

## EMP94 – Heath Lodge, Tamworth Road, Appleby Magna

### SUSTAINABILITY APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
Health and Wellbeing	Inequalities	Community	Housing	Economy	Town/Village centres	Employment	Sustainable travel	Air, Light & Noise	Flooding	Biodiversity & Geodiversity	Landscape	Land-use efficiency	Historic Environment	Water r& Soil	Waste
0	0	?	0	+	--	++	--	0	0	--	--	+	0	0	0

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). As the site is partially developed (house and boarding kennels), it scores minor positive for land use (SA14).

As the site is not close a settlement boundary and not well served by public transport, significant negative effects are found for supporting town and village centres (SA6), reducing the need to travel (SA8) and landscape impacts (SA13). Its location within the River Mease catchment results in a significant negative effect for biodiversity (SA12).

Are there ways to help mitigate negative impacts?

SA6	--	No as this factor depends on the site's proximity to a town/local centre although the introduction of bus services could help connect this site to nearby centres (SA8).
SA8	--	Possibly, if the site was served by regular bus services and other sustainable modes
SA12	--	Possibly, depending on the outcome of ecological surveys and the pumping out of the outflows from the Sewage Treatment Works at Packington and Measham
SA13	--	Possibly, including through measures such as landscaping and scheme design.

### LOCATION

The site is outside the Limits to Development in the adopted Local Plan. The nearest settlement is Appleby Magna, a Sustainable Village.

### KEY PLANNING CONSIDERATIONS

The site is part of the wedge-shaped parcel of land formed between A42 to the west and Tamworth Road to the south east. It comprises a large field and, towards the eastern edge, the property Heath Lodge and kennels used for a dog boarding business. The site is bounded on all sides by established hedgerows and there are also a number of large, freestanding trees centrally located within the site.

There is a vehicle access serving Heath Lodge from Tamworth Road and there is a further agricultural access located more centrally on the site's south eastern boundary.

The site is within the safeguarded route of HS2 which is now cancelled although the safeguarding remains.

Overall, the site is of rural character and is visually well screened from the J11 A42 slip road and quite well screened from Tamworth Road. There are likely to be some glimpsed views of development on the site from A42 southbound carriageway which sits below the level of the site. The site is separated from the existing development and road infrastructure at J11. Overall, development here will appear as an intrusion into the countryside.

The site is considered in Part 3 of the Landscape Sensitivity Study (parcel 08APP-C, which also includes sites EMP82, EMP83 and EMP84). The Study concludes that the overall landscape sensitivity is medium-low to change arising from new employment development. Visual sensitivity is considered to be medium to change arising from new employment development as the site is bounded by M42 off slip and Tamworth Road and is contained by hedgerows except for the north-eastern edge which is marked by a farm track. There is little landscaping within the site.

LCC Highways advise that a safe and suitable access may be achievable, pending access feasibility and potential land constraints.

In respect of ecology, the site lies within the catchment of the River Mease Special Area of Conservation (SAC). It is necessary to ensure that development does not negatively impact the water quality of the River Mease. To date this has been done by developers including mitigation measures through two Developer Contribution Schemes. There is currently no capacity for further development in these schemes. Therefore, it is proposed that in the future treated foul water flows will be pumped out of the River Mease catchment. This is proposed to take place in 2027. This means that development in the SAC is unlikely to be able to commence until 2027, unless an alternative means of mitigation is proposed by the site promoter. The site falls within the SSSI Impact Risk Zone and Natural England would be consulted on a planning application on the site.

The land is of Grade 2 agricultural land quality.

## **EMPLOYMENT SITE ATTRIBUTES**

The site is being promoted for employment uses (offices/light industrial, industrial and storage & distribution).

### **General employment**

The site is located close to the strategic road network at Junction 11 of M42 and the impact of additional traffic on the operation of the junction would need to be further assessed.

The site is not itself served by public transport. The nearest bus stop is on Tamworth Road close to the junction with Measham Road but this is some 950m distance and there is no formal footway along this section of Tamworth Road. This bus stop is served by the number 7 service that travels from Measham to Atherstone (3 buses per day) and the Mercia Park 19A service (5/6 services per weekday between Burton upon Trent and Mercia Park)

Whilst it is feasible that some people may be able to get to the site by bus, the lack of a safe walking route between the site and bus stop is a significant barrier.

The site is beyond a reasonable walking distance to a local convenience store (Co-op in Measham). It is closer to the fast-food restaurant and petrol filling station at the nearby road

services but again the footway is incomplete and requires crossing the M42 junction roundabout.

### **AVAILABILITY; ACHIEVABILITY**

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

The site's location within the River Mease catchment will impact the achievability of development. Subject to the identification of a scheme of mitigation for the River Mease catchment, and the formal lifting of the HS2 safeguarding, development on this site is considered to be **ACHIEVABLE**.

### **CONCLUSION**

The site is within the open countryside at some distance from the nearest settlement and potential workforce. It is poorly served by sustainable transport options unless significant pedestrian, cycling and bus service improvements are made as part of the development. Without this, car use is likely to predominate.

The site's proximity to the SRN is positive attribute. The site is being promoted for general needs employment and could accommodate in the order of 11,880sqm of floorspace.

The site is separated from the existing development and road infrastructure at J11. Overall, development here will appear as an intrusion into the countryside.

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

The site is too small for strategic B8 uses unless it were to come forward in conjunction with adjacent land (EMP83, EMP84).

## EMP95 – Land off London Road, Kegworth

### SUSTAINABILITY APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
Health and Wellbeing	Inequalities	Community	Housing	Economy	Town/Village centres	Employment	Sustainable travel	Air, Light & Noise	Flooding	Biodiversity & Geodiversity	Landscape	Land-use efficiency	Historic Environment	Water r& Soil	Waste
0	0	+	0	+	++	++	++	0	0	0	-	-	-	0	0

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). It also gains a significant positive score for supporting local centres (SA6) because of its proximity to Kegworth Limits to Development (separated by the width of London Road) and scores better than most sites for reducing the need to travel because of its proximity to services in Kegworth and a good level of bus service (SA8).

The SA gives the site a significant negative score for SA14 (efficient land use) because it is a greenfield site and, in addition, it is outside settlement limits which generates a significant negative score for landscape and townscape impacts (SA13)

The SA reports that development could impact on nearby heritage assets, giving SA15 a minor negative score.

Are there ways to help mitigate negative impacts?

SA13	--	Possibly, though measures such as natural screening and site design.
SA14	--	No

### LOCATION

The site is outside the Limits to Development in the adopted Local Plan. The nearest settlement is Kegworth, a Local Service Centre.

### KEY PLANNING CONSIDERATIONS

The site comprises a roughly triangular parcel of agricultural land bounded by A6 Kegworth bypass to the south, which is in a cutting at this point, London Road to the east and New Brickyard Lane to the west and north-west. New Brickyard Lane serves a number of larger residential properties set in extensive grounds.

There is a hedgerow along the boundary to London Road and a wooded area borders the site to the north west.

The land falls away noticeably from NW to SE. There is a field access onto London Road, close to the London Road/A6 roundabout.

A PROW (L54) runs along the western boundary of the site and diverts to bisect the southern portion of the site to meet the Kegworth bypass where there is a pedestrian crossing point.

Overall the site is rural in character and appears separate from, and unrelated to, the built up area of Kegworth to the north. In its current undeveloped form it contributes to the countryside character of this southern approach to the village although this is moderated by the A6/London Road roundabout junction which has an urbanising influence.

Kegworth Conservation Area abuts the site to the north west and land on the eastern side of London Road facing the site is also within the Conservation Area. In this part of the Conservation Area there is a Scheduled Ancient Monument ('Medieval settlement remains east of The Wymeshead'). The Conservation Area appraisal describes this part of the Conservation Area as comprising small country houses within an area of mixed planting that contributes positively to the character of the historic core.

In addition to the analysis in the Conservation Area appraisal, the Conservation Officer notes that Alton Lodge is a local heritage asset. "The open and green nature of the site contributes positively to the setting of the heritage assets described above.... I believe that development would harm the setting of the heritage assets". Also "it would harm the approach to the character zone – and hence the conservation area – from the south. It would harm views from London Road – across the site – toward the designed landscape at Alton Lodge. It would harm views from London Road toward the park to the east of the Wymeshead. It may harm views from the park – and hence views from the scheduled monument".

The site lies within the land parcel 05KEG-D assessed in the Landscape Sensitivity Study. The parcel as a whole is assessed as being of medium landscape and visual sensitivity to employment development.

The northern part of the site falls within the EMA public safety zone as shown on the adopted Local Plan Policies Map. The PSZ has subsequently been updated (as shown on the draft Local Plan Policies Map February 2024) and the site is no longer within the zone.

To the north there is a Local Wildlife Site (candidate), Alton Lodge Beech.

The agent has submitted an Access Feasibility Report showing a new vehicle access to the north of the existing field access onto London Road. LCC Highways report that a safe and suitable access appears to be achievable.

The topography of the site means that development is likely to be quite prominent from London Road. The embankment along the bypass will help to screen views from this part of A6 although buildings on the higher parts of the site may be visible. Development will be seen in short range views by users of the PROW.

The land is of Grade 3 agricultural land quality.

## **EMPLOYMENT SITE ATTRIBUTES**

The site is being promoted for some 3,695 – 4,158sqm of light industrial and/or storage & distribution uses.

### **General employment**

The site is located close to the junction with A6 and is approximately 2 miles to J24 M1 and to A50 via A453. Overall access to the strategic road network is good and avoids traffic having to route through the village itself.

There is a southbound bus stop on London Road at the Whatton Road junction some 200m away served by the Skylink service (Leicester-Derby) which runs 2-4 times/hour (hourly between 12-2am). There is a pavement on the east side of London Road to connect the site and the bus stop. Overall, it is feasible that some employees would be able to reach the site by bus. The site is also within a reasonable walking distance to a local convenience store (Co-op in Kegworth).

The site is well positioned for potential employees living in Kegworth and Castle Donington. The Skylink bus service may also mean that the location is attractive for people traveling from further afield, including from Derby.

Development could impact on the amenity of the properties served from New Brickyard Lane although there is an established tree and hedgerow belt separating the properties from the site which will help to moderate potential impacts.

### **AVAILABILITY; ACHIEVABILITY**

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

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

### **CONCLUSION**

The site is rural in character and in its current condition it contributes to the countryside approach to Kegworth. Development here would be an incursion into the swathe of countryside lying between the southern edge of the village and the bypass. The topography of the site means that development will be prominent in views from London Road and will be subject to short range views from the PROW which crosses the site.

The site is being promoted for general needs employment floorspace. It has positive attributes for employment uses, including its proximity to the SRN, access to workforce and its relatively good connectivity by bus.

Development may impact on the amenity of nearby properties through noise, lighting although the distance and presence of natural screening (which could be enhanced) and careful siting of development may help to mitigate to an acceptable degree.

A key concern is the impact of development here on heritage assets. The site contributes to the landscape setting of the Conservation Area and other heritage assets.

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

## EMP97 – Land south of Kegworth bypass

### SUSTAINABILITY APPRAISAL

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
Health and Wellbeing	Inequalities	Community	Housing	Economy	Town/Village centres	Employment	Sustainable travel	Air, Light & Noise	Flooding	Biodiversity & Geodiversity	Landscape	Land-use efficiency	Historic Environment	Water r& Soil	Waste
0	0	+	0	+	-	++	+	-	0	-	--	+	-	0	0

In common with the majority of the employment sites, this site scores very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). As this is a greenfield site which is not close a settlement boundary, the site scores significant adverse for landscape impacts (SA13).

The site can be accessed by public transport (via East Midlands Gateway), earning it a minor positive score for sustainable travel (SA8). A small proportion of the site is brownfield land which generates a minor positive score for the efficient use of land (SA14).

Whilst many candidate sites have a major negative score for supporting town and local centres (SA6), the northern edge of this site is within 400m of the edge of Kegworth and thereby records a minor negative for this factor. This (relative) proximity to services equates to a minor positive score in the SA methodology for SA3, creating the conditions for communities to thrive.

The potential for disturbance (noise, light) from the flights arriving and departing from East Midlands Airport to the west generates a minor negative score for SA9. There is also the potential for some heritage assets to be impacted (SA15).

Are there ways to help mitigate negative impacts?

SA13	--	Impacts could be moderated though measures such as natural screening and site design.
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### LOCATION

The site is outside the Limits to Development in the adopted Local Plan. The nearest settlement is Kegworth, a Local Service Centre.

### KEY PLANNING CONSIDERATIONS

The site comprises a series of agricultural fields in a roughly 'L' shape lying immediately to the south of the Kegworth bypass (A6). The site is bound to the west by M1 (this is the 'long side' of the L) and to the east by Whatton Road. The southern edge is marked by field boundaries and a stream also runs along part of the southern boundary and joins the River Soar beyond the site to the east.

Within the site are the commercial and agricultural buildings associated with Molehill Farm and also the Springhouse Farm complex. The former has an access onto A6 and the latter is

accessed from Whatton Road. The redline site boundary excludes the runway approach lights located in the north west fringe of the site.

The safeguarded route for HS2 (now cancelled) crosses the site north to south. The safeguarding has not yet been rescinded.

The land is undulating. The high point of the site, Broad Hill, is close to the A6/Whatton Road junction. The land falls away to the south towards the stream before rising again.

There are views across the northern reaches of the site from the western end of the bypass but further to the east the bypass goes into a cutting (in the vicinity of Broad Hill) and views over the site are curtailed. There are views across the site south of Molehill Farm from the M1 and there are also views across large swathes of the site from Whatton Road. Development would be prominent in views from each of these routes.

PROW L45a crosses/crossed part of the northern part of the site but it is not signposted or shown on the agent's plan of constraints. The construction of the bypass (which opened in 2018) may have impacted on the original PROW route.

Beyond the site boundary to the south are further agricultural fields. Beyond Whatton Road to the east is a solar farm and a commercial unit occupied by a used car business.

There is evidence of ponds along the route of the watercourse. LCC Ecology report that there is evidence of badgers (a BAP species) on the site.

The site is physically close to major transport and commercial infrastructure namely M1, A6/A453 junction, East Midlands Airport and East Midlands Gateway. However, moving southwards, the visual influence of this major infrastructure lessens and the site is increasingly seen as a component of the wider agricultural landscape to the south and east.

Development of the type and scale proposed would be a significant incursion into the countryside which would fundamentally change the rural character of the area. Development would also breach the 'hard' boundary created by the Kegworth bypass.

The landscape sensitivity assessment identifies that the landscape in this location is heavily influenced by the SRN infrastructure and there are detracting elements in the wider context such as Ratcliffe Power Station and the industrial buildings west of M1. There are also limited opportunities for unscreened views of the site. Overall, the assessment finds that the site has a medium-low visual and landscape sensitivity to employment development.

The very northern part of the site falls within the East Midlands Airport Public Safety Zone (1:100,000). There will be disturbance (noise, light) from the flights arriving and departing from East Midlands Airport to the west.

The Conservation Officer identifies that there may be some visual impact upon heritage assets in Rushcliffe BC area, including the Sutton Bonington Conservation Area and the designed landscape at Kingston Hall.

LCC Highways report that a safe and suitable access unlikely to be achievable given Kegworth bypass, site topography and wider issues associated with existing pressures on strategic growth coming forward in the Local Plan.

The emerging new Local Plan proposes a number of new developments in the Leicestershire Gateway location. The cumulative impacts of the proposals are being assessed through strategic transport modelling and it is likely that junction and highways improvements will be required to serve the development proposed. The details and deliverability of the highways



mitigation for this site, in conjunction with that generated by other proposals in the area, will need to be assessed and addressed if this site is to be progressed.

The land is of Grade 3 agricultural land quality.

## **EMPLOYMENT SITE ATTRIBUTES**

The agent's submission proposes that the site has capacity for some 165,000sqm of strategic warehousing on a net developable area of around 42Ha. An illustrative site plan submitted by the agent shows 5 development plots.

The site is located within the Leicestershire International Gateway area in the Leicester & Leicestershire Strategic Growth Plan (2018).

### **General employment**

The site is well located relative to the strategic and non-strategic road network with close connections to M1, A/M42, A6 and A50.

The site is also quite well located relative to sources of workforce in Kegworth, Castle Donington, Nottingham and Derby and the good road connections would mean that workers could feasibly travel from further afield.

The bus interchange at East Midlands Gateway is served by Skylink Derby (Derby to Leicester, every 20 mins) and Skylink Nottingham (Nottingham to Loughborough, every 20 mins). It is feasible that employees could travel to the site by public transport although the quality of the walking route between the interchange and the site may deter some potential users.

The nearest convenience store is the Co-op in Kegworth but this is beyond a reasonable walking distance away. The potential pedestrian routes into Kegworth – Ashby Road, Whatton Road and London Road – all have pavements. There is also a pavement on the northern side of the bypass but currently no formal crossing point in the vicinity of the site.

The impact of development on the A453/A42 junction and M1 J24 would need to be further assessed to determine if the additional traffic can be acceptably accommodated.

Without careful mitigation, development here would impact on the amenity of people living at Springhouse Farm in terms of noise and lighting. Employment development is considered compatible with the other adjoining uses.

### **Strategic B8**

The site is within an Area of Opportunity in the Strategic Distribution Study broadly following the route of A6 (Area 2). It also links to J1A50/M1 corridor (Area 3) and to the A/M42 corridor (Area 5).

As outlined above, the site has good links to the strategic road network giving access to local, regional and national markets. The site's proximity to EMA would also be a benefit for businesses requiring international cargo services. The site does not have rail access but occupiers could potentially make use of the rail facilities at EMG.

The site's undulating topography may require significant excavation to create the level development platforms needed for large scale units. This would be a substantial change to the form of the landscape.

As outlined above, the site is accessible by public transport although links would need to be enhanced if the site were developed, and it is well located relative to labour supply.

Employment development is considered compatible with the adjoining agricultural uses and the employment uses at Molehill Farm. The amenity of residents at Springhouse Farm could be substantially impacted by development of this scale in this location unless significant safeguards are secured as part of the scheme. Noise, vibration and external lighting would all be concerns, particularly if the site operates on a 24/7 basis, and the potentially dominating effect of large-scale units will need to be addressed.

The Strategic Distribution Study proposes a sequence for site selection as follows - 1) extension to an existing site (subject to transport capacity); 2) satellite to an existing rail-served site; 3) PDL; 4) greenfield. This site is close to EMG, and indeed to EMA, but it is not an adjacent expansion where the use of existing built infrastructure could be shared. It is yet to be demonstrated whether the site could/would operate as a genuine satellite to the rail freight terminal (2). If not, the site would qualify as a greenfield site (4)

## **AVAILABILITY; ACHIEVABILITY**

The site is being promoted by an agent on behalf of the landowner. The site is considered to be **AVAILABLE**.

Development would be contingent on the identification of acceptable access arrangements, sufficient highways mitigation and measures to address heritage, landscape and amenity impacts. Subject to this, development of this site is considered to be **POTENTIALLY ACHIEVABLE**.

## **CONCLUSION**

The landscape appraisal identifies this location is heavily influenced by the SRN infrastructure and there are detracting elements in the wider context such as Ratcliffe Power Station and the complex of buildings associated with the airport and EMG1 to the west of the motorway. There are also limited opportunities for unscreened views of the site.

Development on this large site would 'breach' the A6 Kegworth bypass and introduce large scale development to an area of open, agricultural fields divorced from the built-up area of Kegworth.

LCC Highways has raised significant concerns about the achievability of acceptable access arrangements having regard to the function of the Kegworth bypass and the overall capacity of the strategic road network in the context of the other large-scale development proposed in the wider area.

The significance of ecology and heritage impacts are uncertain at this stage and would require further investigation if the site is to be progressed.

Balanced against these concerns, the site is well located relative to potential workforce, has good connections to the strategic road network and could link into the good level of bus

services which currently serve EMG1 although pedestrian links would need to be substantially upgraded.

These are the site-specific matters which would need to be addressed. A decision on the acceptability of this site will also need to be informed by the outcomes of the Leicester and Leicestershire strategic distribution study which is underway (at December 2024).

## EMP98 – Land north of Wood Lane and west of Ellistown Terrace Road

Site EMP91 (Land at Wood Road, Battram) was assessed in the Strategic Housing and Employment Land Availability Assessment (2021). The field to the north (EMP96) was subsequently submitted to the Council as a potential site. It has now been confirmed that the two parcels are being promoted as a single site (EMP98).

### SUSTAINABILITY APPRAISAL

The Sustainability Appraisal assessed the two sites separately, as originally submitted

#### EMP91

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
Health and Wellbeing	Inequalities	Community	Housing	Economy	Town/Village centres	Employment	Sustainable travel	Air, Light & Noise	Flooding	Biodiversity &	Landscape	Land-use efficiency	Historic Environment	Water r& Soil	Waste
0	0	+	0	+	0	++	+	0	0	-	--	--	0	0	?

#### EMP96

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
Health and Wellbeing	Inequalities	Community	Housing	Economy	Town/Village centres	Employment	Sustainable travel	Air, Light & Noise	Flooding	Biodiversity & Geodiversity	Landscape	Land-use efficiency	Historic Environment	Water r& Soil	Waste
0	0	+	0	+	-	++	+	0	0	-	-	-	-	0	0

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

For SA6, EMP91 (Wood Road) scores neutral. It is not quite clear why this is the case when EMP96 scores significant negative as a site more than 400m from a settlement boundary, in this case Ellistown. As outlined below in the planning assessment (for the combined site), the walking distance is likely to be too far for most to use the shops and facilities in Ellistown.

EMP91 is adjacent to a candidate LWS and contains some ecological features such as hedges and trees resulting in a minor negative score for SA12. This would be the case for EMP96 as well however the SA report identifies that EMP96 is within the National Forest which generates a significant negative score for SA12. EMP91 is also in the National Forest so the scoring for that site appears to be an error and should also be significant negative on that factor.

EMP91 scores neutral for SA15 (heritage). It is considered that this should be minor negative, like EMP96, as both sites are near to an identified heritage asset. This is discussed further in the planning assessment below.

The SA gives both sites a significant negative score for SA14 (efficient land use) because they are greenfield and, in addition, outside settlement limits which generates a significant negative score for landscape and townscape impacts (SA13)

Are there ways to help mitigate negative impacts?

SA6	--	No as this is governed by the physical distance to a local centre.
SA12	--	Yes, through careful scheme design, biodiversity net gain measures and National Forest planting.
SA13	--	Possibly, though measures such as natural screening and site design.
SA14	--	No

## LOCATION

The site is outside the Limits to Development in the adopted Local Plan. The nearest settlements are Ellistown, a Sustainable Village, and Battram in Hinckley & Bosworth Borough.

## KEY PLANNING CONSIDERATIONS

The following assessment is for the combined site (EMP98).

The site comprises two large agricultural fields located to the west of Ellistown Terrace Road and to the north of Wood Road (B585). The field boundaries are marked by hedgerows and trees and there are freestanding mature trees located towards the north and west boundaries on the site. Electricity cables run over the site in NW-SE direction and there are two pylons within the site itself.

Development here would be visible in short range views by users of the PROW (Q87) which crosses the site roughly E-W. The site surrounds a wooded area to the SE on two sides. This is the Battram Turn LWS (Candidate) which is described as Large Typha swamp, surrounded by recent plantation of native trees and shrubs, with small area of species-rich mesotrophic grassland.

The site is gently undulating but rises more appreciably from the direction of Wood Road.

Between the site and Ellistown Terrace Road at the junction with Victoria Road junction there is a pair of semi-detached cottages. To the north and west the site adjoins further agricultural fields and a small open storage site served from Wood Road. Part of the field to the north fronting Ellistown Terrace Road has planning permission for use as overflow storage for HGVs for the concrete works opposite (19/02443/FULM, granted 26 July 2023). This would see the creation of an access road onto Ellistown Terrace Road and the site laid to hardcore/aggregate.

Facing the site on the east side of Ellistown Terrace Road is the Pallex site. Further to the north west is the F P McCann Concrete Works although views into the works are screened by vegetation.

The site is of a significant depth and extends westwards beyond the extent of the permitted site to the north. Development here would encroach considerably into the countryside to the west of Ellistown Terrace Road/north of Wood Road where development is currently limited and would generally be at odds with the prevailing pattern of development.

The northern field (EMP96) has been assessed in a Landscape Sensitivity Study which finds the overall landscape and visual sensitivity to employment development is medium-low. The landscape qualities of the southern field are considered to be broadly similar. Visual impacts of the two fields (EMP98) will be greater to a degree because the amount of development is larger, it will be closer to Wood Road and there will be development on both sides of the PROW.

The grounds of Pickering Grange Farmhouse (Grade II) are some 220m to the west and development could harm the setting of this heritage asset.

There is an existing field access immediately to the north of the Ellistown Terrace Road/Victoria Road junction. LCC Highways report that access could only be achievable off Wood Road. Existing pedestrian facilities, including connectivity with nearby bus stops, needs to be considered. LCC Highways add that if land to the south of Wood Road (in Hinckley & Bosworth BC) was to be brought forward, the proposals would need to demonstrate how the respective accesses would interact with each other. Providing these would be safe and suitable, and the traffic impact not unacceptable, there would be no in principle objection.

The northern sector of the site falls within the Tip Site Consultation Zone. The eastern two thirds are within a brick clay safeguarding area.

The land is of Grade 3 agricultural land quality. The site is within the National Forest.

## **EMPLOYMENT SITE ATTRIBUTES**

The agent's submission proposes that this 16.4Ha site has capacity for up to 55,450sqm of employment floorspace.

### **General employment**

The site is some 3.4 miles from J22 M1. The shortest route is via Victoria Road and Beveridge Lane which passes through established industrial areas rather than nearby villages. The A511 is dualled along the stretch between Beveridge Lane and J22. The impact of additional traffic on the capacity of J22 would need to be assessed and addressed.

The bus stop on Ellistown Terrace Road immediately adjacent to the site is served by 26/27/28 Coalville to Leicester route (hourly) and the 125 Castle Donington to Leicester service (4/day). The 26/27/28 service also stops on Wood Road. It is feasible that some employees could get to work by public transport. Local workforce could come from Coalville as well as locations further afield such as Leicester.

There is a pavement on the east side of Ellistown Terrace Road linking the site to Ellistown itself although the walking distance to the closest convenience store, Londis on Whitehill Road, (approximately 1 mile) is likely to be a disincentive for many.

There is the prospect that employment development would impact on the amenity of those living in the cottages at 36 & 37 Ellistown Terrace Road. This could be through noise, lighting, over domination due to the scale of the buildings and general disturbance from the operation

of the site. Employment development is considered compatible with the adjoining agricultural uses, small scale open storage and with the permitted HGV storage use to the north.

The overhead electricity cables will constrain the height and orientation of buildings on site.

### **Strategic B8**

The site is located within the A511/M1 corridor which is an 'Area of Opportunity' in the Strategic Distribution Study (Area 4). As outlined above the site has good links to the strategic road network thereby giving access to local, regional and national markets. The site does not have rail access.

The implications of additional traffic on the capacity of J22 will need to be addressed.

In terms of topography this is a relatively flat site so it could be suited to larger footprint buildings although the overhead electricity cables will be a limitation on the siting and/or height of building.

As outlined above, the site is quite well located relative to sources of workforce. The amenity of nearby properties may be a significant issue, particularly if the site operates on a 24-hour basis.

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

### **AVAILABILITY; ACHIEVABILITY**

The site is being promoted by a developer with an option agreement with the landowner. The site is considered to be **AVAILABLE**.

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

### **CONCLUSION**

The west side of Ellistown Terrace Road is undeveloped and rural in character although this will be impacted to some degree by the permitted development on land to the north. EMP98 extends further to the west than the permitted scheme and development here would represent a significant incursion into the countryside.

Development will be prominent in views from the footpath and also be visible from Ellistown Terrace Road and Wood Road although the roadside hedgerows, if retained, will help to screen development to some degree.

The site is quite well connected to the SRN and is capable of accommodating a mix of general needs and strategic scale units. The site is also relatively well served by bus routes for local workforce and potentially for those living further afield.

The impact of development on the setting of Pickering Farmhouse (Grade II) is a notable concern and is a potential barrier to development. At this stage, however, development of the site is not discounted. Any scheme for the site must actively address the potential for harm to

the significance of the heritage asset through matters such as layout, scale and design. It is considered feasible that an acceptable form of development could be achieved with careful regard to such factors.

At this stage it is proposed that the site be allocated for mix of general needs employment and strategic scale distribution.