Harborough Local Plan
Pre-submission version

Sustainability Appraisal
(SA Report)

Technical Appendix B: Site Proformas
(Employment and retail)

September, 2017
Introduction

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

Methodology

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

**Resilience**

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

**Built and Natural Heritage**

| BH1: Potential for direct impacts upon heritage assets. | Housing and Jobs | N/A | No heritage assets within or adjacent (50m) to the sites | Site contains or is within 50m from: Grade II heritage features Conservation area Ancient park or garden | Site contains or is within 50m from: Grade 1 heritage features Ancient park or garden | The criteria combine a consideration of various heritage features to avoid potential duplication. E.g. an asset could be listed, in a consideration area and also a SAM. Proximity to heritage assets does not necessarily mean that impacts will occur, but it is assumed that they may be more likely. Criteria BH2 will seek to provide a qualitative assessment. |
### Stage 2 Site appraisal criteria

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<tr>
<td>BH2: Impacts on the setting of the built environment?</td>
<td>Housing and Jobs</td>
<td>Site contains vacant buildings / buildings at risk / derelict land that could be enhanced</td>
<td>Setting not likely to be affected</td>
<td>The setting and significance of a heritage asset may be affected.</td>
<td>Reliant upon professional opinion. Impacts likely to be determined utilizing Conservation Area Statements and Settlement Profiles.</td>
</tr>
<tr>
<td>BH3: Capacity of the landscape to accommodate development, while respecting its character.</td>
<td>Housing and Jobs</td>
<td>High</td>
<td>Medium-high Medium.</td>
<td>Medium-low</td>
<td>Low</td>
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<td>Relies upon the findings of Landscape Character Assessments and capacity studies.</td>
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</tbody>
</table>

### Resource use

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

<table>
<thead>
<tr>
<th>EH1: Would site development lead to the loss of employment land?</th>
<th>Housing / Mixed use</th>
<th>Employment development proposed</th>
<th>Not allocated for employment</th>
<th>Yes – low quality</th>
<th>Yes – High quality</th>
<th>Quality defined in existing Employment Area Review 2012.</th>
</tr>
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</table>
| **EH2: Will the site help to stimulate housing development?**  
*Deliverability and scale* | Housing | Site is available for development within the next 5 years and could provide over 50 dwellings | Site is available for development within the next 5 years but would provide less than 50 dwellings  
Site is available for development in the plan period and could provide over 50 dwellings | Availability is uncertain | N/A | Provision of a higher level of development would contribute more significantly to the Borough’s housing targets and would achieve economies of scale. Availability may change over time.  
Does not consider viability. |
| **EH3: Distance to Principal Road Network by vehicle.** | Jobs | <1mile | <3miles | >3miles | >4miles | Assumes that employment and housing sites with better access to the road network are more attractive for development. |

**Infrastructure**

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

Key to Appraisal Scores

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

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

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

- 8120m - Rugby
- 752m from stop. Regular frequency service (3 per hour)
- 2512m
- 80m - Bitteswell Brook to west of Lutterworth (pLWS D) (cLWS)
- None
- No effect. None on site.
- Development Outside Green Wedge or AoS
- 1263m
- Not thought to be contaminated
- Falls Outside
- Contains less than 10ha of ALC 1-3
Resilience
R1 - Flooding
Contains Areas of Flood Zones 2/3

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

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

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

Infrastructure
I4 - Energy grid constraints
Outside of Constraint
I5 - Infrastructure Constraints
Outside of Constraint
I6 - Access to Highways
No issues identified
Site Option: E/001M/11
Address: Land adjacent to Bowden Business Village,
Area (ha): 1.06
Potential Use: Employment

Settlement: Market Harborough

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

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

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

<table>
<thead>
<tr>
<th>R1 - Flooding</th>
<th>Site Predominantly within Flood Zone 1 (&gt;80%)</th>
</tr>
</thead>
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### Built and Natural Heritage

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

### Resource Use

| RU1 - Result in use of PDL | Greenfield |
| RU2 - Access to HWRC | 4488m |

### Housing & Economy

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

### Infrastructure

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

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

Health and Wellbeing
- H9 - Access to Train Station
  8657m - South Wigston
  321m from stop. Low frequency service (1 per hour)
- H10 - Bus Services

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

Area (ha): 2.89
Settlement: Fleckney
Potential Use: Employment

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Address: Land off Malborough Drive
Potential Use: Employment
<table>
<thead>
<tr>
<th>Resilience</th>
<th>Site Predominantly within Flood Zone 1 (&gt;80%)</th>
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<td>BH1 - Proximity to Heritage Assets</td>
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<td>BH2 - Impact on Setting of Built Environment</td>
<td>Not likely to be affected</td>
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<tr>
<td>BH3 - Landscape Capacity to Change</td>
<td>High</td>
</tr>
<tr>
<td>Resource Use</td>
<td></td>
</tr>
<tr>
<td>RU1 - Result in use of PDL</td>
<td>Greenfield</td>
</tr>
<tr>
<td>RU2 - Access to HWRC</td>
<td>5471m</td>
</tr>
<tr>
<td>Housing &amp; Economy</td>
<td></td>
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<tr>
<td>EH3 - Links to Principal Roads</td>
<td>1-3km</td>
</tr>
<tr>
<td>Infrastructure</td>
<td></td>
</tr>
<tr>
<td>I4 - Energy grid constraints</td>
<td>Outside of Constraint</td>
</tr>
<tr>
<td>I5 - Infrastructure Constraints</td>
<td>Outside of Constraint</td>
</tr>
<tr>
<td>I6 - Access to Highways</td>
<td>Yes</td>
</tr>
</tbody>
</table>
Site Option: E/002M/11
Address: Airfield Farm, Market Harborough
Area (ha): 7.99
Settlement: Market Harborough
Potential Use: Employment

Area (ha): 7.99
Settlement: Market Harborough
Potential Use: Employment

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

Health and Wellbeing
H9 - Access to Train Station
2893m - Market Harborough
H10 - Bus Services
841m from stop. Regular frequency service (2 per hour)

Natural Environment
NE1 - SSSIs
2400m
NE2 - Potential Impact on Wildlife
211m - Grand Union Canal Harborough Arm (LWS)
NE3 - Severage of Wildlife Corridors
None
NE4 - Potential Impact on Protected Trees
No effect. None on site.
NE5 - Green Wedge and AoS
Development Outside Green Wedge or AoS
NE6 - Proximity to Air Quality Management Area
17495m
NE7 - Potential to Remediate Contaminated Land
No Data
NE8 - Groundwater Protection Zone
Falls Outside
NE9 - Agricultural Land
Contains less than 10ha of ALC 1-3
### Resilience

**R1 - Flooding**

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

### Built and Natural Heritage

**BH1 - Proximity to Heritage Assets**

- **No heritage assets within 50m of the site**

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

- **Not likely to be affected**

**BH3 - Landscape Capacity to Change**

- **Medium**

### Resource Use

**RU1 - Result in use of PDL**

- **Greenfield**

**RU2 - Access to HWRC**

- **4718m**

### Housing & Economy

**EH3 - Links to Principal Roads**

- **1-3km**

### Infrastructure

**I4 - Energy grid constraints**

- **Within Constraint**

**I5 - Infrastructure Constraints**

- **Within Constraint**

**I6 - Access to Highways**

- **No data**
Site Option: E/003M/11
Address: Land off Dingley Rd Great Bowden (MH)
Area (ha): 12.95
Settlement: Great Bowden
Potential Use: Employment

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

Natural Environment
NE1 - SSSIs
1225m
NE2 - Potential Impact on Wildlife
19m - Dingley Road Ash Tree (pLWS)
NE3 - Severage of Wildlife Corridors
None
NE4 - Potential Impact on Protected Trees
No effect. None on site.
NE5 - Green Wedge and AoS
Site Fully Within Green Wedge or AoS
NE6 - Proximity to Air Quality Management Area
20385m
NE7 - Potential to Remediate Contaminated Land
No Data
NE8 - Groundwater Protection Zone
Falls Outside
NE9 - Agricultural Land
Contains more than 10ha of ALC 1-2 or up to a total of 20ha of ALC 1-3

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

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

### Built and Natural Heritage
- **BH1 - Proximity to Heritage Assets**
  - No heritage assets within 50m of the site
- **BH2 - Impact on Setting of Built Environment**
  - Heritage assets could potentially be affected unless screening is adopted
- **BH3 - Landscape Capacity to Change**
  - No Data

### Resource Use
- **RU1 - Result in use of PDL**
  - Greenfield
- **RU2 - Access to HWRC**
  - 1772m

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

### Infrastructure
- **I4 - Energy grid constraints**
  - Outside of Constraint
- **I5 - Infrastructure Constraints**
  - No data
- **I6 - Access to Highways**
  - Access via Dingley Road is unlikely to be acceptable for a site of this size. The Highway Authority has indicated that the site would require 2 points of access and that Dingley Road is currently subject to 7.5 tonne weight restriction.
Key to Appraisal Scores

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

Health and Wellbeing

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

H10 - Bus Services

Natural Environment

NE1 - SSSIs
1070m

NE2 - Potential Impact on Wildlife
309m - Warwick Road Grassland (pLWS)

NE3 - Severage of Wildlife Corridors
None

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

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

NE6 - Proximity to Air Quality Management Area
16009m

NE7 - Potential to Remediate Contaminated Land
No Data

NE8 - Groundwater Protection Zone
Falls Outside

NE9 - Agricultural Land
Contains less than 10ha of ALC 1-3
<table>
<thead>
<tr>
<th><strong>Resilience</strong></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>R1 - Flooding</td>
<td>Site Predominantly within Flood Zone 1 (&gt;80%)</td>
<td></td>
</tr>
<tr>
<td><strong>Built and Natural Heritage</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BH1 - Proximity to Heritage Assets</td>
<td>No heritage assets within 50m of the site</td>
<td></td>
</tr>
<tr>
<td>BH2 - Impact on Setting of Built Environment</td>
<td>Not likely to be affected</td>
<td></td>
</tr>
<tr>
<td>BH3 - Landscape Capacity to Change</td>
<td>Medium High/Medium</td>
<td></td>
</tr>
<tr>
<td><strong>Resource Use</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RU1 - Result in use of PDL</td>
<td>Greenfield</td>
<td></td>
</tr>
<tr>
<td>RU2 - Access to HWRC</td>
<td>1933m</td>
<td></td>
</tr>
<tr>
<td><strong>Housing &amp; Economy</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EH3 - Links to Principal Roads</td>
<td>&lt; 1km</td>
<td></td>
</tr>
<tr>
<td><strong>Infrastructure</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I4 - Energy grid constraints</td>
<td>Outside of Constraint</td>
<td></td>
</tr>
<tr>
<td>I5 - Infrastructure Constraints</td>
<td>Outside of Constraint</td>
<td></td>
</tr>
<tr>
<td>I6 - Access to Highways</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>
Site Option: E/004RC/11  
Address: Land south & west of Priory Business Park, Wistow Rd  
Area (ha): 6.66  
Settlement: Kibworth  
Potential Use: Employment

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**Key to Appraisal Scores**

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

**Health and Wellbeing**

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

- H10 - Bus Services

**Natural Environment**

- NE1 - SSSIs
- NE2 - Potential Impact on Wildlife  
  - 294m - Warwick Road Grassland (pLWS)
- NE3 - Severage of Wildlife Corridors  
  - None
- NE4 - Potential Impact on Protected Trees  
  - No effect. None on site.
- NE5 - Green Wedge and AoS  
  - Development Outside Green Wedge or AoS
- NE6 - Proximity to Air Quality Management Area
- NE7 - Potential to Remediate Contaminated Land  
  - No Data
- NE8 - Groundwater Protection Zone
  - Falls Outside
- NE9 - Agricultural Land  
  - Contains less than 10ha of ALC 1-3
### Resilience
- **R1 - Flooding**: Site Predominantly within Flood Zone 1 (>80%)

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

### Resource Use
- **RU1 - Result in use of PDL**: Greenfield
- **RU2 - Access to HWRC**: 2108m

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

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

**Health and Wellbeing**

- H9 - Access to Train Station
  - 8439m - Rugby

- H10 - Bus Services
  - 832m from stop. Regular frequency service (3 per hour).

**Natural Environment**

- NE1 - SSSIs
  - 271m - River Swift, Lutterworth (pLWS-LRWT)

- NE2 - Potential Impact on Wildlife

- NE3 - Severage of Wildlife Corridors
  - None

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

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

- NE6 - Proximity to Air Quality Management Area
  - 418m

- NE7 - Potential to Remediate Contaminated Land
  - Adjacent to contamination land consultation area (disused railway line) and within minerals consultation area

- NE8 - Groundwater Protection Zone
  - Falls Outside

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

Key to Appraisal Scores

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

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### Resilience

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

### Built and Natural Heritage

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

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

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

### Resource Use

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

**RU2 - Access to HWRC**
- 1548m

### Housing & Economy

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

### Infrastructure

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

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

**I6 - Access to Highways**
- No
### Key to Appraisal Scores
- Promotes sustainable growth
- Unlikely to have major influence on trends
- Mitigation may be required / unavoidable impacts
- Mitigation likely to be required / unavoidable impacts

### Health and Wellbeing
- **H9 - Access to Train Station**
  - 9627m - South Wigston
- **H10 - Bus Services**
  - 72m from stop. Regular frequency service (3 per hour)

### Natural Environment
- **NE1 - SSSIs**
  - 1384m
- **NE2 - Potential Impact on Wildlife**
  - 392m - Main Street Horse Chestnuts (pLWS)
  - None
- **NE3 - Severage of Wildlife Corridors**
  - No effect. None on site.
- **NE4 - Potential Impact on Protected Trees**
  - Development Outside Green Wedge or AoS
  - No effect. None on site.
- **NE5 - Green Wedge and AoS**
  - None
- **NE6 - Proximity to Air Quality Management Area**
  - 16416m
- **NE7 - Potential to Remediate Contaminated Land**
  - No Data
- **NE8 - Groundwater Protection Zone**
  - Falls Outside
- **NE9 - Agricultural Land**
  - Contains less than 10ha of ALC 1-3
### Resilience

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

### Built and Natural Heritage

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

### Resource Use

<table>
<thead>
<tr>
<th>Resource Use Parameter</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>RU1 - Result in use of PDL</td>
<td>Greenfield</td>
</tr>
<tr>
<td>RU2 - Access to HWRC</td>
<td>1595m</td>
</tr>
</tbody>
</table>

### Housing & Economy

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

### Infrastructure

<table>
<thead>
<tr>
<th>Infrastructure Parameter</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>I4 - Energy grid constraints</td>
<td>Outside of Constraint</td>
</tr>
<tr>
<td>I5 - Infrastructure Constraints</td>
<td>Outside of Constraint</td>
</tr>
<tr>
<td>I6 - Access to Highways</td>
<td>Yes</td>
</tr>
</tbody>
</table>
Site Option: E/006M/11
Address: East of Northampton Rd (Compass Point) MH
Area (ha): 4.9
Settlement: Market Harborough
Potential Use: Employment

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

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

H10 - Bus Services

Natural Environment
NE1 - SSSIs
1392m

NE2 - Potential Impact on Wildlife
1313m - River Welland (pLWS A) (cLWS)
None

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

NE4 - Potential Impact on Protected Trees

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

NE6 - Proximity to Air Quality Manangement Area
19261m

NE7 - Potential to Remediate Contaminated Land
No Data

NE8 - Groundwater Protection Zone
Falls Outside

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

### Built and Natural Heritage
- **BH1 - Proximity to Heritage Assets**: No heritage assets within 50m of the site
- **BH2 - Impact on Setting of Built Environment**: No likely to be affected
- **BH3 - Landscape Capacity to Change**: No Data

### Resource Use
- **RU1 - Result in use of PDL**: Greenfield
- **RU2 - Access to HWRC**: 2552m

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

### Infrastructure
- **I4 - Energy grid constraints**: Outside of Constraint
- **I5 - Infrastructure Constraints**: Outside of constraint
- **I6 - Access to Highways**: Yes
Site Option: E/006RC/11
Address: Land to east of Harborough Rd, Kibworth
Area (ha): 7.1
Settlement: Kibworth
Potential Use: Employment

Health and Wellbeing
H9 - Access to Train Station
7699m - Market Harborough

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

Natural Environment
NE1 - SSSIs
1697m

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

NE3 - Severage of Wildlife Corridors
None

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

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

NE6 - Proximity to Air Quality Management Area
17196m

NE7 - Potential to Remediate Contaminated Land
No Data

NE8 - Groundwater Protection Zone
Falls Outside

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

**R1 - Flooding**

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

### Built and Natural Heritage

**BH1 - Proximity to Heritage Assets**

- No heritage assets within 50m of the site

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

- No likely to be affected

**BH3 - Landscape Capacity to Change**

- No Data

### Resource Use

**RU1 - Result in use of PDL**

- Greenfield

**RU2 - Access to HWRC**

- 401m

### Housing & Economy

**EH3 - Links to Principal Roads**

- < 1km

### Infrastructure

**I4 - Energy grid constraints**

- Outside of Constraint

**I5 - Infrastructure Constraints**

- No data

**I6 - Access to Highways**

- Development of the site in isolation is likely to raise highways issues due to access onto the A6.
Site Option: E/007M/11
Settlement: Market Harborough

Area (ha): 2.24
Potential Use: Employment

Address: East of Rockingham Road (Peaker Park),

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Key to Appraisal Scores

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

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

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

Area (ha): 2.24
Settlement: Market Harborough
Potential Use: Employment

686m - Market Harborough
330m from stop. Regular frequency service (3 per hour)

2015m
163m - River Welland (pLWS A) (cLWS)
None
No effect. None on site.
Development Outside Green Wedge or AoS
20490m
No Data
Falls Outside
Contains less than 10ha of ALC 1-3
<table>
<thead>
<tr>
<th>Resilience</th>
<th>Site Predominantly within Flood Zone 1 (&gt;80%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BH1 - Proximity to Heritage Assets</td>
<td>No heritage assets within 50m of the site</td>
</tr>
<tr>
<td>BH2 - Impact on Setting of Built Environment</td>
<td>Not likely to be affected</td>
</tr>
<tr>
<td>BH3 - Landscape Capacity to Change</td>
<td>High</td>
</tr>
<tr>
<td>Resource Use</td>
<td>Greenfield</td>
</tr>
<tr>
<td>RU1 - Result in use of PDL</td>
<td></td>
</tr>
<tr>
<td>RU2 - Access to HWRC</td>
<td>1121m</td>
</tr>
<tr>
<td>Housing &amp; Economy</td>
<td>&lt; 1km</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>Outside of Constraint</td>
</tr>
<tr>
<td>I4 - Energy grid constraints</td>
<td>Outside of Constraint</td>
</tr>
<tr>
<td>I5 - Infrastructure Constraints</td>
<td>Yes</td>
</tr>
<tr>
<td>I6 - Access to Highways</td>
<td></td>
</tr>
</tbody>
</table>
Site Option: E/007RC/11
Address: Land to Southern Fringe of Great Glen
Area (ha): 4.0
Settlement: Great Glen
Potential Use: Employment

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

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

H10 - Bus Services
527m from stop. Low frequency service (2 per hour)

Natural Environment
NE1 - SSSIs
1566m

NE2 - Potential Impact on Wildlife
0m - Land North of Burton Brook (pLWS)

NE3 - Severage of Wildlife Corridors
None

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

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

NE6 - Proximity to Air Quality Management Area
17182m

NE7 - Potential to Remediate Contaminated Land
No Data

NE8 - Groundwater Protection Zone
Falls Outside

NE9 - Agricultural Land
Contains less than 10ha of ALC 1-3
<table>
<thead>
<tr>
<th>Resilience</th>
<th><strong>Contains Areas of Flood Zones 2/3</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>BH1 - Proximity to Heritage Assets</td>
<td><strong>Site contains a grade II listed structure</strong></td>
</tr>
<tr>
<td>BH2 - Impact on Setting of Built Environment</td>
<td><strong>The heritage asset is likely to be affected by development of the site given its location within the site boundary</strong></td>
</tr>
<tr>
<td>BH3 - Landscape Capacity to Change</td>
<td><strong>No Data</strong></td>
</tr>
<tr>
<td>Resource Use</td>
<td><strong>Greenfield</strong></td>
</tr>
<tr>
<td>RU1 - Result in use of PDL</td>
<td><strong>6115m</strong></td>
</tr>
<tr>
<td>RU2 - Access to HWRC</td>
<td></td>
</tr>
<tr>
<td>Housing &amp; Economy</td>
<td><strong>&lt; 1km</strong></td>
</tr>
<tr>
<td>EH3 - Links to Principal Roads</td>
<td></td>
</tr>
<tr>
<td>Infrastructure</td>
<td><strong>Outside of Constraint</strong></td>
</tr>
<tr>
<td>I4 - Energy grid constraints</td>
<td><strong>No data</strong></td>
</tr>
<tr>
<td>I5 - Infrastructure Constraints</td>
<td></td>
</tr>
<tr>
<td>I6 - Access to Highways</td>
<td><strong>The Highway Authority has indicated that the roads surrounding the site have a 7.5 tonne restriction and development generating HGV is unlikely to be supported.</strong></td>
</tr>
</tbody>
</table>
Site Option: E/009OC/15

Address: nr. Lutterworth

Area (ha): 88.91

Potential Use: Employment

Settlement: nr. Lutterworth

Key to Appraisal Scores

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

Health and Wellbeing

H9 - Access to Train Station
7251m - Rugby

H10 - Bus Services
886m from stop. Low frequency service (1 per hour)

Natural Environment

NE1 - SSSIs
3124m

NE2 - Potential Impact on Wildlife
0m - Magna Park hedgrow (H4/H5) (pLWS)

NE3 - Severance of Wildlife Corridors
None

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

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

NE6 - Proximity to Air Quality Managment Area
1893m

NE7 - Potential to Remediate Contaminated Land
No Data

NE8 - Groundwater Protection Zone
Falls Outside

NE9 - Agricultural Land
Contains more than 20ha of ALC 1-3
### Resilience

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

### Built and Natural Heritage

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

### Resource Use

<table>
<thead>
<tr>
<th>RU1 - Result in use of PDL</th>
<th>Greenfield</th>
</tr>
</thead>
<tbody>
<tr>
<td>RU2 - Access to HWRC</td>
<td>1823m</td>
</tr>
</tbody>
</table>

### Housing & Economy

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

### Infrastructure

<table>
<thead>
<tr>
<th>I4 - Energy grid constraints</th>
<th>Outside of Constraint</th>
</tr>
</thead>
<tbody>
<tr>
<td>I5 - Infrastructure Constraints</td>
<td>Outside of Constraint</td>
</tr>
<tr>
<td>I6 - Access to Highways</td>
<td>No data</td>
</tr>
</tbody>
</table>
Address: Shawell Quarry, Gibbet Lane
Area (ha): 7.09
Potential Use: Employment

Settlement: Shawell

Key to Appraisal Scores

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

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

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Contains less than 10ha of ALC 1-3

Potential contamination requiring exploration.

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

**R1 - Flooding**

Site Predominantly within Flood Zone 1 (>80%)

### Built and Natural Heritage

**BH1 - Proximity to Heritage Assets**

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

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

A number of heritage assets are located along Main Street, approximately 500m to the east of the site. It is thought that these are adequately screened from the site, and are unlikely to suffer adverse effects from development.

**BH3 - Landscape Capacity to Change**

Unknown

### Resource Use

**RU1 - Result in use of PDL**

Brownfield

**RU2 - Access to HWRC**

5707m

### Housing & Economy

**EH3 - Links to Principal Roads**

< 1km

### Infrastructure

**I4 - Energy grid constraints**

Outside of Constraint

**I5 - Infrastructure Constraints**

Outside of constraint

**I6 - Access to Highways**

Potential access from Gibbet lane however the capacity of this road to deal with the potential demand of the site remains unknown.
### Site Option: E/010M/15
#### Address: Airfield Business Park (undeveloped part)
#### Area (ha): 6.0
#### Potential Use: Employment

**Settlement:** Market Harborough

<table>
<thead>
<tr>
<th>Health and Wellbeing</th>
<th>Natural Environment</th>
</tr>
</thead>
<tbody>
<tr>
<td>H9 - Access to Train Station</td>
<td>NE1 - SSSis</td>
</tr>
<tr>
<td>H10 - Bus Services</td>
<td>NE2 - Potential Impact on Wildlife</td>
</tr>
</tbody>
</table>

#### Key to Appraisal Scores

<table>
<thead>
<tr>
<th>Score</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
<td>Promotes sustainable growth</td>
</tr>
<tr>
<td>-</td>
<td>Unlikely to have major influence on trends</td>
</tr>
<tr>
<td>-</td>
<td>Mitigation may be required / unavoidable impacts</td>
</tr>
<tr>
<td>-</td>
<td>Mitigation likely to be required / unavoidable impacts</td>
</tr>
</tbody>
</table>

#### Health and Wellbeing

- **H9 - Access to Train Station:**
  - 2425m - Market Harborough
- **H10 - Bus Services:**
  - 193m from stop. Low frequency service (2 per hour)

#### Natural Environment

- **NE1 - SSSis:** 2108m
- **NE2 - Potential Impact on Wildlife:** 99m - Grand Union Canal Harborough Arm (LWS)
- **NE3 - Severage of Wildlife Corridors:** None
- **NE4 - Potential Impact on Protected Trees:** No effect. None on site.
- **NE5 - Green Wedge and AoS:** Development Outside Green Wedge or AoS
- **NE6 - Proximity to Air Quality Managment Area:** 17993m
- **NE7 - Potential to Remediate Contaminated Land:** No Data
- **NE8 - Groundwater Protection Zone:** Falls Outside
- **NE9 - Agricultural Land:** Contains less than 10ha of ALC 1-3
### Resilience

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

### Built and Natural Heritage

| BH1 - Proximity to Heritage Assets | No heritage assets within 50m of the site |
| BH2 - Impact on Setting of Built Environment | No likely to be affected |
| BH3 - Landscape Capacity to Change | No Data |

### Resource Use

| RU1 - Result in use of PDL | Greenfield |
| RU2 - Access to HWRC | 3787m |

### Housing & Economy

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

### Infrastructure

| I4 - Energy grid constraints | Within Constraint |
| I5 - Infrastructure Constraints | Outside of constraint |
| I6 - Access to Highways | Yes |
Site Option: E/010OC/15
Address: Land North & West of Magna Park
Area (ha): 217.64
Settlement: nr. Lutterworth
Potential Use: Employment

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

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

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

Area (ha): 217.64
Settlement: nr. Lutterworth
Potential Use: Employment

[Map of the site with various markers indicating different environmental and geographical features]
Resilience
R1 - Flooding

Built and Natural Heritage
BH1 - Proximity to Heritage Assets
BH2 - Impact on Setting of Built Environment
BH3 - Landscape Capacity to Change

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

Housing & Economy
EH3 - Links to Principal Roads

Infrastructure
I4 - Energy grid constraints
I5 - Infrastructure Constraints
I6 - Access to Highways
Site Option: E/010C/15
Address: Land off Fleckney Road
Area (ha): 1.75
Settlement: Kibworth
Potential Use: Employment

Health and Wellbeing
H9 - Access to Train Station
- 8982m - South Wigston
  - 321m from stop. Low frequency service (1 every hour).

Natural Environment
NE1 - SSSIs
- 462m
NE2 - Potential Impact on Wildlife
- 19m - Grassland south of Fleckney Road (pLWS)
  - No effect
NE3 - Severage of Wildlife Corridors
- No effect. None on site.
NE4 - Potential Impact on Protected Trees
- Development Outside Green Wedge or AoS
NE5 - Green Wedge and AoS
- 14759m
NE6 - Proximity to Air Quality Management Area
- Located close to contaminated land
NE7 - Potential to Remediate Contaminated Land
NE8 - Groundwater Protection Zone
- Falls Outside
NE9 - Agricultural Land
- Contains less than 10ha of ALC 1-3

Key to Appraisal Scores
- Promotes sustainable growth
- Unlikely to have major influence on trends
- Mitigation may be required / unavoidable impacts
- Mitigation likely to be required / unavoidable impacts
Resilience
R1 - Flooding

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

BH3 - Landscape Capacity to Change

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

Housing & Economy
EH3 - Links to Principal Roads

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

Site Predominantly within Flood Zone 1 (>80%)

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

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

High

Greenfield

2792m

1-3km

Outside of Constraint

Outside of constraint

There are No fundamental reasons for this site to be excluded from consideration at this stage.
Site Option: E/012OC/15  
Address:  
Area (ha): 45.5  
Settlement: Lutterworth  
Potential Use: Employment  

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

Health and Wellbeing  
H9 - Access to Train Station  
8955m - Rugby  
1552m from stop. Low frequency service (1 per hour)  
H10 - Bus Services  

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

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

**Built and Natural Heritage**

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

**Resource Use**

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

**Housing & Economy**

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

**Infrastructure**

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

- Site Option: E/013OC/15
- Address: Woodbrig House Farm, Lutterworth
- Area (ha): 47.31
- Settlement: nr. Lutterworth
- Potential Use: Employment

Key to Appraisal Scores

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

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

Natural Environment
NE1 - SSSIs
0m - Lutterworth, Bitteswell Brook Ash Trees (cLWS)
No effect

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

NE3 - Severage of Wildlife Corridors
Site Fully Within Green Wedge or AoS

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

NE5 - Green Wedge and AoS
Site Fully Within Green Wedge or AoS

NE6 - Proximity to Air Quality Management Area
1745m

NE7 - Potential to Remediate Contaminated Land
No Data

NE8 - Groundwater Protection Zone
Falls Outside

NE9 - Agricultural Land
Contains more than 20ha of ALC 1-3

Address: Woodbrig House Farm, Lutterworth
Area (ha): 47.31
Settlement: nr. Lutterworth
Potential Use: Employment

---

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Resilience
R1 - Flooding

Site Predominantly within Flood Zone 1 (>80%)  

Built and Natural Heritage
BH1 - Proximity to Heritage Assets
There are no heritage assets within 50m of the site. There are a number of listed structures to the north east of the site in Biteleswell which are not screened from the site. Mitigation may be required to protect these assets.

BH2 - Impact on Setting of Built Environment
Setting unlikely to be effected- site is screened by vegetation and located amongst existing settlements.

BH3 - Landscape Capacity to Change
Within Area of Separation

Resource Use
RU1 - Result in use of PDL
Greenfield

RU2 - Access to HWRC
1823m

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

Infrastructure
I4 - Energy grid constraints
Outside of Constraint

I5 - Infrastructure Constraints
Outside of constraint

I6 - Access to Highways
Access taken directly from Coventry Road unlikely to be supported
Site Option: E/014OC/15  Settlement: nr. Willoughby Waterleys
Area (ha): 164.06  Potential Use: Employment

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

Health and Wellbeing
H9 - Access to Train Station  3577m - Narborough
H10 - Bus Services  71m from stop. Low frequency service (2 every hour).

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

Area (ha): 164.06

Settlement: nr. Willoughby Waterleys

Address: Land centred on A426, South Leicester (Prologis Park, Leicester)

Potential Use: Employment

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

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

Area (ha): 164.06

Settlement: nr. Willoughby Waterleys

Address: Land centred on A426, South Leicester (Prologis Park, Leicester)

Potential Use: Employment
### Resilience
- **R1 - Flooding**
  - Site Predominantly within Flood Zone 1 (>80%)

### Built and Natural Heritage
- **BH1 - Proximity to Heritage Assets**
  - There are no heritage assets within 50m of the site. However, there are a cluster of heritage assets and listed structures located in Willoughby Waterleys approximately 500m to the south east. Many of these are exposed to the site with little screening, and mitigation may be required in order to safeguard their character.
  - Setting likely to be effected by large and prominent site
  - Unknown

### Resource Use
- **RU1 - Result in use of PDL**
  - Greenfield
  - 9756m

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

### Infrastructure
- **I4 - Energy grid constraints**
  - Outside of Constraint
- **I5 - Infrastructure Constraints**
  - Outside of constraint
- **I6 - Access to Highways**
  - Site has access to the A426 but it is unlikely to be suitable without major new highway infrastructure
Key to Appraisal Scores

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

### Health and Wellbeing

<table>
<thead>
<tr>
<th>Site</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>H9 - Access to Train Station</td>
<td>9596m - Rugby</td>
</tr>
<tr>
<td>H10 - Bus Services</td>
<td>809m from stop. Regular frequency service (3 per hour)</td>
</tr>
</tbody>
</table>

### Natural Environment

<table>
<thead>
<tr>
<th>Site</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>NE1 - SSSIs</td>
<td>424m</td>
</tr>
<tr>
<td>NE2 - Potential Impact on Wildlife</td>
<td>589m - River Swift (pLWS C) (cLWS)</td>
</tr>
<tr>
<td>NE3 - Severage of Wildlife Corridors</td>
<td>None</td>
</tr>
<tr>
<td>NE4 - Potential Impact on Protected Trees</td>
<td>No effect. None on site.</td>
</tr>
<tr>
<td>NE5 - Green Wedge and AoS</td>
<td>Development Outside Green Wedge or AOs</td>
</tr>
<tr>
<td>NE6 - Proximity to Air Quality Management Area</td>
<td>470m</td>
</tr>
<tr>
<td>NE7 - Potential to Remediate Contaminated Land</td>
<td>No Data</td>
</tr>
<tr>
<td>NE8 - Groundwater Protection Zone</td>
<td>Falls Outside</td>
</tr>
<tr>
<td>NE9 - Agricultural Land</td>
<td>Contains more than 10ha of ALC 1-2 or up to a total of 20ha of ALC 1-3</td>
</tr>
</tbody>
</table>
**Resilience**
- **R1 - Flooding**
  - Site Predominantly within Flood Zone 1 (>80%)

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

**Resource Use**
- **RU1 - Result in use of PDL**
  - Greenfield
- **RU2 - Access to HWRC**
  - 1792m

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

**Infrastructure**
- **I4 - Energy grid constraints**
  - Outside of Constraint
- **I5 - Infrastructure Constraints**
  - Outside of Constraint
- **I6 - Access to Highways**
  - No
Site Option: E/006LT/15(B)

Address: Proposed SDA (Land to East of Lutterworth) - Land south off A4303 (Parcel B)

Area (ha): 16.73

Settlement: Lutterworth

Potential Use: Employment (Part of proposed Health and Wellbeing)

Key to Appraisal Scores

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

Health and Wellbeing

H9 - Access to Train Station
8368m - Rugby

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

Natural Environment

NE1 - SSSIs
1037m

NE2 - Potential Impact on Wildlife
60m - River Swift and adj meadows, Misterton (pLWS-LRWT)
No effect

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

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

NE5 - Green Wedge and AoS
702m

NE6 - Proximity to Air Quality Management Area
No Data

NE7 - Potential to Remediate Contaminated Land
Falls Outside

NE8 - Groundwater Protection Zone

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

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

### Built and Natural Heritage

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

### Resource Use

| RU1 - Result in use of PDL | Greenfield |
| RU2 - Access to HWRC | 1649m |

### Housing & Economy

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

### Infrastructure

| I4 - Energy grid constraints | Outside of Constraint |
| I5 - Infrastructure Constraints | Outside of constraint |
| I6 - Access to Highways | Access from the A4304 is possible at the North of the site, however speed limits may need to be reconsidered. Access from the south is also possible from Swinford Road. |
Key to Appraisal Scores

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

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

Area (ha): 4.46

Settlement: Kibworth
Address: Proposed SDA (Land to the West of Kibworth) - Land off Leicester Road (Parcel A)
Potential Use: Employment (Part of proposed Health and Wellbeing Natural Environment Address: Proposed SDA (Land to the West of Kibworth) - Land off Leicester Road (Parcel A)

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

Health and Wellbeing
H9 - Access to Train Station
9228m - South Wigston
H10 - Bus Services
800m from stop. Regular frequency service (3 per hour)

Natural Environment
NE1 - SSSis 1234m
NE2 - Potential Impact on Wildlife 752m - Main Street Horse Chestnuts (pLWS)
NE3 - Severage of Wildlife Corridors None
NE4 - Potential Impact on Protected Trees No effect. None on site.
NE5 - Green Wedge and AoS Development Outside Green Wedge or AOS
NE6 - Proximity to Air Quality Management Area 16832m
NE7 - Potential to Remediate Contaminated Land No Data
NE8 - Groundwater Protection Zone Falls Outside
NE9 - Agricultural Land Contains less than 10ha of ALC 1-3
### Resilience

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

### Built and Natural Heritage

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

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

**BH3 - Landscape Capacity to Change**
- No Data

### Resource Use

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

**RU2 - Access to HWRC**
- 2098m

### Housing & Economy

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

### Infrastructure

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

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

**I6 - Access to Highways**
- No data
H9 - Access to Train Station
- Site Option: 9041m - South Wigston
- Area (ha): 7.2
- Key to Appraisal Scores:
  - Promotes sustainable growth
  - Unlikely to have major influence on trends
  - Mitigation may be required / unavoidable impacts
  - Mitigation likely to be required / unavoidable impacts

H10 - Bus Services
- Site Option: 132m from stop. Regular frequency service (3 per hour)

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

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

### Built and Natural Heritage

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

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

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

### Resource Use

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

**RU2 - Access to HWRC**  
2091m

### Housing & Economy

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

### Infrastructure

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

**I5 - Infrastructure Constraints**  
Outside of Constraint

**I6 - Access to Highways**  
No issues identified
Site Option: A/BA/MXD/05  
Address: Land at Glebe Farm  
Area (ha): 39.57  
Settlement: Broughton Astley  
Potential Use: Residential/employment

<table>
<thead>
<tr>
<th>Health and Wellbeing</th>
<th>Natural Environment</th>
</tr>
</thead>
<tbody>
<tr>
<td>H9 - Access to Train Station</td>
<td>NE1 - SSSis</td>
</tr>
<tr>
<td>H10 - Bus Services</td>
<td>NE2 - Potential Impact on Wildlife</td>
</tr>
<tr>
<td></td>
<td>NE3 - Severage of Wildlife Corridors</td>
</tr>
<tr>
<td></td>
<td>NE4 - Potential Impact on Protected Trees</td>
</tr>
<tr>
<td></td>
<td>NE5 - Green Wedge and AoS</td>
</tr>
<tr>
<td></td>
<td>NE6 - Proximity to Air Quality Managment Area</td>
</tr>
<tr>
<td></td>
<td>NE7 - Potential to Remediate Contaminated Land</td>
</tr>
<tr>
<td></td>
<td>NE8 - Groundwater Protection Zone</td>
</tr>
<tr>
<td></td>
<td>NE9 - Agricultural Land</td>
</tr>
</tbody>
</table>

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

Health and Wellbeing
- H9 - Access to Train Station: 4786m - Narborough
- H10 - Bus Services: 471m from stop. Low frequency service (2 per hour)

Natural Environment
- NE1 - SSSis: 2639m
- NE2 - Potential Impact on Wildlife: 21m - Mill Farm hedge, Frolesworth Road (cLWS)
- NE3 - Severage of Wildlife Corridors: none
- NE4 - Potential Impact on Protected Trees: No effect. None on site.
- NE5 - Green Wedge and AoS: Development Outside Green Wedge or AoS
- NE6 - Proximity to Air Quality Management Area: 8056m
- NE7 - Potential to Remediate Contaminated Land: Partially affected by contaminated land consultation zone
- NE8 - Groundwater Protection Zone: Falls Outside
- NE9 - Agricultural Land: Contains more than 20ha of ALC 1-3
### Resilience

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

### Built and Natural Heritage

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

### Resource Use

<table>
<thead>
<tr>
<th>Resource Use</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>RU1 - Result in use of PDL</td>
<td>Greenfield</td>
</tr>
<tr>
<td>RU2 - Access to HWRC</td>
<td>10221m</td>
</tr>
</tbody>
</table>

### Housing & Economy

<table>
<thead>
<tr>
<th>Housing &amp; Economy</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>EH3 - Links to Principal Roads</td>
<td>1-3km</td>
</tr>
</tbody>
</table>

### Infrastructure

<table>
<thead>
<tr>
<th>Infrastructure</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>I4 - Energy grid constraints</td>
<td>Within Constraint</td>
</tr>
<tr>
<td>I5 - Infrastructure Constraints</td>
<td>Within Constraint</td>
</tr>
<tr>
<td>I6 - Access to Highways</td>
<td>Yes</td>
</tr>
</tbody>
</table>
Site Option: A/FK/MXD/05

H9 - Access to Train Station
8659m - South Wigston

H10 - Bus Services
321m from stop. Low frequency service (1 every hour).

Health and Wellbeing

H9 - Access to Train Station
H10 - Bus Services

Natural Environment

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

Settlement: Fleckney

Address: Land adjacent to Churchill Way Industrial Estate

Area (ha): 2.91

Potential Use: Residential/employment

Key to Appraisal Scores

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

8659m - South Wigston
321m from stop. Low frequency service (1 every hour).
### Resilience

**R1 - Flooding**

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

### Built and Natural Heritage

**BH1 - Proximity to Heritage Assets**

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

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

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

**BH3 - Landscape Capacity to Change**

High

### Resource Use

**RU1 - Result in use of PDL**

| Greenfield |

**RU2 - Access to HWRC**

| 5482m |

### Housing & Economy

**EH3 - Links to Principal Roads**

| 1-3km |

### Infrastructure

**I4 - Energy grid constraints**

Outside of Constraint

**I5 - Infrastructure Constraints**

Outside of constraint

**I6 - Access to Highways**

There are no fundamental reasons for this site to be excluded from consideration at this stage.
Site Option: A/GG/MXD/07
Address: Land adjacent to former Manor Farm, London Road
Area (ha): 6.45
Settlement: Great Glen
Potential Use: Residential/employment

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

Health and Wellbeing

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

H10 - Bus Services
- 1248m
- 0m - London Road Hedgerow and Ash Tree (pLWS)
- None

Natural Environment

NE1 - SSSIs
- 0m - London Road Hedgerow and Ash Tree (pLWS)
- No effect. None on site.
- Development Outside Green Wedge or AoS
- None

NE2 - Potential Impact on Wildlife
- 0m - London Road Hedgerow and Ash Tree (pLWS)
- No effect. None on site.
- Development Outside Green Wedge or AoS
- None

NE3 - Severage of Wildlife Corridors
- Development Outside Green Wedge or AoS
- None

NE4 - Potential Impact on Protected Trees
- No effect. None on site.
- Development Outside Green Wedge or AoS
- None

NE5 - Green Wedge and AoS
- Development Outside Green Wedge or AoS
- None

NE6 - Proximity to Air Quality Managament Area
- 16817m
- Falls Outside

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

NE8 - Groundwater Protection Zone
- Falls Outside

NE9 - Agricultural Land
- Contains less than 10ha of ALC 1-3
<table>
<thead>
<tr>
<th><strong>Resilience</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>R1 - Flooding</td>
<td>Site Predominantly within Flood Zone 1 (&gt;80%)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Built and Natural Heritage</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>BH1 - Proximity to Heritage Assets</td>
<td>No heritage assets within 50m of the site</td>
</tr>
<tr>
<td>BH2 - Impact on Setting of Built Environment</td>
<td>Listed structures are located to the west and the east of the site, but these are thought to be adequately screened.</td>
</tr>
<tr>
<td>BH3 - Landscape Capacity to Change</td>
<td>Medium High/Medium</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Resource Use</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>RU1 - Result in use of PDL</td>
<td>Greenfield</td>
</tr>
<tr>
<td>RU2 - Access to HWRC</td>
<td>4780m</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th><strong>Infrastructure</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>I4 - Energy grid constraints</td>
<td>Outside of Constraint</td>
</tr>
<tr>
<td>I5 - Infrastructure Constraints</td>
<td>Outside of Constraint</td>
</tr>
<tr>
<td>I6 - Access to Highways</td>
<td>Yes</td>
</tr>
</tbody>
</table>
Site Option: A/KB/MXD/12
Address: SW Priory Business Park
Area (ha): 11.61
Settlement: Kibworth
Potential Use: Residential/employment

Key to Appraisal Scores

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

Health and Wellbeing

H9 - Access to Train Station
H10 - Bus Services

<table>
<thead>
<tr>
<th>Natural Environment</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>NE1 - SSSIs</td>
<td>678m</td>
</tr>
<tr>
<td>NE2 - Potential Impact on Wildlife</td>
<td>254m - Warwick Road Grassland (pLWS)</td>
</tr>
<tr>
<td>NE3 - Severage of Wildlife Corridors</td>
<td>No effect. None on site. Approximately 4.0km to nearest corridor.</td>
</tr>
<tr>
<td>NE4 - Potential Impact on Protected Trees</td>
<td>No effect. None on site.</td>
</tr>
<tr>
<td>NE5 - Green Wedge and AoS</td>
<td>Development Outside Green Wedge or AOS</td>
</tr>
<tr>
<td>NE6 - Proximity to Air Quality Management Area</td>
<td>15898m</td>
</tr>
<tr>
<td>NE7 - Potential to Remediate Contaminated Land</td>
<td>Adjacent to Contaminated Land consultation area</td>
</tr>
<tr>
<td>NE8 - Groundwater Protection Zone</td>
<td>Falls Outside</td>
</tr>
<tr>
<td>NE9 - Agricultural Land</td>
<td>Contains more than 10ha of ALC 1-2 or up to a total of 20ha of ALC 1-3</td>
</tr>
</tbody>
</table>
Resilience
R1 - Flooding
Site Predominantly within Flood Zone 1 (>80%)

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

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

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

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

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

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

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

Contains Ordnance Survey Data © Crown Copyright and database right 2016
Contains less than 10ha of ALC 1-3
<table>
<thead>
<tr>
<th><strong>Resilience</strong></th>
<th><strong>Built and Natural Heritage</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>R1 - Flooding</td>
<td>BH1 - Proximity to Heritage Assets</td>
</tr>
<tr>
<td></td>
<td>BH2 - Impact on Setting of Built Environment</td>
</tr>
<tr>
<td></td>
<td>BH3 - Landscape Capacity to Change</td>
</tr>
<tr>
<td>Site Predominantly within Flood Zone 1 (&gt;80%)</td>
<td>No heritage assets within 50m of the site</td>
</tr>
<tr>
<td></td>
<td>Not likely to be affected</td>
</tr>
<tr>
<td></td>
<td>High</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Resource Use</strong></th>
<th><strong>Housing &amp; Economy</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>RU1 - Result in use of PDL</td>
<td>EH3 - Links to Principal Roads</td>
</tr>
<tr>
<td>RU2 - Access to HWRC</td>
<td></td>
</tr>
<tr>
<td>Greenfield</td>
<td>&lt; 1km</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Infrastructure</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>I4 - Energy grid constraints</td>
</tr>
<tr>
<td>I5 - Infrastructure Constraints</td>
</tr>
<tr>
<td>I6 - Access to Highways</td>
</tr>
<tr>
<td>Outside of Constraint</td>
</tr>
<tr>
<td>Outside of Constraint</td>
</tr>
<tr>
<td>Yes</td>
</tr>
</tbody>
</table>
**Site Option:** A/MH/MXD/48

**Address:** Airfield Farm

**Area (ha):** 12.56

**Settlement:** Market Harborough

**Potential Use:** Residential/employment

---

**Key to Appraisal Scores**

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

---

**Health and Wellbeing**

- **H9 - Access to Train Station**
  - 2856m - Market Harborough

- **H10 - Bus Services**
  - 221m from stop. Regular frequency service (3 per hour)

**Natural Environment**

- **NE1 - SSSIs**
  - 2203m

- **NE2 - Potential Impact on Wildlife**
  - 204m - Grand Union Canal Harborough Arm (LWS)
  - None

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

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

- **NE6 - Proximity to Air Quality Management Area**
  - 17660m

- **NE7 - Potential to Remediate Contaminated Land**
  - The site is affected by a consultation zone for contaminated land but this is unlikely to delay delivery.

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

- **NE9 - Agricultural Land**
  - Contains more than 10ha of ALC 1-2 or up to a total of 20ha of ALC 1-3
Resilience
R1 - Flooding
Site Predominantly within Flood Zone 1 (>80%)

Built and Natural Heritage
BH1 - Proximity to Heritage Assets
No heritage assets within 50m of the site
BH2 - Impact on Setting of Built Environment
Whilst the area is exposed and has little screening, it is unlikely to adversely affect the setting of heritage assets.
BH3 - Landscape Capacity to Change
Medium

Resource Use
RU1 - Result in use of PDL
Greenfield
RU2 - Access to HWRC
4096m

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

Infrastructure
I4 - Energy grid constraints
Within Constraint
I5 - Infrastructure Constraints
Within Constraint
I6 - Access to Highways
Yes
Key to Appraisal Scores

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

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

1912m - Market Harborough
372m from stop. High frequency service (4 every hour).

2033m
9m - Market Harborough, Leicester Road Verges (cLWS)
A wildlife corridor runs through for a considerable distance through the site.

No effect. None on site.
Development Outside Green Wedge or AoS
18310m
Not thought to be contaminated
Falls Outside

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

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

### Built and Natural Heritage

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

### Resource Use

- **RU1 - Result in use of PDL**
  - Greenfield
- **RU2 - Access to HWRC**
  - 2855m

### Housing & Economy

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

### Infrastructure

- **I4 - Energy grid constraints**
  - Outside of Constraint
- **I5 - Infrastructure Constraints**
  - Outside of constraint
- **I6 - Access to Highways**
  - No
Site Option: A/KB/MXD/22
Settlement: Kibworth
Address: Strategic Development Area West of Kibworth
Area (ha): 97.4
Potential Use: Residential/employment (SDA)

Key to Appraisal Scores

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

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

Area (ha): 97.4
Settlement: Kibworth
Potential Use: Residential/employment (SDA)
Resilience
R1 - Flooding

Built and Natural Heritage
BH1 - Proximity to Heritage Assets
BH2 - Impact on Setting of Built Environment
BH3 - Landscape Capacity to Change

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

Housing & Economy
EH3 - Links to Principal Roads

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

Site Predominantly within Flood Zone 1 (>80%)

Site is within 50m of a Conservation Area

The size and proximity of the site to a conservation area and several grade II listed structures means that the development is likely to have significant affects on local heritage assets.

Medium High/Medium

Greenfield

1706m

< 1km

Outside of Constraint

Outside of Constraint

No
Site Option: A/KB/MXD/27
Address: Land to north and east of Kibworth Harcourt
Area (ha): 143.91
Settlement: Kibworth
Potential Use: Residential/employment (SDA)

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

Health and Wellbeing
H9 - Access to Train Station
7593m - Market Harborough
H10 - Bus Services
62m from stop. Regular frequency service (3 per hour)

Natural Environment
NE1 - SSSIs
1441m
NE2 - Potential Impact on Wildlife
0m - Hedgerow Ash Trees (pLWS)
NE3 - Severance of Wildlife Corridors
None
NE4 - Potential Impact on Protected Trees
Very small overlap with TPOs on part of site
NE5 - Green Wedge and AoS
Development Outside Green Wedge or AoS
NE6 - Proximity to Air Quality Managment Area
16750m
NE7 - Potential to Remediate Contaminated Land
Site affected by contaminated land consultation areas
NE8 - Groundwater Protection Zone
Falls Outside
NE9 - Agricultural Land
Contains more than 20ha of ALC 1-3
<table>
<thead>
<tr>
<th>Resilience</th>
<th>Site Predominantly within Flood Zone 1 (&gt;80%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BH1 - Proximity to Heritage Assets</td>
<td>Site is within 50m of heritage assets</td>
</tr>
<tr>
<td>BH2 - Impact on Setting of Built Environment</td>
<td>The size and proximity of the site to a conservation area and several grade II listed structures means that the development is likely to have significant affects on local heritage assets.</td>
</tr>
<tr>
<td>BH3 - Landscape Capacity to Change</td>
<td>Medium/ Medium low</td>
</tr>
<tr>
<td>Resource Use</td>
<td>Greenfield</td>
</tr>
<tr>
<td>RU1 - Result in use of PDL</td>
<td></td>
</tr>
<tr>
<td>RU2 - Access to HWRC</td>
<td>620m</td>
</tr>
<tr>
<td>Housing &amp; Economy</td>
<td>&lt; 1km</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>Outside of Constraint</td>
</tr>
<tr>
<td>I4 - Energy grid constraints</td>
<td></td>
</tr>
<tr>
<td>I5 - Infrastructure Constraints</td>
<td></td>
</tr>
<tr>
<td>I6 - Access to Highways</td>
<td>Satisfactory access to the highway network is unlikely without major investment</td>
</tr>
</tbody>
</table>
### Key to Appraisal Scores

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

### Health and Wellbeing

**H9 - Access to Train Station**
- 8368m - Rugby

**H10 - Bus Services**
- 816m from stop. Regular frequency service (3 per hour)

### Natural Environment

**NE1 - SSSIs**
- 0m

**NE2 - Potential Impact on Wildlife**
- 0m - Lime Tree 5 (LWS)

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

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

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

**NE6 - Proximity to Air Quality Management Area**
- 477m

**NE7 - Potential to Remediate Contaminated Land**
- Part of site affected by contaminated land consultation area

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

**NE9 - Agricultural Land**
- Contains more than 10ha of ALC 1-2 or up to a total of 20ha of ALC 1-3
### Resilience
- **R1 - Flooding**: Contains Areas of Flood Zones 2/3

### Built and Natural Heritage
- **BH1 - Proximity to Heritage Assets**: No heritage assets within 50m of the site
- **BH2 - Impact on Setting of Built Environment**: Despite large size of site, affects on heritage assets are thought unlikely
- **BH3 - Landscape Capacity to Change**: Medium / Medium high

### Resource Use
- **RU1 - Result in use of PDL**: Greenfield
- **RU2 - Access to HWRC**: 1792m

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

### Infrastructure
- **I4 - Energy grid constraints**: Within Constraint
- **I5 - Infrastructure Constraints**: Within Constraint
- **I6 - Access to Highways**: Satisfactory access to the highway network is unlikely without major investment
### Site Option: L1
### Address: Bank Street
### Area (ha): 0.16
### Settlement: Lutterworth
### Potential Use: Retail /TC Uses

#### Health and Wellbeing
- **H9 - Access to Train Station:**
  - 9024m from station. Rugby
- **H10 - Bus Services:**
  - 105m from stop. Regular frequency service (3 per hour)

#### Natural Environment
- **NE1 - SSSIs:**
  - 1196m
- **NE2 - Potential Impact on Wildlife:**
  - 308m - River Swift, Lutterworth (pLWS-LRWT)
  - None
- **NE3 - Seaverage of Wildlife Corridors:**
  - None
- **NE4 - Potential Impact on Protected Trees:**
  - No effect. None on site.
- **NE5 - Green Wedge and AoS:**
  - Development Outside Green Wedge or AoS
- **NE6 - Proximity to Air Quality Management Area:**
  - 3m
- **NE7 - Potential to Remediate Contaminated Land:**
  - No Data
- **NE8 - Groundwater Protection Zone:**
  - Falls Outside
- **NE9 - Agricultural Land:**
  - Contains less than 10ha of ALC 1-3

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

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<table>
<thead>
<tr>
<th>Resilience</th>
<th>Site Predominantly within Flood Zone 1 (&gt;80%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BH1 - Proximity to Heritage Assets</td>
<td>Site is within 50m of a Conservation Area and grade II listed structure</td>
</tr>
<tr>
<td>BH2 - Impact on Setting of Built Environment</td>
<td>The heritage assets may be affected by development of the site.</td>
</tr>
<tr>
<td>BH3 - Landscape Capacity to Change</td>
<td>High</td>
</tr>
<tr>
<td>Resource Use</td>
<td></td>
</tr>
<tr>
<td>RU1 - Result in use of PDL</td>
<td>Brownfield</td>
</tr>
<tr>
<td>RU2 - Access to HWRC</td>
<td>763m</td>
</tr>
<tr>
<td>Housing &amp; Economy</td>
<td></td>
</tr>
<tr>
<td>EH3 - Links to Principal Roads</td>
<td>&lt; 1km</td>
</tr>
<tr>
<td>Infrastructure</td>
<td></td>
</tr>
<tr>
<td>I4 - Energy grid constraints</td>
<td>Outside of Constraint</td>
</tr>
<tr>
<td>I5 - Infrastructure Constraints</td>
<td>Outside of Constraint</td>
</tr>
<tr>
<td>I6 - Access to Highways</td>
<td>No data</td>
</tr>
</tbody>
</table>
Site Option: L2
Address: Masonic Hall
Area (ha): 0.07

Settlement: Lutterworth
Potential Use: Retail / TC Uses

- **Site Option:** L2
- **Address:** Masonic Hall
- **Area (ha):** 0.07
- **Settlement:** Lutterworth
- **Potential Use:** Retail / TC Uses

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

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

**Natural Environment**
- **NE1 - SSSIs:** 1105m
- **NE2 - Potential Impact on Wildlife:** 587m - River Swift (pLWS C) (cLWS)
- **NE3 - Segregation of Wildlife Corridors:** None
- **NE4 - Potential Impact on Protected Trees:** No effect. None on site.
- **NE5 - Green Wedge and AoS:** Development Outside Green Wedge or AoS
- **NE6 - Proximity to Air Quality Management Area:** 93m
- **NE7 - Potential to Remediate Contaminated Land:** No Data
- **NE8 - Groundwater Protection Zone:** Falls Outside
- **NE9 - Agricultural Land:** Contains less than 10ha of ALC 1-3
## Resilience

**R1 - Flooding**

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

## Built and Natural Heritage

**BH1 - Proximity to Heritage Assets**

| Site is within 50m of a Conservation Area and grade II listed structure |

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

| The heritage assets may be affected by development of the site. |

**BH3 - Landscape Capacity to Change**

| High |

## Resource Use

**RU1 - Result in use of PDL**

| Brownfield |

**RU2 - Access to HWRC**

| 990m |

## Housing & Economy

**EH3 - Links to Principal Roads**

| < 1km |

## Infrastructure

**I4 - Energy grid constraints**

| Outside of Constraint |

**I5 - Infrastructure Constraints**

| Outside of Constraint |

**I6 - Access to Highways**

| No data |
Site Option: M1  
Address: Commons Car Park  
Area (ha): 1.22  
Settlement: Market Harborough  
Potential Use: Retail / TC Uses

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

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

**Natural Environment**
- NE1 - SSSIs
  - 2695m
- NE2 - Potential Impact on Wildlife
  - 1m - River Welland (pLWS A) (cLWS)
  - None
- NE3 - Severage of Wildlife Corridors
  - No effect. None on site.
- NE4 - Potential Impact on Protected Trees
  - None
- NE5 - Green Wedge and AoS
  - Development Outside Green Wedge or AoS
- NE6 - Proximity to Air Quality Management Area
  - 1885m
- NE7 - Potential to Remediate Contaminated Land
  - No Data
- NE8 - Groundwater Protection Zone
  - Falls Outside
- NE9 - Agricultural Land
  - Does not contain any ALC 1-3b
### Resilience

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

### Built and Natural Heritage

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

**BH2 - Impact on Setting of Built Environment**
The heritage asset is likely to be affected by development of the site given its location along the border of the site boundary

**BH3 - Landscape Capacity to Change**
High

### Resource Use

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

**RU2 - Access to HWRC**
1462m

### Housing & Economy

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

### Infrastructure

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

**I5 - Infrastructure Constraints**
Outside of Constraint

**I6 - Access to Highways**
No data
Site Option: M2
Address: School Lane
Area (ha): 0.43
Settlement: Market Harborough
Potential Use: Retail /TC Uses

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

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

Natural Environment
NE1 - SSSIs
2620m
NE2 - Potential Impact on Wildlife
160m - River Welland (pLWS A) (cLWS)
NE3 - Severage of Wildlife Corridors
None
NE4 - Potential Impact on Protected Trees
No effect. None on site.
NE5 - Green Wedge and AoS
Development Outside Green Wedge or AOS
NE6 - Proximity to Air Quality Management Area
18866m
NE7 - Potential to Remediate Contaminated Land
No Data
NE8 - Groundwater Protection Zone
Falls Outside
NE9 - Agricultural Land
Does not contain any ALC 1-3b
### Resilience
- **R1 - Flooding**
  - Site Predominantly within Flood Zone 1 (>80%)

### Built and Natural Heritage
- **BH1 - Proximity to Heritage Assets**
  - Site is within 50m of a grade II listed structure
- **BH2 - Impact on Setting of Built Environment**
  - The heritage asset may be affected by development of the site.
- **BH3 - Landscape Capacity to Change**
  - High

### Resource Use
- **RU1 - Result in use of PDL**
  - Brownfield
- **RU2 - Access to HWRC**
  - 1431m

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

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

**Health and Wellbeing**

- H9 - Access to Train Station  
- H10 - Bus Services

**Natural Environment**

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

### Key to Appraisal Scores

<table>
<thead>
<tr>
<th>Score</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>Green</td>
<td>Promotes sustainable growth</td>
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<tr>
<td>Yellow</td>
<td>Unlikely to have major influence on trends</td>
</tr>
<tr>
<td>Red</td>
<td>Mitigation may be required / unavoidable impacts</td>
</tr>
<tr>
<td>Red</td>
<td>Mitigation likely to be required / unavoidable impacts</td>
</tr>
</tbody>
</table>

### Potential Site Details

- **Area (ha):** 1.72
- **Settlement:** Market Harborough
- **Potential Use:** Retail /TC Uses

### Contours

- **H9 - Access to Train Station:** 458m - Market Harborough
- **H10 - Bus Services:** 46m from stop. Regular frequency service (4 per hour)
- **NE1 - SSSIs:** 2608m
- **NE2 - Potential Impact on Wildlife:** 9m - River Welland (pLWS A) (cLWS)
- **NE3 - Severage of Wildlife Corridors:** None
- **NE4 - Potential Impact on Protected Trees:** No effect. None on site.
- **NE5 - Green Wedge and AoS:** Development Outside Green Wedge or AOS
- **NE6 - Proximity to Air Quality Management Area:** 19277m
- **NE7 - Potential to Remediate Contaminated Land:** No Data
- **NE8 - Groundwater Protection Zone:** Falls Outside
- **NE9 - Agricultural Land:** Does not contain any ALC 1-3b
### Resilience

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

### Built and Natural Heritage

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

**BH2 - Impact on Setting of Built Environment**
- The heritage asset is likely to be affected by development of the site given its location within the site boundary

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

### Resource Use

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

**RU2 - Access to HWRC**
- 1109m

### Housing & Economy

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

### Infrastructure

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

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

**I6 - Access to Highways**
- No data
Key to Appraisal Scores

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

Health and Wellbeing

H9 - Access to Train Station
- 392m - Market Harborough

H10 - Bus Services
- 36m from stop. Regular frequency service (4 per hour)

Natural Environment

NE1 - SSSIs
- 2441m

NE2 - Potential Impact on Wildlife
- 65m - River Welland (pLWS A) (cLWS)

NE3 - Severage of Wildlife Corridors
- None

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

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

NE6 - Proximity to Air Quality Management Area
- 19258m

NE7 - Potential to Remediate Contaminated Land
- No Data

NE8 - Groundwater Protection Zone
- Falls Outside

NE9 - Agricultural Land
- Does not contain any ALC 1-3b
<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>Resilience</td>
<td></td>
</tr>
<tr>
<td>R1 - Flooding</td>
<td>Site Predominantly within Flood Zone 1 (&gt;80%)</td>
</tr>
<tr>
<td>Built and Natural Heritage</td>
<td></td>
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<tr>
<td>BH1 - Proximity to Heritage Assets</td>
<td>Site is within 50m of a grade II listed structure</td>
</tr>
<tr>
<td>BH2 - Impact on Setting of Built Environment</td>
<td>The heritage asset is likely to be affected by development of the site given its location within the site boundary</td>
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<td>BH3 - Landscape Capacity to Change</td>
<td>High</td>
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<tr>
<td>Resource Use</td>
<td></td>
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<tr>
<td>RU1 - Result in use of PDL</td>
<td>Brownfield</td>
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<tr>
<td>RU2 - Access to HWRC</td>
<td>931m</td>
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<tr>
<td>Housing &amp; Economy</td>
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<tr>
<td>EH3 - Links to Principal Roads</td>
<td>&lt; 1km</td>
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<tr>
<td>Infrastructure</td>
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<tr>
<td>I4 - Energy grid constraints</td>
<td>Outside of Constraint</td>
</tr>
<tr>
<td>I5 - Infrastructure Constraints</td>
<td>Outside of Constraint</td>
</tr>
<tr>
<td>I6 - Access to Highways</td>
<td>No data</td>
</tr>
</tbody>
</table>
### Key to Appraisal Scores

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

### Health and Wellbeing

<table>
<thead>
<tr>
<th>Site</th>
<th>Description</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>H9</td>
<td>Access to Train Station</td>
<td>4508m - Narborough</td>
</tr>
<tr>
<td>H10</td>
<td>Bus Services</td>
<td>43m from stop. Low frequency service (2 per hour)</td>
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</table>

### Natural Environment

<table>
<thead>
<tr>
<th>Site</th>
<th>Description</th>
<th>Score</th>
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</thead>
<tbody>
<tr>
<td>NE1</td>
<td>SSSIs</td>
<td>2884m</td>
</tr>
<tr>
<td>NE2</td>
<td>Potential Impact on Wildlife</td>
<td>168m</td>
</tr>
<tr>
<td>NE3</td>
<td>Severage of Wildlife Corridors</td>
<td>None</td>
</tr>
<tr>
<td>NE4</td>
<td>Potential Impact on Protected Trees</td>
<td>No effect. None on site.</td>
</tr>
<tr>
<td>NE5</td>
<td>Green Wedge and AoS</td>
<td>Development Outside Green Wedge or AoS</td>
</tr>
<tr>
<td>NE6</td>
<td>Proximity to Air Quality Management Area</td>
<td>8705m</td>
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<td>NE7</td>
<td>Potential to Remediate Contaminated Land</td>
<td>No Data</td>
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<td>NE8</td>
<td>Groundwater Protection Zone</td>
<td>Falls Outside</td>
</tr>
<tr>
<td>NE9</td>
<td>Agricultural Land</td>
<td>Contains less than 10ha of ALC 1-3</td>
</tr>
</tbody>
</table>
### Resilience

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

### Built and Natural Heritage

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

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

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

### Resource Use

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

**RU2 - Access to HWRC**
- 10941m

### Housing & Economy

**EH3 - Links to Principal Roads**
- 3-5km

### Infrastructure

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

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

**I6 - Access to Highways**
- No data