



Appendix B: Assessment of Commercial Attractiveness of Candidate Employment Sites

Final Report

Iceni Projects Limited on behalf of
Harborough District Council

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1. Introduction

- 1.1 This Appendix reviews the commercial attractiveness of selected candidate sites which have been promoted to the Council for employment development (including sites which have been promoted for mixed use development which includes employment development) and which are identified by the Council as potential candidate employment sites for allocation.
- 1.2 It is intended to sit alongside, compliment and be read alongside, the site assessments which are included within the SHELAA which provides a broader assessment of the suitability, availability and deliverability of sites; and is intended to feed into the consideration of potential site alternatives for allocation in the new Local Plan, assessed in accordance with the Harborough Site Assessment and Selection Methodology.

Sites Assessed

- 1.3 This Appendix assesses sites in terms of their locational suitability and market attractiveness for general employment development – i.e. for use classes E(g), B2 and small-scale B8 development (in units of < 9,000 sq.m). A separate report has been prepared to assess candidate sites in the District for strategic B8 development (units of > 9,000 sq.m).
- 1.4 This Appendix assesses 22 candidate sites identified by the Council which have been promoted for general employment development as part of the SHELAA process, through both the 2021 and 2024 Call for Sites exercises and which the Council has identified (through the SHELAA) as potential candidate sites for allocation. It seeks to provide a consistent assessment of market attractiveness.
- 1.5 The candidate sites assessed are listed in the table overleaf.

Table 1.1 Candidate Sites assessed for General Employment

SHELAA Reference	Site	Size (ha)
21/8060	Land NE of Kibworth Harcourt, Kibworth	164 ha of which 25 ha proposed for employment use.
21/8073	Land off Watling Street (A5), near Rugby	10.8
21/8124	Land adjacent to Bowden Business Village	0.96
21/8133	Land at Moorbarns Lane, Lutterworth	2.35
21/8136	Land off Moorbarns Lane, Lutterworth	6.69
21/8138	Land off Manor Road, Ullesthorpe	3.42
21/8150	Land South of A47 Uppingham Road, Thurnby & Bushby	73.52 ha for mixed use. Employment uses as part of local centre
21/8152	North and South of Gilmorton Road (Extn to Lutterworth East SDA)	51.93 ha of which 4.2 ha proposed for employment use
21/8192	Land E of Broughton Astley and N of Dunton Bassett and Ashby Magna	415 ha of which c. 331,500 sq.m is proposed for employment use
21/8212	Land East of Fleckney Road, Fleckney	7.13
21/8233	Land East of A6, Market Harborough	94.08 ha for mixed use urban extension.
21/8236	Land NE of Harborough Road, Kibworth	12.6 ha of which 1ha proposed for employment use
24/10255	Land south of Gibbet Lane, near Shawell	16.52 ha
24/10318	Land at Gilmorton Road, Lutterworth	15.2
24/10398	Land west of Rockingham Road, Market Harborough	6.3 of which c. 4 ha is in Harborough District
24/10470	Land off Kettering Road, Market Harborough	1.14
24/10481	Land to the north of the A6 and east of the Melton Road	19.4

SHELAA Reference	Site	Size (ha)
	Services, north of Market Harborough	
24/12213	Land to the north of the A6 and east of the Melton Road Services, north of Market Harborough	3
24/8631	Land south of Gartree Road and Land at Stretton Hall	358 ha (of which c. 5 ha for employment)
24/8737	Land OS3073, Leicester Road, Market Harborough	0.62
24/9301	Land to the west of Moorbarns Lane, Lutterworth	13
24/10433	Land south of A4303, Lutterworth	161 Ha (incl. an unquantified element for employment use)

2. Methodology

- 2.1 The assessment methodology used herein has taken account of the Planning Practice Guidance (PPG) on *Housing and economic land availability assessment*.
- 2.2 The assessment of land availability as part of the plan-making process needs to consider whether sites are suitable, available and achievable for economic development, but does not in itself determine whether a site should be allocated for development, albeit it is an input to doing so. Wider considerations in determining allocations include the scale and nature of economic development needs and the spatial strategy within the Local Plan.
- 2.3 The candidate sites assessed herein have been identified by Harborough District Council based on sites put forward through the 2021 and 2024 Call for Sites.
- 2.4 The assessment of locational suitability and market attractiveness for general employment development has been structured to address the following factors:
- **Locational factors** – addressing access to the site by road and public transport, relative access to labour, and access to services and facilities;
 - **Market factors** – considering physical constraints where relevant, issues relating to local demand, and gaps in the local supply of employment floorspace for different forms of space;
 - **Deliverability considerations** – including those relating to land ownership and infrastructure requirements. We also provide an indicative indication of potential delivery timescales.
- 2.5 These are brought together to provide an overall assessment of market attractiveness of sites for employment development to inform Harborough's site selection process, with a RAG rating

(Red/Amber/Green) provided based on professional judgement bringing together the above factors.

Locational Factors

- 2.6 A site's location and accessibility are key consideration underpinning a site's locational suitability for employment development and its attractiveness for occupiers. Icen's assessment of market attractiveness therefore considers these issues.
- 2.7 **Strategic road access** is considered, addressing the proximity of a site to the Strategic Road Network and the Major Road Network. Road access is particularly relevant to a site's attractiveness for industrial uses (E(g)(iii), B2 and B8). Distances have been assessed using Google Maps, with regard had, where appropriate, to known or potential infrastructure improvements.
- 2.8 **Local access** to the site is then considered, which considers how vehicles would get from the site to the Strategic / Major Road Network. An assessment is undertaken of the adequacy of the local access arrangements addressing the route, road widths and whether the route passes through existing residential areas. These factors feed into an assessment of whether the local access is suitable for commercial vehicles, including light goods vehicles (LGVs) and heavy goods vehicles (HGVs), as restrictions on access in these terms can limit the commercial attractiveness of sites/ locations for potential employment development. Where appropriate, Icen have again had regard to known or potential infrastructure improvements, including the potential to create new access arrangements to serve the proposed development.
- 2.9 The suitability of the local access is informed by commentary within the SHLEAA and site visits as appropriate.
- 2.10 **Public transport access** has then been considered. Here we provide an assessment of the public transport access to the site including

connectivity by existing bus routes and by rail (where appropriate). This has been assessed using Google Maps and wider internet research. This is considered alongside the labour access. It needs to be borne in mind that with substantial employment development, there is the potential for bus routes and/or services to be amended/improved.

2.11 **Labour access** is then considered. In doing so, Iceni has considered the relationship of sites to existing settlements, and where these settlements sit within the Settlement Hierarchy proposed in the emerging Local Plan. We have also considered the proximity to key residential development locations, in particular the Strategic Development Areas (SDAs) within the adopted Plan, as these will influence labour supply growth.

2.12 Together, public transport and labour access influence the potential sustainability of different sites/ locations for employment development.

2.13 In assessing the **proximity to services and facilities**, Iceni has considered the access to existing town centres, and local shopping facilities/ supermarkets, with analysis of relevant distances using Google Maps as appropriate.

2.14 Access to services and facilities is of greater relevance in considering the commercial attractiveness of sites for E(g)(i) and E(g)(ii) office and R&D development than for industrial uses, as access to amenities is important in attracting workers into the office. For industrial development, road and labour access are of greater importance.

2.15 The assessment then considers **spatial strategy considerations**, addressing issues such as the relationship to the proposed Settlement Hierarchy and accessibility to higher order settlements, and existing imbalances in the employment offer of settlements. This assessment considers issues such as whether there are gaps in the local employment offer, which new employment allocations can help address. This is a qualitative assessment informed by the assessment of existing employment sites across the District and the market assessment.

Market Demand Factors

- 2.16 **Physical constraints** to development are noted in the assessments herein. The assessment is however intended to provide an overview of key constraints (with the detailed assessment undertaken in the SHELAA and through Harborough's Site Assessment and Selection Process) with a view to informing consideration of development potential and market attractiveness. The assessment herein thus addresses in particular issues such as topography, utilities infrastructure which traverse the site and could influence the layout and development potential, and other key constraints which could influence the layout and developable area. The assessment here should be read alongside that in the SHELAA considering **surrounding uses** which in particular draws out the relationship to potential sensitive uses, such as residential, where commercial development could result in noise, air quality or operation (including operational hours) of the commercial uses, or the suitability of a site for different forms of employment development.
- 2.17 Assessment of topography and constraints has been informed by both site visits as appropriate undertaken by Iceni staff, together with GIS data.
- 2.18 The assessment of **local demand factors** considers whether there are particular gaps in the commercial property offer to which the site could potentially respond, having regard to the findings of the Housing and Economic Needs Assessment regarding the scale and nature of employment need and quantitative and qualitative gaps in the current supply offer.
- 2.19 These aspects are then brought together to provide an assessment of the **potential employment uses** which the site could support, having regard to its location and accessibility, physical and access constraints and surrounding uses.

Deliverability Considerations

- 2.20 The assessment within this report provides a high-level assessment of deliverability addressing potential delivery constraints and delivery timescales.
- 2.21 An assessment of **landownership and land control** is undertaken, cross-referencing to the SHELAA assessment where appropriate to identify the number of land parcels and involvement of a promoter/developer (where known). Recognising that these factors can change, this is not used to discount any sites in particular.
- 2.22 A high-level assessment of potential **infrastructure requirements** is undertaken, in particular to consider how a site might be accessed, new infrastructure required to support this and the relationship of this to the scale of development envisaged. This informs an assessment of the ability of the site to fund and deliver the potential infrastructure necessary to support its development. This draws on the SHELAA assessment where appropriate.
- 2.23 These factors are brought together to inform an assessment of **deliverability and delivery timescales** addressing whether a site is likely to be delivered within the short, medium or longer term (i.e. next 5 years, within 6-10 years or Years 10+). Where there are key infrastructure challenges, some sites are identified as not developable.

Overall Assessment

- 2.24 The above considerations are brought together to provide an **overall assessment** of commercial attractiveness which provides a summary of Icení's conclusions on a site's locational suitability and market attractiveness drawing on the above analysis.

3. Summary Findings

- 3.1 A detailed assessment of the 22 individual SHELAA sites assessed is considered in Section 4 in this report. In this section we draw together key findings on a settlement-by-settlement basis.

Leicester Urban Area

- 3.2 Areas around the fringes of the Leicester Urban Area within Harborough District which adjoin the built-up area; all are primarily residential in nature. As a result, this area has the lowest jobs density in the District (0.25) pointing to limited availability of local employment opportunities; albeit there is access to employment opportunities in Leicester City from these areas.
- 3.3 If strategic development is brought forward in this area, there is a strong strategic rationale for seeking to provide employment development as part of a scheme in order to provide local employment opportunities and address qualitative issues with the existing employment land supply across the PUA. The area benefits from a strong labour pool. Whilst there are locations around the PUA which provide better access to the M1, sites in this location benefit from stronger labour market access than in other parts of Harborough District.
- 3.4 Two candidate sites are assessed, both of which are considered for residential-led mixed use development. Our headline conclusions are as follows:
- **Land South of A47, Uppingham Road, Thurby & Bushby (21/8150)** – of the two sites, this site has weaker access to the Strategic Road Network and is less well linked to other population centres in Harborough District. There is limited employment provision along the A47 Corridor which is less commercially attractive than the A6 corridor which provides connectivity to a range of larger settlements. Steep topography inhibits employment development

potential on this site; albeit some potential for E(g) development in a local centre if taken forwards.

- **Land south of Gartree Road and Land at Stretton Hall (24/8631)** – stronger commercial location with potential for employment development along A6 Corridor, which includes existing and recent new-build employment development in the District. Potential to accommodate E(g), B2 and small-scale B8 development with provision of dedicated access from A6.

Market Harborough and Surrounds

- 3.5 Market Harborough is a Market Town and has the strongest existing concentration of employment in the District, and thus the strongest local market for employment space from existing businesses. It has a more developed office market than other locations within the District, focused on SMEs but with a number of larger businesses; as well as a range of industrial occupiers. It also benefits from the main line rail station.
- 3.6 Icení's analysis indicates that there is a broad balance between the current workforce and employment levels in the Market Harborough area, with a jobs density of 0.74; however it has, is and will continue to see residential growth including through delivery of the NW Market Harborough SDA which includes additional employment provision.
- 3.7 The critical mass of existing employment/ business activity, population and infrastructure mean that the town remains a sustainable location for further employment development. There has been recent employment development at the settlement and further land committed and allocated for development.
- 3.8 We have considered both Market Harborough and its immediate surroundings in this sub-section. Six candidate sites are assessed but the assessment identified limited opportunities to bring forward additional employment land. Our headline conclusions are as follows:
- **Land East of A6, Market Harborough (21/8233)** – this site, adjoining the A6 on the western side of Market Harborough, benefits from good

access to the A14. However there are a number of key site constraints which reduce market attractiveness including steep topography on parts of the site and weaker comparative public transport accessibility.

- **Land west of Rockingham Road, Market Harborough (24/10398)** – located on the NE side of the town, this site benefits from strong access to the A6 and good access to the A14. Whilst relatively close to the rail station, bus service provision is weak and part of the site falls within Flood Zone 3. A new junction potentially required to support development resulting in potential delivery challenges.
- **Land off Kettering Road, Market Harborough (24/10470)** – a small site, adjoining A6 on SE side of Market Harborough, offering potential for SME industrial development in E(g) uses. This is a potentially deliverable site, but its limited scale and lack of developer involvement may make delivery challenging.
- **Land to the north of the A6 and east of the Melton Road Services (24/10481)** – potentially developable site for employment but in rural location well to the north of the existing settlement. Part of site subject to flood constraints. Scale of development, if brought forward, could support infrastructure improvements.
- **Land to the north of the A6 and east of the Melton Road Services (24/12213)** – potentially developable site for employment but in rural location well to the north of the existing settlement. Scale of development, at 3 ha, limits potential for infrastructure improvements.
- **Land adjacent to Bowden Business Village (21/8124)** – site in rural location, with challenges related to access and circulation, and insufficient scale to support improvements. Weak commercial attractiveness.
- **Land OS3073, Leicester Road, Market Harborough (24/8737)** – infill development opportunity which relates well to NW Market Harborough SDA and critical mass of employment space along B6047 Leicester Road. Potential to support provision of SME employment space, subject to ability to provide adequate access.

Lutterworth

- 3.9 Lutterworth is a Market Town within the settlement hierarchy which relates strongly to the M1 Corridor, reinforcing its attractiveness as an employment location.

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- 3.10 Significant new-build strategic B8 development has come forwards through the growth and extension of Magna Park, and there remains demand for further strategic B8 development. Existing employment areas are generally well occupied, but there is a shortage of good quality industrial space for SME businesses. However, this has been influenced in particular by delays in the delivery of the Lutterworth East SDA. However market demand for E(g) office/ R&D space at Lutterworth is limited.
- 3.11 Icení's analysis shows that the Lutterworth area includes the second largest concentration of employment in the District in absolute terms, with c. 15,000 employee jobs in 2023 resulting in a notably high jobs density (1.79 compared to 0.69 across the District).
- 3.12 The assessment of candidate sites identifies few clear opportunities to bring forward additional space in the short-term beyond that provided for in the consented Lutterworth East SDA.
- **Land south of Gibbett Lane, near Shawell (24/10255)** – whilst the site is adjacent to the A5, it is in an isolated rural location with weak public transport access weakening its sustainability and locational attractiveness. Access improvements such as new roundabout on A5 required to support development raising delivery challenges.
 - **Land at Moorbars Lane, Lutterworth (21/8133)** – whilst proximate to the M1 and A5, the access to this site is considered unsuitable for commercial traffic and public transport accessibility is poor. We conclude that this site is not commercially attractive or developable for employment.
 - **Land off Moorbars Lane, Lutterworth (21/8136)** – whilst proximate to the M1 and A5, the access to this site is considered unsuitable for commercial traffic and public transport accessibility is poor. We conclude that this site is not commercially attractive or developable for employment.
 - **North and South of Gilmorton Road (21/8152)** – this site is located away from existing development in a currently rural location. It is not currently a commercially attractive location, and not considered developable in the short-to-medium-term before delivery of the Lutterworth East SDA. It does not therefore offer the potential to address short-term supply issues.

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- **Land at Gilmorton Road, Lutterworth (24/10318)** – this site is located away from existing development in a currently rural location. It is not currently a commercially attractive location, and not considered developable in the short-to-medium-term before delivery of the Lutterworth East SDA. It does not therefore offer the potential to address short-term supply issues. A 400kV power line traverses part of the site.
 - **Land to the west of Moorbarns Lane, Lutterworth (24/9301)** - whilst proximate to the M1 and A5, the access to this site is unsuitable for commercial traffic and public transport accessibility is poor. We conclude that this site is not commercially attractive or developable.
 - **Land south of A4303, Lutterworth (24/10433)** – this site is proximate to the M1 and A5 and is proposed as an SDA / mixed-use development which would likely enable the provision of required infrastructure and access. There are a number of physical constraints, including areas of the site lying within Floodzones 2 and 3 and the River Swift traversing the site. It is not considered deliverable in the short-to-medium term before the delivery of the wider proposed SDA/mixed-use site. Multiple land ownership may add complexity as land assembly would be required. Whilst the site could be commercially attractive, it does not therefore offer the potential to address short-term supply issues.

Large Villages

- 3.13 The proposed settlement hierarchy defines Broughton Astley, Kibworth, Fleckney and Great Glen as Large Villages.
- 3.14 These centres include less critical mass of population and services, and a smaller existing business base than in the market towns; which feeds through to the level of local occupier demand for business premises. However settlements on key transport corridors, including the A6, see some commercial demand for new premises, with evidence of a number of schemes coming forwards in recent years.
- 3.15 Broughton Astley has seen recent employment development at the settlement and further land is committed. The existing settlement is residential focused with a low existing employment density (0.32), which is notably below other areas; but with potential for this to increase taking

account of recent delivery and extant commitments. However there are no candidate sites which have been assessed for commercial attractiveness..

3.16 There has also been recent employment development in the Kibworths and in Fleckney; with further land committed in both settlements which can support additional employment development.

3.17 No candidate sites at Great Glen have been considered in this assessment..

3.18 Across the three other large villages, 3 sites have been put forwards and assessed for employment development.

- **Land North East of Kibworth Harcourt (21/8060)** – whilst this site is proximate to the A6 and benefits from good public transport access, there is a limited population in the immediate catchment. Particular potential impacts on the Conservation Area restrict potential for employment uses on this site; substantive new infrastructure required to support development.
- **Land NE of Harborough Road, Kibworth (21/8236)** – whilst this site is proximate to the A6 and benefits from good public transport access, there is a limited population in the immediate catchment. Potential for employment development as part of mixed use development, if taken forwards and if suitable access to the site from A6 can be achieved.
- **Land east of Fleckney Road, Fleckney (21/8212)** – location has poor accessibility to the Strategic and Major Road Networks, which together with limited accessibility to public transport and labour restricts commercial attractiveness. Further land release could inhibit upgrade/redevelopment of existing Churchill Way Industrial Estate and delivery of the existing commitment (Phase 2 of Land at Marlborough Drive).

Medium and Smaller Villages and Rural Locations

3.19 The final category relates to sites in medium and smaller villages and rural locations which are close to the strategic or major road network but which do not relate well to existing settlements, raising particular issues regarding their locational sustainability and the potential to achieve

sustainable access. There are 3 candidate sites assessed in this category. Our conclusions are set out below:

- **Land off Watling Street (A5), near Rugby (21/8073)** – whilst this site adjoins the M6 and A5, there is no motorway junction at this location. It is not currently accessible by public transport and relates poorly to the main settlements in Harborough District, having a stronger relationship with Rugby. Access improvements would be required to support market demand but raise key delivery challenges.
- **Land off Manor Road, Uilesthorpe (21/8138)** – field on edge of the village. Rural location with significant access limitations meaning site not suitable or commercially attractive for employment development.
- **Land to East of Broughton Astley and North of Dunton Bassett and Ashby Magna (21/8192)** – this site, located east of Broughton Astley, is promoted for mixed use development. Its poor current accessibility to the Strategic Road Network limits market attractiveness; and its development would largely be reliant on delivery of a new motorway junction which is neither committed or funded. It is not therefore considered realistically developable at the current time.

RAG Assessment of Candidate Sites

3.20 The assessment of individual sites through a RAG assessment of locational suitability and market attractiveness drawing together the factors considered. A summary of the RAG assessment of the candidate sites is set out below.

Table 3.1 RAG Assessment of Candidate Sites

Reference	Site Location	RAG Assessment
21/8150	Land South of A47 Uppingham Road, Thurnby & Bushby	Yellow
24/8631	Land south of Gartree Road and Land at Stretton Hall	Green
21/8233	Land East of A6, Market Harborough	Red
24/10398	Land west of Rockingham Road, Market Harborough	Red
24/10470	Land off Kettering Road, Market Harborough	Yellow
24/10481	Land to the north of the A6 and east of the Melton Road Services, north of Market Harborough	Yellow
24/12213	Land to the north of the A6 and east of the Melton Road Services, north of Market Harborough	Red
21/8124	Land adjacent to Bowden Business Village	Red
24/8737	Land OS3073, Leicester Road, Market Harborough	Yellow
24/10255	Land south of Gibbet Lane, near Shawell	Red
21/8133	Land at Moorbarns Lane, Lutterworth	Red
21/8136	Land off Moorbarns Lane, Lutterworth	Red
21/8152	North and South of Gilmorton Road (Extn to Lutterworth East SDA)	Red
24/10318	Land at Gilmorton Road, Lutterworth	Yellow
24/9301	Land to the west of Moorbarns Lane, Lutterworth	Red
21/8060	Land NE of Kibworth Harcourt, Kibworth	Yellow
21/8236	Land NE of Harborough Road, Kibworth	Yellow
21/8212	Land East of Fleckney Road, Fleckney	Red
21/8073	Land off Watling Street (A5), near Rugby	Red
21/8138	Land off Manor Road, Ullesthorpe	Red
21/8192	Land E of Broughton Astley and N of Dunton Bassett and Ashby Magna	Red
24/104333	Land south of A4303, Lutterworth	Yellow

4. **Assessment of Individual Sites**

- 4.1 This section provides the assessment of locational suitability and market attractiveness for the 22 individual sites considered for general employment. As set out in Section 1, candidate sites considered for strategic B8 development are assessed in a separate report.

Ref	21/8150
Site	Land South of A47 Uppingham Road, Thurnby & Bushby
Size (ha)	73.52ha for mixed use. Employment uses as part of local centre
Locational factors	
Strategic Road Access	A47 on northern boundary of the site forms part of Major Road Network. Good access to MRN. However on opposite side of Leicester from M1, with 10miles to M1 Junction 21.
Local Access	Site adjoins A47. Local access will depend on site layout and location of neighbourhood centre.
Public transport access	Bus service (747) at 1-2hr intervals connecting to Leicester and Uppingham.
Labour access	Strong labour market access as site adjoins built-up area of Leicester
Proximity to services & facilities	Potential for neighbourhood centre to include a number of shops and services.
Spatial strategy considerations	Opportunity to improve availability of local employment alongside new development and to help provide employment opportunities accessible to Thurnby and Bushby residents.
Market demand factors	
Physical constraints	Relatively steep site topography. Two local wildlife sites within the site area.
Local demand factors	Attractive potential location for employment given constraints on supply of land, and in particular modern premises, in Leicester, accessibility to other parts of Harborough, good road access and large potential labour force nearby.
Surrounding uses	Wider site promoted for residential development.
Potential employment uses	Potential for local centre to accommodate E(g) and other employment generating development.
Deliverability factors	
Landownership and land control	Single ownership. Involvement of a site promoter.
Infrastructure requirements	Access and highways infrastructure required to support development. Specific infrastructure dependent on location of neighbourhood centre.
Deliverability and delivery timescales	Potentially developable in Years 6+.

Overall Assessment	
Concluding comments	A47 is not a key commercial corridor, steep topography and site less well linked to other settlements in Harborough District and M1. If taken forwards, some potential for E(g) development in local centre.

Ref	24/8631
Site	Land south of Gartree Road and Land at Stretton Hall
Size (ha)	358 ha (of which c. 5 ha for employment)
Locational factors	
Strategic Road Access	Southern part of site adjoins London Road which sits adjacent to A6. Good access to the Major Road Network. C. 7 miles to M1 J21 via A563.
Local Access	Strategic development would deliver new transport infrastructure. Most attractive location for commercial development would be southern side of the site around A6, with local connections to London Road providing access to the A6 at Glen Gorse Roundabout.
Public transport access	Existing hourly bus services, with 2x per hour bus services in peak, providing connectivity to Market Harborough, Leicester and Kibworth. Good public transport access. Potential for further sustainable transport improvements associated with scale of development.
Labour access	Adjoins Leicester Urban Area at top of settlement hierarchy. Potential for residential growth to be delivered through a new SDA. Very strong labour access.
Proximity to services & facilities	1.1 miles to Oadby Sainsbury's Store; and 1.6 miles to Oadby Town Centre. Potential for additional local service provision to be brought forward through new strategic development.
Spatial strategy considerations	Opportunity to improve availability of local employment alongside new strategic development and to help provide employment opportunities accessible to Oadby residents. Southern side of site provides potential for employment which is accessible to the widest range of HDC residents, including by sustainable modes.
Market demand factors	
Physical constraints	Small area of land identified within southern part of site as traditional orchard. Underground 11kV power line running along London Road/A6.
Local demand factors	Attractive potential location for employment given constraints on supply of land, and in particular modern premises, in Leicester, good accessibility to other parts of Harborough, good road access and large potential labour force nearby.
Surrounding uses	No evident sensitive uses adjoining. Scheme could be designed to achieve appropriate buffer to residential uses.
Potential employment uses	Potential to accommodate industrial and office uses - E(g), B2 and small / medium-sized B8.

Deliverability factors	
Landownership and land control	Multiple landownerships, with site jointly promoted and controlled by Urban & Civic and Homes England.
Infrastructure requirements	Site would benefit from delivery of dedicated access to employment from A6, as separate from residential. Development require delivery of access and internal roads.
Deliverability and delivery timescales	Potential for development in medium- and longer-term, given lead in times for major strategic development.
Overall Assessment	
Concluding comments	Attractive development site for commercial development, supported by accessibility, strong labour access and ability to deliver modern premises.

Ref	21/8233
Site	Land East of A6, Market Harborough
Size (ha)	94.08 ha for mixed use urban extension.
Locational factors	
Strategic Road Access	Site adjoins A6 which sits on MRN. Strong access to MRN. Good access to the A14, with A6 connecting to A14 in c. 6 miles.
Local Access	Potential for site access from Kettering Road roundabout and potentially additional accesses, depending on scale of development.
Public transport access	Hourly local bus service (33b) providing connections to Market Harborough. A6 potentially inhibit walking / cycling access. Weaker accessibility by sustainable modes than other candidate MH sites.
Labour access	Adjoins for the built-up area of the Market Town of Market Harborough. Potential for local population growth through the development. Strong labour access.
Proximity to services & facilities	1.1 miles to Lidl/ Aldi and 1.5 miles to Market Harborough Town Centre. Good access to local services.
Spatial strategy considerations	Adjoins Market Town which is a focus for residential growth in the District. Separate from other existing employment locations in the town.
Market demand factors	
Physical constraints	Areas of steep topography, particularly in southern and eastern parts of the site contributing to potential for significant landscape impacts. Site partly traversed by 11kV power line. SE part of site includes landfill with potential contamination issues.
Local demand factors	Site benefits from a location adjoining the A6. Potentially attractive location for delivery of employment development taking account of labour market access and accessibility to A14.
Surrounding uses	No immediate bad neighbour uses evident.
Potential employment uses	Potential for site to accommodate range of employment uses, including E(g), B2 and small scale B8.
Deliverability factors	
Landownership and land control	Single ownership with discussions with potential developers.
Infrastructure requirements	Potential scale and nature of development could be influenced by adequacy and capacity of existing A6 roundabout and prospects of delivery of further roundabout/site access.

Deliverability and delivery timescales	Potentially developable site in longer-term (10+ years)
Overall Assessment	
Concluding comments	Benefits from good access to the A14, however there are a number of key site constraints which reduce market attractiveness including steep topography on parts of the site, and weaker comparative public transport accessibility.

Ref	24/10398
Site	Land west of Rockingham Road, Market Harborough
Size (ha)	6.3 of which c. 4 ha is in Harborough District
Locational factors	
Strategic Road Access	Site boundary abuts A4303/A6 Roundabout on eastern side of Market Harborough. The nearest connection to the SRN is the A14 which is > 6 miles in distance.
Local Access	There are currently farm accesses available from A4304 Rockingham Road and Dingley Road. A suitable access to serve the development would be needed from A4304 Rockingham Road.
Public transport access	Site is located 1 mile from Market Harborough Station. No bus routes serve the site/ immediate vicinity.
Labour access	Adjoins for the built-up area of the market town of Market Harborough. Major residential growth at Market Harborough. Strong labour access.
Proximity to services & facilities	Tesco Express PFS close by at Trojan Place/Rockingham Road Junction. Approx 1 mile to Aldi/ Lidl; and 1.3 miles to Market Harborough Town Centre.
Spatial strategy considerations	Adjoins market town which is a focus for residential growth in the District. Adjoins existing employment land at Welland Industrial Estate and Euro Business Park.
Market demand factors	
Physical constraints	Southern part of the site (c. 3ha) falls within Flood Zone 3. Northern part of site is former landfill with potential contamination issues. Within existing area of separation between Market Harborough and Great Bowden.
Local demand factors	Site close to and accessible from A6, adjoins existing established employment location and close to rail station. Concentration of office space on adjoining land.
Surrounding uses	Existing employment development to the SW and SE of the site.
Potential employment uses	Potentially suitable for E(g), B2 and small scale B8 development.
Deliverability factors	
Landownership and land control	Two separate land titles on the site. Potential delivery complexities associated with cross-boundary position.
Infrastructure requirements	Development would likely require the creation of a new junction on A4304 Rockingham Road to facilitate development. Potential deliverability issues given scale of site/ potential development.

Deliverability and delivery timescales	Potentially developable in Years 6+.
Overall Assessment	
Concluding comments	Location adjoining Market Harborough and A6 supports market demand for employment development. Challenges delivering infrastructure given potential scale of development and physical constraints, including flooding, which affect layout and commercial attractiveness.

Ref	24/10470
Site	Land off Kettering Road, Market Harborough
Size (ha)	1.14
Locational factors	
Strategic Road Access	Site adjoins A6. Good access to the Major Road Network.
Local Access	Current local access to site is via Kettering Road. Good quality access overall from Major Road Network but not clear how satisfactory local access can be achieved.
Public transport access	Hourly bus services along Kettering Road (33B) providing connections from other parts of Market Harborough. Average public transport access.
Labour access	Adjoins settlement boundary for market town of Market Harborough. Major residential growth nearby through delivery of Overstone Park. Strong labour access.
Proximity to services & facilities	0.9 miles to Lidl/ Aldi and 1.3 miles to Market Harborough Town Centre. Good access to local services.
Spatial strategy considerations	Adjoins market town which is a focus for residential growth in the District. Separate from other existing employment locations in the town.
Market demand factors	
Physical constraints	Triangular shaped site which is currently heavily wooded. Existing 11kV power line running underground along western and northern boundary of site; with 11kV overhead line crossing eastern end of the site. Recent development of Braybrooke Sub-Station to the south. Site constraints and layout of the site has potential to limit commercial attractiveness.
Local demand factors	Site benefits from location adjoining A6.. Site is however of limited scale, but potentially attractive for development of smaller SME industrial units.
Surrounding uses	Residential development (Overstone Park) is to south-west of site, but site benefits from separate access. Masterplan shows landscape buffer and open space separating this site from residential buildings.
Potential employment uses	Potential for site to accommodate smaller industrial and office uses - E(g)(i), (ii) and (iii).

Deliverability factors	
Landownership and land control	Site in single ownership. Developer involvement unknown.
Infrastructure requirements	Limited infrastructure requirements. Potential requirement for additional bus stop to facilitate sustainable travel.
Deliverability and delivery timescales	Deliverable site with potential for delivery in short/medium-term.
Overall Assessment	
Concluding comments	Potentially deliverable site in a potentially commercially attractive location, but its limited scale and lack of known developer involvement raise deliverability issues.

Ref	24/10481
Site	Land to the north of the A6 and east of the Melton Road Services, north of Market Harborough
Size (ha)	19.4 ha
Locational factors	
Strategic Road Access	Site adjoins A5 and thus benefits from good access from the Major Road Network.
Local Access	Potential for local access to site from B6047 Melton Road, subject to detailed assessment.
Public transport access	Reasonable public transport access, with A6 served by X3 and 44 bus routes providing links to Leicester, Market Harborough, Northampton and other local villages.
Labour access	Rural location with limited existing labour in immediate proximity. Separated from existing settlement. However within c. 1.3 mile of NW Market Harborough SDA where residential growth is envisaged.
Proximity to services & facilities	Some limited service provision at PFS to north of A6 Roundabout including McDonalds and M&S Simply Food.
Spatial strategy considerations	Rural location away from existing settlement. Employment provision being brought forward at NW Market Harborough SDA where there is critical mass of provision.
Market demand factors	
Physical constraints	Generally flat site. Part of site to north (< 10% site area) subject to flooding, with < 5% in Flood Zone 3.
Local demand factors	Existing concentration of development potential around Airfield Business Park and proposed Wellington Business Park. These sites have greater scale and profile; and better quality access arrangements and potential for units of a range of sizes.
Surrounding uses	No of residential properties located on western side of B6047.
Potential employment uses	Potential for site to accommodate range of employment uses, including E(g), B2 and small scale B8.
Deliverability factors	
Landownership and land control	Single ownership. Land promotion details not known.
Infrastructure requirements	Development could potentially require widening of B6047 and/or creation of new access direct from A6 Roundabout.

Deliverability and delivery timescales	Potentially developable in Years 6+.
Overall Assessment	
Concluding comments	Whilst site benefits from access to A6 (MRN) it is located in a rural location away from the existing settlement. Scale of development could potentially support infrastructure improvements and site profile.

Ref	24/12213
Site	Land to the north of the A6 and east of the Melton Road Services, north of Market Harborough
Size (ha)	3 ha
Locational factors	
Strategic Road Access	Site adjoins A5 and thus benefits from good access from the Major Road Network.
Local Access	Potential for local access to site from B6047 Melton Road, or A6 roundabout, subject to detailed assessment.
Public transport access	Reasonable public transport access, with A6 served by X3 and 44 bus routes providing links to Leicester, Market Harborough, Northampton and other local villages.
Labour access	Rural location with limited existing labour in immediate proximity. Separated from existing settlement. However within 1.1 mile of NW Market Harborough SDA where residential growth is envisaged.
Proximity to services & facilities	Some limited service provision at PFS to north of A6 Roundabout including McDonalds and M&S Simply Food.
Spatial strategy considerations	Rural location away from existing settlement. Employment provision being brought forward at NW Market Harborough SDA where there is critical mass of provision.
Market demand factors	
Physical constraints	Generally flat site with limited evident strategic constraints.
Local demand factors	Existing concentration of development potential around Airfield Business Park and proposed Wellington Business Park. These sites have greater scale and profile; and better quality access arrangements and potential for units of a range of sizes.
Surrounding uses	No immediate bad neighbour uses evident.
Potential employment uses	Potential for site to accommodate range of employment uses, including E(g), B2 and small scale B8.
Deliverability factors	
Landownership and land control	Single ownership. Land promotion details not known.
Infrastructure requirements	Potential for creation of site access from B6047.

Deliverability and delivery timescales	Potentially developable in Years 6+.
Overall Assessment	
Concluding comments	Whilst site benefits from access to A6 (MRN) it is located in a rural location away from the existing settlement. Weak relationship with existing employment locations and scale limit development potential and profile. Scale of development limits potential for infrastructure improvements.

Ref	21/8124
Site	Land adjacent to Bowden Business Village
Size (ha)	0.96
Locational factors	
Strategic Road Access	Site adjoins A6 / B6047 Junction to north of Market Harborough. Good access from the MRN
Local Access	Local access to the site provided through existing Bowden Business Village. But access to this site from the B6047 is unlikely to be adequate to support substantive further development and would require improvement.
Public transport access	Reasonable public transport access, with A6 served by X3 and 44 bus routes providing links to Leicester, Market Harborough, Northampton and other local villages.
Labour access	Rural location with limited existing labour in immediate proximity. However within 1 mile of NW Market Harborough SDA where residential growth is envisaged.
Proximity to services & facilities	Some limited service provision at PFS to north of A6 Roundabout including McDonalds and M&S Simply Food.
Spatial strategy considerations	Rural location. Employment provision is being brought forwards at NW Market Harborough SDA where there is greater critical mass of provision.
Market demand factors	
Physical constraints	Access to the site is tight and would be unsuitable for commercial vehicles. Mature trees on northern end of site with underground power lines traversing this area.
Local demand factors	Limited critical mass of existing employment activity at this site, which combined by rural location and access constraints limit market attractiveness.
Surrounding uses	Surrounding uses include existing Business Village and agricultural uses.
Potential employment uses	Access through existing business village limits potential to E(g) uses.
Deliverability factors	
Landownership and land control	Site in single ownership and considered available.

Infrastructure requirements	Substantive development would likely require improved site access and circulation. Access via the current site would be tight and unsuitable for commercial vehicles unless the carpark were remodelled.
Deliverability and delivery timescales	Potentially developable in Years 6+.
Overall Assessment	
Concluding comments	Rural location, challenges with the access and relatively weak accessibility are likely to restrict demand, profile and development potential. Scale of development unlikely to support improved infrastructure. Weak commercial attractiveness.

Ref	24/8737
Site	Land OS3073, Leicester Road, Market Harborough
Size (ha)	0.62
Locational factors	
Strategic Road Access	Located 1.4 miles from the A6 / B6047 Junction, accessed via B6047. Reasonable access to the Major Road Network
Local Access	Existing Forest Gate dealership which is in separate ownership (Forest Gate (Corby) Property Ltd). Access through this is relatively narrow, unsuitable for HGVs but suitable for smaller SME employment uses. Greater employment development potential if supported by creation of new access direct from B6047 Leicester Road.
Public transport access	Existing regular bus services along Leicester Road (44, X3 and X7) providing direct connections to Leicester, Market Harborough, Fleckney and Northampton. Good public transport access.
Labour access	Within built-up area of market town of Market Harborough. Major residential growth nearby through delivery of NW Market Harborough SDA. Strong labour access.
Proximity to services & facilities	Site close to (and within walking distance of) proposed local centre to be delivered as part of NW Market Harborough SDA. 1.2 miles to Market Harborough Town Centre. 1.4 miles to M&S Food at A6/ B6947 Junction. Good access to local services.
Spatial strategy considerations	Reinforces existing concentration of modern employment space along B6047 Leicester Road. Within a Market Town which is a focus for residential growth in the District.
Market demand factors	
Physical constraints	Triangular shaped site with mature trees on site perimeter. Site shape makes this site more suitable for smaller commercial premises. Consideration of buffer to adjoining residential properties needed.
Local demand factors	Site is close to existing Airfield Business Park and proposed Wellington Business Park. These sites have greater scale and profile; and better quality access arrangements and potential for units of a range of sizes. This site would be attractive for smaller SME industrial units.
Surrounding uses	Site adjoins existing automotive dealership (Forest Gate). Potential for impacts from employment development of the site on adjoining residential properties (Avondale and Belvedere). Scheme design would need to provide appropriate buffer.
Potential employment uses	Potential for site to accommodate smaller industrial units.
Deliverability factors	

Landownership and land control	Single landownership in control of construction company.
Infrastructure requirements	Requirement for construction of new/ safe access to B6947 Leicester Road. Potential requirement for additional bus stop to facilitate sustainable travel.
Deliverability and delivery timescales	Deliverable site with potential for delivery in short/medium-term. Negotiation of appropriate access could impact on delivery timescales.
Overall Assessment	
Concluding comments	Potentially deliverable site, which would potentially support provision of employment space for SME businesses, subject to provision of suitable access for nature of business uses envisaged.

Ref	24/10255
Site	Land south of Gibbet Lane, near Shawell
Size (ha)	16.52 Ha
Locational factors	
Strategic Road Access	Site adjoins A5 and thus benefits from good access from the Major Road Network.
Local Access	Existing access to site from Gibbett Lane. Gibbett Lane is narrow and unsuitable for HGVs.
Public transport access	Site not currently accessible by public transport. No evident bus services in the immediate vicinity of the site.
Labour access	Rural location with limited population in immediate vicinity. C. 2 miles to edge of Rugby Urban Area which is large town and is seeing significant residential growth. Strong labour access.
Proximity to services & facilities	c. 1.8 miles to Rugby Services. PFS (Applegreen Lutterworth) close by on A5 Junction which includes shop and Greggs.
Spatial strategy considerations	Isolated rural location within the District, with closest larger rural area being Rugby. Poor public transport accessibility.
Market demand factors	
Physical constraints	Levelling of land would be required to create development platforms. Hilltop location increases visual impact of development. Site within Minerals Consultation Area. Southern part of the site lies within historic landfill consultation buffer area.
Local demand factors	Site profile supported by visibility from A5.
Surrounding uses	A number of residential properties along Gibbet Lane in close proximity to the site
Potential employment uses	Potential to accommodate B2 and B8 industrial uses, subject to achieving suitable access.
Deliverability factors	
Landownership and land control	Site in single ownership. Controlled by Strategic Land Promoter. (
Infrastructure requirements	Development likely to require construction of a new access, such as a roundabout, on the A5.

Deliverability and delivery timescales	Having regard to site levelling and access arrangements, potentially developable in medium term (yrs 5-10).
Overall Assessment	
Concluding comments	Whilst site benefits from access to A5 (MRN) it is located in a rural location and has weak public transport accessibility weakening its locational attractiveness. Access improvements would be required to support market demand but raise delivery challenges.

Ref	21/8133
Site	Land at Moorbarns Lane, Lutterworth
Size (ha)	2.35
Locational factors	
Strategic Road Access	Site is 1.5 miles from M1 Junction 20, and 2.8 miles from A5. However access is via Moorbarns Lane, which is a narrow single lane carriageway unsuitable for commercial traffic. Moorbarns Lane would also route traffic via residential areas of Lutterworth and directly past two schools (Lutterworth High School and John Wycliffe Primary School).
Local Access	Moorbarns Lane is narrow and passes two schools (Lutterworth High School and John Wycliffe Primary School) and is therefore unsuitable for HGVs or commercial traffic.
Public transport access	The closest bus stops are located on Woodway Road, approx. 0.7 miles from the site. Moorbarns Lane does not currently have pedestrian access along its entirety making the site unsuitable to access using the current public transport provision.
Labour access	Lies to the south of the built up area of Lutterworth and A4303. Lutterworth is a Key Centre with significant residential growth planned. Strong labour access.
Proximity to services & facilities	c. 1.1 mile from Lutterworth Town Centre, with local shop closer on Woodway Road.
Spatial strategy considerations	Rural location but relatively close to Lutterworth, which is seeing significant residential growth however separate from other existing employment locations in the town. Poor public transport accessibility.
Market demand factors	
Physical constraints	Relatively flat site with relatively few physical constraints. Top NE corner of site is traversed by 11kV power line.
Local demand factors	Gaps in availability of good quality small/ medium-sized industrial units in Lutterworth but access to this site would not make it a suitable or commercially attractive location.
Surrounding uses	A number of residential properties close to the site boundaries.
Potential employment uses	Not attractive location for employment development.
Deliverability factors	
Landownership and land control	Two land titles. No evidence of developer involvement at the current time.

Infrastructure requirements	Site would require provision of new access to unlock any development.
Deliverability and delivery timescales	Site not considered commercially attractive for employment development. Not considered developable
Overall Assessment	
Concluding comments	Whilst proximate to the MRN/SRN as the crow flies, local access is unsuitable for commercial traffic. Not commercially attractive or developable.

Ref	21/8136
Site	Land off Moorbarns Lane, Lutterworth
Size (ha)	6.69
Locational factors	
Strategic Road Access	The site is within close proximity to both the M1 and A5 but cannot be accessed through a route suitable for commercial traffic including HGVs. It is approx. 1.2 miles from J20 of the M1. At present, traffic would be routed via Moorbarns Lane which is a narrow single lane carriageway unsuitable for commercial traffic. The site lies directly south of the A4304 however it would not be feasible to provide direct access due to a large level difference.
Local Access	Moorbarns Lane is narrow and passes two schools (Lutterworth High School and John Wycliffe Primary School) and is therefore unsuitable for HGVs or commercial traffic.
Public transport access	The closest bus stops are located on Woodway Road, approx. 0.4 miles from the site. Served by routes 8 and 84, with services approx. hourly. Moorbarns Lane does not currently have pedestrian access along its entirety making the site unsuitable to access using the current public transport provision.
Labour access	Lies immediate to the south of the built-up area of Lutterworth and A4303. Lutterworth is a Key Centre with significant residential growth planned. Strong labour access.
Proximity to services & facilities	c. 0.7 mile from Lutterworth Town Centre, with local shop closer on Woodway Road.
Spatial strategy considerations	Adjoins market town which has significant residential growth approved, however separate from other existing employment locations in the town. Poor public transport accessibility.
Market demand factors	
Physical constraints	Relatively flat site with slight downward slope to the west. Few evident physical constraints. Whilst adjoins A4303 there is a notable level difference, with the main road set in a cutting.
Local demand factors	Gaps in availability of good quality small/ medium-sized industrial units in Lutterworth but access to this site would not make it a suitable or commercially attractive location.
Surrounding uses	Adjoining traveller site and golf course.
Potential employment uses	Not attractive location for employment development.
Deliverability factors	

Landownership and land control	Site in single ownership. No evidence of developer involvement at current time.
Infrastructure requirements	Site would require provision of new access to unlock any development.
Deliverability and delivery timescales	Site not considered commercially attractive for employment development. Not considered developable
Overall Assessment	
Concluding comments	Whilst proximate to the MRN/SRN as the crow flies, local access is unsuitable for commercial traffic. Not commercially attractive or developable.

Ref	21/8152
Site	North and South of Gilmorton Road (Extn to Lutterworth East SDA)
Size (ha)	51.93 ha of which 4.2 ha proposed for employment use
Locational factors	
Strategic Road Access	Site intersection with Gilmorton Road currently 1.8 miles by road from M1 Junction 20, but distance would be reduced, and accessibility improved, by delivery of East of Lutterworth SDA providing new spine road linking site to J20.
Local Access	Current access is via Lutterworth High St and Gilmorton Road.. New link road would run through residential areas and thus render land at this location potentially unsuitable for development served by HGVs.
Public transport access	No current public transport provision in this locality. Potential to extend services proposed to serve East of Lutterworth SDA (subject to detailed assessment).
Labour access	Lies to the NE of the Lutterworth Urban Area. Lutterworth is a Key Centre with significant residential growth planned. Strong labour access.
Proximity to services & facilities	Within 0.5mile of proposed Gilmorton Fields Community Hub; and c. 1.2 miles to Lutterworth Town Centre.
Spatial strategy considerations	Current rural location but adjoins East of Lutterworth SDA where significant residential growth is planned. Separated from existing employment locations within the town and as proposed within the SDA Illustrative Masterplan.
Market demand factors	
Physical constraints	Undulating topography, but otherwise few evident physical constraints. Parcels of land close to Gilmorton Road of modest size.
Local demand factors	Sits poorly within the existing masterplan for SDA in terms of relationship to employment development proposed; and is away from M1 Junction 20.
Surrounding uses	Current farmland; however would adjoin existing residential neighbourhoods within SDA.
Potential employment uses	Poor relationship with areas proposed for employment within East of Lutterworth SDA and the SRN/MRN. Not commercially attractive for employment.

Deliverability factors	
Landownership and land control	Site in single ownership with development intended by a partnership venture.
Infrastructure requirements	Development would require delivery of new strategic infrastructure associated with East of Lutterworth SDA including highways and services. Lead-in time to delivery influences potential timescales for development of this site.
Deliverability and delivery timescales	Strategic infrastructure delivery means development potential is 10+ years. Location away from existing and other proposed employment development. Not considered developable for employment.
Overall Assessment	
Concluding comments	Site location away from existing commercial development and SRN/MRN. Weak commercial attractiveness and not developable in short/medium-term.

Ref	24/10318
Site	Land at Gilmorton Road, Lutterworth
Size (ha)	15.2
Locational factors	
Strategic Road Access	The site would be well connected to the SRN, with the M1 J20 c. 1.2 miles from the site.
Local Access	Access to the site could either be taken from Gilmorton Road or there could be potential to provide access via the adjacent employment site planned as part of the Lutterworth East SDA development. Traffic could utilise the new spine road developed as part of the SDA, but understood that commercial traffic is intended to access northern part of the SDA via the new bridge over the motorway from the A428 Leicester Road.
Public transport access	No current public transport provision in this locality. The closest bus stops are located on the A426, c. 0.8 miles from the site. Potential to extend services proposed to serve East of Lutterworth SDA (subject to detailed assessment). Gilmorton Road does not have pedestrian access so this would be unsuitable.
Labour access	Lies to the NE of the built up area of Lutterworth. Lutterworth is a Key Centre with significant residential growth planned. Strong labour access.
Proximity to services & facilities	Parts of site within 0.5mile of proposed Gilmorton Fields Community Hub; and c. 1.0 miles to Lutterworth Town Centre.
Spatial strategy considerations	Current rural location but adjoins committed East of Lutterworth SDA where significant residential growth is planned. Adjoins employment locations as proposed within the SDA Illustrative Masterplan.
Market demand factors	
Physical constraints	Elevated hilltop position influences visual impact. 400kV power line traverses SW part of the site.
Local demand factors	Adjoins existing employment development within SDA Masterplan. Gaps in availability of good quality small/ medium-sized industrial units in Lutterworth.
Surrounding uses	No sensitive uses within close proximity to the site currently. With delivery of the SDA would adjoin residential uses on western side. Farmhouse (Boston Lodge) approx 150m north east of the site.
Potential employment uses	Potential for E(g), B2 and small scale B8 development subject to provision of suitable access.

Deliverability factors	
Landownership and land control	Single private ownership. Site promoted and understood to be under option to developer and considered to be available for development.
Infrastructure requirements	Site would likely only be viable as part of an extension to the Lutterworth East SDA development [likely minimum 5-10 years]. Site would require an access onto Gilmorton Road, but would also likely require the capacity provided by the road networks developed as part of the SDA.
Deliverability and delivery timescales	Potentially developable in Years 10+ once SDA infrastructure is in place.
Overall Assessment	
Concluding comments	Site potentially suitable for employment development in longer-term subject to provision of suitable infrastructure. Does not offer potential to address short-term supply constraints.

Ref	24/9301
Site	Land to the west of Moorbarns Lane, Lutterworth
Size (ha)	13
Locational factors	
Strategic Road Access	The site is within close proximity to both the M1 and A5 but cannot be accessed through a route suitable for commercial traffic including HGVs. It is approx. 1.2 miles from J20 of the M1. At present, traffic would be routed via Moorbarns Lane which is a narrow single lane carriageway unsuitable for commercial traffic. The site lies directly south of the A4304 however it would not be feasible to provide direct access due to a large level difference.
Local Access	Moorbarns Lane is narrow and passes two schools (Lutterworth High School and John Wycliffe Primary School) and is therefore unsuitable for HGVs or commercial traffic. Access potential from allocation to the west not demonstrated with potential for ransom issues.
Public transport access	The closest bus stops are located on Woodway Road, approx. 0.4 miles from the site. Served by routes 8 and 84, with services approx. hourly. Moorbarns Lane does not currently have pedestrian access along its entirety making the site unsuitable to access using the current public transport provision.
Labour access	Lies immediate to the south of the Lutterworth Urban Area and A4303. Lutterworth is a Key Centre with significant residential growth planned. Strong labour access.
Proximity to services & facilities	c. 0.7 mile from Lutterworth Town Centre, with local shop closer on Woodway Road.
Spatial strategy considerations	Adjoins Market Town which is seeing significant residential growth, however separate from other existing employment locations in the town. Poor public transport accessibility.
Market demand factors	
Physical constraints	Relatively flat site with slight downward slope to the west. Few evident physical constraints. Whilst adjoins A4303 there is a notable level difference, with the main road set in a cutting.
Local demand factors	Gaps in availability of good quality small/ medium-sized industrial units in Lutterworth but access to this site would not make it a suitable or commercially attractive location.
Surrounding uses	Adjoining traveller site to the west.

Potential employment uses	Access arrangements constrain employment development potential.
Deliverability factors	
Landownership and land control	Two land titles. No evidence of developer involvement at current time.
Infrastructure requirements	Site would require provision of new access to unlock any development.
Deliverability and delivery timescales	Site not considered commercially attractive for employment development. Not considered developable
Overall Assessment	
Concluding comments	Whilst proximate to the MRN/SRN as the crow flies, local access is unsuitable for commercial traffic. Not commercially attractive or deliverable.

Ref	21/8060
Site	Land NE of Kibworth Harcourt, Kibworth
Size (ha)	164 ha of which 25 ha proposed for employment use.
Locational factors	
Strategic Road Access	Site adjoins the Major Road Network (A6) on the SE and northern sides of Kibworth Harcourt. Good access from MRN
Local Access	Local access to the site could be provided from new junctions on the A6.
Public transport access	Strong public transport access, with A6 served by X3, X7 and 44 bus routes providing links to Leicester, Market Harborough, Northampton and other local villages.
Labour access	Located at Large Village with modest existing labour in immediate proximity. 20 minute commuting catchment extends to include market town of Market Harborough and parts of Leicester.
Proximity to services & facilities	Sustainable settlement which includes some key services including Coop.
Spatial strategy considerations	Recent new employment development has come forwards at Beauchamp Business Park with further land for employment development.
Market demand factors	
Physical constraints	Site adjoins existing Conservation Area which includes a concentration of listed buildings. Impacts on setting would require consideration and assessment. Kibworth Harcourt Post Mill Grade II* listed and adjoins site. Cemetery located on southern side of site. Potential contaminating uses and overhead power lines may require consideration, depending on location of employment development.
Local demand factors	Recent development demonstrates potential market for employment development, but further consented / allocated land with potential for development in short/medium-term.
Surrounding uses	Depending on location, potential issues of adjacency to residential development.
Potential employment uses	Potentially suitable for E(g) development and B2/ small-scale B8 depending on location and design.
Deliverability factors	
Landownership and land control	Site in multiple ownership but being promoted jointly.

Infrastructure requirements	Provision of a relief road required to bring forward development and would require detailed technical and deliverability assessment. Standard of existing rail bridge over Midland Main Line would require investigation
Deliverability and delivery timescales	Potentially developable in Years 6+.
Overall Assessment	
Concluding comments	Site identified as potential mixed-use urban extension. If brought forward potential for allocation of additional employment provision, which would reasonably be focused where strong access to A6 can be provided - potentially via relief road. Potential impacts on Conservation Area restrict employment development potential. Extant consent for employment development elsewhere in settlement.

Ref	21/8236
Site	Land NE of Harborough Road, Kibworth
Size (ha)	12.6 ha of which 1ha proposed for employment use
Locational factors	
Strategic Road Access	Site adjoins the Major Road Network (A6) on the SE side of Kibworth Harcourt. Good access from MRN
Local Access	Local access to the site could be provided from a new junction on the A6.
Public transport access	Strong public transport access, with A6 served by X3, X7 and 44 bus routes providing links to Leicester, Market Harborough, Northampton and other local villages.
Labour access	Located at Large Village with modest existing labour in immediate proximity. 20 minute commuting catchment extends to include market town of Market Harborough and parts of Leicester.
Proximity to services & facilities	Sustainable settlement which includes some key services including Coop.
Spatial strategy considerations	Recent new employment development has come forwards at Beauchamp Business Park with further land for employment development.
Market demand factors	
Physical constraints	Rolling topography, rising away from the road with dispersed trees; and cemetery to the north. Residential development on opposite side of A6.
Local demand factors	Recent development demonstrates potential market for employment development, but further consented / allocated land with potential for development in short/medium-term.
Surrounding uses	Wider site promoted for residential development.
Potential employment uses	Potentially suitable for E(g) development and B2/ small-scale B8 depending on location and design.
Deliverability factors	
Landownership and land control	Site in single ownership and subject to promotional agreement. Discussions with developers are indicated.
Infrastructure requirements	Access dependent on delivery of a new roundabout at New Road/A6 junction which could impact on deliverability.

Deliverability and delivery timescales	Potentially developable in Years 6+.
Overall Assessment	
Concluding comments	Site potentially suitable for small scale employment allocation depending on wider strategy for growth at Kibworth Harcourt. Gateway site at southern side of the town. Wider site delivery required to support employment. Extant consent for employment development elsewhere in settlement.

Ref	21/8212
Site	Land East of Fleckney Road, Fleckney
Size (ha)	7.13
Locational factors	
Strategic Road Access	M1 J20 is 12.7 miles from site via A5199 and A4304. Route travels through residential areas in Husbands Bosworth. Weak access to the SRN.
Local Access	The site would be accessed via a new priority junction off Fleckney Road. There would be no requirement for new strategic road infrastructure for the scale of development proposed. Impact on rural road network would require assessment.
Public transport access	There are bus stops directly adjacent to the site on Fleckney Road served by bus route no. 44 which travels between Fleckney and Foxton (Market Harborough) at approx. 1 to 2 hour intervals. Limited service means public transport accessibility ranked weak.
Labour access	Rural location with modest existing labour in immediate proximity. 20 minute commuting catchment extends to include market town of Market Harborough and parts of Leicester.
Proximity to services & facilities	Sustainable settlement which includes some key services, including Coop, in centre of Fleckney at 1.2 miles.
Spatial strategy considerations	Fleckley has a reasonable existing level of employment land for a Large Village focused on adjoining site at Churchill Way.
Market demand factors	
Physical constraints	Slightly undulating site, adjoining existing employment area to the north. Residential development on SW side of Fleckney Road but unlikely to inhibit employment development potential. Site traversed by 33kV power line which would require easement.
Local demand factors	Adequate existing employment provision and potential for renewal of elements of Churchill Way Industrial Estate, with further land available at Marlborough Drive.
Surrounding uses	Adjoins Churchill Way Industrial Estate to north; with residential to SW on opposite side of Fleckney Road.
Potential employment uses	If site brought forwards, suitable for E(g), B2 and small scale B8 development subject to market demand.

Deliverability factors	
Landownership and land control	Single ownership. No known developer involvement.
Infrastructure requirements	Potential impacts of traffic generation on rural road network and Fleckney Village centre which would require assessment and mitigation.
Deliverability and delivery timescales	Potentially developable in longer-term (10+ years).
Overall Assessment	
Concluding comments	Overall poor accessibility to SRN. Located at a distance from M1 Junction 20, with inadequate access from the MRN/SRN to the site, limited public transport accessibility and access to labour. Further land releases could inhibit potential upgrade/redevelopment of existing Churchill Way Industrial Estate and delivery of the existing commitment (Phase 2 of Land at Marlborough Drive).

Ref	21/8073
Site	Land off Watling Street (A5), near Rugby
Size (ha)	10.8
Locational factors	
Strategic Road Access	Whilst the site adjoins the M6, there is no junction at this location. Located 3.5 miles from M6 Junction 1 via A5 and A426. Site adjoins, and thus has good access to, the A5 which is on the Major Road Network.
Local Access	Current local access to the site is from the A5 Southbound Carriageway. A new junction would need to be created to facilitate safe access to the site, and direct access to the northbound carriageway to make this site attractive.
Public transport access	Site not currently accessible by public transport. No evident bus services in the immediate vicinity of the site.
Labour access	Close to Rugby Urban Area (c.2 miles) which is a large town and is seeing significant residential growth. Strong labour access.
Proximity to services & facilities	c. 3miles to Rugby Services, with some services (farm shop and tearoom) c. 1 mile from the site at Catthorpe and at Applegreen Service Stn (c. 1.5 miles).
Spatial strategy considerations	Isolated rural location within the District at some distance to larger settlements, although reasonably close to Rugby. Poor public transport accessibility.
Market demand factors	
Physical constraints	Hilltop location increasing visual impact of development including potential for impact on Catthorpe Conservation Area and heritage assets. Undulating topography of the site, which rises from the A5 to the centre of the site. Triangular shape influences efficiency of site use.
Local demand factors	Site profile supported by visibility from A5 and existing employment on western side (incl Europark).
Surrounding uses	No evident sensitive uses adjoining. Land to the south used for open storage.
Potential employment uses	Potential to accommodate B2 and B8 industrial uses, subject to achieving suitable access.

Deliverability factors	
Landownership and land control	Site in joint ownership. Not subject to known developer interest.
Infrastructure requirements	Access challenging and would likely require new junction to provide multi-directional safe access from A5, which is unlikely to be viable for scale of development.
Deliverability and delivery timescales	Not currently deliverable. Potentially developable but notable deliverability questions outstanding.
Overall Assessment	
Concluding comments	Whilst site benefits from access to A5 (MRN) it is located in a rural location and has weak public transport accessibility weakening its locational attractiveness. Access improvements would be required to support market demand but raise delivery challenges.

Ref	21/8138
Site	Land off Manor Road, Ullesthorpe
Size (ha)	3.42
Locational factors	
Strategic Road Access	Located c. 1.8 miles from the A5 which sits on the Major Road Network. C. 6 miles from M20 Junction 20 at Lutterworth via Mere Lane.
Local Access	Local access to the site is through narrow village roads, with the core of the village being a conservation area. Unsuitable for significant commercial traffic or HGVs.
Public transport access	Bus stops in centre of village, which provide hourly service (route 8) providing links to Lutterworth, Magna Park and Hinckley.
Labour access	Located in medium village. Ullesthorpe is to the NE of Lutterworth with modest existing labour in immediate proximity. Lutterworth is a Market Town with significant residential growth planned.
Proximity to services & facilities	Modest existing service provision within the village for employees.
Spatial strategy considerations	Limited existing employment provision in Ullesthorpe and issues with quality of existing provision.
Market demand factors	
Physical constraints	Site immediately adjoins Conservation Area, with two listed buildings in relative proximity. Impacts on setting on conservation area would require consideration/ assessment and would likely limit form of commercial uses. Some slight topographical variation within the site.
Local demand factors	Site located in rural settlement with poor quality local access and limited immediate labour catchment, limiting potential commercial demand.
Surrounding uses	Residential uses located to west and north of the site and adjoining. Access through residential areas.
Potential employment uses	Would be potentially suitable only for small scale E(g) uses influenced by residential adjacency and access.
Deliverability factors	
Landownership and land control	Site in single ownership and considered available.

Infrastructure requirements	Capacity of proposed access would restrict scale and form of development. Highways mitigation, if required, could impact on viability and deliverability.
Deliverability and delivery timescales	Potentially developable.
Overall Assessment	
Concluding comments	Field at edge of village location adjoining existing farm buildings. Rural location with significant access limitations mean site not suitable for commercial traffic and development would impact on residential amenity. Not suitable or commercially attractive for employment development.

Ref	21/8192
Site	Land E of Broughton Astley and N of Dunton Bassett and Ashby Magna
Size (ha)	415
Locational factors	
Strategic Road Access	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. Access requires travel via Lutterworth on the A426. 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. Doubtful whether this site would be of sufficient scale on its own to justify a new motorway junction or provide the required level of funding to deliver this.
Local Access	The A426 travels through Lutterworth via the town centre and residential areas. Significant increased HGV traffic along this road would not be appropriate.
Public transport access	Bus stop located on Coopers Lane on the southern boundary of the site, served by route 84 which travels between Lutterworth and Leicester. Services run approx. hourly. Weak public transport accessibility.
Labour access	Rural location with modest existing labour in immediate proximity to the site; however 20 min catchment area extends to include parts of the Leicester Urban Area. Strategic development could include residential growth.
Proximity to services & facilities	Western side of the site within 2 miles of Broughton Astley which includes a number of key services. Strategic development provides potential to deliver additional services.
Spatial strategy considerations	Employment development would be appropriate within a comprehensive mixed-use development of this site, but not appropriate as a stand alone employment development as away from existing population centres and weak public transport accessibility.
Market demand factors	
Physical constraints	Physical constraints will be influenced by the location of development within this large area. A number of listed buildings in proximity, including cluster in Dunton Bassett.
Local demand factors	Longer-term site potential is as a strategic growth location, with new motorway junction rather than addressing local demand considerations.
Surrounding uses	Current rural location. Scale provides opportunity to address any local sensitive uses.

Potential employment uses	If site brought forward, potential for strategic employment development as part of mixed-use scheme with enabling infrastructure.
Deliverability factors	
Landownership and land control	Site is in multiple ownerships. Involvement of site promoter.
Infrastructure requirements	Potential for strategic development reliant on delivery of new M1 motorway junction (J20A) which is neither committed or funded.
Deliverability and delivery timescales	Strategic infrastructure delivery means development potential is 15+ years. Clear uncertainties and risks associated with delivery of a new motorway junction.
Overall Assessment	
Concluding comments	Overall poor accessibility to SRN currently and development dependent on delivery of a new motorway junction which is neither committed or funded. Not currently realistically developable at the current time.

Ref	24/10433
Site	Land south of A4303, Lutterworth
Size (ha)	161
Locational factors	
Strategic Road Access	<p>Site is 0.3 miles from M1 Junction 20, and 2.5 miles from A5.</p> <p>The scale of the proposal would require provision of new access, likely from Rugby Road or Sir Frank Whittle Roundabout. There are also known constraints relating to the Sir Frank Whittle Roundabout south of Lutterworth which would require improvement.</p>
Local Access	<p>The site is currently accessed via Rugby Road / Moorbarns Lane / Fairacres Coventry Road.</p> <p>Moorbarns Lane is a narrow single lane carriageway unsuitable for commercial traffic. Moorbarns Lane would also route traffic via residential areas of Lutterworth and directly past two schools (Lutterworth High School and John Wycliffe Primary School). Moorbarns Lane is narrow and passes two schools (Lutterworth High School and John Wycliffe Primary School) and is therefore unsuitable for HGVs or commercial traffic.</p> <p>The scale of the proposal would require provision of new access, likely from Rugby Road or Sir Frank Whittle Roundabout, together with potential improvements to the roundabout as above.</p>
Public transport access	<p>The closest bus stops are located on the A426 (Rugby Road), approx. 0.3 miles from the site.</p> <p>Rugby Road and the Sir Frank Whittle Roundabout do not currently have pedestrian access making the site unsuitable to access using the current public transport provision. The scale of the development may enable the development of infrastructure for pedestrian access.</p>
Labour access	Lies to the south of the built up area of Lutterworth and A4303. Lutterworth is a Key Centre with significant residential growth planned. Strong labour access.
Proximity to services & facilities	c. 0.6 miles from Lutterworth Town Centre
Spatial strategy considerations	Rural location but relatively close to Lutterworth, which is seeing significant residential growth however separate from other existing employment locations in the town. Poor public transport accessibility at present.
Market demand factors	

Physical constraints	Relatively flat site, however there are a number of physical constraints. The River Swift traverses the site, with areas of the site being within Floodzones 2 and 3. This also bisects the site and would likely require infrastructure investment to provide suitable crossings. An area of landfill off Moorbarns Lane (c1.5 ha). Golf course (Lutterworth Golf Club) at the north east of the site. The western side of the site is traversed by 11kV and 33kV power lines.
Local demand factors	Gaps in availability of good quality small/ medium-sized industrial units in Lutterworth
Surrounding uses	Fairacres gypsy and traveller site lies adjacent to the site boundary. The site is proposed for mixed-use development and therefore is likely to include a residential element which may restrict the breadth of suitable employment uses that could be delivered on site.
Potential employment uses	Relatively attractive location for employment development. Good proximity to the SRN if access improvements were delivered. Suitable for E(g) given the likely mixed-use nature of the site. The site would be attractive for non-strategic B8 purposes given its proximity to the SRN, however these uses would need to be well separated from residential components and ideally adjacent to the access to the site to avoid traffic and safety issues.
Deliverability factors	
Landownership and land control	Multiple land titles which could influence delivery timescales.
Infrastructure requirements	Site would require provision of new access to unlock the scale of development proposed. However, the delivery of the site as an SDA / mixed site is likely to facilitate this, as well as any further infrastructure requirements.
Deliverability and delivery timescales	Strategic infrastructure delivery means development potential is 15+ years.
Overall Assessment	
Concluding comments	The site is proximate to the MRN/SRN and the scale of the proposed development would potentially help facilitate the delivery of new access and associated infrastructure on site. Improvements would likely be required to Sir Frank Whitte roundabout. It is not considered deliverable in the short-to-medium term before the delivery of the wider proposed SDA/mixed-use site. Multiple land ownership may add complexity as land assembly would be required.

	<p>The site would be most suitable for E(g) uses given the likely mixed-use nature of the site. The site would be attractive for non-strategic B8 purposes given its proximity to the SRN, however these uses would need to give consideration to any proximate residential delivery on site.</p>
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