

Policy BE2.2 Proposed Allocation – Site Identification and Selection

December 2018



Harbourough Local Plan
2011-2031
Submission

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1 Introduction

- 1.1 The Council submitted the Harborough Local Plan 2011-2031 to Government for examination in March 2018. The examination hearings were held from 2nd to 11th October 2018.
- 1.2 Following the submissions at the hearings, the Inspector expressed some concern about Policy BE2: Strategic Distribution, in particular managing such a significant matter through a 'criteria based' policy. The Inspector asked the Council to decide what it wants to do concerning Policy BE2.
- 1.3 On the 13th November the Council's Executive resolved to recommend to Council that Policy BE2 of the Harborough Local Plan 2011-31 (submission version September 2017) is modified to allocate land adjoining Magna Park to meet the limit of 700,000 square metres in Policy BE2, subject to additional evidence being available for the Council meeting.
- 1.4 This report outlines the site identification and selection process and recommends a proposed site that could be allocated in Policy BE2.2.

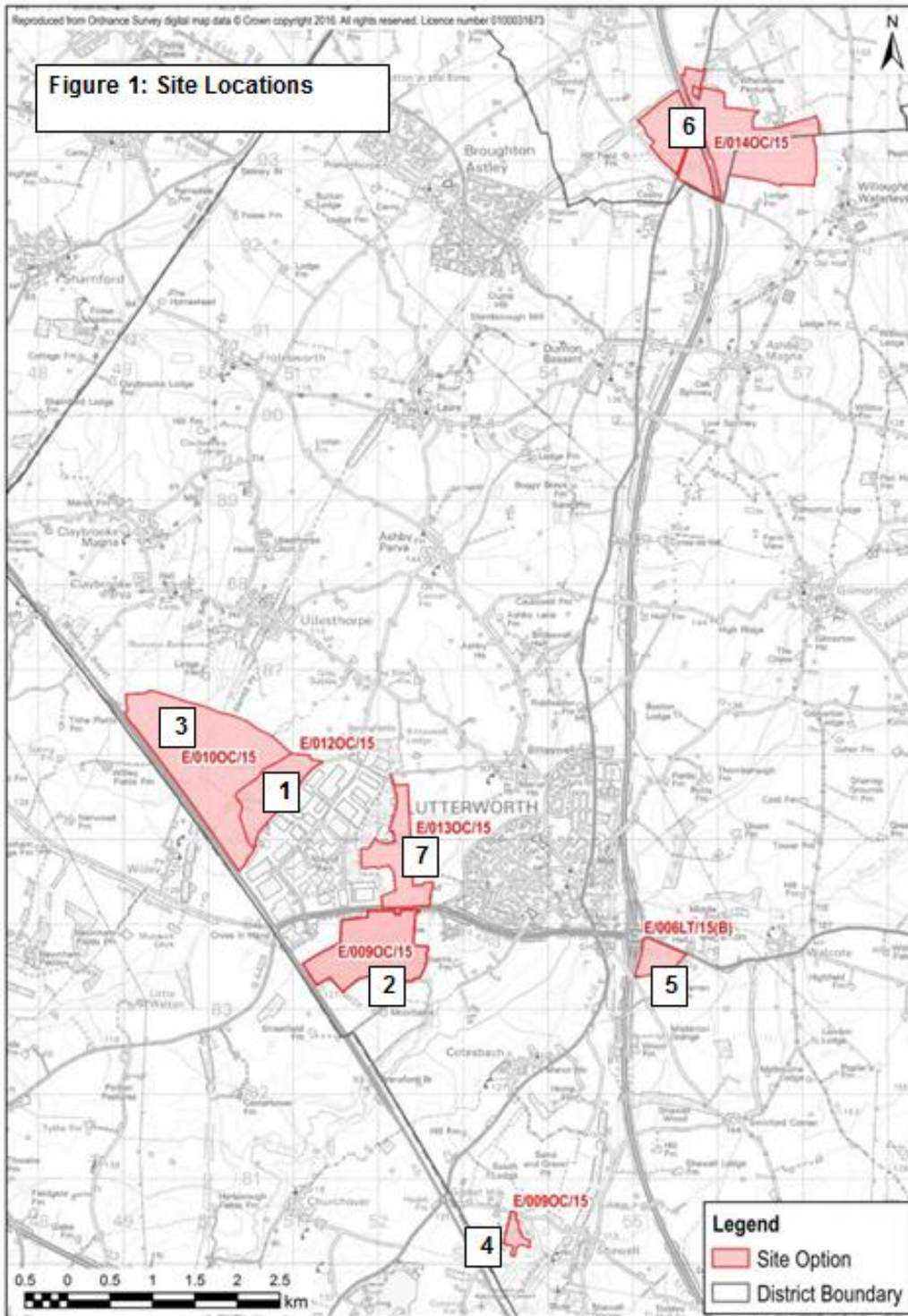
2 Amount of Strategic B8 Land

- 2.1 Policy BE2.2 of the Submission Local Plan, and its associated evidence base, demonstrates that up to 700,000sq.m. of additional Strategic Distribution floorspace could be accommodated without undermining wider objectives. Additional evidence to evaluate need, demand headroom and the impact of this level of growth is being undertaken separately.
- 2.2 Planning consent has recently been granted for 2 schemes at and adjoining Magna Park, amounting to 380,000sq.m. of floorspace. It is necessary to identify the most appropriate site/s to deliver the remaining 320,000sq.m to meet the 700,000sq.m limit.

3 Site Identification Process

- 3.1 Throughout the local plan preparation process sites have been submitted to the Council for consideration as potential development allocations, either via Calls for Sites or as a result of consultation.
- 3.2 Amongst the 50 sites assessed by the Strategic Employment Land Availability Assessment, SELAA (EMP1) for their potential to accommodate B class employment uses a total of 7 sites were proposed and, following assessment using the standard SELAA methodology, considered deliverable or developable for employment development, most likely strategic distribution use (B8 use in units of 9,000sq.m. or more). These sites are listed below and shown in Figure 1;

Site 1	Land Adjoining Magna Park	(E/0120C/15)
Site 2	Land South of Coventry Road	(E/0090C/15)
Site 3	Land north & west of Magna Park	(E/0100C/15)
Site 4	Shawell Quarry, Shawell	(E/0110C/15)
Site 5	Land to South of A4304 nr. Lutterworth	(E/006LT/15(B))
Site 6	Land centred on A426, South Leicester	(E/0140C/15)
Site 7	Land at Woodbrig House Farm, nr. Lutterworth	(E/0130C/15)



- 3.3 Each of these 7 sites was also appraised as part of the Sustainability Appraisal process, using the SA site appraisal framework, to give an objective assessment of its constraints and benefits. The results are summarised in Chapter 18 and Appendix F of the Proposed Submission SA Report (S6) and presented in Technical Appendix B.
- 3.4 The criteria based nature of Policy BE2 meant that any further evaluation of the 7 sites to identify proposed allocation/s was not progressed. Hence, the need for and purpose of this report.

3.5 Since the publication of the SELAA sites 1 and 2 have been granted planning permission for strategic B8 development, making them employment commitments. Consequently these 2 sites have been omitted from this assessment and selection process.

4 Site Assessment Process

4.1 To select the most appropriate candidate site to allocate under Policy BE2, it is necessary to draw together the range of Plan evidence to consider and evaluate each site in terms of its development capacity, deliverability, specific suitability for strategic B8, and potential effects. In order to do this a template has been used to assess individual sites and enable a comparison of their relative merits to be undertaken.

4.2 The template sets out and evaluates the following;

Potential development capacity	Using SELAA (EMP1) and L&LSDSS (EMP6) standard assumptions
Availability / Deliverability	Using SELAA (EMP1)
Suitability for strategic B8 use	Using L&L SDSS (EMP6 /EMP7) recommended Site Identification & Sequential selection criteria
Planning history	HDC records
Conformity with General Development policies of Submission Local Plan (GD5, GD6, HC1 and GI5)	Using Landscape Character, Area of Separation evidence (LAN 2, LAN4, LAN10) Supporting information for Planning applications
Infrastructure constraints	Using SFRA (EN7) and Transport evidence (TRP2, TRP3, TRP10) Supporting information for Planning applications
Sustainability effects	Submission SA Report (S6)
Contribution to Local Plan Objectives	Internal assessment

5 Site Selection

5.1 A summary of the individual site assessments is given in Appendix 1. It uses a Red, Amber, Green (RAG) approach to visually present the assessment findings and gives individual conclusions on whether or not a site is considered suitable for allocation.

5.2 Individual site templates are provided in Appendix 2.

5.3 In respect of the 5 sites assessed (Site 3, Site 4, Site 5, Site 6 and Site 7), the following overall conclusions are made:

- Individually only sites 3 (Land north and west of Magna Park) and 6 (Land centred on A426, South Leicester) could potentially deliver the residual 320,000sq.m necessary to meet the limit set in Policy BE2.
- Site 3 (Land north and west of Magna Park) is the only site that doesn't perform poorly in relation to any factor covered by the assessment. Mitigation isn't taken account of in the assessment, but in a number of respects (e.g. transport, flooding, heritage) it is considered that this site could perform better with mitigation.

- Site 4 (Shawell Quarry) and site 5 (Land south of A4304, nr Lutterworth) are located within Key Area of Opportunity D (rated: Good) but they do not meet the recommended site selection criteria L&LSDSS (EMP6) as fully as alternative sites, or reflect the sequential hierarchy for new strategic B8 sites. In isolation both sites are too small to make a meaningful contribution to the floor-space required. Site 4 (Shawell Quarry) is also not currently available for development and Site 5 is proposed for allocation under Policy BE1, to support the delivery of the East of Lutterworth Strategic Development Area in any event. It is also small and has limited capacity to accommodate the larger sizes of unit required by the strategic B8 market and may be constrained by its future proximity to incompatible land uses.
- Site 6 (Land centred on A426, South Leicester) most fully meets the L&LSDSS site identification criteria and is located within KAoO A (rated: Best), although it would not be an extension to an existing site and is therefore not sequentially preferable. Access to the site would require a new motorway junction on the M1, for which there are no firm plans at present, affecting the site's deliverability within the plan period.
- Site 7 (Land at Woodbrig House Farm, nr Lutterworth) is assessed as not performing well but could perform better with mitigation or performs adequately across most aspects. However, it is located within the Bitteswell, Lutterworth and Magna Park Separation Area and if developed could result in significantly reduced separation between Magna Park and Lutterworth / Bitteswell, performing poorly in this regard. Its characteristics and constraints also substantially reduce the developable area, such that it may contribute less than 25% of the residual floor-space required.

5.4 On the basis of this assessment Site 3 (Land north & west of Magna Park) is considered the most appropriate site for allocation compared with the alternatives.

6 Proposed Strategic B8 allocation

6.1 Site 3 Land north & west of Magna Park is sufficiently large to deliver 320,000sq.m. of strategic B8 and would form an extension to the existing Magna Park, making it sequentially preferable.

6.2 Generally Site 3 performs well or adequately in respect of capacity / deliverability and the L&LSDSS site selection criteria. Although it does not perform well in respect of flooding and predicted sustainability effects, particularly in terms of heritage impact and accessibility by sustainable means, however, due to the scale of the proposed site it is considered likely that these constraints could be overcome or satisfactorily mitigated at the scheme level.

6.3 Any specific allocation policy for the site should address its constraints and require mitigation and enhancement to ensure that negative effects are reduced.

Appendix 1 Assessment Summary: Policy BE2.2 Proposed Allocation - Site Selection

Site	Deliverability					Sustainability Appraisal – effects of site	Local Plan Objectives (performance)	Suitability for Allocation	
	Land Availability			Constraints					
	SELAA	Capacity	Strategic Locational Advice & Criteria	Compliance with General Dev. policies	Transport				Flooding
Site 3 (Land North & West of Magna Park)	Potentially Suitable	Performs well.	Extension – sequentially preferable.	Scale would lead to some adverse impacts on landscape. Would reduce over time with mitigation.	Overall traffic impact is not considered severe, although will lead to significant increase in vehicular journeys.	Site contains significant areas of Flood zone 2 & 3.	Very poor access by public transport. Additionally (and perhaps in part due to its larger scale) the site presents the potential for more significant effects upon heritage assets. Some effect on local wildlife sites present on site is likely. *There is uncertainty about landscape effects. <i>Potential for mitigation:</i> Improved bus services would improve the performance of this site. It would be more difficult to avoid effects upon the built and natural environment, but mitigation and enhancement could be implemented to reduce negative effects. Overall performance poor with potential to be 'neutral' or 'good' dependant on the nature of measures.	Performs less well due to non local economic objectives & commuting effects. Effects (good / bad) are proportionate with site scale. Significant impact on natural /historic environment, flooding, unless mitigated. Some capacity for other complementary benefits / elements in support of logistics & locality.	Potential for allocation
	Potentially Available	On its own, site is large enough to deliver 113% (floor-space) of residual 320,000sq. m.	Performs well or adequately against 4 of 5 criteria. Not best site for access for Strategic Road Network (SRN) or accessibility to labour.	Some reduction in gap with neighbouring villages.	Off site mitigation proposed including off site highway improvements to the Whittle Island, already operating at capacity.	Mitigation possible.			
	Potentially Achievable		Unlikely to deliver transport improvements that will improve highway connectivity for KAOO A or wider benefits.	Likely to harm to setting of Bittesby DMV and Bittesby House – both within site boundary.	Low impact to Strategic Road Network identified and upgrades to A5. Extension to existing bus services at shift pattern times to reduce car journeys. Connectivity to existing site.	River channels important for bio-diversity / wildlife corridors. Proper treatment required.			
	Developable 6-10 Yrs		Flexible - able to accommodate large units 25,000sq.m +.						

Site	Deliverability					Sustainability Appraisal – effects of site	Local Plan Objectives (performance)	Suitability for Allocation	
	Land Availability			Constraints					
	SELAA	Capacity	Strategic Locational Advice & Criteria	Compliance with General Dev. policies	Transport				Flooding
Site 4 (Shawell Quarry)	Not Currently Suitable	Performs poorly.	New – not sequentially preferable.	Open countryside location likely to have adverse impacts.	Poor access to existing bus network and little opportunities to extend.	Area of Flood zone 3 – unlikely to be a concern.	Scores better than the options near to Magna Park in terms of accessibility by public transport, though still not ideally. Environmental constraints are limited, and loss of agricultural land would be avoided (unlike all other options). However, potential for effects upon local wildlife and access to the site could be an issue. Overall, site performance is considered 'good'. *There is uncertainty about landscape effects. <i>Potential for mitigation:</i> May be difficult to mitigate access issues. Scale of the site would make enhancements to public transport more difficult to achieve.	Contributes least to delivery of objectives. Least sustainable location, low economic benefits. Least impact on natural / historic environment.	Not for allocation Assessment conclusions, location and size render it unsuitable.
	Not Currently Available	Insufficient in size. Only able to deliver 6% (floor-space) of residual 320,000sq. m.	Does not perform well or performs poorly against 4 of 5 criteria incl. access to SRN, flexibility, accessibility to labour.	Potential to adversely affect Shawell given proximity.	No direct access on to SRN.	SuDs likely. Run-off to river / ponds needs consideration.			
	Not Currently Achievable		Adequate location relative to markets.	Several heritage assets (2 Scheduled Monuments, listed buildings and Shawell CA) and SSSI (500m away) could be impacted.	Likely high use of A426 between Gibbet Hill and Whittle Islands, identified as already operating above 85% flow capacity.				
	Not Currently Developable		Unable to accommodate large units 25,000sq.m +. Close residential area (Shawell).						

Site	Deliverability					Sustainability Appraisal – effects of site	Local Plan Objectives (performance)	Suitability for Allocation	
	Land Availability			Constraints					
	SELAA	Capacity	Strategic Locational Advice & Criteria	Compliance with General Dev. policies	Transport				Flooding
Site 5 (Land South of A4304, east of J20)	Potentially Suitable	Performs poorly.	New – not sequentially preferable.	Close to existing development so landscape impacts less.	Poor access to existing bus network. No direct access onto SRN, although closely located to M1 J20.	Flood zone 1. No issues.	Site has marginally better access by bus services than most other sites. Additionally (perhaps mainly because of its small scale) the effects upon the built and natural environment are the least of all site options. Although site scores the poorest with regards to air quality, overall performance is predicted to be 'very good' as the scale is small. *There is uncertainty about landscape effects. <i>Potential for mitigation /enhancement.</i> Limited scope for enhancement given small scale. A route management plan could help to reduce potential effects on air quality.	Performs less well, due to impact on environment. Mitigation possible. Significant improvements / benefits limited due to scale.	Not for allocation (size) Proposed allocation for B8 under Policy BE1 (no minimum unit size).
	Potentially Available	Insufficient in size. Only able to deliver 16% of (floor-space) of residual	Performs well or adequately against 3 of 5 criteria incl. access to SRN, location to markets, accessibility to labour.	Character of Misterton would need to be considered due to proximity.	Significant off site highway improvements likely required, including to Whittle Island and M1 J20.	Mitigation for run-off risk.			
	Potentially Achievable	320,000sq. m.	Poor flexibility - unable to accommodate large units 25,000sq.m +.	Unlikely to adversely impact any designated heritage or biodiversity assets given distance from such sites.	Sustainability could be improved through implementation of Lutterworth SDA, with junctions able to operate within capacity subject to appropriate mitigation.				
	Developable 6-10 Yrs		Proximity to incompatible uses (residential areas incl. proposed East of Lutterworth SDA).						

Site	Deliverability					Sustainability Appraisal – effects of site	Local Plan Objectives (performance)	Suitability for Allocation	
	Land Availability			Constraints					
	SELAA	Capacity	Strategic Locational Advice & Criteria	Compliance with General Dev. policies	Transport				Flooding
Site 6 (Land centred on A426)	<p>Not Currently Suitable</p> <p>Potentially Available</p> <p>Not Currently Achievable</p> <p>Not Currently Developable</p>	<p>Performs well.</p> <p>On its own, site is large enough to deliver 124% (floor-space) of residual 320,000sq. m.</p>	<p>New site - not sequentially preferable Located in area of overlap between KAoO D (Good) & KAoO A (Best).</p> <p>Performs well or adequately against all 5 criteria. Best site for access for SRN (subject to proposed new M1 junction) and access to labour.</p> <p>Most likely to deliver transport improvements that will improve highway connectivity for KAoO A and benefit wider transport network & South Leicester area.</p> <p>Flexible -able to accommodate large units 25,000sq.m +.</p>	<p>Scale likely to have adverse impacts on landscape. Mitigation would reduce these over time.</p> <p>Nearby Willoughby Waterleys' distinctiveness and landscape setting could be harmed as could setting of designated heritage assets (including Conservation Area, Church and Old Rectory – both II*).</p>	<p>Reliant on provision of new junction to M1 (20a), but potential for wider highway benefits to result.</p> <p>No current access to SRN.</p> <p>Access to existing bus routes of A426, although frequency would need to be increased to match shift patterns and re-routed through development.</p>	<p>East of site contains a substantial area of flood zone 2 & 3. Area should be excluded from development.</p> <p>SuD's should use watercourse to deal with surface run-off.</p>	<p>Good access to bus services, Site performs well against natural environment criteria, but also has potential constraints associated with heritage assets. Overall, the site performance is 'good'.</p> <p><i>Potential for mitigation / enhancement:</i> Improvements to bus services, and sensitive design / landscaping has the potential to mitigate effects on heritage.</p>	<p>Contributes most to delivery of objectives.</p> <p>Significant economic effects, well located, with potential for substantial transport improvements for wider area.</p> <p>Impacts on environment, due to scale.</p>	<p>Not for allocation</p> <p>Assessment conclusions render it unsuitable on Transport / Availability grounds. Would require delivery of a new Motorway Junction.</p>

Site	Deliverability					Sustainability Appraisal – effects of site	Local Plan Objectives (performance)	Suitability for Allocation			
	Land Availability			Constraints							
	SELAA	Capacity	Strategic Locational Advice & Criteria	Compliance with General Dev. policies	Transport				Flooding		
Site 7 (Land at Woodbrig House Farm)	Potentially Suitable	Performs less well.	New – unlikely to meet criteria for an extension.	To east of Magna Park structural landscaping. Would undermine Area of Separation and effectively lead to merging of Magna Park and Lutterworth. Unlikely to significantly harm designated heritage assets/ biodiversity sites.	Access to existing bus service provision.	SE corner of site has area of Flood zone 3. Area should be excluded from development.	Performs less well, some neutral / positive effects.	Not for allocation			
	Potentially Available	Insufficient in size. Able to deliver 24% of (floor-space) of residual 320,000sq. m.	Performs adequately or well against 3 of 5 criteria incl. location to market, access to SRN.		Access currently unknown.				Best access to bus services of all the site options. Potential for effects on the natural environment are fairly limited. However, there are potential constraints associated with the setting of heritage assets, which makes the overall performance of the site 'good'. <i>Potential for mitigation /enhancement:</i> Sensitive design and landscaping has the potential to mitigate potential effects on heritage.	Impacts on environment.	
	Not Currently Achievable		Limited flexibility. May be able to accommodate a single large unit 25,000sq.m +.		Requirement for off site highway works, including to A5 and Whittle Island.						Reduces gap between Magna Park & settlements.
	Developable 11-16Yrs		Performs poorly on proximity to incompatible land uses. Less well on accessibility to labour.		No direct access on to SRN.						

Key

The option performs poorly in relation to this factor.
The option does not perform well in relation to this factor, but could perform better with mitigation.
The option is neutral in relation to this factor, or there is insufficient information to make a judgement
The option performs adequately in relation to this factor.
The option performs well in relation to this factor.

* SA - Categorisation is based upon a broad analysis of identified constraints and opportunities. This is based upon professional experience and knowledge of each site and should not be taken to infer a quantitative score for sites. It should also be noted that detailed mitigation and enhancement measures have not been factored into the SA site appraisal framework at this stage. The site appraisal framework is less reflective of economic factors such as the scale of growth and how this would translate into job opportunities, deliverability, marketability and highways access. These are other important factors that need to be taken into consideration when coming to a holistic conclusion about a sites performance.

Appendix 2 Individual Site Templates

Assessment Results – Site 3

Site 3: Land north & west of Magna Park, nr Lutterworth					
Description:	Land north of A5 Watling Street / west of Mere Lane, adjacent to Magna Park, currently in agricultural use.				
Total / Developable Area (ha)	220ha / 91ha				
Potential Provision	Estimated Floor-space (sq.m.)	Estimated Job creation (FTE)	Estimated Density	Est. No. of units (Min. 9,000sq.m.)	Est. No. of Units (over 25,000sq.m.)
Based on total area & standard assumptions	880,000sq.m.	11,000	40%	97	35
Based on <i>developable area</i> & standard assumptions	364,000	4550	40%	40	14
Capacity to deliver residual quantum (320,000 of 700,000sq.m.)	113%				

A: Deliverability:

Land Availability
Using the Strategic Employment Land Availability Assessment (SELAA March 2017, EMP1) this section summarises whether the site has potential for employment use and the likely development timescale.
SELAA Ref: E/0100C/15 Outcome: Potentially Suitable, Potentially Available and Potentially Achievable. Resulting in site being considered 'Developable in 6-10 Yrs.
The site has potential to meet the specific locational requirements of the strategic B8 sector. Potential contaminated land issues, areas of flood zone 2/3 (10.6ha) and the presence of a Scheduled Monument (Bittesby Deserted Medieval Village) and non designated heritage assets, could reduce the developable area. Development could have a negative effect on the existing landscape and heritage assets, potential for suitable mitigation. Likely Use Class: B8 (strategic).

Strategic Locational Guidance & Criteria

Using the L&L SDSS (2014, EMP6) and L&L SDSS Update (2016, EMP7) evidence studies, this section assesses the extent to which the site meets the recommended strategy. Key locational characteristics and sequential order for identifying and selecting potential new sites for strategic distribution.

The tests in this section have been applied on the basis of the developable site area for strategic B8 use provided by the site promoter and using a standard plot density of 4,000sq.m. per ha, and job density of 1FTE job per 80sq.m.

SDSS Recommended Sequential Test:	Site 3
Location/ Key Area of Opportunity (KAoO):	Within KAoO D (M1 South Corridor) assessed as 'Good'
Type (new / extension):	Extension (to Magna Park) Subject to: <ul style="list-style-type: none"> Site being fully developed / no available plots Motorway /dual carriageway junctions & approach routes having sufficient capacity (or capable of improvement) at least 1 plot facing or forming a boundary with Magna Park such that defined perimeter boundary will extend on completion new plots being accessed via existing site's connections to public road network & internal estate roads some /all utilities currently serving site can be extended to serve extension
Greenfield or PDL:	Greenfield
Ability to be a 'Satellite' site:	No, non rail-served only (more than 1km via public roads to SFRI)
SDSS Recommended New Site Identification Criteria:	
Good connection to Strategic Road Network (close to motorway / long distance dual carriageway, with capacity)	Performs adequately. <ul style="list-style-type: none"> Located adjacent to / with access from A5 Within a few kms of M1 Jct 20 via a high quality dual carriageway / within 10kms M6 Jct 1 / Catthorpe Interchange via road capable of accommodating HGV's Sufficient space to accommodate HGV circulation & parking
Appropriately located relative to markets	Performs well. <ul style="list-style-type: none"> within 'golden triangle' centrally located in relation to main origins / destination of cargo suitable (for NDC's) Approx. 20 kms from Leicester / Coventry, accessible to other main conurbations (for RDC's)

Sufficient large / flexible to accommodate size of units needed by market	<p>Performs well.</p> <ul style="list-style-type: none"> capable of delivering plots ranging from 3-25ha to accommodate units from 9,000 – 100,000sq.m. flexible - sub-division / combining of plots likely
Accessibility of labour, incl. ability to be served by Public Transport & close to areas of employment need	<p>Does not perform well, mitigation likely.</p> <ul style="list-style-type: none"> Requires access to between 6,000 – 8,800 staff Closest areas of employment need: Leicester, Coventry Public transport (services to Hinckley / Market Harborough via Lutterworth), access to other nearby towns incl. Rugby is limited. Restricted services weekend / evening services
Located away from incompatible land uses	<p>Performs adequately.</p> <ul style="list-style-type: none"> Development would add to visual intrusion, light and noise pollution of existing Magna Park site. Site located 0.85kms from nearest settlement (Willey, beyond A5)
<p>Summary: Overall the site performs well or adequately against 4 of 5 criteria. It's unlikely to deliver transport improvements that will improve highway connectivity for KAoO A. Pre-requisites for treatment as an extension, in terms of site layout / design, are likely to be met making the site sequentially preferable. The site, on its own, provides enough capacity (ha / floor-space equivalent) to meet the 700,000sq.m. limit in Policy BE2, taking into account existing commitments.</p>	

Planning Application/s				
This section sets out any recent commitments and the status of any pending planning applications relevant to the site.				
Planning Appl. Ref	Site Area	Estimated Floor-space	Description	Status
15/00919/FUL*	55ha	100,844sq.m.	<p>1 Storage and Distribution centre (B8) with ancillary B1(a) offices, formation of access road from Magna Park, incl. highway improvements, erection of gatehouse, upgrading of A5 to dual carriageway, associated infrastructure and landscaping works.</p> <p>Estimated job creation 1230FTE</p>	Permission granted 25/10/18

15/01531/OUT	239ha	318,956sq.m. (B8) in addition to * 4,000sq.m. (D1) Up to 9,000sq.m. (B1a/B1b)	Erection of Storage and Distribution (B8) with ancillary offices (B1a), a Logistics Institute of Technology (D1) with associated playing field, small business space, estate office with conference facility and exhibition centre, a Country Park, other open space and landscaping works, incl. formation of access road from Magna Park, highway improvements, upgrading of A5 to dual carriageway, creation of roundabout access on A5, and associated infrastructure and landscaping works Creation of a 140 space HGV parking facility, associated gatehouse and HGV Driver Training Centre, vehicle wash and fuelling facilities, and a rail freight shuttle terminal. Estimated job creation 5,800FTE	Application refused 17/1/18. Appeal lodged 03/07/18 (Ref. 18/00017/REFUSE) in progress. Inquiry scheduled 26/2/19 (TBC).
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Conformity with General Development Policies

Using local plan evidence (and where available planning application information) this section assesses conformity with policies GD5 (Landscape Character), GD6 (Areas of Separation) , HC1 (Built Heritage) and G15 (Biodiversity and geodiversity) of the Submission Local Plan.

This extensive site lies within the Upper Soar LCA (medium capacity) but borders Lutterworth Lowlands LCA (medium to high capacity) to the south east. The A5 forms the western boundary and the site would extend some 2km along an undeveloped section of the A5 corridor. The site is adjacent to Magna Park to the south and provides part of its setting in the landscape. However, this site would be greenfield development of a scale that would inevitably lead to some adverse localised impacts on the landscape, changing its character and views from surrounding areas, both within and beyond the District. Structural planting and appropriate design/layout could reduce these impacts over time. The site is not within the Area of Separation. However, its development would reduce the gap between Magna Park and settlements of Willey, Claybrooke Parva and Ullesthorpe. Bittesby Deserted Medieval Village (Scheduled Monument) and Bittesby House (non-designated heritage asset) are both within the site boundary and some harm to their setting would be likely, although there would be opportunities to minimise this through appropriate mitigation. The setting of the following heritage assets would need to be considered: Ullesthorpe CA, Bitteswell CA, Claybrooke Parva CA, Church of St. Leonards (Willey), Claybrooke House, St Peters Church (Claybrooke Parva), Ullesthorpe Windmill, Claybrooke Mill and Watling Street Roman Road. In terms of biodiversity and geodiversity, there are no national statutory designations and 4 LWS designations within 3 km of the site. The closest LWS is Old Manor Reedbed LWS 800m to the north of the site. With suitable mitigation it is unlikely that development of the site would have significant impacts on biodiversity/habitats.

Infrastructure

Using local plan evidence and the responses from statutory consultees this section assesses the extent to which the site presents problems for the delivery of infrastructure, including highways and transport, education, power, water, drainage, and flood defences.

LCC Transport comments:

The residual cumulative impacts of development can be mitigated and are not considered severe. Planning conditions proposed include:

- Provision of access arrangements and connection to the A5
- Provision of off site works to the Whittle Island
- Provision of a construction traffic management plan
- Provision of a framework travel plan
- Provision of a layout to demonstrate connections to the existing Magna Park site
- Contributions towards bus services matched with shift patters, employee travel packs and bus passes, travel plan monitoring fee, funding of a travel plan co-ordinator, contribution towards a review of traffic regulation orders and HGV signing

Highways England comments:

- The testing indicated that the development is expected to have only a minor impact on the operation of M1 J20 slip roads.
- We are content that the A5 approaches at A5/ Coal Pit Lane Roundabout experience no material increase in the queue lengths on these approaches following the addition of the two consented developments.
- Proposed planning conditions for improvement works to the A5 and different stages of the development and improvement works to the A5/A426 Gibbet Hill roundabout

Other Infrastructure Providers:

Environment Agency: according to the latest information available to the Agency there is an element of flood zone within the site. All development should be steered away from areas of flood risk.

Strategic Flood Risk Assessment (SFRA)

Using the Council Strategic Flood Risk Assessment (2009, EN7) and the Water Cycle Study (2015, EN5) this section draws out the key flood risks for the site;

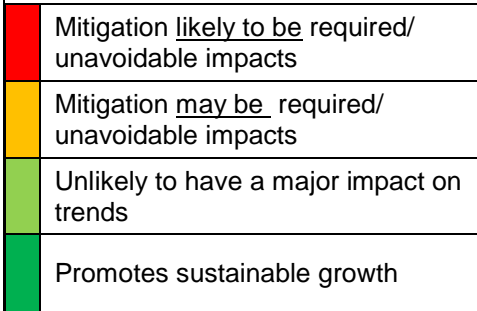

This site includes significant areas of flood zone 2 and 3 adjacent the river Soar, close to its source. There is also an unnamed watercourse that drains into the Soar. Any development would be subject to a sequential test. Land adjacent to flood zone 2 or 3 should also be tested against the new climate change projections that could see the area of flood zone 2 or 3 increase significantly and require the sequential test to be included for a greater area of the site. The channel of the river Soar and the tributary are important biodiversity sites and wildlife corridors that would need to be properly treated to ensure that an enhancement of biodiversity on and near watercourses was achieved. The rivers and their wider environs would need to be treated holistically and maintained as blue/green corridors for wildlife migration and water quality improvements. There are also a number of ponds on site that would be an important part of the biodiversity and drainage plan. The site would

be expected to ensure that the drainage into the water course remained at the same level as for a greenfield site. The developer would be expected to ensure that drainage design was considered early and with full consultation with the EA and lead local flood Authority.

B: Planning Principles

Sustainability Appraisal (SA)

The Harborough Proposed Submission Sustainability Appraisal Report, Sept 2017 (S6) summarises the predicted effects of Site 3:

			H9- Access to train station	
			H10- Bus	
			NE1- SSSIs	
			NE2- Potential impact on wildlife	
		NE3- Severance of wildlife corridors		
		NE4- Potential impact on protected trees		
		NE5- Green Wedges and AoS		
		NE6- Proximity to Air Quality Management Area		
		NE7- Potential to remediate contaminated land		
		NE8- Groundwater protection zone		
		NE9- Agricultural Land		
		R1- Flooding		
		BH1- Proximity to heritage assets		
		BH2- Impact on setting of built environment		
		BH3- Landscape capacity to change		
		RU1- Result in use of PDL		
		RU2- Access to HWRC		
		EH1- Loss of employment land		
		EH3- Links to principal roads		
		I4- Energy grid constraints		
		I5- Infrastructure constraints		
		I6- Access to Highways		
Site ID	Site Name	SA Criteria		
E/0100C/15	Land North & West of Magna Park			

Local Plan Objectives

The table below assesses the overall performance of Site 3 against the Local Plan Objectives. The extent to which the site is likely to meet each objective is summarised in the Comments column and given a score. An overall summary of how well the site performs in relation to achieving Local Plan Objectives is provided below.

Overall summary:

Local Plan Objectives	Comments	Score (XXX, XX, X, -, ✓, ✓✓, ✓✓✓)
2 Employment: (i.e. promote sustainable economic growth, create more jobs which meet local employment needs, contribute to reducing the need for out-commuting)	High job creation. Extends a commercially successful existing site. Potential to reduce resident out-commuting offset by likely increase in in-commuting due to the large number and occupation / skill level of jobs created. Scale of site may offer capacity to deliver complementary elements / benefits in support of logistics.	✓✓
3. Location of development (i.e. sustainable locations, that respect environmental capacity, encourage appropriate re-use of PDL)	Locates development near an existing site (Magna Park) which is an established focus for economic activity and has services and facilities already in place. Taking into account SELAA evidence it's unlikely that PDL will contribute to the delivery of Policy BE2.	✓
6. Natural Environment (i.e. protect, maintain, restore & enhance, respect characteristics of local landscape, loss / sterilisation of natural resources prevented)	Delivery of Policy BE2 will rely on greenfield sites therefore some impact on open countryside and biodiversity. Site extends significantly into open countryside. Impacts are likely to arise from Site 3, offset by the potential of large sites to deliver mitigation measures and complementary improvements to green infrastructure.	X
7. Historic Environment (i.e. protect & enhance) enhance distinctiveness and historic significance of settlements and their wider landscape and townscape settings)	Delivery of site will impact on designated & non-designated heritage assets and their setting.	XX
10. Transport (i.e. opportunities to reduce car use & impact of road traffic on communities / environment / air quality, development where good access to jobs, support improvements in public transport / walking / cycling networks and facilities)	Scale of site likely to result in a significant increase in road traffic with consequent negative effects on local / wider communities. Important that any development of this scale is accompanied by improvements to public transport services, walking & cycling facilities already serving locality, larger sites offer greater potential. Transport infrastructure resulting from development is likely to have localised effects only, no wider benefits.	✓

Overall Assessment Summary for Site 3

Availability	Capacity	Location Guidance & Criteria	Conformity with LP policies	Transport	Flooding	Sustainability effects	LP Objectives
(neutral)							

Assessment Results – Site 4

Site 4: Shawell Quarry, Shawell					
Description:	Land at Shawell Quarry off Gibbet Lane, currently in use as quarry plant site.				
Total / Developable Area (ha)	7.5ha / approx. 5ha				
Potential Provision	Estimated Floor-space (sq.m.)	Estimated Job creation (FTE)	Estimated Density	Est. No. of units (Min. 9,000sq.m.)	Est. No. of Units (over 25,000sq.m.)
Based on total area & standard assumptions	30,000	375	40%	3	1
Based on <i>developable area</i> & standard assumptions	20,000	250	40%	2	0
Capacity to deliver residual quantum (320,000 of 700,000sq.m.)	6%				

A: Deliverability:

Land Availability
Using the Strategic Employment Land Availability Assessment (SELAA March 2017, EMP1) this section summarises whether the site has potential for employment use and the likely development timescale.
SELAA Ref: E/011OC/15 Outcome: Not Currently Suitable, Not Currently Available and Not Currently Achievable. Resulting in site being considered 'Not Currently Developable' Isolated, unsustainable location for employment development where accessibility by sustainable modes is poor. Site only available on cessation of mineral extraction operations (earliest 2021). Site conditions and contamination constraints could negatively affect achievability.

Strategic Locational Guidance & Criteria
Using the L&L SDSS (2014, EMP6) and L&L SDSS Update (2016, EMP7) evidence this section assesses the extent to which the site meets the recommended strategy, key locational characteristics, and sequential order for identifying and selecting potential new sites for strategic distribution. The tests in this section have been applied on the basis of the developable site area for strategic B8 use provided by the site promoter and using a standard plot density of 4,000sq.m. per ha, and job density of 1FTE job per 80sq.m.

SDSS Recommended Sequential Test:	Site 4
Location / Key Area of Opportunity (KAoO):	Within KAoO D (M1 South Corridor) assessed as 'Good'
Type (new / extension):	New
Greenfield or PDL:	Greenfield (Not PDL -mineral extraction site with condition to restore to agriculture on cessation)
Ability to be a 'Satellite' site:	No, non rail-served only (more than 1km via public roads to SFRI)
SDSS Recommended New Site Identification Criteria:	
Good connection to Strategic Road Network (close to motorway / long distance dual carriageway, with capacity)	<p>Does not perform well.</p> <ul style="list-style-type: none"> • 800m on unclassified road to A5 • Within 2kms of M6 Jct.1 via A426 (single carriageway) / within 5kms M1 Jct 19 via A5 (part dual carriageway) road capable of accommodating HGV's • Insufficient space to accommodate HGV circulation & parking • Goods vehicles do not have to pass through residential streets
Appropriately located relative to markets	<p>Performs adequately.</p> <ul style="list-style-type: none"> • within 'golden triangle', located at most southern part of KAoO D • centrally located in relation to main origin's / destination of cargo suitable (for NDC's) • Approx. 25 kms from Leicester / Coventry, accessible to other main conurbations (for RDC's)
Sufficient large / flexible to accommodate size of units needed by market	<p>Performs poorly</p> <ul style="list-style-type: none"> • Not capable of delivering plots ranging from 3-25ha, can only accommodate 2-3 units at min size 9,000sq.m. • Not flexible – site too small to provide for sub-division / combining of plots
Accessibility of labour, incl. ability to be served by Public Transport & close to areas of employment need	<p>Performs poorly.</p> <ul style="list-style-type: none"> • Requires access to between 250 – 375 staff • Closest areas of employment need: Leicester, Coventry • No public transport services, limited access via services to larger towns only.
Located away from incompatible land uses	<p>Does not perform well.</p> <ul style="list-style-type: none"> • Close to residential area - approx. 0.5-1km from Shawell village. • Development & 24/7 operation likely to cause disturbance, mitigation possible

Summary: Overall the site performs poorly or not well against 4 of 5 criteria. The site, on its own, provides insufficient capacity (ha / floor-space equivalent) to deliver Policy BE2 with capacity for less than 3% of the 700,000sq.m. limit. Even in combination with another site/s it is unlikely to be considered appropriate for strategic distribution.

Planning Application/s				
This section sets out any recent commitments and the status of any pending planning applications relevant to the site.				
Planning Appl. Ref	Site Area	Estimated Floor-space	Description	Status
18/01457/CMA (2018/CM/0147/LCC)	19.11ha	n/a	Extension of sand and gravel working with restoration to agriculture	Referred to LCC – decision pending
17/0117/CMA (2016/CM/0326/LCC)	48.4ha	n/a	Proposed western extension of sand and gravel working with restoration to agriculture & wildlife habitat	Referred to LCC – decision pending
2015/CM/0295/03/LCC	16ha	n/a	Proposed extension of sand and gravel workings (Field Farm) with restoration to agriculture and water	Permission granted

Conformity with General Development Policies
Using local plan evidence (and where available planning application information) this section assesses conformity with policies GD5 (Landscape Character), GD6 (Areas of Separation), HC1 (Built Heritage) and GI5 (Biodiversity and geodiversity) of the Submission Local Plan.
The site lies within the Lutterworth Lowlands LCA (medium-high capacity) close to the Laughton Hills LCA (low-medium capacity) and, whilst currently a quarry, the site is relatively isolated and is an open countryside location. Although it is not with a defined Area of Separation, the site is close to the small village of Shawell (Conservation Area). At its closest the site is within 500m of the Conservation Area boundary. Therefore development could impact on the distinctiveness of the village and the setting of the Conservation Area, despite its current use. Two Scheduled Monuments lie within 700m of the site boundary: Motte castle and associated earthwork SSW of All Saints Church (Shawell) and Tripontium Roman Station (within Rugby District to the south). There are several listed buildings in Shawell, including All Saints Church (II*). Development for strategic distribution on the site has the potential to impact on the setting of these numerous heritage assets. In terms of national and local biodiversity and geodiversity sites, Cave's Inn Pits SSSI (containing some of the best remaining areas of neutral marsh in Leicestershire) is located at the southern end of Shawell some 500m from the site. A locally designated Local Wildlife Site is designated between the village and the site. Known as Shawell Pits it was designated in 2007 for its mesotrophic grassland. Both these designations could be impacted adversely by development of the site.

Infrastructure

Using the local plan evidence and responses from statutory consultees this section assesses the extent to which the site presents problems for the delivery of infrastructure, including highways and transport, education, power, water, drainage, and flood defences.

LCC Transport comments:

- Bus stops are not accessible from the site as there are no footpath links which reduces transport sustainability.
- Gibbet Lane is subject to National Speed Limit (60mph).
- As the site is currently occupied, the increase or decrease in vehicle movements to/ from the site under its current land use would need to be demonstrated.
- There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual Development Control process might lead to the site being viewed less favourably.
- A suitable site access with visibility splays and tracking would need to be submitted on application and agreed with Highway Authority.

Other Infrastructure Providers:

Environment Agency: according to the latest information available to the Agency there is an element of flood zone within the site. All development should be steered away from areas of flood risk.

Strategic Flood Risk Assessment (SFRA)

Using the Council Strategic Flood Risk Assessment (2009, EN7) and the Water Cycle Study (2015, EN7) this section draws out the key flood risks for the site:

There is an area of flood zone 3 to the SW. This area is somewhat distant from the suggested development area and is at least 10m lower than the site, so there is unlikely to be a concern. However, it may be necessary to check that the site does not flood in future given the new climate change projections. There is some surface water flooding issues, which would need to be addressed with SuDS. In addition to the river there are a number of ponds, so any run-off into the river or ponds should be considered carefully so as not to affect the water quality in the waterbody.

B: Planning Principles

Sustainability Appraisal (SA)

The Harborough Proposed Submission Sustainability Appraisal Report ,Sept 2017 (S6) this section summarises the predicted effects of Site 4:

Site ID	Site Name	SA Criteria																					
E/009OC/16	Land at Shawell Quarry	Red	Yellow	Green	Red	Green	Green	Green	Yellow	?	Green	Yellow	Green	Green	Green	?	Yellow	Green	Green	Green	Green	?	
		H9- Access to train station	H10- Bus	NE1- SSSIs	NE2- Potential impact on wildlife	NE3- Severance of wildlife corridors	NE4- Potential impact on protected trees	NE5- Green Wedges and AoS	NE6- Proximity to Air Quality Management Area	NE7- Potential to remediate contaminated land	NE8- Groundwater protection zone	NE9- Agricultural Land	R1- Flooding	BH1- Proximity to heritage assets	BH2- Impact on setting of built environment	BH3- Landscape capacity to change	RU1- Result in use of PDL	RU2- Access to HWRC	EH1- Loss of employment land	EH3- Links to principal roads	I4- Energy grid constraints	I5- Infrastructure constraints	I6- Access to Highways
		Mitigation <u>likely to be</u> required/ unavoidable impacts	Mitigation <u>may be</u> required/ unavoidable impacts	Unlikely to have a major impact on trends	Promotes sustainable growth																		

Local Plan Objectives		
The table below assesses the overall performance of Site 4 against the Local Plan Objectives. The extent to which the site is likely to meet each objective is summarised in the Comments column and given a score. An overall summary of how well the site performs in relation to achieving Local Plan Objectives is provided below.		
Overall summary:		
Local Plan Objectives	Comments	Score (XXX, XX, X, -, ✓, ✓✓, ✓✓✓)
2 Employment: (i.e. promote sustainable economic growth, create more jobs which meet local employment needs, contribute to reducing the need for out-commuting)	Very low job creation. Minor contribution to economic growth. Unlikely to have any effect on reducing the need for out-commuting	XXX
3. Location of development (i.e. sustainable locations, that respect environmental capacity, encourage appropriate re-use of PDL)	Locates development in a rural area, close to Shawell which is below Selected Rural Village level.	XX
6. Natural Environment (i.e. protect, maintain, restore & enhance, respect characteristics of local landscape, loss / sterilisation of natural resources prevented)	Development unlikely to have adverse affect compared to current use. Mitigation possible, improvements to green infrastructure unlikely.	X
7. Historic Environment (i.e. protect & enhance distinctiveness and historic significance of settlements and their wider landscape and townscape settings)	Delivery of site unlikely to affect designated & non-designated heritage assets or their setting.	-
10. Transport (i.e. opportunities to reduce car use & impact of road traffic on communities / environment / air quality, development where good access to jobs, support improvements in public transport / walking / cycling networks and facilities)	Location / scale provides no or very limited opportunity to reduce car use. Unlikely to reduce impact of road traffic on local community.	XX

Overall Assessment Summary for Site 4

Availability	Capacity	Location Guidance & Criteria	Conformity with LP policies	Transport	Flooding	Sustainability effects	LP Objectives

Assessment Results – Site 5

Site 5: Land to South of A4304 nr. Lutterworth					
Description:	Land south of A4304 / west of M1 Jct. 20 forming part of proposed Lutterworth East SDA, currently in agricultural use.				
Total / Developable Area (ha)	13ha / 13 ha				
Potential Provision	Estimated Floor-space (sq.m.)	Estimated Job creation (FTE)	Estimated Density	Est. No. of units (Min. 9,000sq.m.)	Est. No. of Units (over 25,000sq.m.)
Based on total area & standard assumptions	52,000	650	40%	5	2
Based on <i>developable area</i> & standard assumptions	52,000	150	40%	5	2
Capacity to deliver residual quantum (320,000 of 700,000sq.m.)	16%				

A: Deliverability:

Land Availability
Using the Strategic Employment Land Availability Assessment (SELAA March 2017, EMP1) this section summarises whether the site has potential for employment use and the likely development timescale.
SELAA Ref: E/006LT/15(B) Outcome: Potentially Suitable, Potentially Available and Potentially Achievable. Resulting in site being considered 'Developable in 6-10 Yrs.
Suitable access is likely to be reliant on wider strategic highway improvements associated with development of the SDA. Development for strategic B8 may impact on amenity for future SDA residents. Likely Use class: B8 (non strategic).

Strategic Locational Guidance & Criteria

Using the L&L SDSS (2014, EMP6) and L&L SDSS Update (2016, EMP7) evidence studies, this section assesses the extent to which the site meets the recommended strategy, key locational characteristics and sequential order for identifying and selecting potential new sites for strategic distribution.

The tests in this section have been applied on the basis of the developable site area for strategic B8 use provided by the site promoter and using a standard plot density of 4,000sq.m. per ha, and job density of 1FTE job per 80sq.m..

SDSS Recommended Sequential Test:	Site 5
Location / Key Area of Opportunity (KAoO):	Within KAoO D (M1 South Corridor) assessed as 'Good'
Type (new / extension):	New
Greenfield or PDL:	Greenfield
Ability to be a 'Satellite' site:	No, non rail-served only (more than 1km via public roads to SFRI)
SDSS Recommended New Site Identification Criteria:	
Good connection to Strategic Road Network (close to motorway / long distance dual carriageway, with capacity)	<p style="text-align: center;">Performs well.</p> <ul style="list-style-type: none"> Located adjacent to A4304 / and M1 jct. 20 Access within 1 km to M1 Jct 20 / junction capable of accommodating HGV's (improvements may be required) Sufficient space to accommodate HGV circulation & parking
Appropriately located relative to markets	<p style="text-align: center;">Performs well.</p> <ul style="list-style-type: none"> within 'golden triangle' centrally located in relation to main origin's / destination of cargo suitable (for NDC's) Approx. 20 kms from Leicester / Coventry, accessible to other main conurbations (for RDC's)
Sufficient large / flexible to accommodate size of units needed by market	<p style="text-align: center;">Performs poorly.</p> <ul style="list-style-type: none"> incapable of delivering plots ranging from 3-25ha to accommodate units from 9,000 – 100,000sq.m. not flexible - sub-division / combining of plots unlikely
Accessibility of labour, incl. ability to be served by Public Transport & close to areas of employment need	<p style="text-align: center;">Performs adequately.</p> <ul style="list-style-type: none"> Requires access to between 150 – 650 staff Closest areas of employment need: Leicester, Coventry Public transport services via Lutterworth town centre 2kms (to Hinckley / Market Harborough), access to other nearby towns' incl. Rugby is limited.

Located away from incompatible land uses	<p style="text-align: center;">Performs poorly.</p> <ul style="list-style-type: none"> • Located within 0.5kms of residential properties beyond M1, Lutterworth & Misterton within 2kms. • Proximity to proposed East of Lutterworth SDA • Development would increase visual intrusion, light and noise pollution.
<p>Summary: Overall the site performs well or adequately against 3 of 5 criteria. The site, on its own, provides capacity (ha / floor-space equivalent) to deliver approximately 7% of the 700,000sq.m limit in Policy BE2. In combination with another site/s it could contribute to the delivery, however, poor performance against 2 of the criteria is unlikely to be capable of mitigation.</p> <p>Site scale is unlikely to deliver other significant mitigation or benefits in support of the logistics sector or transport improvements that will improve highway connectivity for KAoO A.</p>	

Planning Application/s
This section sets out any recent commitments and the status of any pending planning applications relevant to the site.
None.

Conformity with General Development Policies
Using local plan evidence (and where available planning application information) this section assesses compliance with policies GD5 (Landscape Character), GD6 (Areas of Separation), HC1 (Built Heritage) and GI5 (Biodiversity and geodiversity) of the Submission Local Plan.
<p>The site lies within the Lutterworth Lowlands LCA (medium-high capacity) and would form part of Lutterworth. The site is adjacent to the M1 Junction 20 and A4303. It would take development closer to Misterton and, although the hamlet is largely protected by its woodland setting (TPO protection), any potential adverse impacts would need to be mitigated. The site is not within the proposed Area of Separation. Lying opposite (and forming part of) the main part of the proposed East of Lutterworth SDA, the potential impacts on residential amenity in the SDA would need to be considered. Any impacts on the setting of the grade II* Church of St Leonard at Misterton would need to be assessed. It is unlikely that any other listed buildings would be affected. Misterton Marshes SSSI is 1km to the north. There are no LWS designations within 600m of the site.</p>

Infrastructure

Using local plan evidence and the responses from statutory consultees this section assesses the extent to which the site presents problems for the delivery of infrastructure, including highways and transport, education, power, water, drainage, and flood defences.

LCC Transport comments:

- Two points of access would usually be required for a development of this size.
- Bus stops are well over 800m from the site with no footpath links which reduces transport sustainability.
- No street lighting along the frontage of the site.
- Connectivity between the site and adjacent footpaths would need to be explored as there are no footpaths joining to the site boundary.
- Note there are a number of accidents at the Rugby Road/Lutterworth Road roundabout and Junction 20 roundabout which would require further investigation.
- Both Lutterworth Road (A4304) and Swinford Road are subject to National Speed Limit (60mph), an access taken directly from Lutterworth Road would be contrary to the LHAs access to the network policy (6Cs IN5) and provides cause for concern for highway safety and any increase in HGV traffic.

Other Infrastructure Providers:

Environment Agency: according to the latest information available to the Agency there is an element of flood zone within the site. All development should be steered away from areas of flood risk.

Strategic Flood Risk Assessment (SFRA)

Using the Council Strategic Flood Risk Assessment (2009, EN7) and the Water Cycle Study (2015, EN5) this section draws out the key flood risks for the site:

The site is in an area well away from any flood risk due to rivers. The whole site is in flood zone 1. There are some small areas at risk of surface water flooding. Careful design of SuDS will be required to ensure run-off risk is mitigated

B: Planning Principles

Sustainability Appraisal (SA)

The Harborough Proposed Submission Sustainability Appraisal Report ,Sept 2017 (S6)summarises the predicted effects of Site 5:

<table border="1"> <tr> <td style="background-color: red;"></td> <td>Mitigation <u>likely to be required</u>/ unavoidable impacts</td> </tr> <tr> <td style="background-color: yellow;"></td> <td>Mitigation <u>may be required</u>/ unavoidable impacts</td> </tr> <tr> <td style="background-color: lightgreen;"></td> <td>Unlikely to have a major impact on trends</td> </tr> <tr> <td style="background-color: green;"></td> <td>Promotes sustainable growth</td> </tr> </table>			Mitigation <u>likely to be required</u> / unavoidable impacts		Mitigation <u>may be required</u> / unavoidable impacts		Unlikely to have a major impact on trends		Promotes sustainable growth	H9- Access to train station	
			Mitigation <u>likely to be required</u> / unavoidable impacts								
			Mitigation <u>may be required</u> / unavoidable impacts								
			Unlikely to have a major impact on trends								
			Promotes sustainable growth								
H10- Bus											
NE1- SSSIs											
NE2- Potential impact on wildlife											
NE3- Severance of wildlife corridors											
NE4- Potential impact on protected trees											
NE5- Green Wedges and AoS											
NE6- Proximity to Air Quality Management Area											
NE7- Potential to remediate contaminated land											
NE8- Groundwater protection zone											
NE9- Agricultural Land											
R1- Flooding											
BH1- Proximity to heritage assets											
BH2- Impact on setting of built environment											
BH3- Landscape capacity to change											
RU1- Result in use of PDL											
RU2- Access to HWRC											
EH1- Loss of employment land											
EH3- Links to principal roads											
I4- Energy grid constraints											
I5- Infrastructure constraints											
I6- Access to Highways											
Site ID	Site Name	SA Criteria									
E/006LT/15(B)	Land to East of Lutterworth Land south off A4303 (Parcel B)										

Local Plan Objectives

The table below assesses the overall performance of Site 5 against the Local Plan Objectives. The extent to which the site is likely to meet each objective is summarised in the Comments column and given a score. An overall summary of how well the site performs in relation to achieving Local Plan Objectives is provided below.

Overall summary:

Local Plan Objectives	Comments	Score (XXX, XX, X, -, ✓, ✓✓, ✓✓✓)
2 Employment: (i.e. promote sustainable economic growth, create more jobs which meet local employment needs, contribute to reducing the need for out-commuting)	Low job creation. Minor contribution to economic growth. Unlikely to have any effect on reducing the need for out-commuting	X
3. Location of development (i.e. sustainable locations, that respect environmental capacity, encourage appropriate re-use of PDL)	Locates development close to Lutterworth a Key Centre. Close to sensitive environmental designation (SSSI). Taking into account SELAA evidence it's unlikely that PDL will contribute to the delivery of Policy BE2.	✓✓
6. Natural Environment (i.e. protect, maintain, restore & enhance, respect characteristics of local landscape, loss / sterilisation of natural resources prevented)	Delivery of any option will rely on greenfield sites therefore some impact on open countryside and biodiversity. Mitigation possible, improvements to green infrastructure unlikely.	X
7. Historic Environment (i.e. protect & enhance distinctiveness and historic significance of settlements and their wider landscape and townscape settings))	Delivery of site unlikely to affect designated & non-designated heritage assets. Unlikely to enhance views to Lutterworth Conservation Area or setting of grade II* Church of St Leonard at Misterton	X
10. Transport (i.e. opportunities to reduce car use & impact of road traffic on communities / environment / air quality, development where good access to jobs, support improvements in public transport / walking / cycling networks and facilities)	Location / proximity to public transport in Lutterworth may provide an opportunity to reduce car use. Effect limited. Close proximity to M1 should limit negative effects of additional HGV traffic on local communities.	✓

Overall Assessment Summary for Site 5

Availability	Capacity	Location Guidance & Criteria	Conformity with LP policies	Transport	Flooding	Sustainability effects	LP Objectives
(Neutral)			(Neutral)				

Assessment Results – Site 6

Site 6: Land centred on A426, South Leicester					
Description:	Land straddling A426 and Harborough / Blaby district border, nr Willoughby Waterleys, currently in agricultural use.				
Total / Developable Area (ha)	163ha / 80ha (Approx. 51ha within Harborough district)				
Potential Provision	Estimated Floor-space (sq.m.)	Estimated Job creation (FTE)	Estimated Density	Est. No. of units (Min. 9,000sq.m.)	Est. No. of Units (over 25,000sq.m.)
Based on total area & standard assumptions	652,000sq.m.	8,150	40%	72	26
Based on <i>developable area</i> & standard assumptions	397,500sq.m.	4,968	49%	44	15
Capacity to deliver residual quantum (320,000 of 700,000sq.m.)	124%				

A: Deliverability:

Land Availability
Using the Strategic Employment Land Availability Assessment (SELAA March 2017, EMP1) this section summarises whether the site has potential for employment use and the likely development timescale.
SELLA Ref: E/014OC/15 Outcome: Not Currently Suitable, Potentially Available and Not Currently Achievable. Resulting in site being considered 'Not Currently Developable'.
Site is not in a suitable location for employment development, but could represent a potentially suitable location for strategic B8. Site has access to A426 but is unlikely to be suitable without major new highway infrastructure (incl. proposed new M1 junction), infrastructure constraints put delivery beyond plan period.

Strategic Locational Guidance & Criteria:

Using the L&L SDSS (2014, EMP6) and L&L SDSS Update (2016, EMP7) evidence studies, this section assesses the extent to which the site meets the recommended strategy, key locational characteristics and sequential order for identifying and selecting potential new sites for strategic distribution.

The tests in this section have been applied on the basis of the developable site area for strategic B8 use provided by the site promoter and using a standard plot density of 4,000sq.m. per ha, and job density of 1FTE job per 80sq.m..

SDSS Recommended Sequential Test:	Site 6
Location/ Key Area of Opportunity (KAoO):	Within KAoO D (M1 South Corridor) assessed as 'Good'. Also in locality that overlaps with KAoO A (Leicester to Hinckley Corridor) assessed as 'Best'.
Type (new / extension):	New
Greenfield or PDL:	Greenfield
Ability to be a 'Satellite' site:	No, non rail-served only (more than 1km via public roads to SFRI)
SDSS Recommended New Site Identification Criteria:	
Good connection to Strategic Road Network (close to motorway / long distance dual carriageway, with capacity)	Performs adequately now (well - subject to proposed new junction) <ul style="list-style-type: none"> Potential to deliver new M1 junction (20a), linking to A426 Direct access to M1 (subject to proposed new junction) & M69. Sufficient space to accommodate HGV circulation & parking
Appropriately located relative to markets	Performs well. <ul style="list-style-type: none"> within 'golden triangle' centrally located in relation to main origin's / destination of cargo suitable (for NDC's) Approx. 10 kms from Leicester, good accessibility to other conurbations (for RDC's)
Sufficient large / flexible to accommodate size of units needed by market	Performs well. <ul style="list-style-type: none"> capable of delivering plots ranging from 3-25ha to accommodate units from 9,000 – 100,000sq.m. flexible - sub-division / combining of plots likely
Accessibility of labour, incl. ability to be served by Public Transport & close to areas of employment need	Performs adequately. <ul style="list-style-type: none"> Requires access to between 4,968 – 8,150 staff

	<ul style="list-style-type: none"> • Close to area of employment need: Leicester • Public transport (services to Leicester), access to other nearby towns possible via service improvement.
Located away from incompatible land uses	<p>Performs well.</p> <ul style="list-style-type: none"> • Development would affect landscape character & add light and noise pollution (mitigation possible)

Summary: Overall the site performs well or adequately against all 5 criteria. As a new, as opposed to an extension, site it is less sequentially preferable than other alternatives. In addition (subject to viability) it could deliver a strategic transport improvement, in the form of a new motorway junction, which could help resolve the highway connectivity issues of KAoO A (to the western side, north of Lutterworth). Provision of a new M1 junction potentially has strategic benefits for national / local highway functioning, including relief for Lutterworth Town centre, and could support new choices for long term strategic planning and growth across the wider HMA.

The site, on its own, could provide enough capacity (ha / floor-space equivalent) to deliver 56% of the 700,000sq.m. limit in Policy BE2. Partial development of the site may not be viable due to dependence on provision of a new motorway junction. The site's dependence on a new motorway junction, for which there are no firm plans at present, means its delivery within the plan period is questionable.

Planning Application/s

This section sets out any recent commitments and the status of any pending planning applications relevant to the site.

None.

Conformity with General Development Policies

Using local plan evidence (and where available planning application information) this section assesses conformity with policies GD5 (Landscape Character), GD6 (Areas of Separation) HC1 (Built Heritage) and GI5 (Biodiversity and geodiversity) of the Submission Local Plan.

This site is part of a large site, the majority of which is within Blaby District. It is a greenfield site and is not in close proximity to an established settlement. It lies within the Lutterworth Lowlands LCA (medium-high capacity) adjoining the M1 and extending towards Willoughby Waterleys (small rural village). Whilst not within a proposed Area of Separation, the eastern boundary of the site is within 250m of the Willoughby Waterleys Conservation Area boundary. The close proximity of the site and the nature of strategic distribution development would be likely to adversely impact the landscape setting of the village and the Conservation Area. There are several heritage assets within Willoughby Waterleys Conservation Area, including St Marys Church and The Old Rectory (both grade II*), the setting of which would need to be considered. There are no SSSIs or designated Local Wildlife Sites (LWS) within or in close proximity to the site. However, there are several

potential/candidate Local Wildlife Sites in or close to the boundary including Willoughby Waterleys meadow (mesotrophic grassland) partially within the north eastern part of the site.

Infrastructure

Using local plan evidence and the responses from statutory consultees this section assesses the extent to which each site presents problems for the delivery of infrastructure, including highways and transport, education, power, water, drainage, and flood defences.

Site 6 was submitted via public consultation on the Second Interim SA Report – Appraising Options for Strategic Distribution (Feb 2016), and has not formed part of any statutory consultations for the Local Plan. Site has access to A426 but is unlikely to be suitable without major new highway infrastructure (proposed new M1 junction). Comments below result from direct liaison with statutory consultees.

LCC Transport comments:

The County Highway Authority would support the provision of commercial development in this location on the basis that the development would include the provision of a new, all movement junction on the M1, to the agreement of Highways England, and which safeguards a future strategic link serving Leicester and Leicestershire as set out in the Midlands Connect emerging transport strategy.

Strategic Flood Risk Assessment (SFRA)

Using the Council Strategic Flood Risk Assessment (2009, EN7) and the Water Cycle Study (2015, EN5) this section draws out the key flood risks for the site:

At the East of the site there is a substantial area of flood zone 2 and 3. The land is gently sloping so there is a risk that this area will increase if tested against the climate change projections. This area of the site should not be delivered and should be assessed using the sequential test to identify how much of the area at the east of the site should be excluded.

There is another small watercourse with a limited area of flood risk, but which is an area where surface water run-off is an issue. The site SuDS should be designed to use this water course as a way of dealing with surface water run-off in a sympathetic manner that does not compromise water quality.

B: Planning Principles

Sustainability Appraisal (SA)																																																																																																																		
The Harbrough Proposed Submission Sustainability Appraisal Report ,Sept 2017 (S6) summarises the predicted effects of Site 6:																																																																																																																		
<table border="1"> <tr> <td style="background-color: red;">Mitigation <u>likely to be</u> required/ unavoidable impacts</td> </tr> <tr> <td style="background-color: orange;">Mitigation <u>may be</u> required/ unavoidable impacts</td> </tr> <tr> <td style="background-color: lightgreen;">Unlikely to have a major impact on trends</td> </tr> <tr> <td style="background-color: green;">Promotes sustainable growth</td> </tr> </table>	Mitigation <u>likely to be</u> required/ unavoidable impacts	Mitigation <u>may be</u> required/ unavoidable impacts	Unlikely to have a major impact on trends	Promotes sustainable growth	<table border="1"> <tr> <td>H9- Access to train station</td> <td>H10- Bus</td> <td>NE1- SSSIs</td> <td>NE2- Potential impact on wildlife</td> <td>NE3- Severance of wildlife corridors</td> <td>NE4- Potential impact on protected trees</td> <td>NE5- Green Wedges and AoS</td> <td>NE6- Proximity to Air Quality Management Area</td> <td>NE7- Potential to remediate contaminated land</td> <td>NE8- Groundwater protection zone</td> <td>NE9- Agricultural Land</td> <td>R1- Flooding</td> <td>BH1-Proximity to heritage assets</td> <td>BH2- Impact on setting of built environment</td> <td>BH3- Landscape capacity to change</td> <td>RU1- Result in use of PDL</td> <td>RU2- Access to HWRC</td> <td>EH1- Loss of employment land</td> <td>EH3- Links to principal roads</td> <td>I4- Energy grid constraints</td> <td>I5- Infrastructure constraints</td> <td>I6- Access to Highways</td> </tr> <tr> <td colspan="21">SA Criteria</td> </tr> <tr> <td style="background-color: orange;">?</td> <td style="background-color: lightgreen;">?</td> <td style="background-color: lightgreen;">?</td> <td style="background-color: red;">?</td> <td style="background-color: lightgreen;">?</td> <td style="background-color: lightgreen;">?</td> <td style="background-color: lightgreen;">?</td> <td style="background-color: lightgreen;">?</td> <td style="background-color: lightgreen;">?</td> <td style="background-color: lightgreen;">?</td> <td style="background-color: orange;">?</td> <td style="background-color: lightgreen;">?</td> <td style="background-color: orange;">?</td> <td style="background-color: red;">?</td> <td style="background-color: lightgreen;">?</td> <td style="background-color: orange;">?</td> <td style="background-color: lightgreen;">?</td> <td style="background-color: green;">?</td> <td style="background-color: lightgreen;">?</td> <td style="background-color: lightgreen;">?</td> <td style="background-color: lightgreen;">?</td> <td style="background-color: lightgreen;">?</td> </tr> <tr> <td>Site ID</td> <td>Site Name</td> <td colspan="20"></td> </tr> <tr> <td>E/0140C/15</td> <td>Land centred on A426 (Prologis Park, Leicester)</td> <td colspan="20"></td> </tr> </table>	H9- Access to train station	H10- Bus	NE1- SSSIs	NE2- Potential impact on wildlife	NE3- Severance of wildlife corridors	NE4- Potential impact on protected trees	NE5- Green Wedges and AoS	NE6- Proximity to Air Quality Management Area	NE7- Potential to remediate contaminated land	NE8- Groundwater protection zone	NE9- Agricultural Land	R1- Flooding	BH1-Proximity to heritage assets	BH2- Impact on setting of built environment	BH3- Landscape capacity to change	RU1- Result in use of PDL	RU2- Access to HWRC	EH1- Loss of employment land	EH3- Links to principal roads	I4- Energy grid constraints	I5- Infrastructure constraints	I6- Access to Highways	SA Criteria																					?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	Site ID	Site Name																					E/0140C/15	Land centred on A426 (Prologis Park, Leicester)																				
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Local Plan Objectives		
<p>The table below assesses the overall performance of Site 6 against the Local Plan Objectives. The extent to which the site is likely to meet each objective is summarised in the Comments column and given a score. An overall summary of how well the site performs in relation to achieving Local Plan Objectives is provided below.</p> <p>Overall summary:</p>		
Local Plan Objectives	Comments	Score (XXX, XX, X, -, ✓, ✓✓, ✓✓✓)
2 Employment: (i.e. promote sustainable economic growth, create more jobs which meet local employment needs, contribute to reducing the need for out-commuting)	High job creation. Provides another distribution park in a location attractive to the market. Potential to reduce resident out-commuting offset by likely increase in in-commuting due to the large number and occupation / skill level of jobs created. Scale & location of site may offer capacity to deliver complementary elements / benefits in support of logistics through provision of new M1 junction.	✓✓✓
3. Location of development (i.e. sustainable locations, that respect environmental capacity, encourage appropriate re-use of PDL)	Locates development close to Leicester, benefiting from facilities / services of the wider conurbation and surrounding settlements. Not in / or close to sensitive environmental designations. Taking into account SELAA evidence it's unlikely that PDL will contribute to the delivery of Policy BE2 .	✓✓
6. Natural Environment (i.e. protect, maintain, restore & enhance, respect characteristics of local landscape, loss / sterilisation of natural resources prevented)	Delivery of Policy BE2 will rely on greenfield sites therefore some impact on open countryside and biodiversity. Site located in open countryside, likely to require landscape mitigation to screen / protect nearby settlements (e.g. Willoughby Waterleys, Ashby Magna) Substantial impacts are likely to arise from Site 6, offset by the ability of larger sites to deliver mitigation measures and potentially enhancements to green infrastructure.	X
7. Historic Environment (i.e. protect & enhance) distinctiveness and historic significance of settlements and their wider landscape and townscape settings)	Delivery of site likely to affect designated & non-designated heritage assets or their setting (i.e. Willoughby Waterleys and listed buildings).	X
10. Transport (i.e. opportunities to	Scale of site likely to result in a significant increase in road traffic, associated	✓✓✓

<p>reduce car use & reduce impact of road traffic on communities / environment / air quality, development where good access to jobs, support improvements in public transport / walking / cycling networks and facilities)</p>	<p>pollution. Direct access to M1 should limit negative effects of additional HGV / car traffic on local communities. Important that development of this scale is accompanied by improvements to public transport services and walking & cycling facilities already serving locality, larger sites offer greater potential. Transport infrastructure associated with the development of the site is likely to have direct benefits for Lutterworth town centre and the wider transport network / South Leicester area.</p>	
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Overall Assessment Summary for Site 6

Availability	Capacity	Location Guidance & Criteria	Conformity with LP policies	Transport	Flooding	Sustainability effects	LP Objectives
Red	Light Green	Dark Green	Red	Red	Yellow	Light Green	Dark Green

Assessment Results – Site 7

Site 7: Land at Woodbrig House Farm, nr. Lutterworth					
Description:	Land at Woodbrig House Farm off Coventry Road, adjoining Magna Park. Currently in agricultural use.				
Total / Developable Area (ha)	49ha / 19ha				
Potential Provision	Estimated Floor-space (sq.m.)	Estimated Job creation (FTE)	Estimated Density	Est. No. of units (Min. 9,000sq.m.)	Est. No. of Units (over 25,000sq.m.)
Based on total area & standard assumptions	196,000	2,450	40%	21	7
Based on <i>developable area</i> & standard assumptions	78,000	975	40%	8	3
Capacity to deliver residual quantum (320,000 of 700,000sq.m.)	24%				

A: Deliverability:

Land Availability
Using the Strategic Employment Land Availability Assessment (SELAA March 2017, EMP1) this section summarises whether the site has potential for employment use and the likely development timescale.
SELAA Ref: E/013OC/15 Outcome: Potentially Suitable, Potentially Available and Not Currently Achievable. Results in site being considered 'Developable 11-15 Yrs.
Site forms substantial part of the Bitteswell, Lutterworth and Magna Park Area of Separation as currently defined, development could have a negative effect on landscape character and reduce separation. Two points of access likely for scale of site, direct access from A4304 is unlikely to be supported by Highway Authority. Sites shape / characteristics limit developable area and may negatively affect viability.

Strategic Locational Guidance & Criteria

Using the L&L SDSS (2014, EMP6) and L&L SDSS Update (2016, EMP7) evidence studies this section assesses the extent to which the site meets the recommended strategy, key locational characteristics and sequential order for identifying and selecting potential new sites for strategic distribution.

The tests in this section have been applied on the basis of the developable site area for strategic B8 use provided by the site promoter and using a standard plot density of 4,000sq.m. per ha, and job density of 1FTE job per 80sq.m..

SDSS Recommended Sequential Test:	Site 1
Location / Key Area of Opportunity (KAoO):	Within KAoO D (M1 South Corridor) assessed as 'Good'
Type (new / extension):	<p style="text-align: center;">New</p> <p>Site does not meet criteria for an 'extension':</p> <ul style="list-style-type: none"> • Unlikely that at least 1 plot to face or form a boundary with Magna Park such that defined perimeter boundary will extend on completion • Site (new plots) unlikely to be accessible via Magna Parks' existing connections to public road network or internal estate roads (without breaching established screen planting) • Utilities serving Magna Park unlikely to be extended to serve site
Greenfield or PDL:	Greenfield
Ability to be a 'Satellite' site:	No, non rail-served only (more than 1km via public roads to SFRI)
SDSS Recommended New Site Identification Criteria:	
Good connection to Strategic Road Network (close to motorway / long distance dual carriageway, with capacity)	<p style="text-align: center;">Performs adequately.</p> <ul style="list-style-type: none"> • Potential access on to Coventry Road (A4303) • Within a few km of M1 Jct 20 / M6 Jct 1, via a high quality dual carriageway road capable of accommodating HGV's • Sufficient space to accommodate HGV circulation & parking
Appropriately located relative to markets	<p style="text-align: center;">Performs well.</p> <ul style="list-style-type: none"> • within 'golden triangle' • centrally located in relation to main origin's / destination of cargo suitable (for NDC's) • Approx 20 km from Leicester / Coventry, other main conurbations (for RDC's)

Sufficient large / flexible to accommodate size of units needed by market	<p>Performs adequately.</p> <ul style="list-style-type: none"> capable of delivering plots ranging from 3-25ha to accommodate units from 9,000 – 100,000sq.m.. Few plots at 25ha Limited flexibility (irregular shape) - sub-division of plots possible, less scope for combination
Accessibility of labour, incl. ability to be served by Public Transport & close to areas of employment need	<p>Does not perform well, mitigation possible.</p> <ul style="list-style-type: none"> Requires access to between 975 – 2,450 staff Closest areas of employment need: Leicester, Coventry Public transport (services to Hinckley / Market Harborough via Magna Park), access to other nearby towns' incl. Rugby is limited. Restricted services weekend / evening services
Located away from incompatible land uses	<p>Performs poorly.</p> <ul style="list-style-type: none"> Site located approx. 0.5-1km from edge of Lutterworth, and incorporates woodland area which currently functions as a 'screen' between Magna Park and Lutterworth / Bitteswell Development would add to visual intrusion, light and noise pollution of existing Magna Park site

Summary: Overall the site performs well or adequately against 3 of 5 criteria. On its own, Site 7 provides enough capacity (ha / floor-space equivalent) to deliver approx. 11% of the 700,000sq.m. limit in Policy BE2 . Characteristics and constraints may limit site density / developable area. In combination with another site/s it could contribute towards other options.

Pre-requisites for treatment as an extension, in terms of site layout / design, are unlikely to be met – site not sequentially preferable. Site scale is unlikely to deliver other significant mitigation or benefits in support of the logistics sector or transport improvements that will improve highway connectivity for KAoO A.

Planning Application/s
This section sets out any recent commitments and the status of any pending planning applications relevant to the site.
None related to employment uses (agricultural only).
Conformity with General Development Policies
Using local plan evidence (and where available planning application information) this section assesses conformity with policies GD5 (Landscape Character), GD6 (Areas of Separation) HC1 (Built Heritage) and GI5 (Biodiversity and geodiversity) of the Submission Local Plan.
The site lies within the Lutterworth Lowlands LCA (medium to high capacity). Although adjacent to Magna Park, it is to the east of the established, structural planting/landscaping to screen Magna Park from the built up area of Lutterworth. Development of the site would have a

significant adverse impact on the landscape between strategic distribution development and the town (and to a lesser extent Bitteswell). This area is a proposed Area of Separation in light of its key role in protecting settlement distinctiveness and preventing merging of settlements/employment areas. Development of this site, in conjunction with consented development, would lead to the loss of a significant part of the Separation Area and effectively result in the merging of Lutterworth and Magna Park along the A4303, changing the character of the separation area and adversely affecting the residential amenity of existing and future residents. The landscape setting of both Lutterworth and Bitteswell (a Conservation Area) would be harmed. Whilst there are no designated heritage assets on the site, there are listed buildings within Bitteswell the significance of which could be impacted. Those within Lutterworth Conservation Area are further to the east within the built up area and unlikely to be impacted. There are no national or local biodiversity or geological designations within or close to this site, although there are potential/candidate Local Wildlife Sites in the vicinity.

Infrastructure

Using local plan evidence and the responses from statutory consultees this section assesses the extent to which the site presents problems for the delivery of infrastructure, including highways and transport, education, power, water, drainage, and flood defences.

LCC Transport comments:

- Two points of access would be required for a development of this size.
- Note there are a high number of accidents at the junction of the A5 and A4303 and A5 itself.
- Bus stops are within 800m from the site.
- As Coventry Road (A4303) is subject to National Speed Limit (70mph), an access taken directly from Coventry Road would not be supported by the Local Highway Authority. The access onto the A4303 would be contrary to the LHAs access to the network policy and provides cause for concern for highway safety. Mitigation to achieve a satisfactory access is likely at scheme level (e.g. DBSymmetry site)
- As the site is currently vacant, trip generation should be taken from similar sites in the TRICS database and growth rate taken from TEMPRO for the opening year. Distribution on the network should be taken from Travel to Work Census data (most up to date data available).

Other Infrastructure Providers:

Environment Agency: according to the latest information available to the Agency there is an element of flood zone within the site. All development should be steered away from areas of flood risk. There are areas with significant risk of surface water run-off, including some small water courses. These should be included within the SuDS design for the site.

Strategic Flood Risk Assessment (SFRA)

Using the Council Strategic Flood Risk Assessment (2009, EN7) and the Water Cycle Study (2015, EN5) this section draws out the key flood risks for the site:

The south east corner of the site has an area of flood zone 3. This section would need to be excluded. The exact size of the area to be excluded will need to take account of the climate change projections, which will be important on this gently sloping site.

Local Plan Objectives		
<p>The table below assesses the overall performance of Site 7 against the Local Plan Objectives. The extent to which the site is likely to meet each objective is summarised in the Comments column and given a score. An overall summary of how well the site performs in relation to achieving Local Plan Objectives is provided below.</p> <p>Overall summary:</p>		
Local Plan Objectives	Comments	Score (XXX, XX, X, -, ✓, ✓✓, ✓✓✓)
2 Employment: (i.e. promote sustainable economic growth, create more jobs which meet local employment needs, contribute to reducing the need for out-commuting)	<p>Low job creation with a limited proportion of jobs likely to be filled by residents. Provides another distribution park in a proven location.</p> <p>Minor contribution to economic growth. Scale unlikely to significantly reduce resident out-commuting for work or deliver any complementary elements / benefits in support of logistics.</p>	✓
3. Location of development (i.e. sustainable locations, that respect environmental capacity, encourage appropriate re-use of PDL)	Taking into account SELAA evidence it's unlikely that PDL will contribute to the delivery of Policy BE2. Locates development adjoining (Magna Park) which is an established focus for economic activity environmentally and has services and facilities already in place.	✓
6. Natural Environment (i.e. protect, maintain, restore & enhance, respect characteristics of local landscape, loss / sterilisation of natural resources prevented)	<p>Delivery of Policy BE2 will rely on greenfield sites therefore some impact on open countryside and biodiversity. Site affects Area of Separation reducing gap between Magna Park and the edge of Lutterworth / Bitteswell, and taking development closer to incompatible land uses.</p> <p>Mitigation possible, significant improvements to green infrastructure unlikely.</p>	XX
7. Historic Environment (i.e. protect & enhance) distinctiveness and historic significance of settlements and their wider landscape and townscape settings)	Delivery of site likely to affect designated & non-designated heritage assets or their setting (i.e. Bitteswell Conservation Area and listed buildings).	X
10. Transport (i.e. opportunities to reduce car use & reduce impact of road traffic on communities / environment / air quality, development where good access to jobs, support improvements in public transport / walking / cycling networks and facilities)	<p>Scale of site likely to result in an increase in road traffic with consequent negative effects on local communities. Proximity to Lutterworth provides a limited opportunity to reduce car use.</p> <p>Development at this scale unlikely to deliver new facilities but may support improvements to existing public transport services, walking & cycling facilities already serving locality.</p> <p>Associated transport infrastructure unlikely to provide wider benefits.</p>	-

Overall Assessment Summary for Site 7

Availability	Capacity	Location Guidance & Criteria	Conformity with LP policies	Transport	Flooding	Sustainability effects	LP Objectives