



# Appendix: Assessment of Potential B8 Sites

Final Report

Iceni Projects Limited on behalf of  
Harborough District Council

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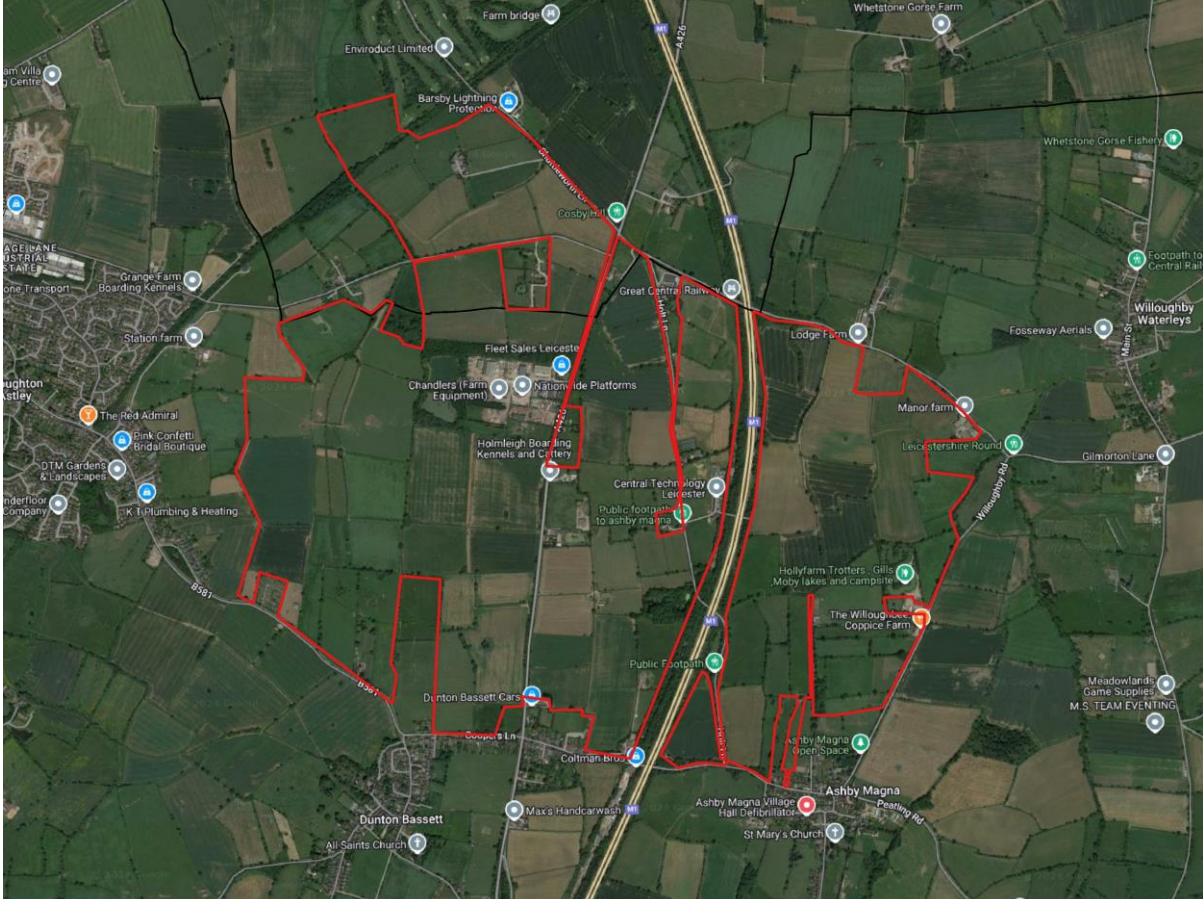
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# 1. Introduction


- 1.1 This Appendix assess the accessibility, suitability and deliverability of candidate sites which have been promoted to the Council for strategic B8 development.
- 1.2 It is intended to be read alongside the Strategic B8 Needs Sensitivity Report which contains the full methodology for the site assessment and draws together a summary of the recommendations of the site assessments within this appendix.




## 2. Sites Not Passing Initial Assessment

SHELAA Ref	<b>21/8192</b>
Site	<b>Land east of Broughton Astley and North of Dunton Bassett / Ashby Magna</b>
Parish	Ashby Magna, Dunton Bassett
	
Gross Site Area (ha)	414
Developable Site Area (Ha)	414
Previously Developed Land	Mixed - mostly greenfield
Current Use	Agriculture, woodland, industrial estate, farmsteads, highways, campsite
Use Promoted	Mixed use strategic development. Housing, employment, retail in district and village local centres, educational and social/community infrastructure
Indicative Capacity	Unknown. Whilst the submission indicates that there will be employment provision within the development, there is no indication of the quantity or mix of this provision.

Currently Allocated?	No	
<b>Initial Assessment</b>		
Minimum Site Threshold	Site meets minimum site threshold of 15ha	Green
Strategic Road Access	<p>The portion of the site west of the M1 is currently approx. 5.5 miles from Junction 20 of the M1 via the A426 and A4303. This is beyond the 5 mile threshold for sites to be considered suitable for strategic B8. Access requires travel via Lutterworth on the A426 - it is unlikely that this road would have sufficient capacity for significant increases in HGVs. There are also known constraints relating to the Sir Frank Whittle Roundabout south of Lutterworth which would require improvement. The portion of the site east of the M1 does not currently have suitable access for HGVs with a 7.5T weight limit on Station Road and Holt Lane preventing access to the A426.</p> <p>In the past, a new M1 junction in this area has been considered as a potential component of a wider strategic upgrade of the A46/M69 corridor, however following the conclusion of studies by Midlands Connect, this has now been discounted (i.e. the concept of an 'Express Way' to the south and east of Leicester). As such, any new junction in this area would need to be justified and funded primarily through its ability to open up strategic development opportunities. In isolation, it is doubtful whether this site would be of sufficient scale to justify a new junction or provide the required level of funding to deliver this and would instead need to be considered cumulatively with potential wider development opportunities in the area.</p>	Red
Topography	Site topography does not vary significantly.	Green
<b>Initial Assessment Conclusions</b>	<b>Site not considered suitable for strategic B8 development given accessibility characteristics.</b>	Red



SHELAA Ref	<b>21/8139</b>
Site	<b>Land at Bruntingthorpe</b>
Parish	Bruntingthorpe
	
Gross Site Area (ha)	32.79
Developable Site Area (Ha)	32.79
Previously Developed Land	Mixed
Current Use	Predominantly agriculture, hardstanding
Use Promoted	Mixed use development
Indicative Capacity	In the absence of any specific capacity information, an equal split between housing and employment has been applied. Employment capacity assumes an equal split between Use Classes with an average density of 3,800sqm/ha applied" Total economic capacity of 62,320 sqm.
Currently Allocated?	No
<b>Initial Assessment</b>	
Minimum Site Threshold	Site meets minimum site threshold of 15ha

Strategic Road Access	<p>HGVs are currently required to travel eastwards on Bath Lane upon exiting Bruntingthorpe Proving Ground given weight restrictions currently in place. J20 of the M1 is accessed via the A5199 and A4304 and is 10.9 miles from the assumed site entrance. This is beyond the 5 mile threshold for sites to be considered suitable for strategic B8.</p> <p>Improvements to the Shearsby Road crossroads would be required to support development of this site. "</p>	
Topography	Site topography does not vary significantly.	
<b>Initial Assessment Conclusions</b>	<b>Site not considered suitable for strategic B8 development given accessibility characteristics.</b>	





SHELAA Ref	<b>21/8212</b>
Site	<b>Land East of Fleckney Road</b>
Parish	Saddington



Gross Site Area (ha)	7.13
Developable Site Area (Ha)	7.13
Previously Developed Land	Greenfield
Current Use	Agriculture
Use Promoted	Employment
Indicative Capacity	27,094 sqm (Average density applied of 3,800sqm/ha based on equal split between classes (office/industrial/non-strategic B8/strategic B8))
Currently Allocated?	No
<b>Initial Assessment</b>	
Minimum Site Threshold	Site does not meet minimum site threshold of 15ha
Strategic Road Access	Access to the M1 J20 12.7 miles from site via A5199 and A4304. Route travels through residential areas in Husbands Bosworth. This is beyond the 5 mile threshold for sites to be considered suitable for strategic B8.

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Topography	Site topography does not vary significantly.	
<b>Initial Assessment Conclusions</b>	<b>Does not meet minimum size thresholds and therefore not suitable for strategic B8 development. Site not considered suitable for strategic B8 development given accessibility characteristics.</b>	

SHELAA Ref	<b>21/8133</b>
Site	<b>Land at Moorbarns Lane</b>
Parish	Lutterworth



Gross Site Area (ha)	2.35
Developable Site Area (Ha)	2.35
Previously Developed Land	Greenfield
Current Use	Field containing disused barn
Use Promoted	Residential/Employment Use
Indicative Capacity	0
Currently Allocated?	No
<b>Initial Assessment</b>	
Minimum Site Threshold	Site does not meet minimum site threshold

<p>Strategic Road Access</p>	<p>The site is within close proximity to both the M1 and A5 but cannot be accessed through a route suitable for HGVs. It is approx. 1.2 miles from J20 of the M1. At present, traffic would be routed via Moorbarns Lane onto the A426 towards the Sir Frank Whittle Roundabout.</p> <p>The site is approx. 3.4 miles from the A5. At present, traffic would travel via the Sir Frank Whittle Roundabout onto the A4304, joining the A5 at the Cross in Hand Roundabout.</p> <p>Despite the close proximity to the SRN, access via Moorbarns Lane is unsuitable. Moorbarns lane is a narrow single lane carriageway unsuitable for HGVs. Moorbarns Lane would also route traffic via residential areas of Lutterworth and directly past two schools (Lutterworth High School and John Wycliffe Primary School).</p> <p>The site lies directly south of the A4304 however it would not be feasible to provide direct access due to a large level difference.</p>
<p>Topography</p>	<p>Site topography does not vary significantly.</p>
<p><b>Initial Assessment Conclusions</b></p>	<p><b>Poor local accessibility from SRN/MRN means site is not suitable for strategic B8 development. Site does also not meet size threshold requirements.</b></p>



SHELAA Ref	<b>21/8136</b>
Site	<b>Land off Moorbarns Lane</b>
Parish	Lutterworth

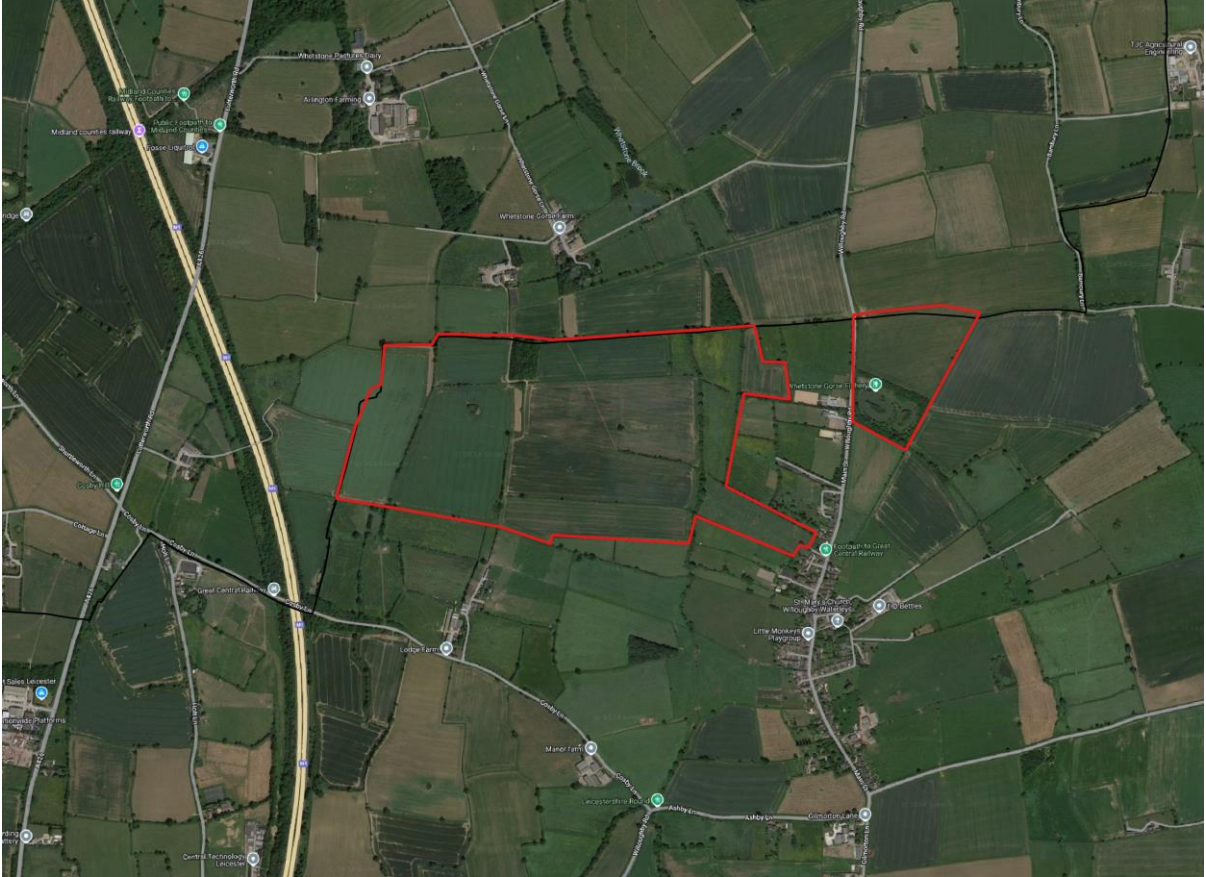


Gross Site Area (ha)	6.69
Developable Site Area (Ha)	6.69
Previously Developed Land	Greenfield
Current Use	Agricultural
Use Promoted	Residential/Employment Use
Indicative Capacity	14,000 sq.m B8 unit
Currently Allocated?	No

**Initial Assessment**

Minimum Site Threshold	Site does not meet minimum site threshold
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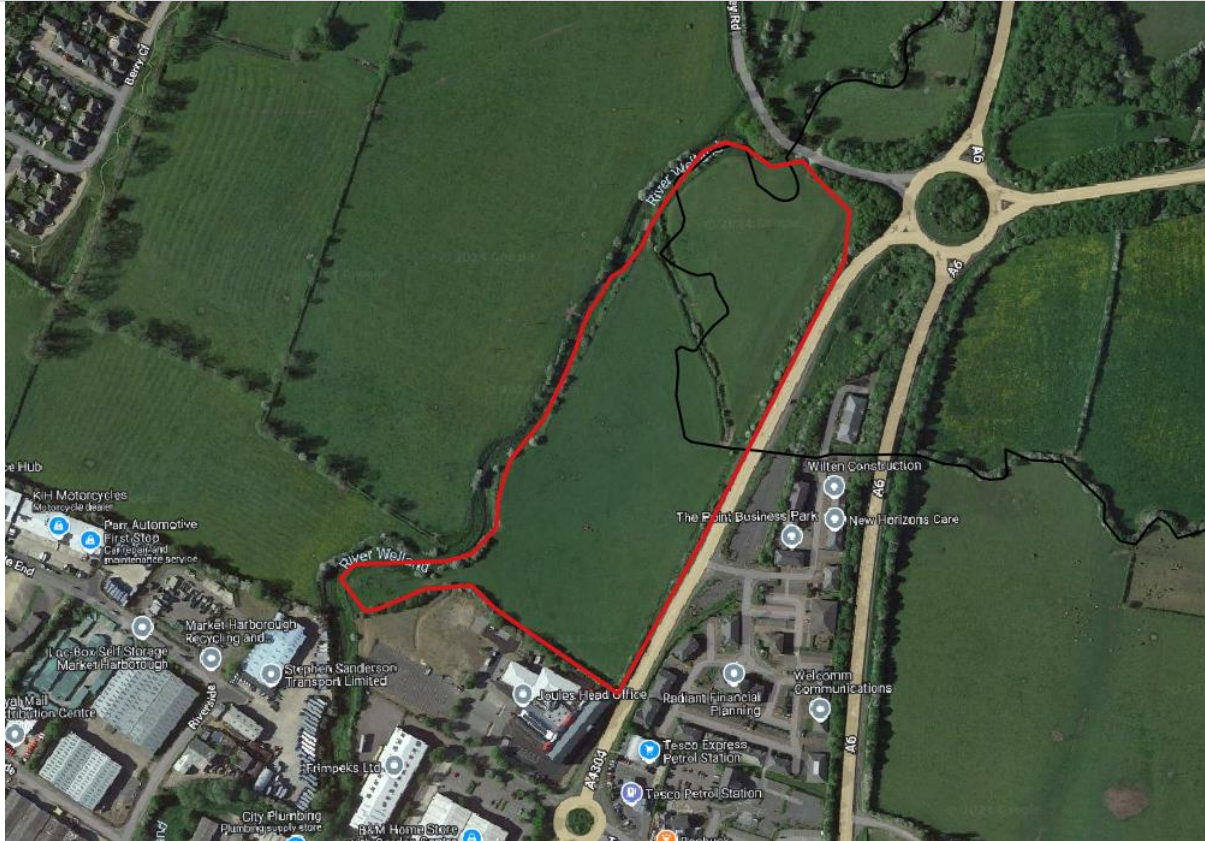
<p>Strategic Road Access</p>	<p>The site is within close proximity to both the M1 and A5 but cannot be accessed through a route suitable for HGVs. It is approx. 1.2 miles from J20 of the M1. At present, traffic would be routed via Moorbarns Lane onto the A426 towards the Sir Frank Whittle Roundabout.</p> <p>The site is approx. 3.4 miles from the A5. At present, traffic would travel via the Sir Frank Whittle Roundabout onto the A4304, joining the A5 at the Cross in Hand Roundabout.</p> <p>Despite the close proximity to the SRN, access via Moorbarns Lane is unsuitable. Moorbarns lane is a narrow single lane carriageway unsuitable for HGVs. Moorbarns Lane would also route traffic via residential areas of Lutterworth and directly past two schools (Lutterworth High School and John Wycliffe Primary School).</p> <p>The site lies directly south of the A4304 however it would not be feasible to provide direct access due to a large level difference.</p>
<p>Topography</p>	<p>Site topography does not vary significantly.</p>
<p><b>Initial Assessment Conclusions</b></p>	<p><b>Poor local accessibility from SRN/MRN means site is not suitable for strategic B8 development. Site does also not meet size threshold requirements.</b></p>

SHELAA Ref	<b>21/8217</b>
Site	<b>Whetstone Pastures Garden Village</b>
Parish	Willoughby Waterleys
	
Gross Site Area (ha)	69.09
Developable Site Area (Ha)	28 (based on promoters floorspace)
Previously Developed Land	Greenfield
Current Use	Agriculture
Use Promoted	New settlement/garden village
Indicative Capacity	"The submission states that 92,900 sqm strategic B8 and 4,000 sqm non-strategic B8 would be provided (if motorway junction is delivered)."
Currently Allocated?	No
<b>Initial Assessment</b>	
Minimum Site Threshold	Site meets minimum site threshold



<p>Strategic Road Access</p>	<p>While the site has frontage onto Willoughby Road, access would be provided to the wider road network through new highway infrastructure provided as part of Whetstone Pastures Garden Village to the north. Site promotion submission states that the site also has the potential to facilitate a new motorway junction (20a), but it is not clear if this is being pursued as part of the garden village. There is currently no funding for J20a nor confirmed delivery timescales so cannot be assumed to provide future access to the site.</p> <p>At present, the site would not have suitable access for HGVs, with a 7.5T weight limit on Station Road and Holt Lane preventing access to the A426.</p> <p>Feedback from the Highways Authority states that: "The site is split into two (non-contiguous parcels), of which the main/much larger parcel has no apparent connection to the highway network and would therefore not be deliverable as a standalone development. Notwithstanding this, the nearest existing roads (Willoughby Rd and Cosby Lane) would be unsuitable to accommodate large scale development. For wider connectivity, this location is currently almost entirely reliant on the A426, including to access the Strategic Road Network (M1)."</p> <p>Currently &gt; 6 miles from M1 Junction 21; and c. 8 miles to M1 Junction 20. Distance and rural road network to SRN mean site is not attractive for strategic B8 development.</p>
<p>Topography</p>	<p>Site topography does not vary significantly.</p>
<p><b>Initial Assessment Conclusions</b></p>	<p><b>Site not considered suitable for strategic B8 development given accessibility characteristics.</b></p>

SHELAA Ref	<b>24/10398</b>
Site	<b>Land west of Rockingham Road, Market Harborough</b>
Parish	Market Harborough



Gross Site Area (ha)	6.3 of which c. 4 ha is in Harborough District
Developable Site Area (Ha)	2.6 ha
Previously Developed Land	Greenfield
Current Use	None
Use Promoted	Mix of office / industrial / warehousing / drive thru / EV charging
Indicative Capacity	Estimated at 9100 sq.m within Harborough District based on 0.35 plot ratio
Currently Allocated?	No

Initial Assessment	
Minimum Site Threshold	Site does not meet minimum site threshold.
Strategic Road Access	Site can be accessed almost directly from the A6 (MRN) via Dingley Road. The nearest connection to the SRN is the A14 which is > 6 miles in distance. <b>Distance to the SRN means this site is not commercially attractive for strategic B8.</b>
Topography	Site topography does not vary significantly.

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**Initial  
Assessment  
Conclusions**

**Does not meet minimum size thresholds and therefore not suitable for strategic B8 development. Site not considered suitable for strategic B8 development given accessibility characteristics.**



SHELAA Ref	<b>24/10470</b>
Site	<b>Land off Kettering Road, Market Harborough</b>
Parish	M Harborough
Gross Site Area (ha)	1.14
Developable Site Area (Ha)	1.14
Previously Developed Land	GF
Current Use	None - wooded area. Substation in western corner
Use Promoted	Employment
Indicative Capacity	4,000 sq.m
Currently Allocated?	No
<b>Initial Assessment</b>	
Minimum Site Threshold	Site does not meet minimum site threshold.
Strategic Road Access	Site can be accessed directly from the A6 (MRN) via Kettering Road roundabout. The nearest connection to the SRN is the A14 which is > 6 miles in distance. <b>Distance to the SRN means this site is not commercially attractive for strategic B8.</b>
Topography	Site topography does not vary significantly.

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<b>Initial Assessment Conclusions</b>	<b>Does not meet minimum size thresholds and therefore not suitable for strategic B8 development. Site not considered suitable for strategic B8 development given accessibility characteristics.</b>	
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SHELAA Ref	<b>24/10481 (Site 1)</b>	
Site	<b>Land to the north of the A6 and east of the Melton Road Services</b>	
Parish	M Harborough	
Gross Site Area (ha)	19.4	
Developable Site Area (Ha)	19.4	
Previously Developed Land	GF	
Current Use	Agriculture	
Use Promoted	Employment	
Indicative Capacity	65,000 sq.m based on 0.35 plot ratio	
Currently Allocated?	No	
<b>Initial Assessment</b>		
Minimum Site Threshold	Site does not meet minimum site threshold.	
Strategic Road Access	Site can be accessed directly from the A6 (MRN) via B6047. The nearest connection to the SRN is the A14 which is > 9 miles in distance. <b>Distance to the SRN means this site is not commercially attractive for strategic B8.</b>	
Topography	Site topography does not vary significantly.	

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<b>Initial Assessment Conclusions</b>	<b>Site not considered suitable for strategic B8 development given accessibility characteristics.</b>	
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SHELAA Ref	<b>24/10481 (Site 2)</b>
Site	<b>Land to the north of the A6 and east of the Melton Road Services</b>
Parish	M Harborough
Gross Site Area (ha)	3
Developable Site Area (Ha)	3
Previously Developed Land	GF
Current Use	Agriculture
Use Promoted	Employment
Indicative Capacity	0
Currently Allocated?	No
<b>Initial Assessment</b>	
Minimum Site Threshold	Site does not meet minimum site threshold.
Strategic Road Access	Site can be accessed directly from the A6 (MRN) via B6047. The nearest connection to the SRN is the A14 which is > 9 miles in distance. <b>Distance to the SRN means this site is not commercially attractive for strategic B8.</b>
Topography	Site topography does not vary significantly.

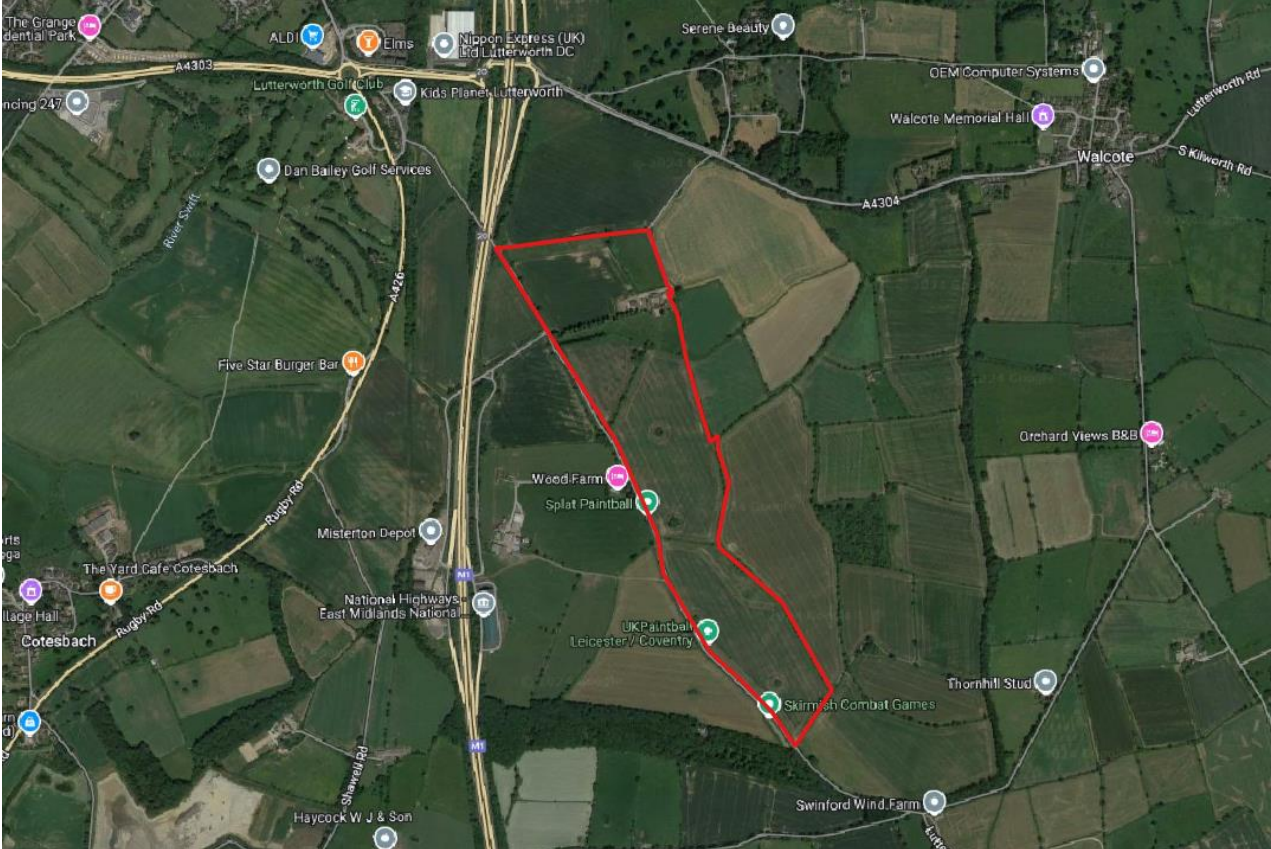
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**Initial  
Assessment  
Conclusions**

**Does not meet minimum size thresholds and therefore not suitable for strategic B8 development. Site not considered suitable for strategic B8 development given accessibility characteristics.**



# A1. Detailed Assessment

SHELAA Ref	<b>21/8105</b>
Site	<b>Warren Farm (West)</b>
Parish	Misterton with Walcote
	
Gross Site Area (ha)	44.72
Developable Site Area (Ha)	est. 20 ha
Previously Developed Land	Greenfield
Current Use	Agriculture (including farmhouse and agricultural buildings)
Use Promoted	Economic (Strategic B8)
Indicative Capacity	70,000 to 157,500 sqm range based on developable and gross site area
Currently Allocated?	No
<b>Initial Assessment</b>	
Minimum Site Threshold	Site meets minimum 15ha site threshold. <span style="float: right; background-color: green; width: 20px; height: 20px; display: inline-block;"></span>

Strategic Road Access	Site is located within 1 mile of the strategic road network	Green
Topography	Site topography does not vary significantly.	Green
Initial Assessment Conclusions	<b>Site passes initial assessment and is progressed to the detailed assessment</b>	Green
<b>Detailed Assessment</b>		
<b>Accessibility</b>		
Strategic Road Access	The site lies to the east of the M1 and south of the A4304. Access to the SRN would likely be reliant on the development of the portion of the Lutterworth East SDA south of the A4304 and potential for delivery of access via this development would need to be investigated. The Swinford Road runs along the entire west side of the site and provides access to the M1 J20 (approx.0.3 miles) however LCC have stated that access via Swinford Road would be unacceptable.	Yellow
Local Access	Access likely dependent on Lutterworth East SDA development adjacent to the north of the site which would provide the required road infrastructure. Access via Swinford Road would not be acceptable to the Highway Authority.	Yellow
Junction Capacity	There are known constraints regarding the Sir Frank Whittle Roundabout which would be required to access J20 of the M1. Potential for improvements to be funded through contributions from multiple schemes but unlikely that site alone will fund improvements.	Yellow
Air Quality	Previous Lutterworth AQMA was revoked by an order of HDC in June 2024. Air quality will continue to be monitored to ensure ongoing compliance. Traffic is likely to travel directly onto the M1 avoiding Lutterworth.	Green
Public transport access	Public transport provision is very poor at present. The closest bus stops are located on the A426 towards the southern boundary of Lutterworth, approx. 1 mile from the site. Bus stops are served by routes 58, 84 and X45 with irregular service frequency (services approx. every 1.5-2 hours). Delivery of the adjoining Lutterworth SDA would improve public transport improvements	Yellow
SFRI Access	The closest SFRI is DIRFT, 8.5 miles from the site. The route from the site to DIRFT is direct via the M1, using Junctions 20 and 18. Strong access to SFRI.	Green
Labour access	Reasonable labour access with relatively limited working population of 43,700 in 10 min catchment area; but wider workforce population of 337,200 within 20 minute catchment.	Green
<b>Overall Accessibility Score</b>	Average - strong location from demand perspective, reflecting proximity to M1 J20 but would require improvements to public transport accessibility to support sustainable access.	Yellow
<b>Review of Site Constraints</b>		



Contaminated Land	Greenfield site. No evident potential contamination issues affecting the site.	Green
SSSI Impact Risk	No nearby SSSIs.	Green
Local Wildlife Site	No LWS located on-site, but Shawell Wood LWS and Ancient Woodland located to the immediate SW of the site boundary. Potential buffer would reduce developable area.	Yellow
BAP Priority Habitat	Site does not contain but is within 250m of a Local Wildlife Site or within 250m-1km of a nationally or internationally designated biodiversity or geodiversity site, therefore it may have a minor negative (-?) effect on objective to protect, enhance and manage biodiversity and geodiversity, although this would be uncertain.	Yellow
Landscape Sensitivity	Site falls within the Walcote to Swinford and North Kilworth (LCA 10c) Transitional Rolling Farmland. The parcel (falls within LH6) includes an ordinary arable landscape heavily influenced by the M1 corridor, which severs the landscape pattern and reduces tranquillity. The proximity to a sensitive area north of the A4304, which includes heritage assets and a historic vegetation pattern, results in moderate landscape and visual sensitivity. Low to moderate sensitivity.	Yellow
Conservation Area	No conservation areas on site or in immediate vicinity.	Green
Registered Park & Gardens	No registered parks/ gardens on site or in immediate vicinity.	Green
Scheduled Ancient Monuments	No SAMs on site or in immediate vicinity	Green
Listed Building	Grade II listed Hill Farmhouse and attached stable range located c. 0.8km to SW of the site. Grade II* listed Church of St Leonard located c. 0.7km to the north of the site. Grade II listed High House and No1 Brook St located 1.2 km and 1.3 km to the NE of the site in Walcote.	Yellow
Air Quality Management Area	Previous Lutterworth AQMA was revoked by an order of HDC in June 2024. Air quality will continue to be monitored to ensure ongoing compliance. Traffic is likely to travel directly onto the M1 avoiding Lutterworth.	Green
Agricultural Land Quality	Site is part Grade 2, part Grade 3; with c. 24 ha comprising Grade 2 agricultural land.	Red
Fluvial Flood Risk	Site falls fully within Flood Zone 1.	Green
Surface Water Flood Risk	Small pockets of the site susceptible to surface water flooding. Less than 50% of the site affected from surface water flooding issues.	Yellow
Groundwater Source Protection Zone	Not within Groundwater Source Protection Zone.	Green
Loss of Open Space	No designated open space on site.	Green
Minerals Safeguarding Area	Not within Minerals Safeguarding Area.	Green
Loss of Existing Employment Site	Agricultural land. No loss of existing employment provision.	Green

Tree Preservation Order	No TPOs affecting the site.	
Loss of Local Green Space	No LGS coverage on the site.	
PROW	Two public rights of way run through the north end and centre of site.	
Historic Landfill	No historic landfill provision on site.	
Topography	Site topography does not vary significantly.	
Surrounding Uses	Surrounding uses comprise agricultural land and farm buildings. Allocation and outline permission (as part of Lutterworth East SDA) for employment development on land to the north. Some sensitive uses close to the site, including residential use at Woods Farm and Warren Farm, but limited.	
Sensitivity Uses	Some sensitive uses close to the site, including residential use at Woods Farm and Warren Farm, but limited. Suitable access would need to be achieved to avoid impacts on residential uses along Swinford Road close to the A426 junction. Area directly north of A4303 is an allocated housing site in the local plan (East of Lutterworth SDA) and has outline consent for 2,750 dwellings and other uses such as a primary school - upon delivery this would introduce further sensitive uses	
<b>Suitability Ranking</b>		
Environmental Suitability	Some constraints affecting the site including PROW and agricultural land quality but considered potential to be mitigated through sensitive design and in particular focus on northern portion of the site, restricting development to c.20ha.	
Built Environment Constraints	Some heritage assets within the vicinity of the site, in particular Grade II* Church of St Leonard to the north. However existing consented B8 development (conditioned to non-strategic <9,000 sq.m) on plot to the north sits between this site and the Church.	
Landscape & Visual	Lutterworth Lowlands and River Swift Open Farmland. Low to Moderate Sensitivity.	
Site Sensitivity to Change	Potentially suitable. Moderate sensitivity to change having regard to landscape and heritage considerations.	
<b>Overall Site Suitability Conclusions</b>	Evidence points to limited on-site constraints to development, but site's long narrow shape (which at some points is less than 400m deep) could constrain the potential layout of development and enhance landscape and visual impacts of development. Full extent of the site relates poorly to built form of Lutterworth and extends into open countryside. PROW would need to be retained However note that land to the west falls within consistent land ownership.	
Developable Area	Northern part of the site suitable, with potential for c. 20 ha of strategic B8 development given environmental constraints affecting the south of the site.	

<b>Landownership and Commercial Considerations</b>	
Landownership	Single land ownership which includes Warren Farm West and land to the north of the Walcote and Misterton. However access to the site from the development to the north, controlled by Leicestershire CC, could create ransom issues.
Land control	Understood development promoted by landowner. Current farm buildings would potentially need removal subject to scale of development.
Infrastructure	Suitable highways access arrangements and associated potential ransom issues could impact on accessibility and would need to be further appraised. Requirement for development of land to the north to provide access influences potential development timescales (Yrs 5-10).
Power	Nearest Bulk Supply Points (BSP) are Pailton 33kv and 132kv Sub Stations located near the junction of B4027 Lutterworth Road and Montilo Lane. This is approx. 6.0km from the site. 11kV power line runs into western parts of the site.
Market Attractiveness	High: Commercially attractive site location given proximity to M1 Junction 20 assuming access is achieved through new employment development to north.
Planning status	No known planning history
Availability:	Site promoted and to be considered available for development. However no known developer involvement
Deliverability:	Site is well located but the feasibility of achieving suitable access arrangements could impact on deliverability and delivery timescales; and could potentially inhibit delivery.

<b>Detailed Assessment Summary</b>	
<b>Recommendations</b>	<p><b>Potential Allocation:</b> Commercially attractive location reflecting proximity to M1 J20, but improvements would be required to public transport access to make suitable; with moderate sensitivity to change reflecting landscape and heritage considerations which reduce developable area to around 20 ha. Single ownership and promoted for development but potential ransom issues in achieving site access and currently no known developer involvement. Available and potentially suitable. Site is well located but the feasibility of achieving suitable access arrangements could impact on deliverability and delivery timescales.</p>



SHELAA Ref	<b>24/10595</b>
Site	<b>Land South of George House, Coventry Road</b>
Parish	Lutterworth



Gross Site Area (ha)	15.8
Developable Site Area (Ha)	15.8
Previously Developed Land	Greenfield
Current Use	Part greenfield; part temporary construction use associated with development of Magna Park South
Use Promoted	Economic (Strategic B8)
Indicative Capacity	55,000 sq.m
Currently Allocated?	Site partly falls within Magna Park Zone 2 (Commitment)

**Initial Assessment**

Minimum Site Threshold	Site meets minimum 15ha site threshold.	
Strategic Road Access	Site is located within 1 mile of the strategic road network	
Topography	Site topography does not vary significantly.	
Initial Assessment Conclusions	<b>Site passes initial assessment and is progressed to the detailed assessment</b>	

**Detailed Assessment Accessibility**

Strategic Road Access	The site is located directly adjacent to the A5 to the east, accessed via the Cross in Hand Roundabout (0.4 miles from site). The site is also easily accessible from the M1, Junction 20 which lies approx. 2.6 miles away via the A4304.	
Local Access	No issues with local access. Direct access to site provided by Coventry Road and existing roundabout on A4303.	
Junction Capacity	Potential capacity issues associated with the Sir Frank Whittle Roundabout on A4303 south of Lutterworth which would be used by traffic to access the M1. Potential for improvements to be funded through contributions from multiple schemes but unlikely that site alone will fund improvements.	
Air Quality	Previous Lutterworth AQMA was revoked by an order of HDC in June 2024. Air quality will continue to be monitored to ensure ongoing compliance. Traffic is likely to travel directly onto the M1 avoiding Lutterworth.	
Public transport access	There is a bus stop located outside George House, 0.1 miles from the site served by bus routes 8 (Hinckley to Lutterworth), X45 (Leicester to Magna Park) and X84 (Leicester to Rugby). Bus services are relatively frequent, with approximately 3 to 4 services per hour.	
SFRI Access	The closest SFRI is DIRFT, 8.7 miles from the site directly via the A5 or 10.8 miles via the M1. Strong access to SRFI.	
Labour access	Reasonable labour access with a population of 49,200 within a 10 minute drivetime catchment; and 379,500 within a wider 20 minute catchment.	
<b>Overall Accessibility Score</b>	Strong location from demand perspective, reflecting proximity to M1 J20 and strong public transport accessibility.	
<b>Review of Site Constraints</b>		
Contaminated Land	Part of the site (c. 3.5 ha) falls within an area of potential contaminating land uses which spans the adjacent Magna Park Central. Further investigations and potential remediation requirement.	
SSSI Impact Risk	No nearby SSSIs.	
Local Wildlife Site	No LWS located on site or in immediate proximity.	
BAP Priority Habitat	Site does not contain but is within 250m of a Local Wildlife Site or within 250m-1km of a nationally or internationally designated biodiversity or geodiversity site, therefore it may have a minor negative (-?) effect on objective to protect, enhance and manage biodiversity and geodiversity, although this would be uncertain.	

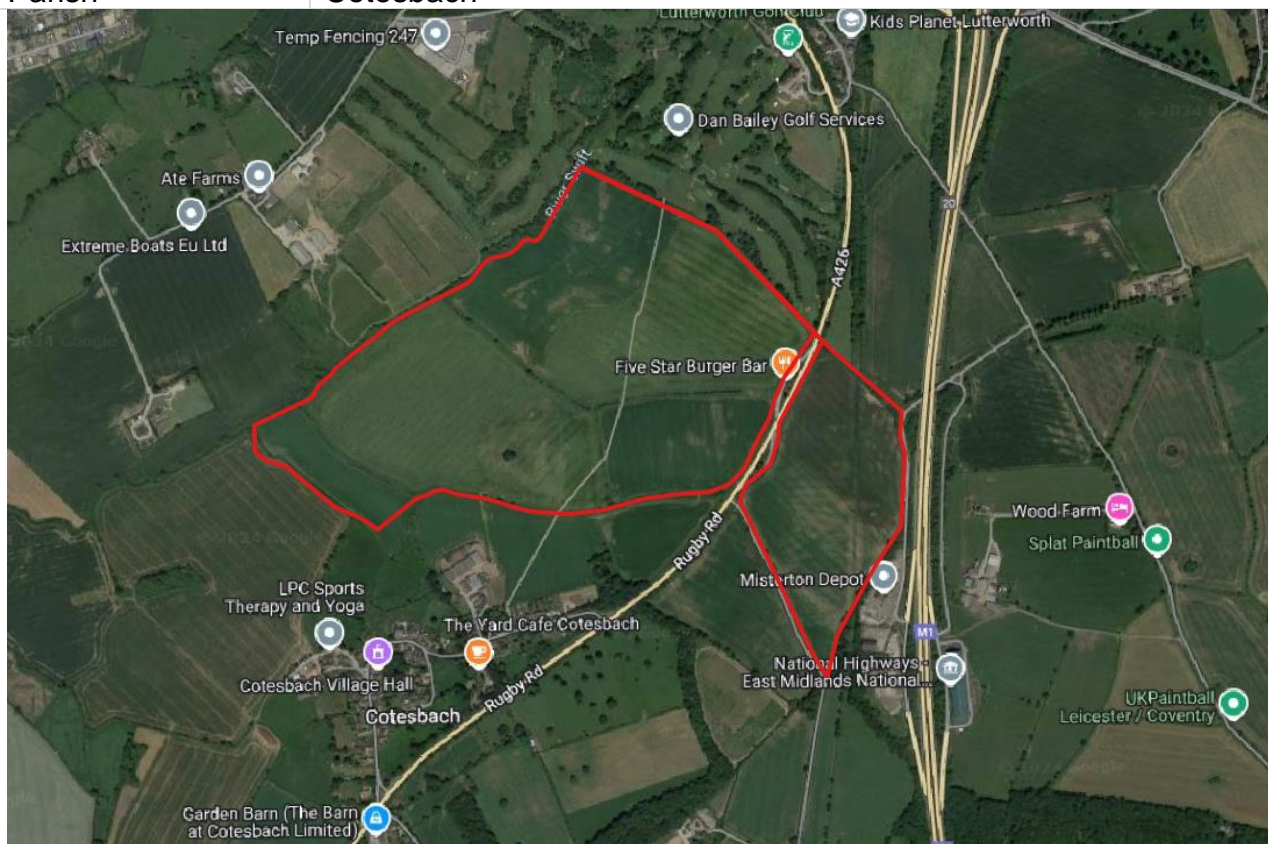
Landscape Sensitivity	<p>Site falls within the Lutterworth to Catthorpe Landscape Character Area 10a Transitional Rolling Farmland.</p> <p>The gently falling topography and medium to large-scale of the farmland lowers sensitivity to employment development. The modern motorway infrastructure influences historic character and erodes the sense of peace and tranquillity, detracting from the rural qualities of the landscape, which combine to lower sensitivity to employment development. Bund planting associated with the motorways acts to curtails views to and from the site, limiting intervisibility with adjacent landscapes and nearby settlements, lowering the sensitivity to employment development. However, the landscape has well-used recreational access routes including public rights of way, increasing sensitivity to development.</p> <p>The features of importance to landscape character include the parkland-type landscape which includes woodland, mature tree specimens and tree lined hedgerows. The overall sensitivity of the strategic site to employment development is Low-Moderate.</p>	
Conservation Area	No conservation area designations covering the site or in close proximity.	
Registered Park & Gardens	No registered park/ garden covering the site or in close proximity.	
Scheduled Ancient Monuments	No SAMs covering the site or in close proximity.	
Listed Building	No listed buildings on site. Streetfield Farmhouse and attached buildings (Grade II listed) located c. 0.8km to SW. Limited heritage assets in proximity to the site.	
Air Quality Management Area	No AQMAs on site or within close proximity.	
Agricultural Land Quality	Greenfield land is Grade 3	
Fluvial Flood Risk	None of the site is within Flood zones 2/3. Draft SFRA Screening identifies that the sequential test should be applied to see if there are other suitable sites with less flood risk.	
Surface Water Flood Risk	A small proportion of the site is affected by Surface Water Flooding - significantly less than 25%.	
Groundwater Source Protection Zone	Not within Groundwater Source Protection Zone.	
Loss of Open Space	No designated open space on site	
Minerals Safeguarding Area	Not within Minerals Safeguarding Area.	
Loss of Existing Employment Site	Not an existing employment site	

Tree Preservation Order	No TPOs affecting the site.	
Loss of Local Green Space	No LGS coverage on the site.	
PROW	No PROW through the site.	
Historic Landfill	No historic landfill within the site boundary.	
Topography	Site topography does not vary significantly.	
Surrounding Uses	Strategic B8 employment sites - Magna Park South to the south and east, Magna Park Central and Magna Park north to the north. A5 to the west. Farm building (incl residential dwelling) located on western side of A5.	
Sensitivity Uses	Limited sensitive uses close to the site. HDC Heritage evaluation suggests ' Development on the site up to 3 storeys is unlikely to impact the Lutterworth Conservation Area or the listed buildings within it'.	
<b>Suitability Ranking</b>		
Environmental Suitability	Very few environmental constraints, besides part of the site (c. 3.5 ha) falling within an area of potentially contaminated land uses. The site is located on grade 3 agricultural land however this site would not be attractive for agricultural uses given its location surrounded by existing B8 uses.	
Built Environment Constraints	Streetfield Farmhouse and attached buildings (Grade II listed) located c. 0.8km to SW. However existing consented B8 development (Magna Park Central and Magna Park South) surrounding the site.	
Landscape & Visual	Landscape has low to moderate sensitivity for the form of development proposed due to the neighbouring motorway infrastructure, recreational access routes and parkland-type landscape character	
Site Sensitivity to Change	Suitable. Low sensitivity to change given relationship of the site with existing Magna Park development; and would essentially relate to infill development within the existing estate.	
<b>Overall Site Suitability Conclusions</b>	Site relates strongly in physical terms to the existing Magna Park South development which wraps around the site. It forms effectively an infill development opportunity within this area. Assessment identifies physical constraints to development. Overall considered suitable for strategic B8 development.	
Developable Area	Developable area of 15.8 ha	
<b>Landownership and Commercial Considerations</b>		
Landownership	Single land ownership by GLP who own and manage the wider Magna Park Estate.	
Land control	Promoted for development by GLP who own and manage the wider Magna Park Estate and have been promoting the site for development.	



Infrastructure	Site would require new access arm from existing A4303 roundabout. There are known constraints regarding the Sir Frank Whittle Roundabout which would be required to access J20 of the M1. Potential for improvements to be funded through contributions from multiple schemes.
Power	Nearest Bulk Supply Points (BSP) are Pailton 33kv and 132kv Sub Stations located near the junction of B4027 Lutterworth Road and Montilo Lane. This is approx. 2.1km from the site.
Market Attractiveness	High: Attractive location within established logistics park (Magna Park), with direct access to the A5 and within close proximity to the M1. Established public transport network servicing the Magna Park site.
Planning status	Part greenfield/ part brownfield site promoted for development. Planning consent for HGV parking facility, Driver Training Centre, vehicle wash and fuelling and rail freight shuttle terminal (15/01531/OUT) approved at appeal in Jan 2018 and implemented. Alternative application submitted on land south of Mere Lane in Magna Park North (22/02002/OUT).
Availability:	Site available for development - promoted and controlled by developer - and capable of being brought forward in the short-term.
Deliverability:	Deliverable site which forms part of existing Magna Park development, under the control of the existing developer. Potential for delivery in short-term, given alternative HGV parking/refuelling scheme south of Mere Lane consented in March 2024 on part of Magna Park Central which discharges condition / obligation for lorry park on zone 2 and releases site for development.
<b>Detailed Assessment Summary</b>	
<b>Recommendations</b>	<b>Recommend for allocation:</b> Site suitable, forming functional part of the existing Magna Park estate. It is available and controlled by GLP who are promoting the site for development. Potentially achievable. Potential for delivery in short-term (Yrs 1-5), given consent of alternative HGV parking/refuelling scheme south of Mere Lane.

SHELAA Ref	<b>24/10522</b>
Site	<b>Land off Rugby Road, Cotesbach</b>
Parish	<b>Cotesbach</b>



Gross Site Area (ha)	70.6
Developable Site Area (Ha)	est. 46 ha
Previously Developed Land	Greenfield
Current Use	Agriculture
Use Promoted	Strategic B8
Indicative Capacity	160,000 to 245,000 sq.m based on range between developable and gross site area
Currently Allocated?	No

**Initial Assessment**

Minimum Site Threshold	Site meets minimum 15ha site threshold.	
Strategic Road Access	Site is located within 1 mile of the strategic road network	
Topography	Site topography does not vary significantly.	
Initial Assessment Conclusions	<b>Site passes initial assessment and is progressed to the detailed assessment</b>	

**Detailed Assessment**  
**Accessibility**

Strategic Road Access	The site provides good access to the SRN, with the M1 J20 located approx. 1 mile, accessed via the A426 Rugby Road and the A4303.	Green
Local Access	The site to the west of the A426 Rugby Road currently has two access points from the highway, the first is directly on to the A426 Rugby Road, the second is via a layby off the A426 Rugby Road. Access to the site east of the A426 Rugby Road is taken via field gate to the south of the site off the Shawell Road. Shawell Road is a narrow lane that would be unsuitable for HGVs. Both sites benefit from long road frontage on to the A426 Rugby Road and new access routes could be created. A new roundabout or priority junction may be required on the Rugby Road to provide a suitable access for any proposed development. However the Highways Authority has expressed concern regarding the delivery of a new access onto the A426 given the presence of existing laybys potential issues around connectivity for sustainable modes of travel. National Highways would need to be consulted on any proposals that would affect the A5 and M1J20 and increase congestion.	Yellow
Junction Capacity	There are known constraints regarding the Sir Frank Whittle Roundabout which would be required to access J20 of the M1. Potential for improvements to be funded through contributions from multiple schemes, however the site alone is unlikely to fund improvements.	Yellow
Air Quality	Previous Lutterworth AQMA was revoked by an order of HDC in June 2024. Air quality will continue to be monitored to ensure ongoing compliance. Traffic is likely to travel directly onto the M1 avoiding Lutterworth.	Green
Public transport access	The site is not currently served by public transport. The closest bus stops are located near Riverside Road, on the A426 in Lutterworth, approximately 0.8 miles from the site. Potential for diversion of bus services to serve site would require investigation	Red
SFRI Access	The closest SFRI is DIRFT, 7.8 miles from the site via the A5. Strong proximity to SFRI.	Green
Labour access	Reasonable labour access with a population of 62,000 within a 10 minute drivetime catchment; and 448,400 within a wider 20 minute catchment.	Green
<b>Overall Accessibility Score</b>	Strong accessibility credentials by road, assuming suitable access to A426 Rugby Road is achievable but limited public transport accessibility.	Yellow
<b>Review of Site Constraints</b>		
Contaminated Land	Greenfield site. No evident potential contamination issues affecting the site.	Green
SSSI Impact Risk	No nearby SSSIs.	Green
Local Wildlife Site	NO LWS on site, but site sits approx. 360m from Shawell Wood.	Yellow



BAP Priority Habitat	Site does not contain and is not in close proximity to a Local Wildlife Site or nationally or internationally designated biodiversity or geodiversity site, therefore it may have a negligible effect (0?) on SA objective to protect, enhance and manage biodiversity and geodiversity.	
Landscape Sensitivity	<p>Site falls within the Lutterworth to Catthorpe Landscape Character Area 10a Transitional Rolling Farmland.</p> <p>The parcel (falls within LH6) is gently undulating with few dramatic changes in topography and has a predominant large-scale field pattern which results in a lower sensitivity to both employment and residential development. Although Lutterworth Golf Course includes some semi-natural features, elsewhere these are often limited to field boundaries or adjacent to roads, which also lowers the sensitivity of the landscape to development. The limited time depth and overt human influence in the form of busy transport corridors (such as the M1 and A4303), traveller sites and skyline views of wind turbines to the south all indicate a lower landscape sensitivity to development. The perceptual and experiential qualities are also heavily influenced by roads and other encroaching modern development, reducing the sensitivity to development. The relatively open character of the landscape in combination with areas of weak field boundaries creates views to areas outside of the parcel, which heightens the parcel's sensitivity to residential and employment development. In addition, the parcel is physically and visually detached from the edge of Lutterworth by the A4303 and a sense of separation between the settlement edge and Cotesbach, both of which increase the sensitivity to residential and employment development. The overall sensitivity of the landscape to employment development is considered Moderate due to the increased scale and prominence of this type of development.</p>	
Conservation Area	One conservation area located just over 1km away - Lutterworth Town Centre - but is physically separated and to the north of the A4303.	
Registered Park & Gardens	No registered parks/ gardens on site or in immediate vicinity.	
Scheduled Ancient Monuments	No SAMs on site or in immediate vicinity	
Listed Building	10 listed buildings located in Cotesbach, including Grade II* listed Church of St Mary and Cotesbach Hall, within 1km from the site; and multiple listed buildings in Lutterworth Town Centre also within 1km of the site.	
Air Quality Management Area	Previous Lutterworth AQMA was revoked by an order of HDC in June 2024. Air quality will continue to be monitored to ensure ongoing compliance. Traffic is likely to travel directly onto the M1 avoiding Lutterworth.	

Agricultural Land Quality	Mix of Grade 2/3/4 with c. 40% Grade 2; 20% Grade 3; and 20% Grade 4. Grade 2 land located centrally around A426.	
Fluvial Flood Risk	A narrow portion (approx. 10.2 ha) along the northern boundary of the western site (adjacent to the River Swift) falls within flood zones 2 and 3. Draft SFRA Screening identifies that the sequential test should be applied to see if there are other suitable sites with less flood risk.	
Surface Water Flood Risk	A small proportion of the site is affected by Surface Water Flooding - significantly less than 20%.	
Groundwater Source Protection Zone	No GWPZ issues present	
Loss of Open Space	A very small portion of open space on site, with golf course boundary overlapping - mitigation can be achieved	
Minerals Safeguarding Area	Over 50% of the site falls within a mineral consultation area.	
Loss of Existing Employment Site	Greenfield site. Not an existing employment site	
Tree Preservation Order	No TPOs affecting the site.	
Loss of Local Green Space	No LGS coverage on the site.	
PROW	Three PROWs traverse the site (X31, X18, X30). One through the centre of the western site from north to south, one across the northern portion of the eastern site and one along the eastern site boundary. Potential need for PROW diversion to support development.	
Historic Landfill	No historic landfill within or in close proximity to the site.	
Topography	Areas of steeper topography on western site which could impact on suitability for development.	
Surrounding Uses	Site generally surrounded by farmland and Lutterworth Golf Course to the north. Residential development located to the south in Cotesbach village.	
Sensitivity Uses	Cluster of listed buildings in Cotesbach Village which sits close to the site, c. 0.3 km to the which would require creation of buffer, reducing developable area.	
<b>Suitability Ranking</b>		
Environmental Suitability	Presence of higher grade agricultural land, flood risk and minerals safeguarding limit environmental suitability.	
Built Environment Constraints	Cluster of listed buildings in Cotesbach Village which sits close to the site, c. 0.3 km, result in potential heritage impacts and would require creation of buffer, reducing developable area.	
Landscape & Visual	Landscape has a moderate sensitivity due to open character, areas of weak field boundaries, physical and visual detachment from the edge of Lutterworth and a sense of separation from Cotesbach.	
Site Sensitivity to Change	Overall site is more sensitive to change than a number of other potential candidate locations.	

<b>Overall Site Suitability Conclusions</b>	<b>Combination of close proximity to a range of listed buildings, presence of higher grade agricultural land, flooding issues and weak current public transport accessibility mean lower suitability performance. Development would result in a level of coalescence between Cotesbach Village and Lutterworth.</b>
Developable Area	Developable area estimated at c. 46 ha taking into account agricultural land grading, flood risk and minerals safeguarding area
<b>Landownership and Commercial Considerations</b>	
Landownership	Single landowner who is promoting the site for development.
Land control	Understood there is developer involvement in site promotion.
Infrastructure	There are known constraints regarding the Sir Frank Whittle Roundabout which would be required to access J20 of the M1. Potential for improvements to be funded through contributions from multiple schemes, however the site alone is unlikely to fund improvements.
Power	Nearest Bulk Supply Points (BSP) are Pailton 33kv and 132kv Sub Stations located near the junction of B4027 Lutterworth Road and Montilo Lane. This is approx. 4.5km from the site.
Market Attractiveness	No known planning history
Planning status	Site promoted and to be considered available for development. Understood developer involvement
Availability:	Medium: Attractive site location given proximity to M1 Junction 20 but limited current public transport provision.
Deliverability:	<b>Potentially deliverable site which could be brought forward in the short-term.</b>
<b>Detailed Assessment Summary</b>	
<b>Recommendations</b>	<b>Potential Allocation:</b> Overall site is more sensitive to change than a number of other locations. Combination of close proximity to a range of listed buildings, presence of higher grade agricultural land, flooding issues and weak current public transport accessibility mean lower suitability performance. Developable area of c. 46 ha. Would result in degree of coalescence between Cotesbach and Lutterworth.

SHELAA Ref	<b>24/10536</b>	
Site	<b>Land north West of Catthorpe Interchange, Shawell</b>	
Parish	Shawell	
Gross Site Area (ha)	76	
Developable Site Area (Ha)	76	
Previously Developed Land	Greenfield	
Current Use	Agriculture, farm buildings	
Use Promoted	Strategic B8	
Indicative Capacity	266,000 sqm	
Currently Allocated?	No	
<b>Initial Assessment</b>		
Minimum Site Threshold	Site meets minimum 15ha site threshold.	
Strategic Road Access	Site is located within 1 mile of the strategic road network	
Topography	Site topography does not vary significantly.	
Initial Assessment Conclusions	<b>Site passes initial assessment and is progressed to the detailed assessment</b>	
<b>Detailed Assessment</b>		
<b>Accessibility</b>		



Strategic Road Access	Whilst site adjoins M1 and M6 there is no immediate junction access. Access would be from A5 via Rugby Road and Shawell Lane. The latter connects the site to the A5, part of the strategic road network, within c. 0.6 miles from site boundary and access via that route would avoid relatively nearby villages. Formation of a new or improved access to further enhance connectivity to the strategic highway network would need to form part of the proposals and be funded/delivered by the applicant. Comprehensive highways assessment work will be required to identify the access infrastructure improvements required to support development (including for sustainable modes of transport), and other mitigation measures. Site is 4.8 miles from M1 Junction 20 via A5 and A426 Rugby Road.	Yellow
Local Access	Access would be from A5 via Rugby Road and Shawell Lane within 0.6 miles. Formation of a new/ improved access from the A5 would be needed to support development but otherwise this is potentially suitable and avoids Shawell Village.	Yellow
Junction Capacity	Site is 4.8 miles from M1 Junction 20 via A426. There are known constraints regarding the Sir Frank Whittle Roundabout which would be required to access J20 of the M1. Potential for improvements to be funded through contributions from multiple schemes, however site is unlikely to fund improvements alone.	Yellow
Air Quality	No AQMAs near site on access routes from SRN	Green
Public transport access	The site is inaccessible by public transport at present. Once daily bus service (Service 99) connecting to Rugby and Husbands Bosworth. Poor public transport accessibility.	Red
SFRI Access	The closest SFRI is DIRFT, approx. 5.6 miles from the site via the A5. Strong access to SRFI.	Green
Labour access	Reasonable labour access: population of 34,700 within 10 min catchment; and 232,500 within 20 min catchment.	Yellow
<b>Overall Accessibility Score</b>	Average - Overall site relates relatively poorly to existing larger settlements and has poor public transport accessibility. It sits relatively close to the A5 and DIRFT but overall is not considered a sustainable location.	Yellow
<b>Review of Site Constraints</b>		
Contaminated Land	Southern part of site, immediately north of Rugby Road, falls within area forming historic landfill site (Catthorpe landfill). Further investigations and potential remediation requirement.	Yellow
SSSI Impact Risk	Caves Inn Pitts SSSI sits 0.7km to West of Site, close to the A5.	Yellow
Local Wildlife Site	NO LWS on site, or in close proximity.	Green



BAP Priority Habitat	Site does not contain but is within 250m of a Local Wildlife Site or within 250m-1km of a nationally or internationally designated biodiversity or geodiversity site, therefore it may have a minor negative (-?) effect on objective to protect, enhance and manage biodiversity and geodiversity, although this would be uncertain.	
Landscape Sensitivity	Site falls within the Lutterworth to Catthorpe Landscape Character Area 10a Transitional Rolling Farmland. The gently falling topography and medium to large-scale of the farmland lowers sensitivity to employment development. The modern motorway infrastructure influences historic character and erodes the sense of peace and tranquillity, detracting from the rural qualities of the landscape, which combine to lower sensitivity to employment development. Bund planting associated with the motorways acts to curtails views to and from the site, limiting intervisibility with adjacent landscapes and nearby settlements, lowering the sensitivity to employment development. However, the landscape has well-used recreational access routes including public rights of way , increasing sensitivity to development. The features of importance to landscape character include the parkland-type landscape which includes woodland, mature tree specimens and tree lined hedgerows. The overall sensitivity of the strategic site to employment development is Low-Moderate.	
Conservation Area	Site boundary is < 0.5 km to Shawell CA, and c. 0.9km to Swinford CA, which falls on the opposite side of the M1.	
Registered Park & Gardens	No registered parks/gardens in close proximity.	
Scheduled Ancient Monuments	Motte SAM located c. 0.7km to the west of the site, at the southern end of Shawell Village.	
Listed Building	Concentrations of listed buildings in Swinford to the east of the site, and within Swinford CA including Grade II* listed Church of All Saints; Shawell Hall (Grade II) and the Old Rectory (Grade 2). Within c. 1.1km of site boundary. Nearest listed building is Shawell Grange (Grade II) which is within 0.6km.	
Air Quality Management Area	No AQMA nearby	
Agricultural Land Quality	Grade 3	
Fluvial Flood Risk	Site falls entirely in Flood Zone 1. No significant issues in draft SFRA.	
Surface Water Flood Risk	No surface water flooding issues evident.	
Groundwater Source Protection Zone	No GWPZ issues present	
Loss of Open Space	No loss of open space	

Minerals Safeguarding Area	Not within mineral safeguarding area.	Green
Loss of Existing Employment Site	Not existing employment site.	Green
Tree Preservation Order	No TPOs affecting the site.	Green
Loss of Local Green Space	No loss of existing local greenspace.	Green
PROW	7 PROWs running across site, including connections from Rugby Road to Shawell Road and across to Bullaces Lane in Shawell. A number of PROWs would require diversion to support development.	Yellow
Historic Landfill	Southern part of site, immediately north of Rugby Road, falls within area forming historic landfill site (Cathorpe landfill). Further investigations and potential remediation requirement.	Yellow
Topography	Medium level of topographical variation across site with topography rising towards A5.	Yellow
Surrounding Uses	Site includes a residential and farm buildings at Tomley Hill Farm, with a number of further farms/residential dwellings on site boundaries.	Yellow
Sensitivity Uses	Overall low to moderate sensitivity of the site, including moderate landscape sensitivity and proximity to conservation areas in nearby villages.	Yellow
<b>Suitability Ranking</b>		
Environmental Suitability	Presence of contaminated land, historic landfill and nearby scheduled ancient monuments limit environmental suitability.	Yellow
Built Environment Constraints	Site falls in close proximity to Shawell CA including Grade II* listed church; as well as Shawell Grange. Potential impact on a number of heritage assets.	Yellow
Landscape & Visual	Low to moderate landscape sensitivity, given proximity to motorway, increased by well-used recreational access routes including PROW.	Yellow
Site Sensitivity to Change	More sensitive site than a range of others to change.	Red
<b>Overall Site Suitability Conclusions</b>	<b>Site not considered suitable for strategic development given detachment from existing larger settlements, lack of public transport accessibility and potential impacts on nearby conservation areas and listed buildings.</b>	Red
Developable Area	Developable site area of 76ha	
<b>Landownership and Commercial Considerations</b>		
Landownership	Site is under single landownership	
Land control	Understood to be under option to a developer	

Infrastructure	Site would require improvements/widening of Rugby Road/Shawell Lane/Calthorpe Road to provide access to A5, plus potential improvements to A5 junction to support development. Provision of public transport services to access the site also required.
Power	Site served by Hillmorton 33 11kv Bulk Supply Points (BSP). This is approx. 5km from the site.
Market Attractiveness	Low: Whilst site adjoins M1 and M6, it does not have direct access. Relatively close to A5 but relatively far from junction with SRN. Overall site relates relatively poorly to existing larger settlements and has poor public transport accessibility. It sits relatively close to the A5 and DIRFT but overall is not considered a sustainable location.
Planning status	No planning history
Availability:	Considered available and promoted for development
Deliverability:	Site considered potentially deliverable subject to investigation of potential access and public transport provision.
<b>Detailed Assessment Summary</b>	
<b>Recommendations</b>	<b>Potential Allocation:</b> Overall site relates relatively poorly to existing larger settlements and has poor public transport accessibility. It sits relatively close to the A5 and DIRFT but overall is not considered a sustainable location. Site considered potentially deliverable subject to investigation of potential access and public transport provision.

SHELAA Ref	<b>24/10255</b>	
Site	<b>Land south of Gibbet Lane</b>	
Parish	<b>Shawell</b>	
Gross Site Area (ha)	16.27	
Developable Site Area (Ha)	16.27	
Previously Developed Land	Previously Developed Land	
Current Use	Previous quarry working ceased, with approved restoration plan to restore to agricultural use.	
Use Promoted	Strategic and non-strategic B8 - masterplan shows 5 units	
Indicative Capacity	estimated at 54,600 sq.m based on 0.35 plot ratio	
Currently Allocated?	No	
<b>Initial Assessment</b>		
Minimum Site Threshold	Site meets minimum 15ha site threshold.	
Strategic Road Access	Site is located within 1 mile of the strategic road network	
Topography	Site topography does not vary significantly.	
Initial Assessment Conclusions	<b>Site passes initial assessment and is progressed to the detailed assessment</b>	
<b>Detailed Assessment</b>		
<b>Accessibility</b>		

Strategic Road Access	Site adjoins A5 which sits on SRN. 3.1 miles to M1 Junction 20 via A426 Rugby Road.	Green
Local Access	Gibbet Lane is a narrow road not suitable for regular HGV movements. Access would require new A5 roundabout to be delivered.	Yellow
Junction Capacity	There are known constraints regarding the Sir Frank Whittle Roundabout which would be required to access J20 of the M1. Potential for improvements to be funded through contributions from multiple schemes, however the site alone is unlikely to fund improvements.	Yellow
Air Quality	Previous Lutterworth AQMA was revoked by an order of HDC in June 2024. Air quality will continue to be monitored to ensure ongoing compliance. Traffic is likely to travel directly onto the M1 avoiding Lutterworth.	Green
Public transport access	The site cannot be currently accessed via public transport. Public transport improvements would be required to support development but even with improvements, access would still remain relatively weak.	Red
SFRI Access	Site is located 4.7 miles from DIRFT. Strong proximity to SFRI	Green
Labour access	Reasonable labour access with a population of 66,500 within a 10 minute drivetime catchment; and 441,700 within a wider 20 minute catchment.	Green
<b>Overall Accessibility Score</b>	Average - Reasonable strategic road access, but lack of public transport options.	Yellow
<b>Review of Site Constraints</b>		
Contaminated Land	Adjoining quarry site includes a number of historic landfills, including Silt Lagoon/Gibbet Lane; and Shawell Landfill. Potential contamination and remediation issues which would need to be considered.	Yellow
SSSI Impact Risk	No SSSI within immediate vicinity	Green
Local Wildlife Site	Local wildlife site located 0.6km to the east, to the south of Gibbet Lane; with further site to north of Gibbet Lane.	Yellow
BAP Priority Habitat	Site does not contain but is within 250m of a Local Wildlife Site or within 250m-1km of a nationally or internationally designated biodiversity or geodiversity site, therefore it may have a minor negative (-?) effect on objective to protect, enhance and manage biodiversity and geodiversity, although this would be uncertain.	Yellow
Landscape Sensitivity	Site falls within the Lutterworth to Catthorpe Landscape Character Area 10a Transitional Rolling Farmland. Located within a highly altered landscape of former sand and gravel pits. It is adjacent to the industrial sites to the east. Exposure on the crest of the hill increases the visual sensitivity. However, bunds and planting along the A5 and Gibbet Road are in place to provide partial screening. Moderate to low sensitivity to change	Yellow
Conservation Area	No Conservation Area within 1km	Green



Registered Park & Gardens	No registered parks and gardens in immediate vicinity.	Green
Scheduled Ancient Monuments	No Scheduled Ancient Monuments within 1km	Green
Listed Building	No listed buildings within 1km	Green
Air Quality Management Area	No AQMA nearby	Green
Agricultural Land Quality	Grade 3	Yellow
Fluvial Flood Risk	Flood Zone 1. Draft SFRA identified no significant issues	Green
Surface Water Flood Risk	No surface water flood issues on site	Green
Groundwater Source Protection Zone	Not within Groundwater source protection zone.	Green
Loss of Open Space	No open space on site	Green
Minerals Safeguarding Area	Sand and gravel MSA, however final phase of quarrying limited to January 2023 and has no ceased. No concerns from a M&W perspective as of 2022	Green
Loss of Existing Employment Site	No	Green
Tree Preservation Order	No TPO affecting site	Green
Loss of Local Green Space	No loss of local greenspace	Green
PROW	Existing PROW along SE site boundary and along Gibbet Lane. No substantive impact anticipated.	Green
Historic Landfill	Adjoining quarry site includes a number of historic landfills, including Silt Lagoon/Gibbet Lane; and Shawell Landfill. Potential contamination and remediation issues which would need to be considered.	Yellow
Topography	Site generally flat. Topography would not inhibit development.	Green
Surrounding Uses	BMI employment site to the east. Concrete plant to the north. Existing area of relatively low value employment uses.	Green
Sensitivity Uses	A number of residential properties along Gibbet Lane in close proximity to the site. Petrol Filling Station located on Gibbet Hill Roundabout close to site boundary.	Yellow
<b>Suitability Ranking</b>		
Environmental Suitability	Whilst site benefits from access to A5 (SRN) it is located in a rural location away from larger settlements and has weak public transport accessibility weakening its locational attractiveness. Improvements to local access also potentially required	Yellow
Built Environment Constraints	Restored quarry site but within minerals safeguarding areas, with areas of potential contamination which would require more detailed assessment.	Yellow
Landscape & Visual	At relative distance to sensitive heritage assets	Green

Site Sensitivity to Change	Moderate to low landscape sensitivity, however exposure on the crest of the hill results in visual sensitivity.	
<b>Overall Site Suitability Conclusions</b>	Moderate sensitivity of site to change.	
Developable Area	Developable area of 16.27 ha	
<b>Landownership and Commercial Considerations</b>		
Landownership	Single land ownership	
Land control	Promoted by a developer	
Infrastructure	Site would require new A5 roundabout to provide access which would need approval from Highways England. There are known constraints regarding the Sir Frank Whittle Roundabout which would be required to access J20 of the M1. Potential for improvements to be funded through contributions from multiple schemes, however the site alone is unlikely to fund improvements.	
Power	Nearest Bulk Supply Points (BSP) are Pailton 33kv and 132kv Sub Stations located near the junction of B4027 Lutterworth Road and Montilo Lane. This is approx. 4.3km from the site.	
Market Attractiveness	Low: Whilst site benefits from access to A5 (SRN) it is located in a rural location away from larger settlements and has weak public transport accessibility weakening its locational attractiveness. Improvements to local access also potentially required	
Planning status	None	
Availability:	Site available and being promoted for development	
Deliverability:	Potentially deliverable site subject to feasibility of delivering a new roundabout on A5 to provide site access, and for development to fund this and other off-site highways works.	
<b>Detailed Assessment Summary</b>		
<b>Recommendations</b>	<b>Potential Allocation:</b> Whilst site benefits from access to A5 (SRN) it is located in a rural location away from larger settlements and has weak public transport accessibility weakening its locational attractiveness. Improvements to local access also potentially required. Potentially deliverable site subject to feasibility of delivering a new roundabout on A5 to provide site access, and for development to fund this and other off-site highways works.	

SHELAA Ref	24/10238
Site	Land north of the A4303 and west of Lutterworth
Parish	Lutterworth



Gross Site Area (ha)	10.6
Developable Site Area (Ha)	10.6
Previously Developed Land	Greenfield
Current Use	Agricultural land
Use Promoted	Industrial / Housing / BNG Resource
Indicative Capacity	37,000 sq.m
Currently Allocated?	No

**Initial Assessment**

Minimum Site Threshold	Site meets minimum 15ha site threshold.	
Strategic Road Access	Site is located within 1 mile of the strategic road network	
Topography	Site topography does not vary significantly.	
Initial Assessment Conclusions	<b>Site passes initial assessment and is progressed to the detailed assessment</b>	

**Detailed Assessment Accessibility**

Strategic Road Access	Site would be accessed off A4303 which provides immediate access to the A5 and J20 M1.	Green
Local Access	Access to the site can be provided by an upgraded northern arm of the A4303 roundabout through current Woodbridge House Farm site. Dedicated pedestrian / cycle way runs along southern boundary of site.	Yellow
Junction Capacity	There are known constraints regarding the Sir Frank Whittle Roundabout which would be required to access J20 of the M1. Potential for improvements to be funded through contributions from multiple schemes , however the site alone is unlikely to fund improvements.	Yellow
Air Quality	Previous Lutterworth AQMA was revoked by an order of HDC in June 2024. Air quality will continue to be monitored to ensure ongoing compliance. Traffic is likely to travel directly onto the M1 avoiding Lutterworth.	Green
Public transport access	Bus service from Lutterworth to Magna Park runs past site. Nearest bus stop is 0.8 mile but potential for extra stop to be added.	Yellow
SFRI Access	Nearest SFRI is DIRFT, located 8 miles from site. Strong proximity to SFRI	Green
Labour access	Strong labour access with a population of 54,500 within a 10 minute drivetime catchment; and 434,500 within a wider 20 minute catchment.	Green
<b>Overall Accessibility Score</b>	Strong accessibility credentials by road, assuming suitable access to A4303 is achievable. Public transport access adequate.	Green
<b>Review of Site Constraints</b>		
Contaminated Land	Western section of site falls within contaminated land designation, mitigation would be possible	Yellow
SSSI Impact Risk	No nearby SSSIs.	Green
Local Wildlife Site	NO LWS on site, or in close proximity.	Green
BAP Priority Habitat	Site does not contain but is within 250m of a Local Wildlife Site or within 250m-1km of a nationally or internationally designated biodiversity or geodiversity site, therefore it may have a minor negative (-?) effect on objective to protect, enhance and manage biodiversity and geodiversity, although this would be uncertain.	Yellow



Landscape Sensitivity	<p>Site falls within the Lutterworth to Catthorpe Landscape Character Area 10a Transitional Rolling Farmland. The large-scale landscape with limited topographical interest reduces the sensitivity to residential and employment development. The visual enclosure of the parcel by roads and Magna Park also reduces the parcels sensitivity to residential and employment development. Parcel LH1: the role of the landscape in providing the perception of a rural gap between the settlement edge and Magna Park, as well as the well-integrated edge to Lutterworth serves to increase the sensitivity to residential and employment development. The time depth provided by the historic field pattern, ridge and furrow and the historic edge of Bitteswell also increase the sensitivity to residential and employment development. Lutterworth Country Park is an important recreational and semi-natural asset, which combined with other semi-natural features along the Bitteswell Brook and adjacent to Magna Park, increases the parcel's sensitivity to employment and residential development.</p> <p>The overall sensitivity of the landscape in this parcel to residential and employment development is Moderate.</p>	
Conservation Area	No conservation areas affecting the site, or in immediate vicinity.	
Registered Park & Gardens	No registered parks/ gardens on site or in immediate vicinity.	
Scheduled Ancient Monuments	No SAMs on site or in immediate vicinity	
Listed Building	No listed buildings on site or in vicinity.	
Air Quality Management Area	Previous Lutterworth AQMA was revoked by an order of HDC in June 2024. Air quality will continue to be monitored to ensure ongoing compliance. Traffic is likely to travel directly onto the M1 avoiding Lutterworth.	
Agricultural Land Quality	Grade 3	
Fluvial Flood Risk	Small part of SE corner of the site falls within Flood Zones 2 and 3.	
Surface Water Flood Risk	Areas susceptible to surface water flooding on site, but account for < 25% of site area.	
Groundwater Source Protection Zone	Not within Groundwater Source Protection Zone.	
Loss of Open Space	No open space on site	
Minerals Safeguarding Area	Eastern border of site falls within sand and gravel minerals safeguarding area.	
Loss of Existing Employment Site	No loss of existing employment.	
Tree Preservation Order	No TPOs affecting the site.	



Loss of Local Green Space	No LGS coverage on the site.	
PROW	Two PROWs cross the site, one traversing E/W and the other running NE to Magna Park. Potential requirement for PROW diversion to support development.	
Historic Landfill	No historic landfill within or in close proximity to the site.	
Topography	Site topography does not vary significantly.	
Surrounding Uses	Magna Park to the west. Housing development under construction on south east border of site. Would see commercial in close proximity to residential development.	
Sensitivity Uses	Site forms part of Area of Separation between residential development in Lutterworth, Bitteswell and Magna Park and prevents merging of the settlements.	
<b>Suitability Ranking</b>		
Environmental Suitability	Part of the site is falls within Flood Zone 2, and part Flood Zone 3. Areas susceptible to surface water flooding.	
Built Environment Constraints	No evident built environment constraints.	
Landscape & Visual	Moderate landscape sensitivity. Would result in merging of Magna Park and Lutterworth contrary to current policy.	
Site Sensitivity to Change	A sensitive site which sits between and has a key role in maintaining separation of Lutterworth, Bitteswell and Magna Park. Susceptible to flooding in parts. Layout is not attractive for strategic B8 development.	
<b>Overall Site Suitability Conclusions</b>	Long, thin layout of the site constrains potential layout of development. Is separated from existing Magna Park development by woodland buffer (Magna Wood). Would result in merging of Lutterworth and Magna Park	
Developable Area	Developable area of 10.6ha	
<b>Landownership and Commercial Considerations</b>		
Landownership	Multiple land ownership - 6 owners. Multiple landownerships introduce additional complexity in bringing forward development.	
Land control	Promoted by developer	
Infrastructure	Site would require new access arm from existing A4303 roundabout. There are known constraints regarding the Sir Frank Whittle Roundabout which would be required to access J20 of the M1. Potential for improvements to be funded through contributions from multiple schemes.	
Power	Nearest Bulk Supply Points (BSP) are Pailton 33kv and 132kv Sub Stations located near the junction of B4027 Lutterworth Road and Montilo Lane. This is approx. 3.4km from the site.	
Market Attractiveness	High: Attractive location for commercial development with existing market presence, given adjacency to Magna Park. Strong access to SRN/MRN.	
Planning status	None	
Availability:	Available, in multiple ownership, but promoted for development.	

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Deliverability:	Ownerships, infrastructure issues and sensitivity of site make delivery more challenging. Potential for medium-term delivery if site was considered suitable.
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**Detailed Assessment Summary**

<b>Recommendations</b>	<p><b>Not recommended for allocation:</b> Long, thin layout of the site constraints potential layout of development. Is separated from existing Magna Park development by woodland buffer (Magna Wood). Would result in merging of Lutterworth and Magna Park. Not considered suitable. Potentially deliverable site, but ownerships, infrastructure issues and sensitivity of site make delivery more challenging.</p>	
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SHELAA Ref	<b>24/12227</b>
Site	<b>Land at Mere Lane, Magna Park</b>
Parish	<b>Lutterworth</b>



Gross Site Area (ha)	122.8
Developable Site Area (Ha)	122.8
Previously Developed Land	Greenfield
Current Use	Agriculture
Use Promoted	Economic (Strategic B8)
Indicative Capacity	285,000 sqm - masterplan shows 6 units
Currently Allocated?	No

**Initial Assessment**

Minimum Site Threshold	Site meets minimum 15ha site threshold.	
Strategic Road Access	Site is located within 1 mile of the strategic road network	
Topography	Site topography does not vary significantly.	
Initial Assessment Conclusions	<b>Site passes initial assessment and is progressed to the detailed assessment</b>	

**Detailed Assessment**

<b>Accessibility</b>		
Strategic Road Access	The site is located 1.2 miles from A5 Mere Lane junction via Mere Lane. The site can also be accessed from M1 Junction 20 which lies approx. 4.1 miles away via the A4303.	
Local Access	No issues with local access. Proposed new access extension to Harrier Parkway as the main estate road to Magna Park Central, enabling access to A4303 in both directions	
Junction Capacity	Potential capacity issues with A5 and Sir Frank Whittle Roundabout on A4303 south of Lutterworth which would be used by traffic to access the M1. Potential for improvements to be funded through contributions from multiple schemes but unlikely that site alone will fund improvements.	
Air Quality	Previous Lutterworth AQMA was revoked by an order of HDC in June 2024. Air quality will continue to be monitored to ensure ongoing compliance. Traffic is likely to travel directly onto the M1 avoiding Lutterworth.	
Public transport access	Nearby bus stop located in Magna Park Central served by bus routes 8 (Hinckley to Lutterworth), X45 (Leicester to Magna Park) and X84 (Leicester to Rugby). Bus services are relatively frequent, with approximately 3 to 4 services per hour.	
SFRI Access	The closest SFRI is DIRFT, 8.5 miles from the site directly via the A5 or 11.8 miles via the M1. Strong access to SRFI.	
Labour access	Adequate labour access with a population of 32,700 within a 10 minute drivetime catchment; and 269,800 within a wider 20 minute catchment.	
<b>Overall Accessibility Score</b>	Strong location from demand perspective, reflecting proximity to M1 J20 and strong public transport accessibility.	
<b>Review of Site Constraints</b>		
Contaminated Land	Greenfield site. No evident potential contamination issues affecting the site.	
SSSI Impact Risk	No nearby SSSIs.	
Local Wildlife Site	No LWS located on site or in immediate proximity.	
BAP Priority Habitat	Site does not contain but is within 250m of a Local Wildlife Site or within 250m-1km of a nationally or internationally designated biodiversity or geodiversity site, therefore it may have a minor negative (-?) effect on objective to protect, enhance and manage biodiversity and geodiversity, although this would be uncertain.	

Landscape Sensitivity	<p>Site falls within the Lutterworth to Catthorpe Landscape Character Area 10a Transitional Rolling Farmland.</p> <p>The gently undulating landform, lack of time depth in the landscape (due to the modern field pattern), limited access and semi-natural features (limited to field boundaries and vegetation aligning the watercourse) lower the sensitivity of the landscape to large—scale modern warehouse development. The site is influenced in part by noise from nearby roads and by the proximity of Magna Park, and surrounding peri-urban development.</p> <p>The open character and relatively undeveloped skylines increase the site's sensitivity to employment development. The rural character of the site, and its sense of tranquillity, increase sensitivity to employment development.</p> <p>Features of importance to landscape character include the watercourse, which forms the north-westerly boundary to the site, and the field pattern in the south-east.</p> <p>The overall sensitivity for the land north of Magna Park strategic site to employment development is judged to be Low-Moderate.</p> <p>To minimise impacts it is advised that development on highly land on east of site is not visually intrusive, sense of physical and visual separation of site between Magna Park and Ullesthorpe is preserved and protect and strengthen landscape features in north-west and south-east of site.</p>	
Conservation Area	Ullesthorpe Conservation Area 500m from north western boundary of the site	
Registered Park & Gardens	No registered park/ garden covering the site or in close proximity.	
Scheduled Ancient Monuments	Bittesby deserted medieval village 500m from southern boundary of the site. Moat, fishponds and shifted village earthworks at Ullesthorpe 450m from western boundary of the site. Proximity of SM and recent archaeological excavations associated with Magna Park North, suggest that the sites underground archaeology would require investigation prior to development.	
Listed Building	No listed buildings on site. Several Grade II listed buildings located within 1km of the northern boundary of the site in Ullesthorpe	
Air Quality Management Area	No AQMAs on site or within close proximity.	
Agricultural Land Quality	Grade 3	
Fluvial Flood Risk	Flood Zone 1	
Surface Water Flood Risk	A small proportion of the site is affected by Surface Water Flooding - significantly less than 10%.	
Groundwater Source Protection Zone	Not within Groundwater Source Protection Zone.	



Loss of Open Space	No designated open space on site	Green
Minerals Safeguarding Area	North west of site falls within sand and gravel Minerals Safeguarding Area.	Yellow
Loss of Existing Employment Site	Not an existing employment site	Green
Tree Preservation Order	No TPOs affecting the site.	Green
Loss of Local Green Space	No LGS coverage on the site.	Green
PROW	Public bridleway cuts across centre of site from north to south, would likely require diversion to support development.	Yellow
Historic Landfill	No historic landfill within the site boundary.	Green
Topography	Site topography does not vary significantly.	Green
Surrounding Uses	Strategic B8 employment - Magna Park Central and Magna Park North to the south and west. Gypsy and traveller park borders to the north east	Green
Sensitivity Uses	HDC Heritage evaluation suggests location and screening of development means site is unlikely to impact on heritage assets. HDC Landscape Sensitivity Assessment (2024) suggests that development proposals should preserve the sense of physical and visual separation the site provides between Magna Park to the south and Ullesthorpe to the north.	Yellow
<b>Suitability Ranking</b>		
Environmental Suitability	Proximity to some heritage assets but scale of the site allows for location and screening which means development is unlikely to impact heritage assets.	Green
Built Environment Constraints	Grade II listed buildings located within 1 km of site however scale of site means development can be concentrated in the south of site. Existing consented B8 development (Magna Park Central and Magna Park South) border site to the south.	Green
Landscape & Visual	Landscape sensitivity is judged to be Low-Moderate due to limited access, lack of time depth, proximity of Magna Park and noise from nearby roads. Sensitivity is increased by open character and undeveloped skyline. Impacts can be managed through landscape design.	Yellow
Site Sensitivity to Change	Suitable. Low sensitivity to change given relationship of the site with existing Magna Park development.	Green
<b>Overall Site Suitability Conclusions</b>	Site relates strongly in physical terms to the existing Magna Park Central and Magna Park North development however would stretch development towards Ullesthorpe. Overall considered suitable for strategic B8 development if development is suitably screened from residential.	Green
Developable Area	Developable area of 122.8ha	
<b>Landownership and Commercial Considerations</b>		

Landownership	Single land ownership
Land control	Promoted for development by GLP who own and manage the wider Magna Park Estate and have been promoting the site for development.
Infrastructure	Site would require new access from Harrier Parkway / Mere Lane. There are known constraints regarding the A5 and the Sir Frank Whittle Roundabout which would be required to access J20 of the M1. Potential for improvements to be funded through contributions from multiple schemes.
Power	Nearest Bulk Supply Points (BSP) is Magna Park 33kv located on A5 adjacent to Magna Park South. This is approx. 2.5km from the site.
Market Attractiveness	High: Attractive location within established logistics park (Magna Park), with strong access to the A5 and within close proximity to the M1. Established public transport network servicing the Magna Park site.
Planning status	None
Availability:	Site available for development - promoted and controlled by developer - and capable of being brought forward in the short to medium term.
Deliverability:	Deliverable site which forms part of existing Magna Park development, under the control of the existing developer. Potential for delivery in short-term given limited infrastructure improvements required
<b>Detailed Assessment Summary</b>	
<b>Recommendations</b>	<b>Recommend for allocation:</b> Site is suitable, forming an extension of the existing Magna Park estate. Potential archaeology requires investigation prior to development. Development needs to preserve physical separation between Magna Park and Ullestrope. It is available and controlled by GLP who are promoting the site for development. Potential for delivery in short-term given limited infrastructure improvements required.

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