Groundwater Protection Zone**
  - Contains less than 10ha of ALC 1-3
- **NE9 - Agricultural Land**
  - Contains less than 10ha of ALC 1-3
### Resilience
- **R1 - Flooding**
  - Site Predominantly within Flood Zone 1 (>80%)

### Built and Natural Heritage
- **BH1 - Proximity to Heritage Assets**
  - No heritage assets within 50m of the site
- **BH2 - Impact on Setting of Built Environment**
  - Not likely to be affected
- **BH3 - Landscape Capacity to Change**
  - No Data

### Resource Use
- **RU1 - Result in use of PDL**
  - Greenfield
- **RU2 - Access to HWRC**
  - 4488m

### Housing & Economy
- **EH3 - Links to Principal Roads**
  - < 1km

### Infrastructure
- **I4 - Energy grid constraints**
  - Outside of Constraint
- **I5 - Infrastructure Constraints**
  - Outside of Constraint
- **I6 - Access to Highways**
  - No data
Site Option: E/001RC/11
Address: Land off Malborough Drive
Area (ha): 2.89
Settlement: Fleckney
Potential Use: Employment

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Key to Appraisal Scores

- Promotes sustainable growth
- Unlikely to have major influence on trends
- Mitigation may be required / unavoidable impacts
- Mitigation likely to be required / unavoidable impacts

Health and Wellbeing

H9 - Access to Train Station
H10 - Bus Services

Natural Environment

NE1 - SSSIs
NE2 - Potential Impact on Wildlife
NE3 - Severage of Wildlife Corridors
NE4 - Potential Impact on Protected Trees
NE5 - Green Wedge and AoS
NE6 - Proximity to Air Quality Management Area
NE7 - Potential to Remediate Contaminated Land
NE8 - Groundwater Protection Zone
NE9 - Agricultural Land

Area (ha): 2.89

Area: 8657m - South Wigston
Distance: 321m from stop. Low frequency service (1 per hour)

Area: 554m - Mill Field Wood Ash Trees (pLWS)

Area: None

Area: Development Outside Green Wedge or AoS

Area: 13748m

Area: No Data

Area: Falls Outside

Area: Contains less than 10ha of ALC 1-3
### Resilience

**R1 - Flooding**
- Site Predominantly within Flood Zone 1 (>80%)

### Built and Natural Heritage

- **BH1 - Proximity to Heritage Assets**
  - No heritage assets within 50m of the site
- **BH2 - Impact on Setting of Built Environment**
  - Not likely to be affected
- **BH3 - Landscape Capacity to Change**
  - High

### Resource Use

- **RU1 - Result in use of PDL**
  - Greenfield
- **RU2 - Access to HWRC**
  - 5471m

### Housing & Economy

- **EH3 - Links to Principal Roads**
  - 1-3km

### Infrastructure

- **I4 - Energy grid constraints**
  - Outside of Constraint
- **I5 - Infrastructure Constraints**
  - Outside of Constraint
- **I6 - Access to Highways**
  - Yes
Site Option: E/002M/11
Address: Airfield Farm, Market Harborough
Area (ha): 7.99
Potential Use: Employment
Settlement: Market Harborough

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Key to Appraisal Scores
- Promotes sustainable growth
- Unlikely to have major influence on trends
- Mitigation may be required / unavoidable impacts
- Mitigation likely to be required / unavoidable impacts

Health and Wellbeing
H9 - Access to Train Station
H10 - Bus Services

Natural Environment
NE1 - SSSIs
NE2 - Potential Impact on Wildlife
NE3 - Severage of Wildlife Corridors
NE4 - Potential Impact on Protected Trees
NE5 - Green Wedge and AoS
NE6 - Proximity to Air Quality Management Area
NE7 - Potential to Remediate Contaminated Land
NE8 - Groundwater Protection Zone
NE9 - Agricultural Land

- 2893m - Market Harborough
- 211m - Grand Union Canal Harborough Arm (LWS)
- None
- Development Outside Green Wedge or AoS
- 17495m
- No Data
- Falls Outside
- Contains less than 10ha of ALC 1-3
### Resilience

**R1 - Flooding**
- Site Predominantly within Flood Zone 1 (>80%)

### Built and Natural Heritage

**BH1 - Proximity to Heritage Assets**
- No heritage assets within 50m of the site

**BH2 - Impact on Setting of Built Environment**
- Not likely to be affected

**BH3 - Landscape Capacity to Change**
- Medium

### Resource Use

**RU1 - Result in use of PDL**
- Greenfield

**RU2 - Access to HWRC**
- 4718m

### Housing & Economy

**EH3 - Links to Principal Roads**
- 1-3km

### Infrastructure

**I4 - Energy grid constraints**
- Within Constraint

**I5 - Infrastructure Constraints**
- Within Constraint

**I6 - Access to Highways**
- No data
Site Option: E/003M/11
Address: Land off Dingley Rd Great Bowden (MH)
Area (ha): 12.95

Settlement: Great Bowden
Potential Use: Employment

Key to Appraisal Scores
- Promotes sustainable growth
- Unlikely to have major influence on trends
- Mitigation may be required / unavoidable impacts
- Mitigation likely to be required / unavoidable impacts

Health and Wellbeing
H9 - Access to Train Station
848m - Market Harborough
H10 - Bus Services
776m from stop. Low frequency service (2 per hour)

Natural Environment
NE1 - SSSIs
1225m
NE2 - Potential Impact on Wildlife
19m - Dingley Road Ash Tree (pLWS)
None
NE3 - Severage of Wildlife Corridors
No effect. None on site.
NE4 - Potential Impact on Protected Trees
Site Fully Within Green Wedge or AoS
No effect. None on site.
NE5 - Green Wedge and AoS
20385m
NE6 - Proximity to Air Quality Management Area
No Data
NE7 - Potential to Remediate Contaminated Land
Falls Outside
NE8 - Groundwater Protection Zone
Contains more than 10ha of ALC 1-2 or up to a total of 20ha of ALC 1-3
NE9 - Agricultural Land
Contains more than 10ha of ALC 1-2 or up to a total of 20ha of ALC 1-3
<table>
<thead>
<tr>
<th>Resilience</th>
<th>Site Predominantly within Flood Zone 1 (&gt;80%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BH1 - Proximity to Heritage Assets</td>
<td>No heritage assets within 50m of the site</td>
</tr>
<tr>
<td>BH2 - Impact on Setting of Built Environment</td>
<td>Heritage assets could potentially be affected unless screening is adopted</td>
</tr>
<tr>
<td>BH3 - Landscape Capacity to Change</td>
<td>No Data</td>
</tr>
<tr>
<td>Resource Use</td>
<td>Greenfield</td>
</tr>
<tr>
<td>RU1 - Result in use of PDL</td>
<td></td>
</tr>
<tr>
<td>RU2 - Access to HWRC</td>
<td>1772m</td>
</tr>
<tr>
<td>Housing &amp; Economy</td>
<td></td>
</tr>
<tr>
<td>EH3 - Links to Principal Roads</td>
<td>&lt; 1km</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>Outside of Constraint</td>
</tr>
<tr>
<td>I4 - Energy grid constraints</td>
<td>No data</td>
</tr>
<tr>
<td>I5 - Infrastructure Constraints</td>
<td></td>
</tr>
<tr>
<td>I6 - Access to Highways</td>
<td>Access via Dingley Road is unlikely to be acceptable for a site of this size. The Highway Authority has indicated that the site would require 2 points of access and that Dingley Road is currently subject to 7.5 tonne weight restriction.</td>
</tr>
</tbody>
</table>
**Key to Appraisal Scores**

- Promotes sustainable growth
- Unlikely to have major influence on trends
- Mitigation may be required / unavoidable impacts
- Mitigation likely to be required / unavoidable impacts

**Health and Wellbeing**

- H9 - Access to Train Station
  - 9408m - South Wigston
- H10 - Bus Services
  - 214m from stop. Regular frequency service (3 per hour)

**Natural Environment**

- NE1 - SSSIs
- NE2 - Potential Impact on Wildlife
- NE3 - Severage of Wildlife Corridors
- NE4 - Potential Impact on Protected Trees
- NE5 - Green Wedge and AoS
- NE6 - Proximity to Air Quality Managment Area
- NE7 - Potential to Remediate Contaminated Land
- NE8 - Groundwater Protection Zone
- NE9 - Agricultural Land

- 1070m
- 309m - Warwick Road Grassland (pLWS)
- None
- No effect. None on site.
- Development Outside Green Wedge or AoS
- 16009m
- No Data
- Falls Outside
- Contains less than 10ha of ALC 1-3
Resilience
R1 - Flooding
Site Predominantly within Flood Zone 1 (>80%)

Built and Natural Heritage
BH1 - Proximity to Heritage Assets
No heritage assets within 50m of the site
BH2 - Impact on Setting of Built Environment
Not likely to be affected
BH3 - Landscape Capacity to Change
Medium High/Medium

Resource Use
RU1 - Result in use of PDL
Greenfield
RU2 - Access to HWRC
1933m

Housing & Economy
EH3 - Links to Principal Roads
< 1km

Infrastructure
I4 - Energy grid constraints
Outside of Constraint
I5 - Infrastructure Constraints
Outside of Constraint
I6 - Access to Highways
No
Site Option: E/004RC/11
Address: Land south & west of Priory Business Park, Wistow Rd
Area (ha): 6.66
Settlement: Kibworth
Potential Use: Employment

Key to Appraisal Scores
Promotes sustainable growth
Unlikely to have major influence on trends
Mitigation may be required / unavoidable impacts
Mitigation likely to be required / unavoidable impacts

Health and Wellbeing
H9 - Access to Train Station
8993m - South Wigston
413m from stop. Low frequency service (2 per hour)

H10 - Bus Services

Natural Environment
NE1 - SSSIs
674m

NE2 - Potential Impact on Wildlife
294m - Warwick Road Grassland (pLWS)

NE3 - Severage of Wildlife Corridors
None

NE4 - Potential Impact on Protected Trees
No effect. None on site.

NE5 - Green Wedge and AoS
Development Outside Green Wedge or AoS

NE6 - Proximity to Air Quality Managament Area
15899m

NE7 - Potential to Remediate Contaminated Land
No Data

NE8 - Groundwater Protection Zone
Falls Outside

NE9 - Agricultural Land
Contains less than 10ha of ALC 1-3
### Resilience

**R1 - Flooding**

- Site Predominantly within Flood Zone 1 (>80%)

### Built and Natural Heritage

- **BH1 - Proximity to Heritage Assets**
  - No heritage assets within 50m of the site
- **BH2 - Impact on Setting of Built Environment**
  - Not likely to be affected
- **BH3 - Landscape Capacity to Change**
  - Medium High/Medium

### Resource Use

- **RU1 - Result in use of PDL**
  - Greenfield
- **RU2 - Access to HWRC**
  - 2108m

### Housing & Economy

- **EH3 - Links to Principal Roads**
  - < 1km

### Infrastructure

- **I4 - Energy grid constraints**
  - Outside of Constraint
- **I5 - Infrastructure Constraints**
  - Outside of Constraint
- **I6 - Access to Highways**
  - No data
Site Option: E/005LT/11
Address: Land South of Lutterworth Road, Lutterworth
Area (ha): 4.15
Potential Use: Employment

Settlement: Lutterworth

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Key to Appraisal Scores

Health and Wellbeing
H9 - Access to Train Station
H10 - Bus Services

Natural Environment
NE1 - SSSIs
NE2 - Potential Impact on Wildlife
NE3 - Severage of Wildlife Corridors
NE4 - Potential Impact on Protected Trees
NE5 - Green Wedge and AoS
NE6 - Proximity to Air Quality Management Area
NE7 - Potential to Remediate Contaminated Land
NE8 - Groundwater Protection Zone
NE9 - Agricultural Land

Area: 4.15
Settlement: Lutterworth
Potential Use: Employment

8439m - Rugby
832m from stop. Regular frequency service (3 per hour).

810m
1130m
271m - River Swift, Lutterworth (pLWS-LRWT)
None
No effect. None on site.
Development Outside Green Wedge or AoS
Adjacent to contamination land consultation area (disused railway line) and within minerals consultation area
Falls Outside
Contains less than 10ha of ALC 1-3
### Resilience
- **R1 - Flooding**
  - Site Predominantly within Flood Zone 1 (>80%)

### Built and Natural Heritage
- **BH1 - Proximity to Heritage Assets**
  - No heritage assets within 50m of the site
- **BH2 - Impact on Setting of Built Environment**
  - Not likely to be affected
- **BH3 - Landscape Capacity to Change**
  - Medium High

### Resource Use
- **RU1 - Result in use of PDL**
  - Greenfield
- **RU2 - Access to HWRC**
  - 1548m

### Housing & Economy
- **EH3 - Links to Principal Roads**
  - < 1km

### Infrastructure
- **I4 - Energy grid constraints**
  - Outside of Constraint
- **I5 - Infrastructure Constraints**
  - Outside of Constraint
- **I6 - Access to Highways**
  - No
Site Option: E/005RC/11
Address: Land adjoining the A6 & North of Wistow Rd, Kibworth
Area (ha): 2.85
Settlement: Kibworth
Potential Use: Employment

Key to Appraisal Scores

- Promotes sustainable growth
- Unlikely to have major influence on trends
- Mitigation may be required / unavoidable impacts
- Mitigation likely to be required / unavoidable impacts

Health and Wellbeing

H9 - Access to Train Station
9627m - South Wigston

H10 - Bus Services
72m from stop. Regular frequency service (3 per hour)

Natural Environment

NE1 - SSSIs
1384m

NE2 - Potential Impact on Wildlife
392m - Main Street Horse Chestnuts (pLWS)

NE3 - SEverage of Wildlife Corridors
None

NE4 - Potential Impact on Protected Trees
No effect. None on site.

NE5 - Green Wedge and AoS
Development Outside Green Wedge or AoS

NE6 - Proximity to Air Quality Management Area
16416m

NE7 - Potential to Remediate Contaminated Land
No Data

NE8 - Groundwater Protection Zone
Falls Outside

NE9 - Agricultural Land
Contains less than 10ha of ALC 1-3
### Resilience

**R1 - Flooding**
- Site Predominantly within Flood Zone 1 (>80%)

### Built and Natural Heritage

**BH1 - Proximity to Heritage Assets**
- Site is within 50m of a Conservation Area and a grade II listed structure

**BH2 - Impact on Setting of Built Environment**
- The setting of the heritage asset may be affected by development.

**BH3 - Landscape Capacity to Change**
- Medium High/Medium

### Resource Use

**RU1 - Result in use of PDL**
- Greenfield

**RU2 - Access to HWRC**
- 1595m

### Housing & Economy

**EH3 - Links to Principal Roads**
- < 1km

### Infrastructure

**I4 - Energy grid constraints**
- Outside of Constraint

**I5 - Infrastructure Constraints**
- Outside of Constraint

**I6 - Access to Highways**
- Yes
Site Option: E/006M/11
Address: East of Northampton Rd (Compass Point) MH
Area (ha): 4.9

Settlement: Market Harborough
Potential Use: Employment

- **Health and Wellbeing**
  - H9 - Access to Train Station
    - Access to Train Station
    - 1602m - Market Harborough
  - H10 - Bus Services
    - Bus Services
    - 413m from stop. Low frequency service (2 per hour)

- **Natural Environment**
  - NE1 - SSSIs
    - SSSIs
    - 3921m
  - NE2 - Potential Impact on Wildlife
    - Potential Impact on Wildlife
    - 1313m - River Welland (pLWS A) (cLWS)
  - NE3 - Severage of Wildlife Corridors
    - Severage of Wildlife Corridors
    - None
  - NE4 - Potential Impact on Protected Trees
    - Potential Impact on Protected Trees
    - No effect. None on site.
  - NE5 - Green Wedge and AoS
    - Green Wedge and AoS
    - Development Outside Green Wedge or AoS
  - NE6 - Proximity to Air Quality Management Area
    - Proximity to Air Quality Management Area
    - 19261m
  - NE7 - Potential to Remediate Contaminated Land
    - Potential to Remediate Contaminated Land
    - No Data
  - NE8 - Groundwater Protection Zone
    - Groundwater Protection Zone
    - Falls Outside
  - NE9 - Agricultural Land
    - Agricultural Land
    - Contains less than 10ha of ALC 1-3
### Resilience

**R1 - Flooding**

| Site Predominantly within Flood Zone 1 (>80%) |

### Built and Natural Heritage

**BH1 - Proximity to Heritage Assets**

| No heritage assets within 50m of the site |

**BH2 - Impact on Setting of Built Environment**

| No likely to be affected |

**BH3 - Landscape Capacity to Change**

| No Data |

### Resource Use

**RU1 - Result in use of PDL**

| Greenfield |

**RU2 - Access to HWRC**

| 2552m |

### Housing & Economy

**EH3 - Links to Principal Roads**

| < 1km |

### Infrastructure

**I4 - Energy grid constraints**

| Outside of Constraint |

**I5 - Infrastructure Constraints**

| Outside of constraint |

**I6 - Access to Highways**

| Yes |
Key to Appraisal Scores

- **Promotes sustainable growth**
- **Unlikely to have major influence on trends**
- **Mitigation may be required / unavoidable impacts**
- **Mitigation likely to be required / unavoidable impacts**

Health and Wellbeing

- **H9** - Access to Train Station
  - 7699m - Market Harborough

- **H10** - Bus Services
  - 474m from stop. Low frequency service (2 per hour)

Natural Environment

- **NE1** - SSSIs
  - 1697m

- **NE2** - Potential Impact on Wildlife
  - 0m - Harborough Road Ash (pLWS)

- **NE3** - Severage of Wildlife Corridors
  - None

- **NE4** - Potential Impact on Protected Trees
  - No effect. None on site.

- **NE5** - Green Wedge and AoS
  - Development Outside Green Wedge or AoS

- **NE6** - Proximity to Air Quality Management Area
  - 17196m

- **NE7** - Potential to Remediate Contaminated Land
  - No Data

- **NE8** - Groundwater Protection Zone
  - Falls Outside

- **NE9** - Agricultural Land
  - Contains less than 10ha of ALC 1-3
Resilience

R1 - Flooding
- Site Predominantly within Flood Zone 1 (>80%)

Built and Natural Heritage

BH1 - Proximity to Heritage Assets
- No heritage assets within 50m of the site

BH2 - Impact on Setting of Built Environment
- No likely to be affected

BH3 - Landscape Capacity to Change
- No Data

Resource Use

RU1 - Result in use of PDL
- Greenfield

RU2 - Access to HWRC
- 401m

Housing & Economy

EH3 - Links to Principal Roads
- < 1km

Infrastructure

I4 - Energy grid constraints
- Outside of Constraint

I5 - Infrastructure Constraints
- No data

I6 - Access to Highways
- Development of the site in isolation is likely to raise highways issues due to access onto the A6.
Key to Appraisal Scores

Promotes sustainable growth
Unlikely to have major influence on trends
Mitigation may be required / unavoidable impacts
Mitigation likely to be required / unavoidable impacts

Health and Wellbeing

H9 - Access to Train Station
686m - Market Harborough

H10 - Bus Services
330m from stop. Regular frequency service (3 per hour)

Natural Environment

NE1 - SSSIs
2015m

NE2 - Potential Impact on Wildlife
163m - River Welland (pLWS A) (cLWS)

NE3 - Severage of Wildlife Corridors
None

NE4 - Potential Impact on Protected Trees
No effect. None on site.

NE5 - Green Wedge and AoS
Development Outside Green Wedge or AoS

NE6 - Proximity to Air Quality Management Area
20490m

NE7 - Potential to Remediate Contaminated Land
No Data

NE8 - Groundwater Protection Zone
Falls Outside

NE9 - Agricultural Land
Contains less than 10ha of ALC 1-3
### Resilience

| R1 - Flooding | Site Predominantly within Flood Zone 1 (>80%) |

### Built and Natural Heritage

| BH1 - Proximity to Heritage Assets | No heritage assets within 50m of the site |
| BH2 - Impact on Setting of Built Environment | Not likely to be affected |
| BH3 - Landscape Capacity to Change | High |

### Resource Use

| RU1 - Result in use of PDL | Greenfield |
| RU2 - Access to HWRC | 1121m |

### Housing & Economy

| EH3 - Links to Principal Roads | < 1km |

### Infrastructure

| I4 - Energy grid constraints | Outside of Constraint |
| I5 - Infrastructure Constraints | Outside of Constraint |
| I6 - Access to Highways | Yes |
**Key to Appraisal Scores**

- **Promotes sustainable growth**
- **Unlikely to have major influence on trends**
- **Mitigation may be required / unavoidable impacts**
- **Mitigation likely to be required / unavoidable impacts**

**Health and Wellbeing**

- H9 - Access to Train Station
  - 7239m - South Wigston
  - 527m from stop. Low frequency service (2 per hour)

**Natural Environment**

- NE1 - SSSIs
  - 1566m
- NE2 - Potential Impact on Wildlife
  - 0m - Land North of Burton Brook (pLWS)
  - No effect. None on site.
- NE3 - Severage of Wildlife Corridors
  - None
- NE4 - Potential Impact on Protected Trees
  - No effect. None on site.
- NE5 - Green Wedge and AoS
  - Development Outside Green Wedge or AoS
- NE6 - Proximity to Air Quality Management Area
  - 17182m
- NE7 - Potential to Remediate Contaminated Land
  - No Data
- NE8 - Groundwater Protection Zone
  - Falls Outside
- NE9 - Agricultural Land
  - Contains less than 10ha of ALC 1-3
### Resilience

<table>
<thead>
<tr>
<th>R1 - Flooding</th>
<th>Contains Areas of Flood Zones 2/3</th>
</tr>
</thead>
</table>

### Built and Natural Heritage

<table>
<thead>
<tr>
<th>BH1 - Proximity to Heritage Assets</th>
<th>Site contains a grade II listed structure</th>
</tr>
</thead>
<tbody>
<tr>
<td>BH2 - Impact on Setting of Built Environment</td>
<td>The heritage asset is likely to be affected by development of the site given its location within the site boundary</td>
</tr>
<tr>
<td>BH3 - Landscape Capacity to Change</td>
<td>No Data</td>
</tr>
</tbody>
</table>

### Resource Use

<table>
<thead>
<tr>
<th>RU1 - Result in use of PDL</th>
<th>Greenfield</th>
</tr>
</thead>
<tbody>
<tr>
<td>RU2 - Access to HWRC</td>
<td>6115m</td>
</tr>
</tbody>
</table>

### Housing & Economy

<table>
<thead>
<tr>
<th>EH3 - Links to Principal Roads</th>
<th>&lt; 1km</th>
</tr>
</thead>
</table>

### Infrastructure

<table>
<thead>
<tr>
<th>I4 - Energy grid constraints</th>
<th>Outside of Constraint</th>
</tr>
</thead>
<tbody>
<tr>
<td>I5 - Infrastructure Constraints</td>
<td>No data</td>
</tr>
<tr>
<td>I6 - Access to Highways</td>
<td>The Highway Authority has indicated that the roads surrounding the site have a 7.5 tonne restriction and development generating HGV is unlikely to be supported.</td>
</tr>
</tbody>
</table>
Site Option: E/009OC/15
Address: nr. Lutterworth
Area (ha): 88.91
Settlement: nr. Lutterworth
Potential Use: Employment

Key to Appraisal Scores
- Promotes sustainable growth
- Unlikely to have major influence on trends
- Mitigation may be required / unavoidable impacts
- Mitigation likely to be required / unavoidable impacts

Health and Wellbeing
- H9 - Access to Train Station
- H10 - Bus Services

Natural Environment
- NE1 - SSSIs
- NE2 - Potential Impact on Wildlife
- NE3 - Severage of Wildlife Corridors
- NE4 - Potential Impact on Protected Trees
- NE5 - Green Wedge and AoS
- NE6 - Proximity to Air Quality Management Area
- NE7 - Potential to Remediate Contaminated Land
- NE8 - Groundwater Protection Zone
- NE9 - Agricultural Land

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<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Resilience</td>
<td>Site Predominantly within Flood Zone 1 (&gt;80%)</td>
</tr>
<tr>
<td><strong>Built and Natural Heritage</strong></td>
<td></td>
</tr>
<tr>
<td>BH1 - Proximity to Heritage Assets</td>
<td>No heritage assets within 50m of the site</td>
</tr>
<tr>
<td>BH2 - Impact on Setting of Built Environment</td>
<td>Not likely to be affected</td>
</tr>
<tr>
<td>BH3 - Landscape Capacity to Change</td>
<td>No Data</td>
</tr>
<tr>
<td><strong>Resource Use</strong></td>
<td></td>
</tr>
<tr>
<td>RU1 - Result in use of PDL</td>
<td>Greenfield</td>
</tr>
<tr>
<td>RU2 - Access to HWRC</td>
<td>1823m</td>
</tr>
<tr>
<td><strong>Housing &amp; Economy</strong></td>
<td></td>
</tr>
<tr>
<td>EH3 - Links to Principal Roads</td>
<td>&lt; 1km</td>
</tr>
<tr>
<td><strong>Infrastructure</strong></td>
<td></td>
</tr>
<tr>
<td>I4 - Energy grid constraints</td>
<td>Outside of Constraint</td>
</tr>
<tr>
<td>I5 - Infrastructure Constraints</td>
<td>Outside of Constraint</td>
</tr>
<tr>
<td>I6 - Access to Highways</td>
<td>No data</td>
</tr>
</tbody>
</table>
Site Option: E/009OC/16
Address: Shawell Quarry, Gibbet Lane
Area (ha): 7.09
Settlement: Shawell
Potential Use: Employment

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Key to Appraisal Scores

- Promotes sustainable growth
- Unlikely to have major influence on trends
- Mitigation may be required / unavoidable impacts
- Mitigation likely to be required / unavoidable impacts

Health and Wellbeing
- H9 - Access to Train Station
  - 4784m - Rugby
- H10 - Bus Services
  - 886m from stop. Low frequency service (1 per hour)

Natural Environment
- NE1 - SSSIs
  - 476m
- NE2 - Potential Impact on Wildlife
  - 80m - Shawell pits (LWS)
  - No effect
- NE3 - Severage of Wildlife Corridors
  - No effect. None on site.
- NE4 - Potential Impact on Protected Trees
  - Development Outside Green Wedge or AOS
- NE5 - Green Wedge and AoS
  - 3655m
- NE6 - Proximity to Air Quality Management Area
- NE7 - Potential to Remediate Contaminated Land
  - Potential contamination requiring exploration.
- NE8 - Groundwater Protection Zone
  - Falls Outside
- NE9 - Agricultural Land
  - Contains less than 10ha of ALC 1-3
Resilience
R1 - Flooding

Built and Natural Heritage
BH1 - Proximity to Heritage Assets
BH2 - Impact on Setting of Built Environment

BH3 - Landscape Capacity to Change

Resource Use
RU1 - Result in use of PDL
RU2 - Access to HWRC

Housing & Economy
EH3 - Links to Principal Roads

Infrastructure
I4 - Energy grid constraints
I5 - Infrastructure Constraints
I6 - Access to Highways
Site Option: E/010M/15
Address: Airfield Business Park (undeveloped part)
Area (ha): 6.0
Settlement: Market Harborough
Potential Use: Employment

Key to Appraisal Scores

Health and Wellbeing
H9 - Access to Train Station
H10 - Bus Services

Natural Environment
NE1 - SSSIs
NE2 - Potential Impact on Wildlife
NE3 - Severage of Wildlife Corridors
NE4 - Potential Impact on Protected Trees
NE5 - Green Wedge and AoS
NE6 - Proximity to Air Quality Management Area
NE7 - Potential to Remediate Contaminated Land
NE8 - Groundwater Protection Zone
NE9 - Agricultural Land
### Resilience

**R1 - Flooding**

| Site Predominantly within Flood Zone 1 (>80%) |

### Built and Natural Heritage

**BH1 - Proximity to Heritage Assets**

| No heritage assets within 50m of the site |

**BH2 - Impact on Setting of Built Environment**

| No likely to be affected |

**BH3 - Landscape Capacity to Change**

| No Data |

### Resource Use

**RU1 - Result in use of PDL**

| Greenfield |

**RU2 - Access to HWRC**

| 3787m |

### Housing & Economy

**EH3 - Links to Principal Roads**

| 1-3km |

### Infrastructure

**I4 - Energy grid constraints**

| Within Constraint |

**I5 - Infrastructure Constraints**

| Outside of constraint |

**I6 - Access to Highways**

| Yes |
Site Option: E/010OC/15
Address: Land North & West of Magna Park
Area (ha): 217.64
Settlement: nr. Lutterworth
Potential Use: Employment

Health and Wellbeing
H9 - Access to Train Station
8706m - Rugby
H10 - Bus Services
1296m from stop. Low frequency service (1 per hour).

Natural Environment
NE1 - SSSIs
4219m
NE2 - Potential Impact on Wildlife
0m - Bittesby House Trees (cLWS)
NE3 - Severage of Wildlife Corridors
No effect
NE4 - Potential Impact on Protected Trees
No effect. None on site.
NE5 - Green Wedge and AoS
Development Outside Green Wedge or AOS
NE6 - Proximity to Air Quality Management Area
3378m
NE7 - Potential to Remediate Contaminated Land
Potential contamination requiring exploration.
NE8 - Groundwater Protection Zone
Falls Outside
NE9 - Agricultural Land
Contains more than 20ha of ALC 1-3

Key to Appraisal Scores
Promotes sustainable growth
Unlikely to have major influence on trends
Mitigation may be required / unavoidable impacts
Mitigation likely to be required / unavoidable impacts

Potential Site Other Potential Sites

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### Resilience

**R1 - Flooding**
- Site Predominantly within Flood Zone 1 (>80%)

### Built and Natural Heritage

**BH1 - Proximity to Heritage Assets**
- Site Contains or is within 50m from: Grade I Heritage feature, Registered Park or Garden or Scheduled Ancient Monument

**BH2 - Impact on Setting of Built Environment**
- Site completely overlaps a Scheduled Ancient Monument. Mitigation is unlikely to be effective in protecting heritage assets.

**BH3 - Landscape Capacity to Change**
- Unknown

### Resource Use

**RU1 - Result in use of PDL**
- Greenfield

**RU2 - Access to HWRC**
- 4198m

### Housing & Economy

**EH3 - Links to Principal Roads**
- < 1km

### Infrastructure

**I4 - Energy grid constraints**
- Outside of Constraint

**I5 - Infrastructure Constraints**
- Outside of constraint

**I6 - Access to Highways**
- Access from the A5 is possible from the south west of the site.
Site Option: E/019OC/15
Address: Land off Fleckney Road
Area (ha): 1.75
Settlement: Kibworth
Potential Use: Employment

<table>
<thead>
<tr>
<th>Key to Appraisal Scores</th>
<th>Health and Wellbeing</th>
<th>Natural Environment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Promotes sustainable growth</td>
<td>H9 - Access to Train Station</td>
<td>NE1 - SSSIs</td>
</tr>
<tr>
<td>Mitigation may be required / unavoidable impacts</td>
<td>H10 - Bus Services</td>
<td>NE2 - Potential Impact on Wildlife</td>
</tr>
<tr>
<td>Mitigation likely to be required / unavoidable impacts</td>
<td>8982m - South Wigston</td>
<td>NE3 - Severage of Wildlife Corridors</td>
</tr>
<tr>
<td>Unlikely to have major influence on trends</td>
<td>321m from stop. Low frequency service (1 every hour).</td>
<td>NE4 - Potential Impact on Protected Trees</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NE5 - Green Wedge and AoS</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- No effect. None on site.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Development Outside Green Wedge or AOS</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NE6 - Proximity to Air Quality Management Area</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Located close to contaminated land</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NE7 - Potential to Remediate Contaminated Land</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Falls Outside</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NE8 - Groundwater Protection Zone</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Contains less than 10ha of ALC 1-3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NE9 - Agricultural Land</td>
</tr>
</tbody>
</table>
### Resilience

**R1 - Flooding**

| Site Predominantly within Flood Zone 1 (>80%) |

### Built and Natural Heritage

**BH1 - Proximity to Heritage Assets**

| There are no heritage assets within 50m of the site. |

**BH2 - Impact on Setting of Built Environment**

| Three grade II listed structures are located approximately 1.2km to the north west of the site (Church of St Nicholas, the Manor House and Wolsey House), however these are adequately screened and mitigation is not considered necessary. |

| BH3 - Landscape Capacity to Change |

| High |

### Resource Use

**RU1 - Result in use of PDL**

| Greenfield |

**RU2 - Access to HWRC**

| 2792m |

### Housing & Economy

**EH3 - Links to Principal Roads**

| 1-3km |

### Infrastructure

**I4 - Energy grid constraints**

| Outside of Constraint |

**I5 - Infrastructure Constraints**

| Outside of constraint |

**I6 - Access to Highways**

| There are no fundamental reasons for this site to be excluded from consideration at this stage. |
Site Option: E/012OC/15
Address: H9 - Access to Train Station
8955m - Rugby
H10 - Bus Services
1552m from stop. Low frequency service (1 per hour)
NE1 - SSSIs
4219m
NE2 - Potential Impact on Wildlife
0m - Bittesby, Mere Lane Lagoon and trees (cLWS)
NE3 - Severage of Wildlife Corridors
No effect
NE4 - Potential Impact on Protected Trees
No effect. None on site.
NE5 - Green Wedge and AoS
Development Outside Green Wedge or AoS
NE6 - Proximity to Air Quality Management Area
3378m
NE7 - Potential to Remediate Contaminated Land
No Data
NE8 - Groundwater Protection Zone
Falls Outside
NE9 - Agricultural Land
Contains more than 20ha of ALC 1-3
### Resilience

- **R1 - Flooding**
  - Site Predominantly within Flood Zone 1 (>80%)

### Built and Natural Heritage

- **BH1 - Proximity to Heritage Assets**
  - No Heritage Assets within 50m.
- **BH2 - Impact on Setting of Built Environment**
  - A Scheduled Ancient Monument is located approximately 500m to the north west of the site. Mitigation may be required to protect the heritage asset, which is currently unscreened.
- **BH3 - Landscape Capacity to Change**
  - Unknown

### Resource Use

- **RU1 - Result in use of PDL**
  - Greenfield
- **RU2 - Access to HWRC**
  - 4631m

### Housing & Economy

- **EH3 - Links to Principal Roads**
  - < 1km

### Infrastructure

- **I4 - Energy grid constraints**
  - Outside of Constraint
- **I5 - Infrastructure Constraints**
  - Outside of constraint
- **I6 - Access to Highways**
  - Access from the A5 is possible from the south west of the site.
Site Option: E/013OC/15
Area (ha): 47.31
Address: Woodbrig House Farm, Lutterworth
Settlement: nr. Lutterworth
Potential Use: Employment

Key to Appraisal Scores
- Promotes sustainable growth
- Unlikely to have major influence on trends
- Mitigation may be required / unavoidable impacts
- Mitigation likely to be required / unavoidable impacts

Health and Wellbeing
H9 - Access to Train Station
8284m - Rugby
155m from stop. Regular frequency service (3 every hour).

Natural Environment
NE1 - SSSIs
2915m
0m - Lutterworth, Bitteswell Brook Ash Trees (cLWS)
No effect
NE2 - Potential Impact on Wildlife
No effect. None on site.
NE3 - Severage of Wildlife Corridors
Site Fully Within Green Wedge or AoS
NE4 - Potential Impact on Protected Trees
No Data
NE5 - Green Wedge and AoS
NE6 - Proximity to Air Quality Management Area
1745m
NE7 - Potential to Remediate Contaminated Land
No Data
NE8 - Groundwater Protection Zone
Falls Outside
NE9 - Agricultural Land
Contains more than 20ha of ALC 1-3
<table>
<thead>
<tr>
<th><strong>Resilience</strong></th>
<th><strong>Built and Natural Heritage</strong></th>
<th><strong>Resource Use</strong></th>
<th><strong>Housing &amp; Economy</strong></th>
<th><strong>Infrastructure</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>R1 - Flooding</td>
<td><strong>Site Predominantly within Flood Zone 1 (&gt;80%)</strong></td>
<td><strong>BH1 - Proximity to Heritage Assets</strong></td>
<td>There are no heritage assets within 50m of the site. There are a number of listed structures to the north east of the site in Biteleswell which are not screened from the site. Mitigation may be required to protect these assets.</td>
<td><strong>RU1 - Result in use of PDL</strong></td>
</tr>
<tr>
<td></td>
<td><strong>BH2 - Impact on Setting of Built Environment</strong></td>
<td><strong>RU2 - Access to HWRC</strong></td>
<td>Setting unlikely to be effected- site is screened by vegetation and located amongst existing settlements.</td>
<td><strong>&lt; 1km</strong></td>
</tr>
<tr>
<td></td>
<td><strong>BH3 - Landscape Capacity to Change</strong></td>
<td><strong>Within Area of Separation</strong></td>
<td><strong>BH3 - Landscape Capacity to Change</strong></td>
<td><strong>Outside of Constraint</strong></td>
</tr>
<tr>
<td></td>
<td><strong>RU1 - Result in use of PDL</strong></td>
<td><strong>Greenfield</strong></td>
<td><strong>RU2 - Access to HWRC</strong></td>
<td><strong>Outside of Constraint</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>1823m</strong></td>
<td><strong>&lt; 1km</strong></td>
<td><strong>I4 - Energy grid constraints</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>I5 - Infrastructure Constraints</strong></td>
</tr>
</tbody>
</table>
Site Option: E/014OC/15  
Settlement: nr. Willoughby Waterleys  
Address: Land centred on A426, South Leicester (Prologis Park, Leicester)  
Area (ha): 164.06  
Potential Use: Employment

Area (ha): 164.06  
Potential Use: Employment

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Key to Appraisal Scores

Promotes sustainable growth  |  Unlikely to have major influence on trends  |  Mitigation may be required / unavoidable impacts  |  Mitigation likely to be required / unavoidable impacts

Health and Wellbeing
H9 - Access to Train Station  
H10 - Bus Services

Natural Environment
NE1 - SSSIs  
NE2 - Potential Impact on Wildlife  
NE3 - Severance of Wildlife Corridors  
NE4 - Potential Impact on Protected Trees  
NE5 - Green Wedge and AoS  
NE6 - Proximity to Air Quality Management Area  
NE7 - Potential to Remediate Contaminated Land  
NE8 - Groundwater Protection Zone  
NE9 - Agricultural Land
### Resilience
- **R1 - Flooding**

| Site Predominantly within Flood Zone 1 (>80%) |

### Built and Natural Heritage
- **BH1 - Proximity to Heritage Assets**

| There are no heritage assets within 50m of the site. However, there are a cluster of heritage assets and listed structures located in Willoughby Waterleys approximately 500m to the south east. Many of these are exposed to the site with little screening, and mitigation may be required in order to safeguard their character. |

| Setting likely to be effected by large and prominent site |

- **BH2 - Impact on Setting of Built Environment**

| Unknown |

- **BH3 - Landscape Capacity to Change**

### Resource Use
- **RU1 - Result in use of PDL**

| Greenfield |

- **RU2 - Access to HWRC**

| 9756m |

### Housing & Economy
- **EH3 - Links to Principal Roads**

| < 1km |

### Infrastructure
- **I4 - Energy grid constraints**

| Outside of Constraint |

- **I5 - Infrastructure Constraints**

| Outside of constraint |

- **I6 - Access to Highways**

| Site has access to the A426 but it is unlikely to be suitable without major new highway infrastructure |
**Site Option:** E/006LT/15(A)  
**Settlement:** Lutterworth  
**Address:** Proposed SDA (Land to East of Lutterworth) - Land adjacent /E of M1 (Parcel A)  
**Area (ha):** 11.92  
**Potential Use:** Employment (Part of proposed Health and Wellbeing)

**Key to Appraisal Scores**
- **Promotes sustainable growth**
- **Unlikely to have major influence on trends**
- **Mitigation may be required / unavoidable impacts**
- **Mitigation likely to be required / unavoidable impacts**

**Health and Wellbeing**
- **H9 - Access to Train Station**
  - 9596m - Rugby  
  - 809m from stop. Regular frequency service (3 per hour)

**Natural Environment**
- **NE1 - SSSIs**
  - 424m  
- **NE2 - Potential Impact on Wildlife**
  - 589m - River Swift (pLWS C) (cLWS)
  - None
- **NE3 - Severage of Wildlife Corridors**
  - No effect. None on site.
- **NE4 - Potential Impact on Protected Trees**
  - Development Outside Green Wedge or AoS
- **NE5 - Green Wedge and AoS**
  - 470m
- **NE6 - Proximity to Air Quality Management Area**
  - No Data
- **NE7 - Potential to Remediate Contaminated Land**
  - Falls Outside
- **NE8 - Groundwater Protection Zone**
  - Falls Outside
- **NE9 - Agricultural Land**
  - Contains more than 10ha of ALC 1-2 or up to a total of 20ha of ALC 1-3

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<table>
<thead>
<tr>
<th>Resilience</th>
</tr>
</thead>
<tbody>
<tr>
<td>R1 - Flooding</td>
</tr>
<tr>
<td>Site Predominantly within Flood Zone 1 (&gt;80%)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Built and Natural Heritage</th>
</tr>
</thead>
<tbody>
<tr>
<td>BH1 - Proximity to Heritage Assets</td>
</tr>
<tr>
<td>No heritage assests within 50m of the site</td>
</tr>
<tr>
<td>BH2 - Impact on Setting of Built Environment</td>
</tr>
<tr>
<td>Not likely to be affected</td>
</tr>
<tr>
<td>BH3 - Landscape Capacity to Change</td>
</tr>
<tr>
<td>Medium</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Resource Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>RU1 - Result in use of PDL</td>
</tr>
<tr>
<td>Greenfield</td>
</tr>
<tr>
<td>RU2 - Access to HWRC</td>
</tr>
<tr>
<td>1792m</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Housing &amp; Economy</th>
</tr>
</thead>
<tbody>
<tr>
<td>EH3 - Links to Principal Roads</td>
</tr>
<tr>
<td>&lt; 1km</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Infrastructure</th>
</tr>
</thead>
<tbody>
<tr>
<td>I4 - Energy grid constraints</td>
</tr>
<tr>
<td>Outside of Constraint</td>
</tr>
<tr>
<td>I5 - Infrastructure Constraints</td>
</tr>
<tr>
<td>Outside of Constraint</td>
</tr>
<tr>
<td>I6 - Access to Highways</td>
</tr>
<tr>
<td>No</td>
</tr>
</tbody>
</table>
Site Option: E/006LT/15(B)  
Address: Proposed SDA (Land to East of Lutterworth) - Land south off A4303 (Parcel B)  
Area (ha): 16.73  
Settlement: Lutterworth  
Potential Use: Employment (Part of proposed

---

Health and Wellbeing

H9 - Access to Train Station  
8368m - Rugby

H10 - Bus Services  
934m from stop. Low frequency service (2 per hour)

Natural Environment

NE1 - SSSIs  
1037m

NE2 - Potential Impact on Wildlife  
60m - River Swift and adj meadows, Misterton (pLWS-LRWT)

NE3 - Severage of Wildlife Corridors  
No effect

NE4 - Potential Impact on Protected Trees  
No effect. None on site.

NE5 - Green Wedge and AoS  
Development Outside Green Wedge or AoS

NE6 - Proximity to Air Quality Management Area  
702m

NE7 - Potential to Remediate Contaminated Land  
No Data

NE8 - Groundwater Protection Zone  
Falls Outside

NE9 - Agricultural Land  
Contains more than 10ha of ALC 1-2 or up to a total of 20ha of ALC 1-3
### Resilience

**R1 - Flooding**

<table>
<thead>
<tr>
<th>Site Predominantly within Flood Zone 1 (&gt;80%)</th>
</tr>
</thead>
</table>

### Built and Natural Heritage

**BH1 - Proximity to Heritage Assets**

<table>
<thead>
<tr>
<th>There are no heritage assets within 50m of the site.</th>
</tr>
</thead>
</table>

**BH2 - Impact on Setting of Built Environment**

<table>
<thead>
<tr>
<th>Not likely to be affected</th>
</tr>
</thead>
</table>

**BH3 - Landscape Capacity to Change**

<table>
<thead>
<tr>
<th>High</th>
</tr>
</thead>
</table>

### Resource Use

**RU1 - Result in use of PDL**

<table>
<thead>
<tr>
<th>Greenfield</th>
</tr>
</thead>
</table>

**RU2 - Access to HWRC**

<table>
<thead>
<tr>
<th>1649m</th>
</tr>
</thead>
</table>

### Housing & Economy

**EH3 - Links to Principal Roads**

<table>
<thead>
<tr>
<th>&lt; 1km</th>
</tr>
</thead>
</table>

### Infrastructure

**I4 - Energy grid constraints**

<table>
<thead>
<tr>
<th>Outside of Constraint</th>
</tr>
</thead>
</table>

**I5 - Infrastructure Constraints**

<table>
<thead>
<tr>
<th>Outside of constraint</th>
</tr>
</thead>
</table>

**I6 - Access to Highways**

Access from the A4304 is possible at the North of the site, however speed limits may need to be reconsidered. Access from the south is also possible from Swinford Road.
Site Option: E/012RC/15(A)  
Address: Proposed SDA (Land to the West of Kibworth) - Land off Leicester Road (Parcel A)  
Area (ha): 4.46  
Settlement: Kibworth  
Potential Use: Employment (Part of proposed Health and Wellbeing)
### Resilience
- **R1 - Flooding**
  - Site Predominantly within Flood Zone 1 (>80%)

### Built and Natural Heritage
- **BH1 - Proximity to Heritage Assets**
  - No heritage assets within 50m of the site
- **BH2 - Impact on Setting of Built Environment**
  - Not likely to be affected
- **BH3 - Landscape Capacity to Change**
  - No Data

### Resource Use
- **RU1 - Result in use of PDL**
  - Greenfield
- **RU2 - Access to HWRC**
  - 2098m

### Housing & Economy
- **EH3 - Links to Principal Roads**
  - < 1km

### Infrastructure
- **I4 - Energy grid constraints**
  - Outside of Constraint
- **I5 - Infrastructure Constraints**
  - Outside of Constraint
- **I6 - Access to Highways**
  - No data
<table>
<thead>
<tr>
<th>Key to Appraisal Scores</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Promotes sustainable growth</td>
<td></td>
</tr>
<tr>
<td>Unlikely to have major influence on trends</td>
<td></td>
</tr>
<tr>
<td>Mitigation may be required / unavoidable impacts</td>
<td></td>
</tr>
<tr>
<td>Mitigation likely to be required / unavoidable impacts</td>
<td></td>
</tr>
</tbody>
</table>

**Health and Wellbeing**
- H9 - Access to Train Station
- H10 - Bus Services

**Natural Environment**
- NE1 - SSSIs: 725m
- NE2 - Potential Impact on Wildlife: 309m - Warwick Road Grassland (pLWS)
- NE3 - Severage of Wildlife Corridors: None
- NE4 - Potential Impact on Protected Trees: No effect. None on site.
- NE5 - Green Wedge and AoS: Development Outside Green Wedge or AOS
- NE6 - Proximity to Air Quality Management Area: 15935m
- NE7 - Potential to Remediate Contaminated Land: No Data
- NE8 - Groundwater Protection Zone: Falls Outside
- NE9 - Agricultural Land: Contains less than 10ha of ALC 1-3
### Resilience

- **R1 - Flooding**
  - Site Predominantly within Flood Zone 1 (>80%)

### Built and Natural Heritage

- **BH1 - Proximity to Heritage Assets**
  - No heritage assets within 50m of the site
- **BH2 - Impact on Setting of Built Environment**
  - Not likely to be affected
- **BH3 - Landscape Capacity to Change**
  - Medium high

### Resource Use

- **RU1 - Result in use of PDL**
  - Greenfield
- **RU2 - Access to HWRC**
  - 2091m

### Housing & Economy

- **EH3 - Links to Principal Roads**
  - < 1km

### Infrastructure

- **I4 - Energy grid constraints**
  - Outside of Constraint
- **I5 - Infrastructure Constraints**
  - Outside of Constraint
- **I6 - Access to Highways**
  - No issues identified
**Site Option:** A/BA/MXD/05

**Address:** Land at Glebe Farm

**Area (ha):** 39.57

**Settlement:** Broughton Astley

**Potential Use:** Residential/employment

---

**Key to Appraisal Scores**

- Promotes sustainable growth
- Unlikely to have major influence on trends
- Mitigation may be required / unavoidable impacts
- Mitigation likely to be required / unavoidable impacts

---

**Health and Wellbeing**

- H9 - Access to Train Station
  - 4786m - Narborough
  - 471m from stop. Low frequency service (2 per hour)

---

**Natural Environment**

- NE1 - SSSIs
- NE2 - Potential Impact on Wildlife
- NE3 - Severage of Wildlife Corridors
- NE4 - Potential Impact on Protected Trees
- NE5 - Green Wedge and AoS
- NE6 - Proximity to Air Quality Management Area
- NE7 - Potential to Remediate Contaminated Land
- NE8 - Groundwater Protection Zone
- NE9 - Agricultural Land

- 2639m
- 21m - Mill Farm hedge, Frolesworth Road (cLWS)
- none
- No effect. None on site.
- Development Outside Green Wedge or AoS
- 8056m
- Partially affected by contaminated land consultation zone
- Falls Outside
- Contains more than 20ha of ALC 1-3
Resilience
R1 - Flooding
Site Predominantly within Flood Zone 1 (>80%)

Built and Natural Heritage
BH1 - Proximity to Heritage Assets
No heritage assets within 50m of the site
BH2 - Impact on Setting of Built Environment
Not likely to be affected - sufficiently screened by existing development.
BH3 - Landscape Capacity to Change
Medium High

Resource Use
RU1 - Result in use of PDL
Greenfield
RU2 - Access to HWRC
10221m

Housing & Economy
EH3 - Links to Principal Roads
1-3km

Infrastructure
I4 - Energy grid constraints
Within Constraint
I5 - Infrastructure Constraints
Within Constraint
I6 - Access to Highways
Yes
Site Option: A/FK/MXD/05
Address: Land adjacent to Churchill Way Industrial Estate
Area (ha): 2.91
Settlement: Fleckney
Potential Use: Residential/employment

Key to Appraisal Scores
- Promotes sustainable growth
- Unlikely to have major influence on trends
- Mitigation may be required / unavoidable impacts
- Mitigation likely to be required / unavoidable impacts

Health and Wellbeing
H9 - Access to Train Station
8659m - South Wigston
321m from stop. Low frequency service (1 every hour).

Natural Environment
NE1 - SSSIs
NE2 - Potential Impact on Wildlife
552m - Mill Field Wood Ash Trees (pLWS)
No effect. None on site. Approximately 5.5km from nearest corridor

NE3 - Severage of Wildlife Corridors
No effect. None on site.

NE4 - Potential Impact on Protected Trees
NE5 - Green Wedge and AoS
Development Outside Green Wedge or AoS

NE6 - Proximity to Air Quality Management Area
13751m

NE7 - Potential to Remediate Contaminated Land
The site is located adjacent to a Contaminated Land zone

NE8 - Groundwater Protection Zone
Falls Outside

NE9 - Agricultural Land
Contains less than 10ha of ALC 1-3
Resilience
R1 - Flooding

Built and Natural Heritage
BH1 - Proximity to Heritage Assets
BH2 - Impact on Setting of Built Environment

BH3 - Landscape Capacity to Change

Resource Use
RU1 - Result in use of PDL
RU2 - Access to HWRC

Housing & Economy
EH3 - Links to Principal Roads

Infrastructure
I4 - Energy grid constraints
I5 - Infrastructure Constraints
I6 - Access to Highways

Site Predominantly within Flood Zone 1 (>80%)

There are no heritage assets within 50m of the site.

Three grade II listed structures are located approximately 1.2km to the north west of the site (Church of St Nicholas, the Manor House and Wolsey House), however these are adequately screened and mitigation is not considered necessary.

High

Greenfield

5482m

1-3km

Outside of Constraint

Outside of constraint

There are No fundamental reasons for this site to be excluded from consideration at this stage.
Key to Appraisal Scores

- Promotes sustainable growth
- Unlikely to have major influence on trends
- Mitigation may be required / unavoidable impacts
- Mitigation likely to be required / unavoidable impacts

**Health and Wellbeing**

H9 - Access to Train Station
- 7040m - South Wigston
- 472m from stop. Low frequency service (2 per hour)

H10 - Bus Services
- 1248m

**Natural Environment**

NE1 - SSSIs
- 0m - London Road Hedgerow and Ash Tree (pLWS)
- No effect. None on site.

NE2 - Potential Impact on Wildlife
- 16817m
- No effect. None on site.

NE3 - Severage of Wildlife Corridors
- None

NE4 - Potential Impact on Protected Trees
- Development Outside Green Wedge or AoS

NE5 - Green Wedge and AoS
- 16817m

NE6 - Proximity to Air Quality Management Area
- Falls Outside

NE7 - Potential to Remediate Contaminated Land
- Not thought to be contaminated

NE8 - Groundwater Protection Zone
- Falls Outside

NE9 - Agricultural Land
- Contains less than 10ha of ALC 1-3
Resilience
R1 - Flooding
Site Predominantly within Flood Zone 1 (>80%)

Built and Natural Heritage
BH1 - Proximity to Heritage Assets
No heritage assets within 50m of the site

BH2 - Impact on Setting of Built Environment
Listed structures are located to the west and the east of the site, but these are thought to be adequately screened.

BH3 - Landscape Capacity to Change
Medium High/Medium

Resource Use
RU1 - Result in use of PDL
Greenfield

RU2 - Access to HWRC
4780m

Housing & Economy
EH3 - Links to Principal Roads
< 1km

Infrastructure
I4 - Energy grid constraints
Outside of Constraint

I5 - Infrastructure Constraints
Outside of Constraint

I6 - Access to Highways
Yes
Key to Appraisal Scores

- Promotes sustainable growth
- Unlikely to have major influence on trends
- Mitigation may be required / unavoidable impacts
- Mitigation likely to be required / unavoidable impacts

Health and Wellbeing

- H9 - Access to Train Station
  - 8998m - South Wigston
- H10 - Bus Services
  - 225m from stop. Regular frequency service (3 every hour).

Natural Environment

- NE1 - SSSIs
- NE2 - Potential Impact on Wildlife
- NE3 - Severance of Wildlife Corridors
- NE4 - Potential Impact on Protected Trees
- NE5 - Green Wedge and AoS
- NE6 - Proximity to Air Quality Management Area
- NE7 - Potential to Remediate Contaminated Land
- NE8 - Groundwater Protection Zone
- NE9 - Agricultural Land

- Contains more than 10ha of ALC 1-2 or up to a total of 20ha of ALC 1-3.
Resilience
R1 - Flooding
Site Predominantly within Flood Zone 1 (>80%)

Built and Natural Heritage
BH1 - Proximity to Heritage Assets
There are no heritage assets within 50m of the site.
BH2 - Impact on Setting of Built Environment
Setting not likely to be affected given the existing screening.
BH3 - Landscape Capacity to Change
Medium High

Resource Use
RU1 - Result in use of PDL
Greenfield
RU2 - Access to HWRC
1931m

Housing & Economy
EH3 - Links to Principal Roads
< 1km

Infrastructure
I4 - Energy grid constraints
Outside of Constraint
I5 - Infrastructure Constraints
Outside of constraint
I6 - Access to Highways
Site has outline permission for employment use. Access to site therefore likely to be suitable with mitigation.
### Site Option: A/LT/MXD/02
### Address: Land south of Coventry Road
### Area (ha): 6.99
### Settlement: Lutterworth
### Potential Use: Residential/employment

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#### Key to Appraisal Scores

- **Promotes sustainable growth**
- **Unlikely to have major influence on trends**
- **Mitigation may be required / unavoidable impacts**
- **Mitigation likely to be required / unavoidable impacts**

#### Health and Wellbeing
- **H9 - Access to Train Station**
  - 8118m - Rugby
- **H10 - Bus Services**
  - 752m from stop. High frequency service (3 per hour)

#### Natural Environment
- **NE1 - SSSIs**
- **NE2 - Potential Impact on Wildlife**
  - 83m - Bitteswell Brook to west of Lutterworth (pLWS D) (cLWS)
  - None
- **NE3 - Severage of Wildlife Corridors**
  - Development Outside Green Wedge or AoS
  - No effect. None on site.
- **NE4 - Potential Impact on Protected Trees**
  - No effect. None on site.
  - No effect. None on site.
  - No effect. None on site.
- **NE5 - Green Wedge and AoS**
- **NE6 - Proximity to Air Quality Management Area**
  - 1264m
- **NE7 - Potential to Remediate Contaminated Land**
  - Not thought to be contaminated
- **NE8 - Groundwater Protection Zone**
  - Falls Outside
- **NE9 - Agricultural Land**
  - Contains less than 10ha of ALC 1-3
### Resilience

| R1 - Flooding | Site Predominantly within Flood Zone 1 (>80%) |

### Built and Natural Heritage

| BH1 - Proximity to Heritage Assets | No heritage assets within 50m of the site |
| BH2 - Impact on Setting of Built Environment | Not likely to be affected |
| BH3 - Landscape Capacity to Change | High |

### Resource Use

| RU1 - Result in use of PDL | Greenfield |
| RU2 - Access to HWRC | 1397m |

### Housing & Economy

| EH3 - Links to Principal Roads | < 1km |

### Infrastructure

| I4 - Energy grid constraints | Outside of Constraint |
| I5 - Infrastructure Constraints | Outside of Constraint |
| I6 - Access to Highways | Yes |
Site Option: A/MH/MXD/48
Address: Airfield Farm
Area (ha): 12.56
Settlement: Market Harborough
Potential Use: Residential/employment

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Key to Appraisal Scores

<table>
<thead>
<tr>
<th>Health and Wellbeing</th>
<th>Natural Environment</th>
</tr>
</thead>
<tbody>
<tr>
<td>H9 - Access to Train Station</td>
<td>NE1 - SSSis</td>
</tr>
<tr>
<td>H10 - Bus Services</td>
<td>2203m</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Health and Wellbeing</th>
<th>Natural Environment</th>
</tr>
</thead>
<tbody>
<tr>
<td>2856m - Market Harborough</td>
<td>204m - Grand Union Canal Harborough Arm (LWS)</td>
</tr>
<tr>
<td>221m from stop. Regular frequency service (3 per hour)</td>
<td>None</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Health and Wellbeing</th>
<th>Natural Environment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Promotes sustainable growth</td>
<td>No effect. None on site.</td>
</tr>
<tr>
<td>Unlikely to have major influence on trends</td>
<td>Development Outside Green Wedge or AoS</td>
</tr>
<tr>
<td>Mitigation may be required / unavoidable impacts</td>
<td>17660m</td>
</tr>
<tr>
<td>Mitigation likely to be required / unavoidable impacts</td>
<td>The site is affected by a consultation zone for contaminated land but this is unlikely to delay delivery.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Health and Wellbeing</th>
<th>Natural Environment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Falls Outside</td>
<td>Contains more than 10ha of ALC 1-2 or up to a total of 20ha of ALC 1-3</td>
</tr>
</tbody>
</table>
### Resilience

**R1 - Flooding**
- Site Predominantly within Flood Zone 1 (>80%)

### Built and Natural Heritage

**BH1 - Proximity to Heritage Assets**
- No heritage assets within 50m of the site

**BH2 - Impact on Setting of Built Environment**
-Whilst the area is exposed and has little screening, it is unlikely to adversely affect the setting of heritage assets.

**BH3 - Landscape Capacity to Change**
- Medium

### Resource Use

**RU1 - Result in use of PDL**
- Greenfield

**RU2 - Access to HWRC**
- 4096m

### Housing & Economy

**EH3 - Links to Principal Roads**
- 1-3km

### Infrastructure

**I4 - Energy grid constraints**
- Within Constraint

**I5 - Infrastructure Constraints**
- Within Constraint

**I6 - Access to Highways**
- Yes
Site Option: A/MH/MXD/51
Address: East of Leicester Rd
Area (ha): 1.89
Settlement: Market Harborough
Potential Use: Residential/employment

Key to Appraisal Scores
- Promotes sustainable growth
- Unlikely to have major influence on trends
- Mitigation may be required / unavoidable impacts
- Mitigation likely to be required / unavoidable impacts

Health and Wellbeing
H9 - Access to Train Station
- 1912m - Market Harborough
H10 - Bus Services
- 372m from stop. High frequency service (4 every hour).

Natural Environment
NE1 - SSSIs
- 2033m
NE2 - Potential Impact on Wildlife
- 9m - Market Harborough, Leicester Road Verges (cLWS)
- A wildlife corridor runs through for a considerable distance through the site.
NE3 - Severage of Wildlife Corridors
- No effect. None on site.
NE4 - Potential Impact on Protected Trees
- Development Outside Green Wedge or AoS
NE5 - Green Wedge and AoS
- 18310m
NE6 - Proximity to Air Quality Management Area
- Not thought to be contaminated
NE7 - Potential to Remediate Contaminated Land
- Falls Outside
NE8 - Groundwater Protection Zone
- Contains less than 10ha of ALC 1-3
NE9 - Agricultural Land
Resilience
R1 - Flooding
Site Predominantly within Flood Zone 1 (>80%)

Built and Natural Heritage
BH1 - Proximity to Heritage Assets
There are no heritage assets within 50m of the site.

BH2 - Impact on Setting of Built Environment
Not likely to be affected.

BH3 - Landscape Capacity to Change
Medium Low

Resource Use
RU1 - Result in use of PDL
Greenfield

RU2 - Access to HWRC
2855m

Housing & Economy
EH3 - Links to Principal Roads
1-3km

Infrastructure
I4 - Energy grid constraints
Outside of Constraint

I5 - Infrastructure Constraints
Outside of constraint

I6 - Access to Highways
No
Site Option: A/KB/MXD/22
Settlement: Kibworth
Address: Strategic Development Area West of Kibworth
Area (ha): 97.4
Potential Use: Residential/employment (SDA)

Key to Appraisal Scores
- Promotes sustainable growth
- Unlikely to have major influence on trends
- Mitigation may be required / unavoidable impacts
- Mitigation likely to be required / unavoidable impacts

Health and Wellbeing
- H9 - Access to Train Station
  8993m - South Wigston
  153m from stop. Regular frequency service (3 per hour)

Natural Environment
- NE1 - SSSIs
  491m
- NE2 - Potential Impact on Wildlife
  0m - Grassland west of Gladstone Street (pLWS)
  None
- NE3 - Severage of Wildlife Corridors
- NE4 - Potential Impact on Protected Trees
  No effect. None on site.
- NE5 - Green Wedge and AoS
  Development Outside Green Wedge or AoS
- NE6 - Proximity to Air Quality Management Area
  14777m
- NE7 - Potential to Remediate Contaminated Land
  Part of site affected by contaminated land consultation area
- NE8 - Groundwater Protection Zone
  Falls Outside
- NE9 - Agricultural Land
  Contains more than 20ha of ALC 1-3
### Resilience

- **R1 - Flooding**
  - Site Predominantly within Flood Zone 1 (>80%)

### Built and Natural Heritage

- **BH1 - Proximity to Heritage Assets**
  - Site is within 50m of a Conservation Area
- **BH2 - Impact on Setting of Built Environment**
  - The size and proximity of the site to a conservation area and several grade II listed structures means that the development is likely to have significant affects on local heritage assets.
- **BH3 - Landscape Capacity to Change**
  - Medium High/Medium

### Resource Use

- **RU1 - Result in use of PDL**
  - Greenfield
- **RU2 - Access to HWRC**
  - 1706m

### Housing & Economy

- **EH3 - Links to Principal Roads**
  - < 1km

### Infrastructure

- **I4 - Energy grid constraints**
  - Outside of Constraint
- **I5 - Infrastructure Constraints**
  - Outside of Constraint
- **I6 - Access to Highways**
  - No
Site Option: A/KB/MXD/27

Settlement: Kibworth

Address: Land to north and east of Kibworth Harcourt

Area (ha): 143.91

Potential Use: Residential/employment (SDA)

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Key to Appraisal Scores

- Promotes sustainable growth
- Unlikely to have major influence on trends
- Mitigation may be required / unavoidable impacts
- Mitigation likely to be required / unavoidable impacts

Health and Wellbeing

H9 - Access to Train Station
7593m - Market Harborough
62m from stop. Regular frequency service (3 per hour)

H10 - Bus Services

Natural Environment

NE1 - SSSIs
1441m

NE2 - Potential Impact on Wildlife
0m - Hedgerow Ash Trees (pLWS)

NE3 - Severage of Wildlife Corridors
None

NE4 - Potential Impact on Protected Trees
Very small overlap with TPOs on part of site

NE5 - Green Wedge and AoS
Development Outside Green Wedge or AoS

NE6 - Proximity to Air Quality Management Area
16750m

NE7 - Potential to Remediate Contaminated Land
Site affected by contaminated land consultation areas

NE8 - Groundwater Protection Zone
Falls Outside

NE9 - Agricultural Land
Contains more than 20ha of ALC 1-3
<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Resilience</td>
<td>Site Predominantly within Flood Zone 1 (&gt;80%)</td>
</tr>
<tr>
<td>BH1 - Proximity to Heritage Assets</td>
<td>Site is within 50m of heritage assets</td>
</tr>
<tr>
<td>BH2 - Impact on Setting of Built Environment</td>
<td>The size and proximity of the site to a conservation area and several grade II listed structures means that the development is likely to have significant affects on local heritage assets.</td>
</tr>
<tr>
<td>BH3 - Landscape Capacity to Change</td>
<td>Medium/ Medium low</td>
</tr>
<tr>
<td>Resource Use</td>
<td>RU1 - Result in use of PDL</td>
</tr>
<tr>
<td></td>
<td>RU2 - Access to HWRC</td>
</tr>
<tr>
<td>Housing &amp; Economy</td>
<td>EH3 - Links to Principal Roads</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>I4 - Energy grid constraints</td>
</tr>
<tr>
<td></td>
<td>I5 - Infrastructure Constraints</td>
</tr>
<tr>
<td></td>
<td>I6 - Access to Highways</td>
</tr>
<tr>
<td></td>
<td>Outside of Constraint</td>
</tr>
<tr>
<td></td>
<td>Outside of Constraint</td>
</tr>
<tr>
<td></td>
<td>Satisfactory access to the highway network is unlikely without major investment</td>
</tr>
</tbody>
</table>
**Site Option:** A/LT/MXD/03  
**Area (ha):** 205.05

### Settlement:
**Lutterworth**

### Address:
**Land east of Lutterworth**

### Potential Use:
**Residential/employment (SDA)**

### Key to Appraisal Scores
- Promotes sustainable growth
- Unlikely to have major influence on trends
- Mitigation may be required / unavoidable impacts
- Mitigation likely to be required / unavoidable impacts

### Health and Wellbeing
- **H9** - Access to Train Station
  - 8368m - Rugby
- **H10** - Bus Services
  - 816m from stop. Regular frequency service (3 per hour)

### Natural Environment
- **NE1** - SSSIs
- **NE2** - Potential Impact on Wildlife
  - 0m - Lime Tree 5 (LWS)
- **NE3** - Severance of Wildlife Corridors
  - None
- **NE4** - Potential Impact on Protected Trees
  - Very small overlap with TPOs on part of site
- **NE5** - Green Wedge and AoS
  - Development Outside Green Wedge or AoS
- **NE6** - Proximity to Air Quality Management Area
  - 477m
- **NE7** - Potential to Remediate Contaminated Land
  - Part of site affected by contaminated land consultation area
- **NE8** - Groundwater Protection Zone
  - Falls Outside
- **NE9** - Agricultural Land
  - Contains more than 10ha of ALC 1-2 or up to a total of 20ha of ALC 1-3

---

**Address:** Land east of Lutterworth  
**Settlement:** Lutterworth  
**Potential Use:** Residential/employment (SDA)  
**Area (ha):** 205.05  
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### Resilience

**R1 - Flooding**

Contains Areas of Flood Zones 2/3

### Built and Natural Heritage

**BH1 - Proximity to Heritage Assets**

No heritage assets within 50m of the site

**BH2 - Impact on Setting of Built Environment**

Despite large size of site, affects on heritage assets are thought unlikely

**BH3 - Landscape Capacity to Change**

Medium / Medium high

### Resource Use

**RU1 - Result in use of PDL**

Greenfield

**RU2 - Access to HWRC**

1792m

### Housing & Economy

**EH3 - Links to Principal Roads**

< 1km

### Infrastructure

**I4 - Energy grid constraints**

Within Constraint

**I5 - Infrastructure Constraints**

Within Constraint

**I6 - Access to Highways**

Satisfactory access to the highway network is unlikely without major investment
Site Option: L1
Address: Bank Street
Area (ha): 0.16
Settlement: Lutterworth
Potential Use: Retail /TC Uses

Key to Appraisal Scores

Promotes sustainable growth
Unlikely to have major influence on trends
Mitigation may be required / unavoidable impacts
Mitigation likely to be required / unavoidable impacts

Health and Wellbeing
H9 - Access to Train Station
H10 - Bus Services

Natural Environment
NE1 - SSSIs
NE2 - Potential Impact on Wildlife
NE3 - Severage of Wildlife Corridors
NE4 - Potential Impact on Protected Trees
NE5 - Green Wedge and AoS
NE6 - Proximity to Air Quality Management Area
NE7 - Potential to Remediate Contaminated Land
NE8 - Groundwater Protection Zone
NE9 - Agricultural Land

Area (ha): 0.16
Settlement: Lutterworth
Potential Use: Retail /TC Uses

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Key to Appraisal Scores
- Promotes sustainable growth
- Unlikely to have major influence on trends
- Mitigation may be required / unavoidable impacts
- Mitigation likely to be required / unavoidable impacts

Health and Wellbeing
- H9 - Access to Train Station
  - 9321m - Rugby
- H10 - Bus Services
  - 78m from stop. Regular frequency service (3 per hour)

Natural Environment
- NE1 - SSSIs
- NE2 - Potential Impact on Wildlife
- NE3 - Severance of Wildlife Corridors
- NE4 - Potential Impact on Protected Trees
- NE5 - Green Wedge and AoS
- NE6 - Proximity to Air Quality Management Area
- NE7 - Potential to Remediate Contaminated Land
- NE8 - Groundwater Protection Zone
- NE9 - Agricultural Land

- Contains less than 10ha of ALC 1-3
### Resilience

| R1 - Flooding | Site Predominantly within Flood Zone 1 (>80%) |

### Built and Natural Heritage

<table>
<thead>
<tr>
<th>BH1 - Proximity to Heritage Assets</th>
<th>Site is within 50m of a Conservation Area and grade II listed structure</th>
</tr>
</thead>
<tbody>
<tr>
<td>BH2 - Impact on Setting of Built Environment</td>
<td>The heritage assets may be affected by development of the site.</td>
</tr>
<tr>
<td>BH3 - Landscape Capacity to Change</td>
<td>High</td>
</tr>
</tbody>
</table>

### Resource Use

<table>
<thead>
<tr>
<th>RU1 - Result in use of PDL</th>
<th>Brownfield</th>
</tr>
</thead>
<tbody>
<tr>
<td>RU2 - Access to HWRC</td>
<td>990m</td>
</tr>
</tbody>
</table>

### Housing & Economy

| EH3 - Links to Principal Roads | < 1km |

### Infrastructure

<table>
<thead>
<tr>
<th>I4 - Energy grid constraints</th>
<th>Outside of Constraint</th>
</tr>
</thead>
<tbody>
<tr>
<td>I5 - Infrastructure Constraints</td>
<td>Outside of Constraint</td>
</tr>
<tr>
<td>I6 - Access to Highways</td>
<td>No data</td>
</tr>
</tbody>
</table>
**Key to Appraisal Scores**

- **Promotes sustainable growth**
- **Unlikely to have major influence on trends**
- **Mitigation may be required / unavoidable impacts**
- **Mitigation likely to be required / unavoidable impacts**

### Health and Wellbeing
- H9 - Access to Train Station
  - 788m - Market Harborough
- H10 - Bus Services
  - 79m from stop. Regular frequency service (4 per hour)

### Natural Environment
- NE1 - SSSIs
  - 2695m
- NE2 - Potential Impact on Wildlife
  - 1m - River Welland (pLWS A) (cLWS)
- NE3 - Severage of Wildlife Corridors
  - No effect. None on site.
- NE4 - Potential Impact on Protected Trees
  - None
- NE5 - Green Wedge and AoS
  - Development Outside Green Wedge or AoS
- NE6 - Proximity to Air Quality Management Area
  - 18855m
- NE7 - Potential to Remediate Contaminated Land
  - No Data
- NE8 - Groundwater Protection Zone
  - Falls Outside
- NE9 - Agricultural Land
  - Does not contain any ALC 1-3b
Resilience
R1 - Flooding
Contains Areas of Flood Zones 2/3

Built and Natural Heritage
BH1 - Proximity to Heritage Assets
BH2 - Impact on Setting of Built Environment
BH3 - Landscape Capacity to Change
Site is within 50m of a grade II listed structure
The heritage asset is likely to be affected by development of the site given its location along the border of the site boundary
High

Resource Use
RU1 - Result in use of PDL
RU2 - Access to HWRC
Brownfield
1462m

Housing & Economy
EH3 - Links to Principal Roads
< 1km

Infrastructure
I4 - Energy grid constraints
I5 - Infrastructure Constraints
I6 - Access to Highways
Outside of Constraint
Outside of Constraint
No data
Site Option: M2
Address: School Lane
Area (ha): 0.43
Settlement: Market Harborough
Potential Use: Retail / TC Uses

Key to Appraisal Scores
- Promotes sustainable growth
- Unlikely to have major influence on trends
- Mitigation may be required / unavoidable impacts
- Mitigation likely to be required / unavoidable impacts

Health and Wellbeing
- H9 - Access to Train Station
  - 861m - Market Harborough
- H10 - Bus Services
  - 67m from stop. Regular frequency service (4 per hour)

Natural Environment
- NE1 - SSSIs
- NE2 - Potential Impact on Wildlife
- NE3 - Severance of Wildlife Corridors
- NE4 - Potential Impact on Protected Trees
- NE5 - Green Wedge and AoS
- NE6 - Proximity to Air Quality Management Area
- NE7 - Potential to Remediate Contaminated Land
- NE8 - Groundwater Protection Zone
- NE9 - Agricultural Land

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### Resilience

| R1 - Flooding | Site Predominantly within Flood Zone 1 (>80%) |

### Built and Natural Heritage

<table>
<thead>
<tr>
<th>BH1 - Proximity to Heritage Assets</th>
<th>Site is within 50m of a grade II listed structure</th>
</tr>
</thead>
<tbody>
<tr>
<td>BH2 - Impact on Setting of Built Environment</td>
<td>The heritage asset may be affected by development of the site.</td>
</tr>
<tr>
<td>BH3 - Landscape Capacity to Change</td>
<td>High</td>
</tr>
</tbody>
</table>

### Resource Use

| RU1 - Result in use of PDL | Brownfield |
| RU2 - Access to HWRC | 1431m |

### Housing & Economy

| EH3 - Links to Principal Roads | < 1km |

### Infrastructure

| I4 - Energy grid constraints | Outside of Constraint |
| I5 - Infrastructure Constraints | Outside of Constraint |
| I6 - Access to Highways | No data |
Site Option: M3
Address: Springfield Retail Park
Area (ha): 1.72
Settlement: Market Harborough
Potential Use: Retail /TC Uses

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Key to Appraisal Scores
- Promotes sustainable growth
- Unlikely to have major influence on trends
- Mitigation may be required / unavoidable impacts
- Mitigation likely to be required / unavoidable impacts

Health and Wellbeing
H9 - Access to Train Station
458m - Market Harborough
H10 - Bus Services
46m from stop. Regular frequency service (4 per hour)

Natural Environment
NE1 - SSSIs
2608m
NE2 - Potential Impact on Wildlife
9m - River Welland (pLWS A) (cLWS)
None
NE3 - Severage of Wildlife Corridors
No effect. None on site.
Development Outside Green Wedge or AOS
NE4 - Potential Impact on Protected Trees
None
NE5 - Green Wedge and AoS
No Data
Development Outside Green Wedge or AOS
NE6 - Proximity to Air Quality Management Area
19277m
NE7 - Potential to Remediate Contaminated Land
No Data
NE8 - Groundwater Protection Zone
Falls Outside
NE9 - Agricultural Land
Does not contain any ALC 1-3b
### Resilience
R1 - Flooding  
Site Predominantly within Flood Zone 1 (>80%)

### Built and Natural Heritage
BH1 - Proximity to Heritage Assets  
Site is within 50m of a grade II listed structure  
The heritage asset is likely to be affected by development of the site given its location within the site boundary

BH2 - Impact on Setting of Built Environment  
High

BH3 - Landscape Capacity to Change  

### Resource Use
RU1 - Result in use of PDL  
Brownfield

RU2 - Access to HWRC  
1109m

### Housing & Economy
EH3 - Links to Principal Roads  
< 1km

### Infrastructure
I4 - Energy grid constraints  
Outside of Constraint

I5 - Infrastructure Constraints  
Outside of Constraint

I6 - Access to Highways  
No data
Site Option: M4
Address: St Marys Road
Area (ha): 0.92
Settlement: Market Harborough
Potential Use: Retail / TC Uses

Health and Wellbeing
- H9 - Access to Train Station: 392m - Market Harborough
- H10 - Bus Services: 36m from stop. Regular frequency service (4 per hour)

Natural Environment
- NE1 - SSSIs: 2441m
- NE2 - Potential Impact on Wildlife: 65m - River Welland (pLWS A) (cLWS)
- NE3 - Severage of Wildlife Corridors: None
- NE4 - Potential Impact on Protected Trees: No effect. None on site.
- NE5 - Green Wedge and AoS: Development Outside Green Wedge or AoS
- NE6 - Proximity to Air Quality Management Area: 19258m
- NE7 - Potential to Remediate Contaminated Land: No Data
- NE8 - Groundwater Protection Zone: Falls Outside
- NE9 - Agricultural Land: Does not contain any ALC 1-3b

Key to Appraisal Scores:
- Promotes sustainable growth
- Unlikely to have major influence on trends
- Mitigation may be required / unavoidable impacts
- Mitigation likely to be required / unavoidable impacts

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### Resilience

| R1 - Flooding | Site Predominantly within Flood Zone 1 (>80%) |

### Built and Natural Heritage

<table>
<thead>
<tr>
<th>BH1 - Proximity to Heritage Assets</th>
<th>Site is within 50m of a grade II listed structure</th>
</tr>
</thead>
<tbody>
<tr>
<td>BH2 - Impact on Setting of Built Environment</td>
<td>The heritage asset is likely to be affected by development of the site given its location within the site boundary</td>
</tr>
<tr>
<td>BH3 - Landscape Capacity to Change</td>
<td>High</td>
</tr>
</tbody>
</table>

### Resource Use

<table>
<thead>
<tr>
<th>RU1 - Result in use of PDL</th>
<th>Brownfield</th>
</tr>
</thead>
<tbody>
<tr>
<td>RU2 - Access to HWRC</td>
<td>931m</td>
</tr>
</tbody>
</table>

### Housing & Economy

| EH3 - Links to Principal Roads | < 1km |

### Infrastructure

<table>
<thead>
<tr>
<th>I4 - Energy grid constraints</th>
<th>Outside of Constraint</th>
</tr>
</thead>
<tbody>
<tr>
<td>I5 - Infrastructure Constraints</td>
<td>Outside of Constraint</td>
</tr>
<tr>
<td>I6 - Access to Highways</td>
<td>No data</td>
</tr>
</tbody>
</table>
Site Option: B1
Address: Petrol Filling Station
Area (ha): 0.16
Settlement: Broughton Astley
Potential Use: Retail/TC Uses

Health and Wellbeing
- H9 - Access to Train Station
  - 4508m - Narborough
  - 43m from stop. Low frequency service (2 per hour)

Natural Environment
- NE1 - SSSIs
- NE2 - Potential Impact on Wildlife
  - 168m - River Sence (pLWS A) (cLWS)
- NE3 - Severage of Wildlife Corridors
  - None
- NE4 - Potential Impact on Protected Trees
  - No effect. None on site.
- NE5 - Green Wedge and AoS
  - Development Outside Green Wedge or AoS
- NE6 - Proximity to Air Quality Managment Area
  - 8705m
- NE7 - Potential to Remediate Contaminated Land
  - No Data
- NE8 - Groundwater Protection Zone
  - Falls Outside
- NE9 - Agricultural Land
  - Contains less than 10ha of ALC 1-3

Key to Appraisal Scores
- Promotes sustainable growth
- Unlikely to have major influence on trends
- Mitigation may be required / unavoidable impacts
- Mitigation likely to be required / unavoidable impacts
Resilience
R1 - Flooding
Site Predominantly within Flood Zone 1 (>80%)

Built and Natural Heritage
BH1 - Proximity to Heritage Assets
No heritage assets within 50m of the site
BH2 - Impact on Setting of Built Environment
Not likely to be affected
BH3 - Landscape Capacity to Change
High

Resource Use
RU1 - Result in use of PDL
Brownfield
RU2 - Access to HWRC
10941m

Housing & Economy
EH3 - Links to Principal Roads
3-5km

Infrastructure
I4 - Energy grid constraints
Outside of Constraint
I5 - Infrastructure Constraints
Outside of Constraint
I6 - Access to Highways
No data