

M1J23a/J24; A50J1

1. Sites which could potentially be suitable for strategic warehousing in this location are listed below. These have been taken from the SHELAA (2021) and subsequent Call for Sites submissions.

Sites at M1 J23a/J24; A50 J1

Ref	Site	Area
EMP90	Land south of EMA (Freeport)	87ha
n/a	Plot 16 at EMG1	6.4ha
EMP73 (part)	Land north A453, Kegworth	8.6ha
EMP73 (part)	Land north of Derby Road, Kegworth	10.2ha
EMP14	Land south of Sawley Marina	22ha
EMP97	Land south of Kegworth bypass	42ha
EMP99	Land north of railway line, Hemington	6.8ha

Sustainability Appraisal Findings

2. The SA scores from the [SA Sites Assessment Findings Report \(September 2025\)](#) are reproduced below. Plot 16 at EMG is not assessed in the SA.

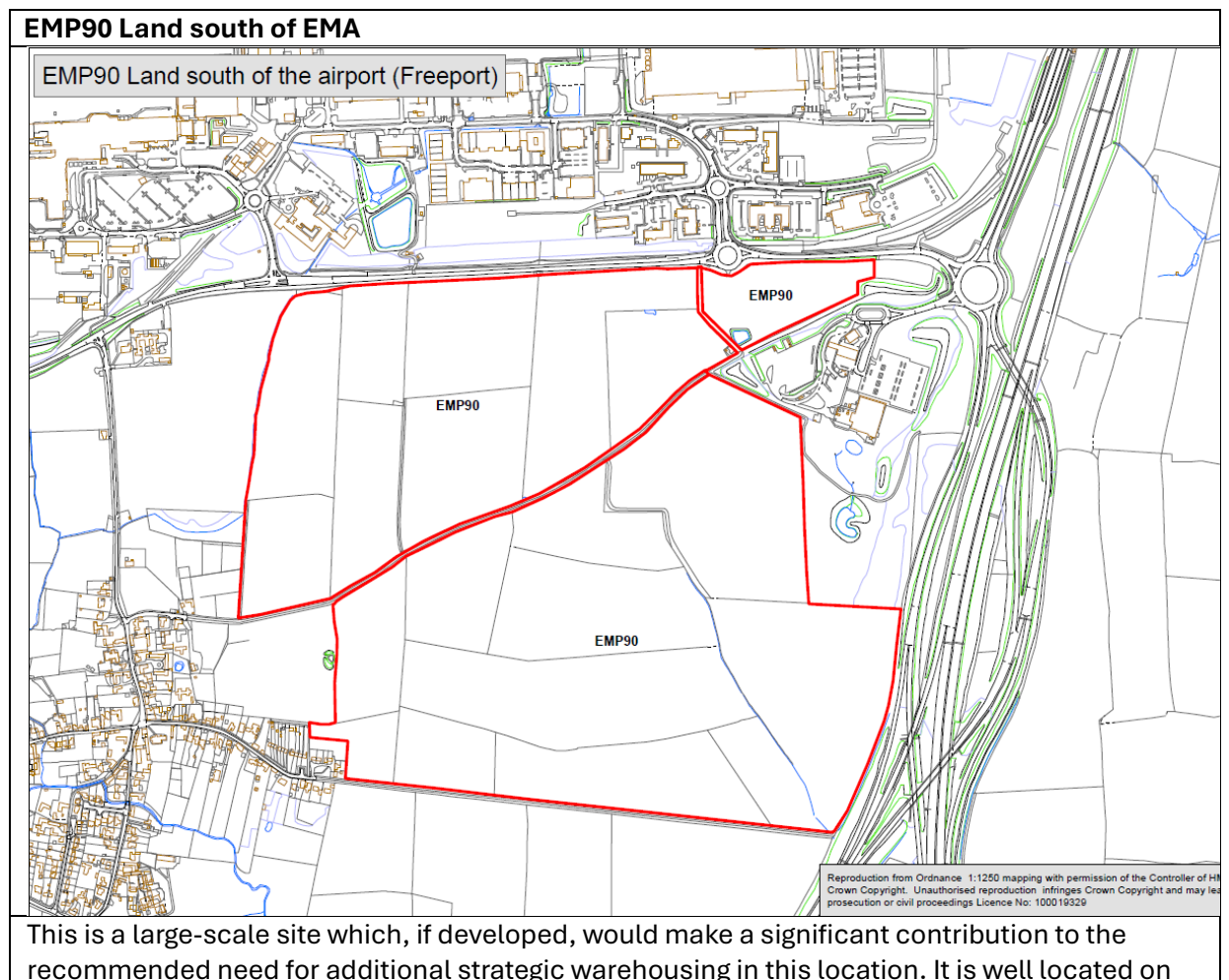
Site	SA Objectives															
	Health and Wellbeing	Inequalities	Community	Housing	Economy	Town/Village centres	Employment	Sustainable travel	Air, Light & Noise Pollution	Climate Resilience	Biodiversity & Geodiversity	Landscape	Land-use efficiency	Historic Environment	Water & Soil	Waste
	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
EMP90	0	0	+	0	+	--	++	++	--	0	-	--	--	-	0	0
EMP73	0	0	+	0	+	++	++	--	0	-	0	--	--	0	0	?
EMP14	0	0	0	0	+	--	++	++	--	--	--	--	--	0	0	?
EMP97	0	0	+	0	+	-	++	+	-	0	-	--	+	-	0	0
EMP99	0	0	-	0	+	-	++	++	--	--	--	--	--	0	0	?

3. All the candidate sites in this location score very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). The also all receive a significantly adverse score for landscape impacts (SA13) because they are all located outside current settlement boundaries and are wholly or predominantly greenfield sites.

4. Scores for SA3 and SA6 are a function of distance. For SA6 the worst scoring sites, EMP90 and EMP14, are at greatest distance from a local or town centre. EMP73 comprises three land parcels and the SA6 scoring obscures some differences in the attributes of the parcels. The part of EMP73 which is North of Derby Road is adjacent to LtD whereas the parcel north of A453 is a considerable distance from the edge of Kegworth and would score less positively for its ability to support businesses in the village centre.
5. All the sites except EMP73 score positively for sustainable travel (SA8). However, as the detailed assessment below reveals, conditions vary and all sites would benefit from significant upgrades to their access by sustainable modes.
6. In this location, the scoring for SA9 reflects sites' proximity to EMA as a noise generator. EMP11 and EMP14 both have significant negative scores for SA11 because they contain areas at risk of flooding. The same two sites have designated nature conservation sites in or close to their boundaries (SA12).
7. EMP97 is the only site to score positively for land use efficiency (SA14) because there is some existing commercial development within the site boundaries. EMP90 and EMP97 are located near to heritage assets (SA15).

Site Assessments

8.



the Strategic Road Network and exceptionally well situated for the transportation of freight (EMG1 and EMA). Significant highways upgrades will be necessary; the adequacy of the measures currently proposed by developers will be tested through the DCO process, the current planning application on the MAG-controlled land and the transport modelling for the Local Plan.

Along with other sites in this location, workforce could be drawn from the major urban centres of Derby and Nottingham as well as nearby villages. The DCO scheme proposes a bus interchange and upgraded/new pedestrian routes which would, in principle, enable some employees to get to work by sustainable modes.

The environmental impacts of development are likely to be substantial. The land in its current, undeveloped state creates important separation between Diseworth and the infrastructure-related development to its north and east. Linked to this is the role it has providing a countryside setting to Diseworth Conservation Area and thereby undermining its legibility as a stand-alone village set within its agricultural context. Views from PROW through and close to the site will be fundamentally changed. Further, the scenic long-distance views to the south of the parcel and beyond will be affected, recognising that the airport buildings to the north are an existing detractor. The Landscape Assessment finds that the site has medium landscape and visual sensitivity to employment development.

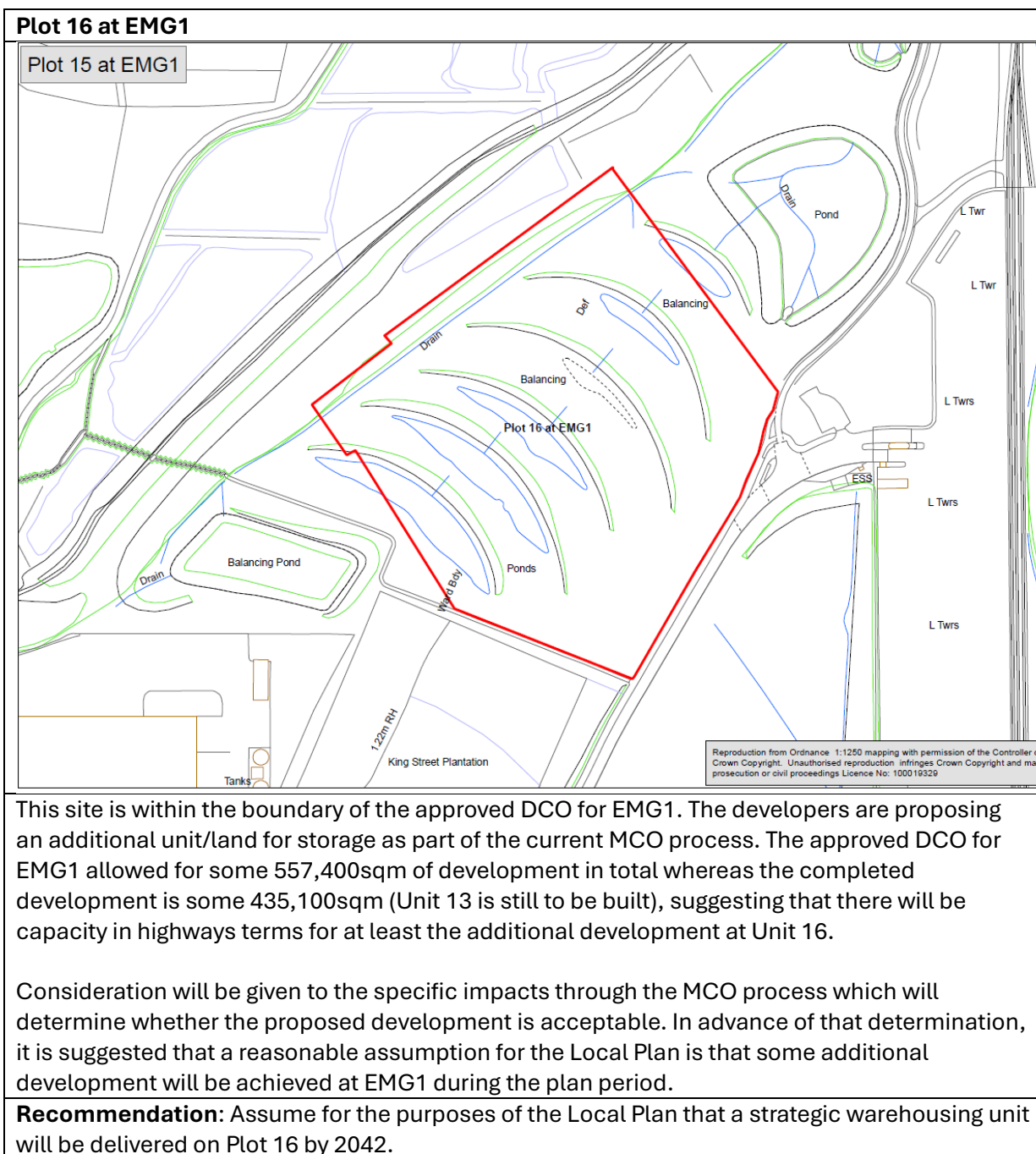
There is also the prospect of significant disturbance to Diseworth residents from 24-hour operations on site, principally from noise (including from traffic) and lighting.

The Freeport designation is unique to this site and the incentives and freedoms it brings will make it highly attractive to occupiers. Further, whilst it is not a planning designation, the site's Freeport status signals Government support for advanced logistics development in this location. It is for the respective planning processes (Local Plan, DOC and planning application) to determine what is an acceptable form of development.

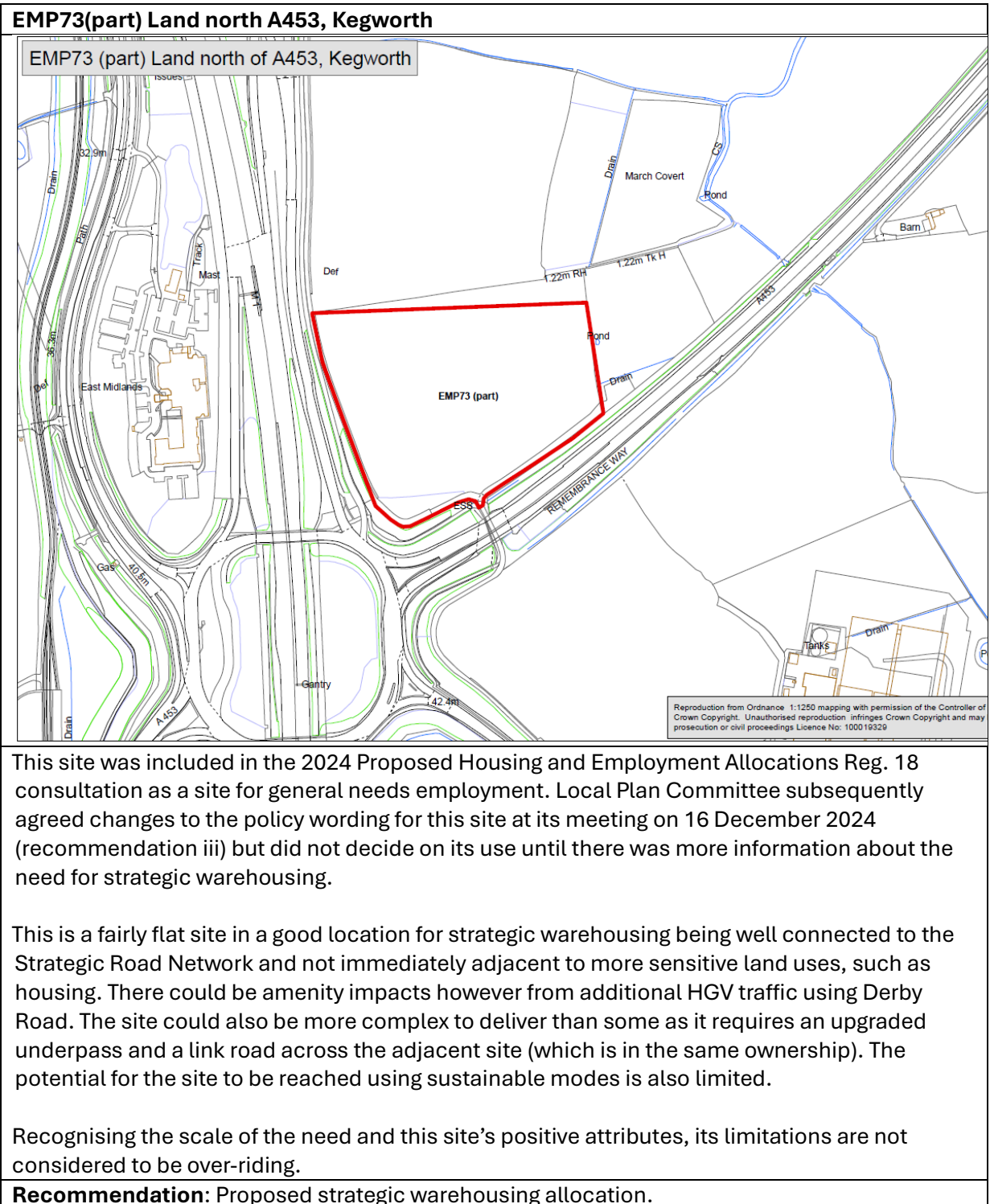
In conclusion, having particular regard for the significant contribution that this site could make to an overall need for strategic warehousing in NWL and to its Freeport status, it is considered that this site can be included as a proposed allocation in the Local Plan **provided** there are sufficient safeguards in place to address the environmental impacts identified (and any others).

Recommendation: Proposed strategic warehousing allocation.

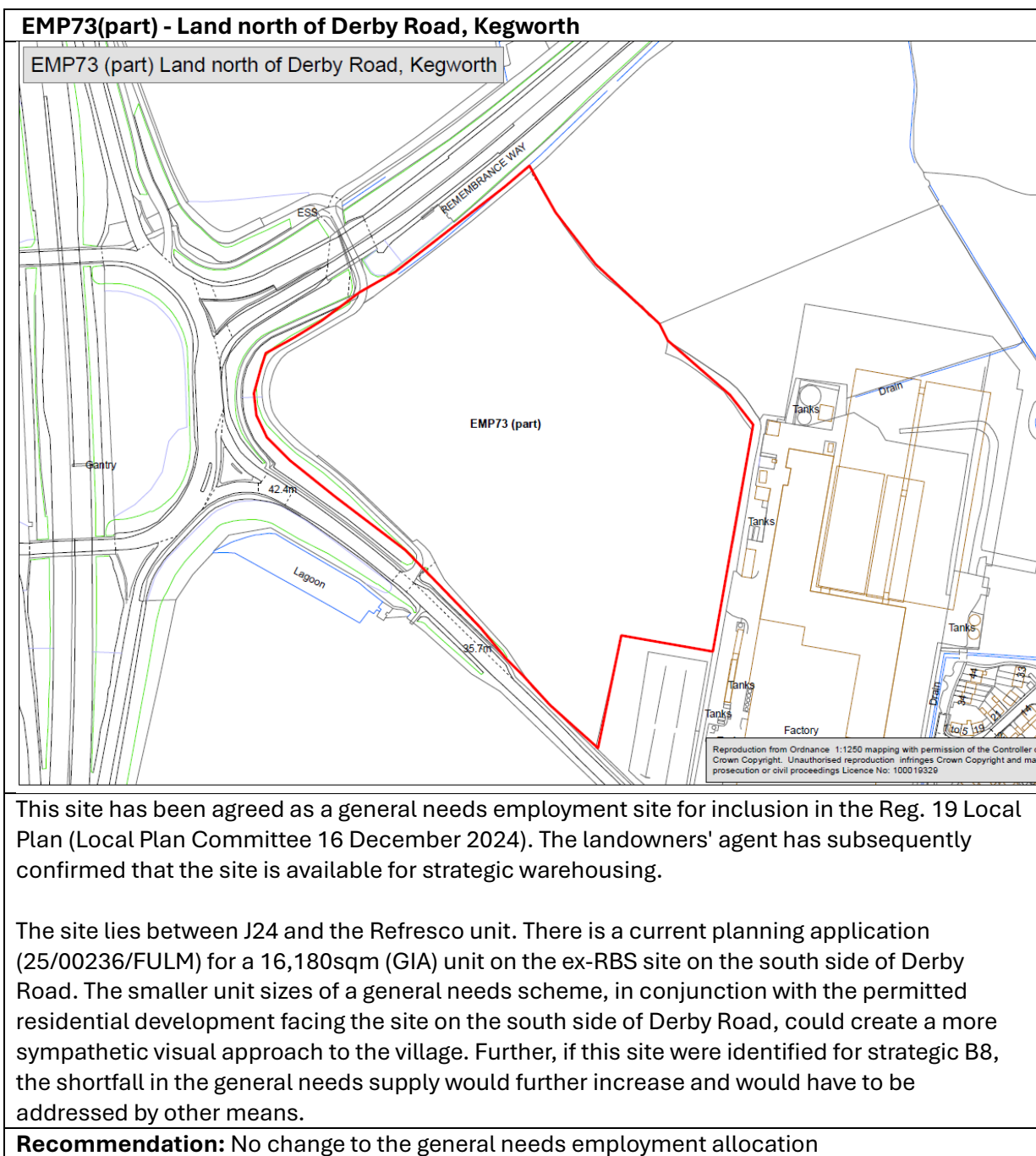
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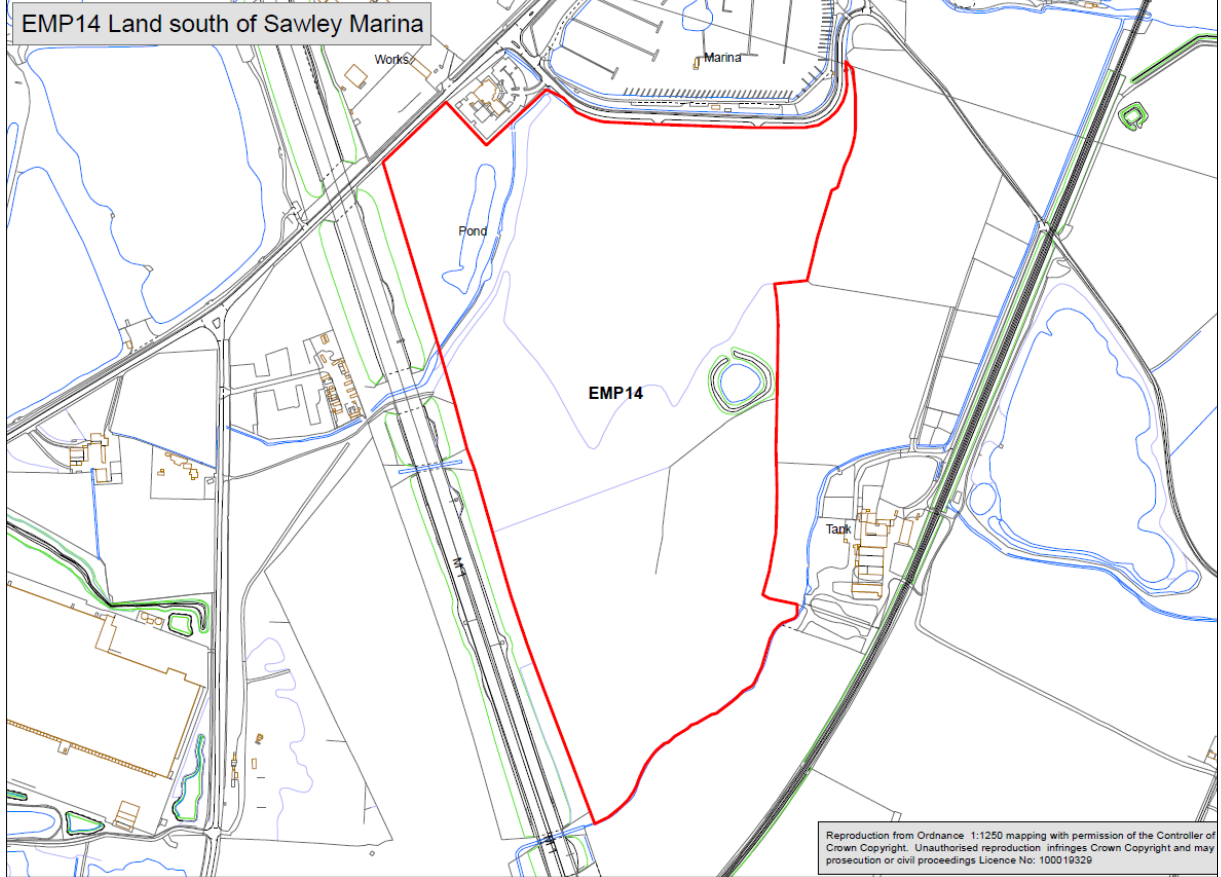
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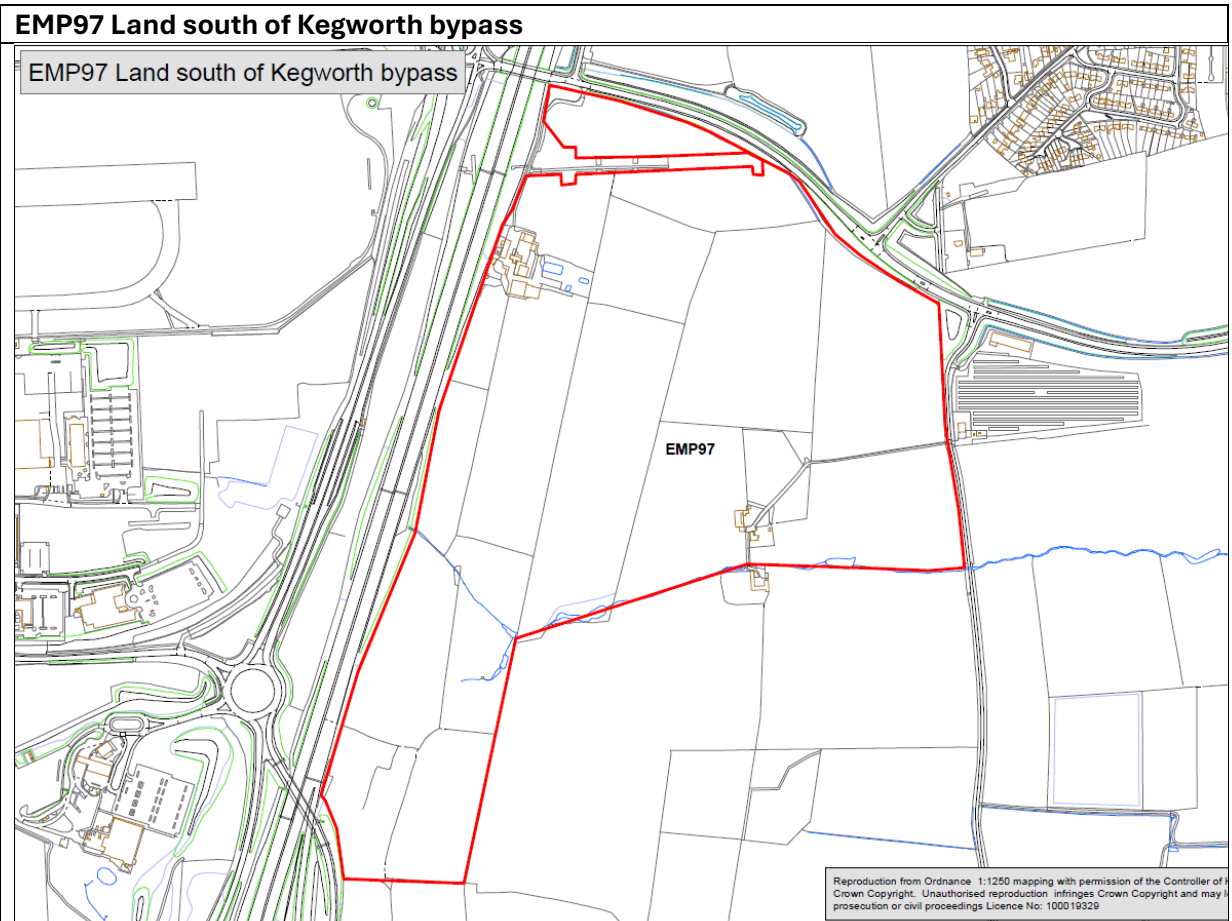
11.



12.

EMP14 - Land south of Sawley Marina

<p>The major constraints facing this site are its location in the flood plain and the ecological importance of the northern part of the site. LCC Ecology advise that the northern part is wet, species-rich floodplain grassland, a national priority habitat, with rare plants and likely to be good for invertebrates and birds.</p> <p>A sequential assessment would be required to test whether there are alternative sites which could be allocated at a lower risk of flooding. Planning applications for strategic warehousing have been permitted on other sites within the flood plain with the agreement of the EA. These sites have incorporated substantial undeveloped areas for flood mitigation. If this approach were possible for EMP14, it is likely that same/all of the northern part of the site would be needed for additional flood mitigation. It is uncertain whether this would be compatible with its ecological importance.</p> <p>A further barrier, which may be resolved, is the current uncertainty about the site's availability for development. The Call for Sites information for this site was submitted in 2018.</p> <p>Recommendation: No allocation.</p>

13.



This is a large-scale site comprising agricultural fields lying to the south of A6 and to the east of M1. The Landscape Appraisal identifies this location is heavily influenced by Strategic Road Network infrastructure and there are detracting elements in the wider context such as Ratcliffe Power Station and the complex of buildings associated with the airport and EMG1 to the west of the motorway. There are also limited opportunities for unscreened views of the site. The Landscape Appraisal concludes that the site has medium-low landscape and visual sensitivity to new employment development.

Development on this large site would 'jump' the A6 Kegworth bypass and introduce large scale development to an area of open, agricultural fields divorced from the built-up area of Kegworth. The western approaches to the village could become dominated by large-scale warehousing.

LCC Highways has concerns about the achievability of acceptable access arrangements having regard to the function of the Kegworth bypass. It is feasible that more detailed assessment may reveal a technical solution which LCC could support. The capacity of the Strategic Road Network to accommodate development of this site in addition to the large scale developments proposed nearby (Isley Woodhouse; Land north/south of Park Lane Castle Donington; the Freeport site) is currently unknown and will be tested through the Local Plan transport modelling.

The small part of the site which coincides with the East Midlands Airport Public Safety Zone would be excluded from development. The site's scale means there is scope to incorporate substantial mitigation measures such as substantial additional landscaping to help address

identified impacts. Such measures will reduce the developable area of the site, potentially significantly.

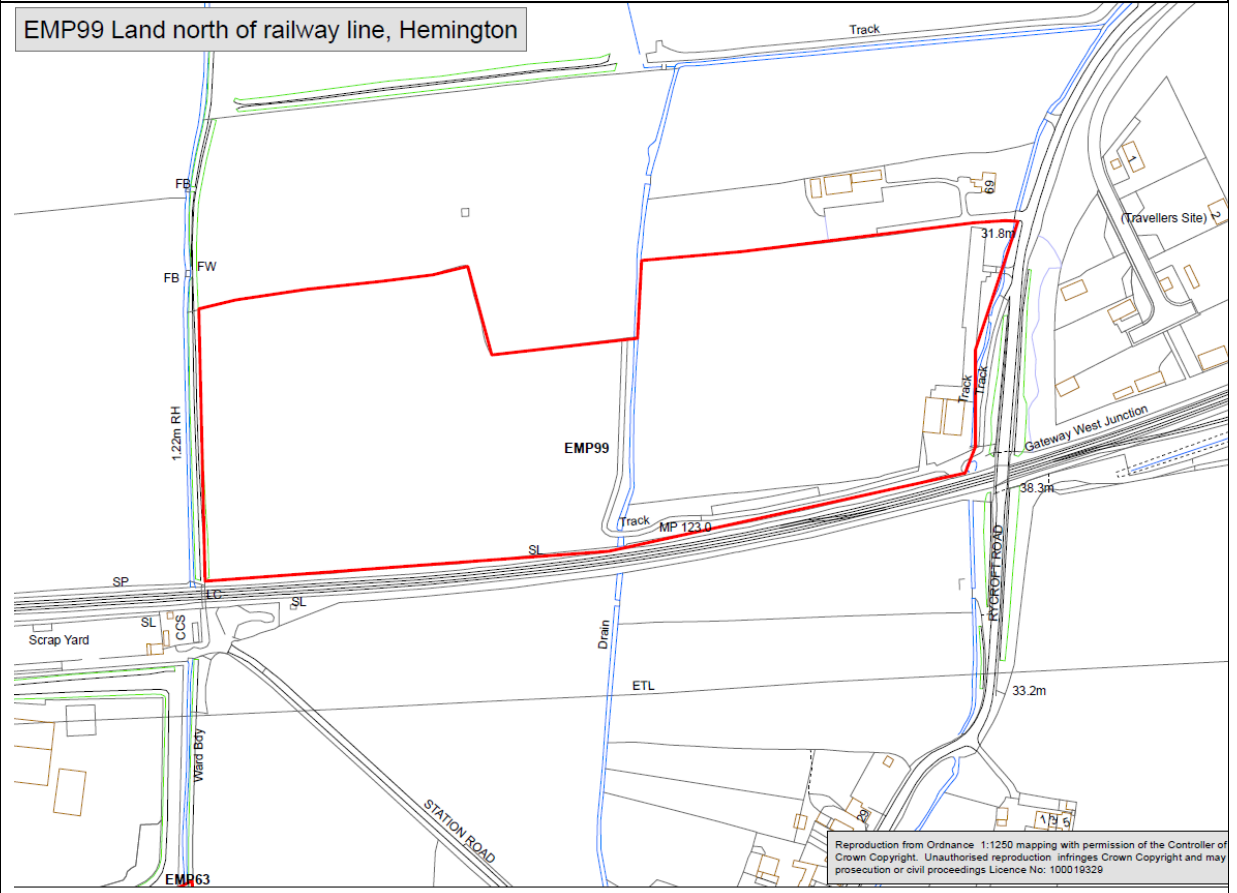
The significance of ecology and heritage impacts are uncertain but are not expected to rule out development.

The site is well located relative to potential workforce. Bus services to EMG1 are good but the walking route between EMG1 and this site is unappealing and likely to be a barrier for some. Achieving a bus service for this site will require additional services and/or significant re-routing.

In conclusion, having particular regard for the significant contribution that this site could make to an overall need for strategic warehousing in NWL and in this location specifically, it is considered that this site can be included as a proposed allocation in the Local Plan provided there are sufficient safeguards in place to address the environmental impacts identified (and any others). In view of the incentives that the Freeport site offers it is expected that this site would come forward later in the Plan period, after the Freeport site is completed.

Recommendation: Proposed strategic warehousing allocation.

14.

EMP99 Land north of the railway line, Hemington

<p>The combined effect of the permitted strategic warehousing scheme to the north (19/01496/OUT; 24/00074/REMM) and development on this site would be to further extend development into the gap between Castle Donington and Hemington reducing the physical and visual separation between the two settlements. The western field is within the Local Area of Separation in the made Hemington and Lockington Neighbourhood Plan.</p> <p>The site is well located for access to the Strategic Road Network and also for potential sources of workforce. Whilst the walking distances to bus stops are reasonable, the condition and character of the routes are likely to discourage their use.</p> <p>The whole site is located within either Flood Zone 2 or 3. The NPPF requires a sequential approach to be taken to the allocation of sites through the Local Plan process; identifying sites at lower flood risk first. Nearby sites in the FZ2/3 have been agreed for employment development by the Environment Agency but such sites have been substantially larger than EMP99 with sufficient space to include substantial areas for flood mitigation.</p> <p>A further barrier, which may be resolved, is the current uncertainty regarding the site's deliverability.</p> <p>Recommendation: No allocation.</p>

Bardon (J22)

15. Sites which could potentially be suitable for strategic warehousing in this location are listed below. These have been taken from the SHELAA (2021) and subsequent Call for Sites submissions.

Sites at Bardon (J22)

Ref	Site	Area
EMP98 (part)	Land between Ellistown Terrace Road and Wood Road, Battram	7 ha
EMP101	Land north of Wood Road, Battram	11 ha
EMP58	Barralochen Farm, East Lane,	5.6 ha

Sustainability Appraisal Findings

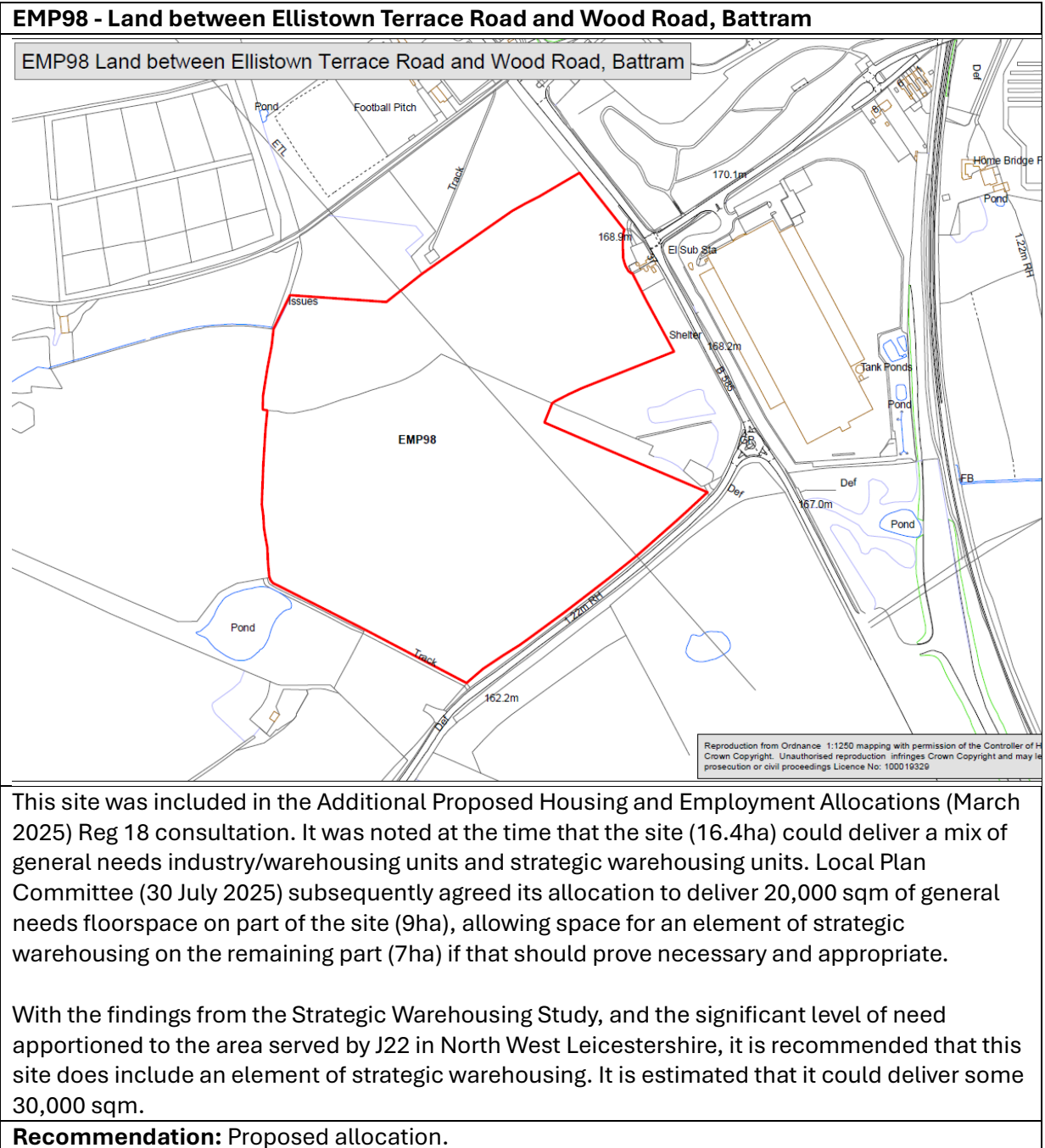
16. The SA scores from the [SA Sites Assessment Findings Report \(September 2025\)](#) are reproduced below.

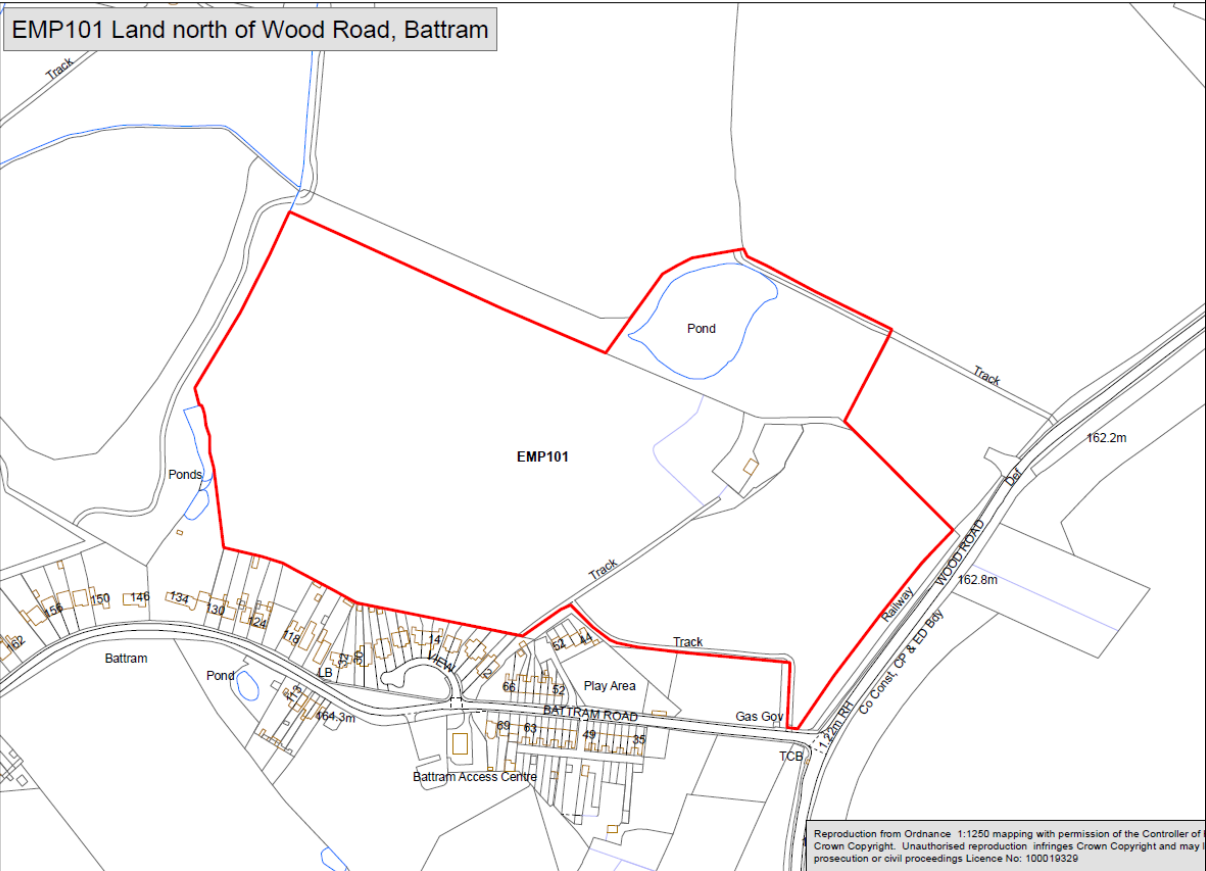
Site	SA Objectives															
	Health and Wellbeing	Inequalities	Community	Housing	Economy	Town/Village centres	Employment	Sustainable travel	Air, Light & Noise Pollution	Climate Resilience	Biodiversity & Geodiversity	Landscape	Land-use efficiency	Historic Environment	Water & Soil	Waste
	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
EMP98	0	0	-	0	+	--	++	-	0	0	--	--	--	-	-	?
EMP101	0	0	-	0	+	--	++	-	0	0	--	--	--	-	-	0
EMP58	0	0	+	0	+	-	++	+	-	0	--	--	--	-	0	0

17. All the candidate sites in this location score very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). They also all receive a significantly adverse score for biodiversity (SA12) because they are located in the National Forest and for landscape (SA13) and land efficiency because they are greenfield sites located outside existing settlements.
18. Scores for SA3 and SA6 are a function of distance. EMP58 is served by a more frequent bus service than either EMP98 or EMP101 (SA8). Soil quality of these same two sites could be impacted by a small open storage site on adjacent land (SA16). There are heritage assets in the vicinity of each of the three sites (SA15).

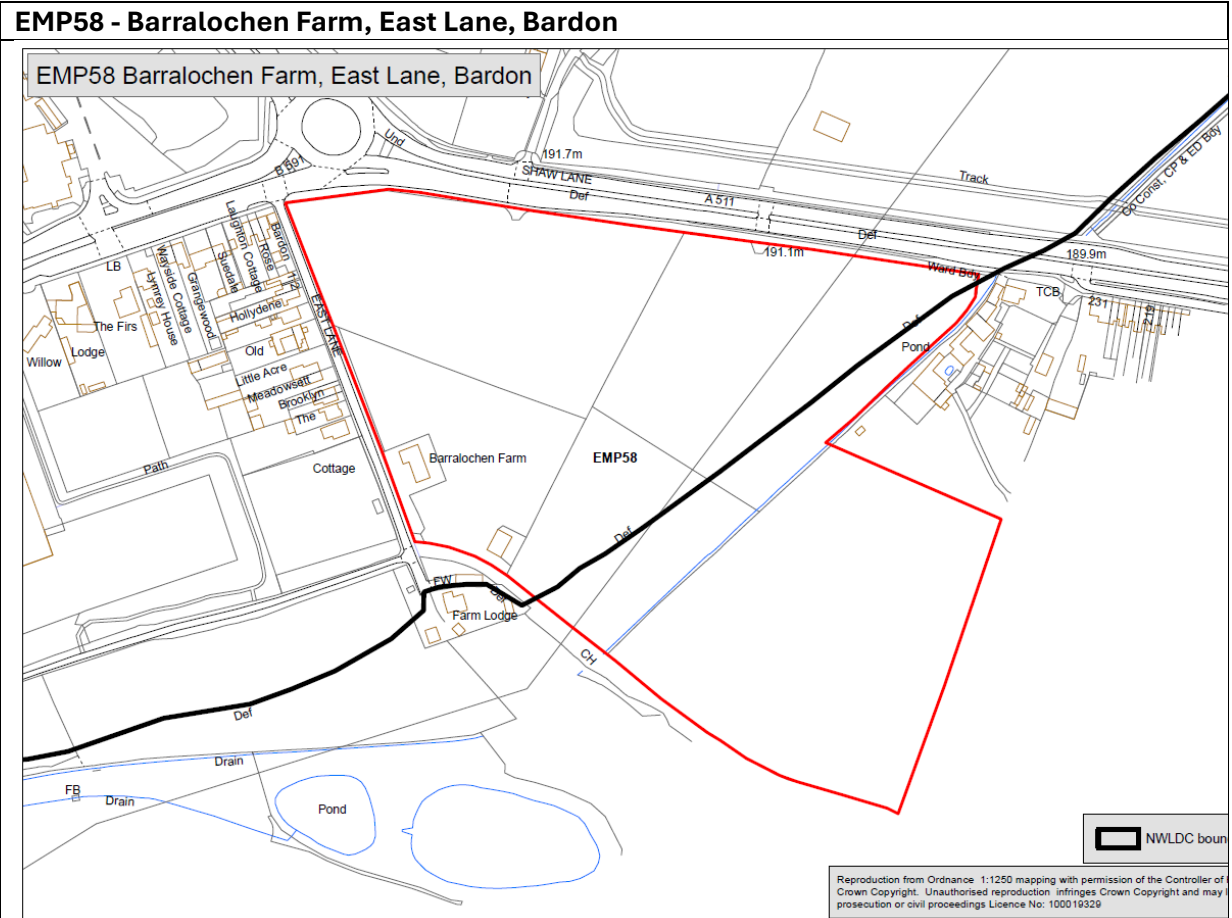
Site Assessments

19.



EMP101 - Land north of Wood Road, Battram

<p>The site is rural in character, signified by its predominant agricultural use. The site’s immediate surroundings also contribute to this rural character although land to the north east has been provisionally agreed for inclusion in the Regulation 19 version of the Local Plan as an employment site (EMP98). Also, Hinckley & Bosworth Borough Council is considering allocating land to the south of Wood Road as an employment site in a forthcoming draft of its Local Plan.</p>
<p>The site has a long boundary which adjoins the back gardens of properties on Battram Road. The orientation of the site and the presence of water bodies within it means that development would need to be located relatively close to this southern boundary with implications for the amenity of the nearby homes and employment development could impact significantly on the amenity of these properties through noise, lighting, over domination due to the scale of the buildings and general disturbance from the operation of the site.</p>
<p>If this site was brought forward in conjunction with EMP98, much of the stretch of open land to the north-west of Wood Road between its junction with Station Road/ Ellistown Terrace Road and Battram would be put to development. This would undermine the identity of Battram as a standalone settlement in a predominantly rural context.</p>
<p>Notwithstanding the findings from the Strategic Warehousing Study, and the significant level of need apportioned to the area served by J22 in North West Leicestershire, this site is not considered suitable for allocation for strategic warehousing.</p>
<p>Recommendation: No allocation</p>

21.



This is a fairly flat site and comprises agricultural fields. The site forms the greater part of parcel 15ELL-C in the Landscape Sensitivity Study. Its character is strongly impacted by the nearby roads and industrial uses and the parcel is found to have low landscape and visual sensitivity to new employment development.

The A511/Beveridge Lane roundabout currently marks the limit of the built-up area of Bardon. Development of the site would effectively link Bardon and the ribbon of residential development fronting A511 to the east. Development would also be prominent in views from the PROW which crosses the southern tip of the site and runs close to the southern boundary. Employment development may also have some adverse impact on the amenity of the nearby properties on East Lane.

LCC Highways has stated that access from A511 or B585 (Beveridge Lane) would be unacceptable; South Lane and East Lane are also unsuited to the additional traffic generation.

Bardon Park Chapel (Grade II) lies to the north of the A511. The Conservation Officer advises that the relationship between the chapel and the surrounding countryside is long established and development would harm the setting of the chapel. The significance of harm would need to be further assessed taking account of how the setting is impacted by the dualled A511 which lies between the site and the chapel.

The bus stops on Beveridge Lane are within a reasonable walking distance along a footway. The 29/29A service between Coalville and Leicester runs approximately hourly making it feasible that employees could reach the site by public transport. The site could draw on workforce from

Coalville and also from places further afield such as Leicester and Loughborough in view of its proximity to J22 M1.

A further barrier, which may be resolved, is the current uncertainty regarding the site's deliverability.

Notwithstanding the findings from the Strategic Warehousing Study, and the significant level of need apportioned to the area served by J22 in North West Leicestershire, this site is not considered suitable for allocation for strategic warehousing.

Recommendation: No allocation

A/M42

22. Sites which could potentially be suitable for strategic warehousing in this location are listed below.

Sites at A/M42

Junction 11		
EMP82	Land north of J11 (Mercia Park II)	28ha
EMP83/84/94	Land north east of J11	80.8ha
EMP92	Part of Dingle Farm, south of J11	33.7ha
Junction 12		
EMP05	Land NE of J12 (part Packington Nook)	25ha
Junction 13		
EMP87 (3 parts)	Land east of Ashby	81ha
EMP80	Land at Corkscrew Lane	11.5ha

Sustainability Appraisal Findings

23. The SA scores from the [SA Sites Assessment Findings Report \(September 2025\)](#) are reproduced below.

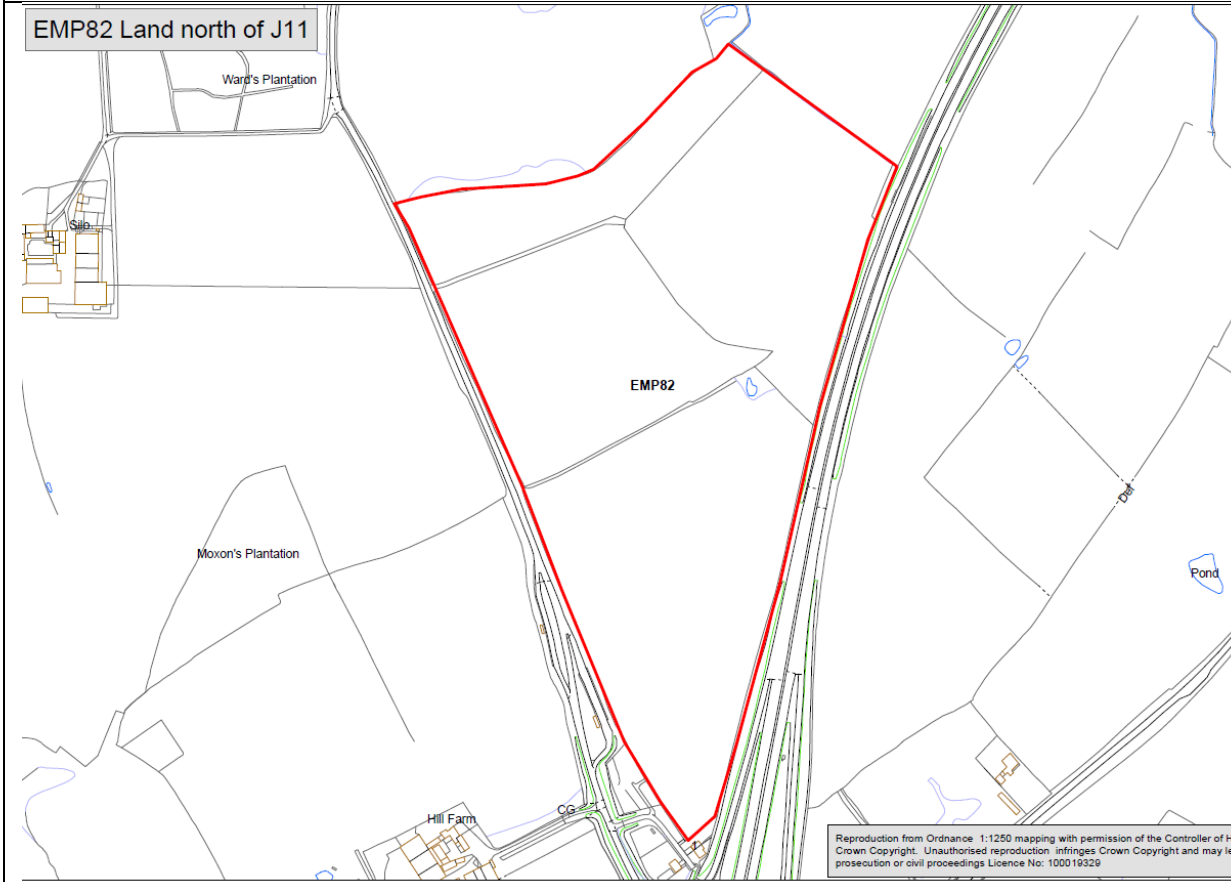
Site	SA Objectives															
	Health and Wellbeing	Inequalities	Community	Housing	Economy	Town/Village centres	Employment	Sustainable travel	Air, Light & Noise Pollution	Climate Resilience	Biodiversity & Geodiversity	Landscape	Land-use efficiency	Historic Environment	Water & Soil	Waste
	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
EMP82	0	0	?	0	+	--	++	--	0	0	--	--	--	0	0	0
EMP83	0	0	?	0	+	--	++	--	0	0	--	--	--	0	0	0
EMP84	0	0	?	0	+	-	++	--	0	-	--	--	--	0	0	0
EMP94	0	0	?	0	+	--	++	--	0	0	--	--	+	0	0	0
EMP92	-	--	?	++	?	--	?	--	-	0	--	--	--	-	0	0
EMP05	-	--	?	0	+	--	++	--	0	0	--	--	-	0	0	?
EMP87 Area 1	0	0	?	0	+	-	++	--	?	0	--	--	--	-	0	?
EMP87 Area 2	0	0	?	0	+	--	++	--	?	0	--	--	--	-	0	?

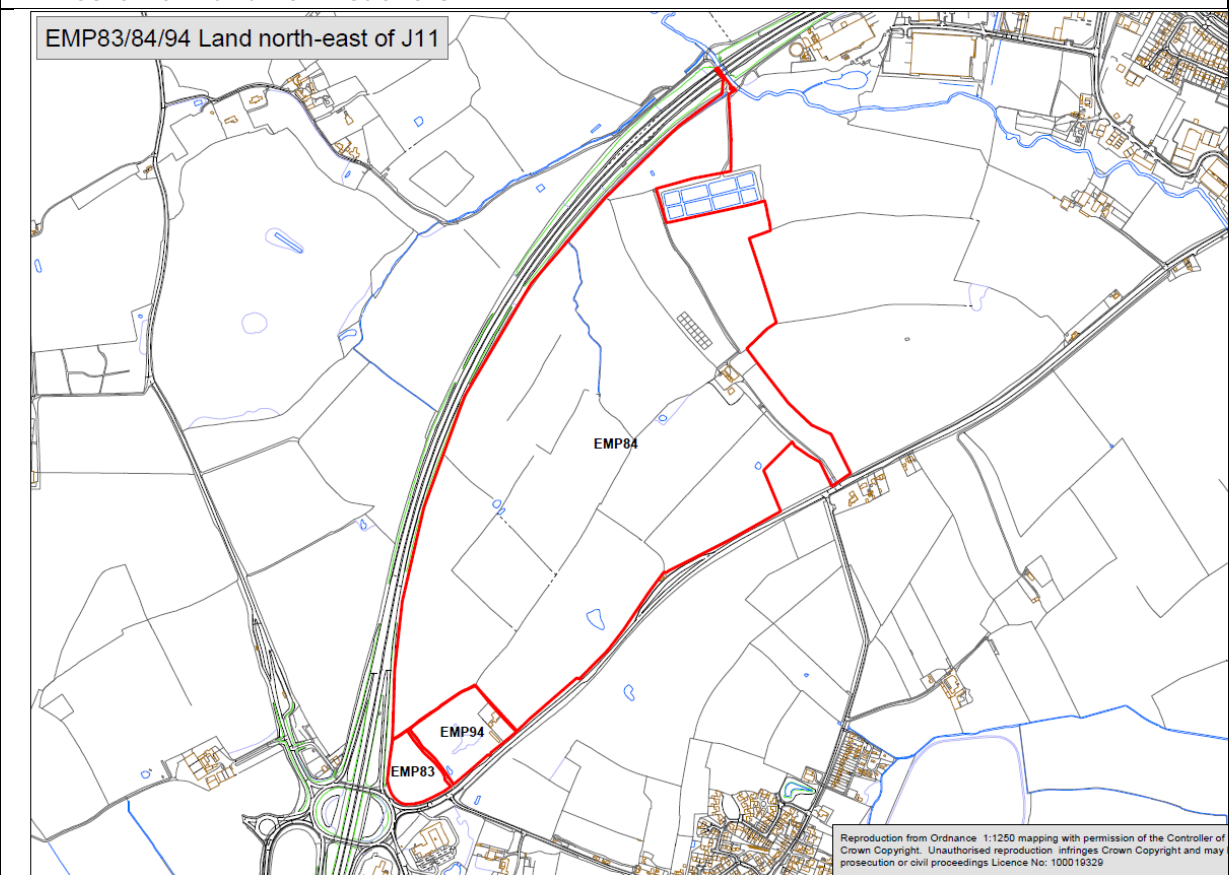
Site	SA Objectives															
EMP80	0	0	?	0	+	--	++	--	0	0	--	--	--	0	0	?

24. The SA has assessed sites EMP83, 84 and 94 as individual sites but the planning assessment below considers the combined area for strategic warehousing. Similarly, EMP87 areas 1 and 2 have been assessed individually in the SA and collectively in the planning assessment below.
25. Also to note is that the SA does not test employment sites against the objectives SA1 and SA2. Sites EMP92 and EMP05 have been scored for these objectives in the table above. This is because EMP92 was originally submitted as a housing and/or mixed use and/or employment site and EMP05 is part of a wider area also being promoted for housing/mixed use.
26. With the exception of EMP92, all the candidate sites in this location score very positively for the provision of diverse employment opportunities (SA7) and positively for supporting economic growth (SA5). All the sites score poorly for sustainable transport opportunities (SA8), for biodiversity (SA9) because they are all located within the National Forest and the catchment of the River Mease SAC and for landscape impacts (SA13) because they are all located outside current settlement boundaries and are wholly or predominantly greenfield.
27. The 100% greenfield sites in the table above receive a significant negative score for land use efficiency (SA14). EMP94 is an exception because the site includes some existing buildings. It is not immediately obvious why EMP05 has received a minor rather than a significant negative score for this factor as it is a greenfield site of more than 1ha. EMP92 and EMP87 (areas 1 and 2) are located near to heritage assets (SA15).

Site Assessments

28.

EMP82 Land north of J11 (Mercia Park II)

<p>The site comprises open arable fields which are attractive in their own right and are also of higher agricultural land quality. The A/M42 road infrastructure to the east and south and the substantial Mercia Park development to the west has an urbanising effect and this effect is more pronounced towards the southern end of the site resulting in the Landscape Assessment recording a medium-low level of landscape sensitivity and a medium level of visual sensitivity.</p> <p>The A42, A444 and the hedgerows along the northern boundary of the site collectively provide a degree of containment to the site.</p> <p>The residential amenity of Hill Top Cottage immediately to the south of the site would need to be carefully considered in the scheme design if this site were developed.</p> <p>This site is the subject of a current planning application for strategic warehousing and potentially industrial uses (25/00274/FULM). The planning application process has not revealed any technical constraints, including with respect to highways, ecology, surface water flooding and heritage, which cannot be overcome through mitigation measures.</p> <p>Recommendation: Proposed allocation.</p>

EMP83/84/94 Land north east of J11

This site comprises three parcels of land in the control of three different parties. The two smaller parcels (EMP83 and 94) lie closest to the J11 A/M42. The larger parcel (EMP84) comprises a substantial tract of agricultural land contained by A42 to the north west and Tamworth Road (which connects Junction 11 and Measham) to the south east. The eastern boundary follows field edges but this part of the site is not particularly well contained.

These open fields are attractive in their own right and are also of higher agricultural land quality. The landscape assessment finds that the overall landscape sensitivity to change is medium-low and visual sensitivity is medium. It recommends that the views from the site to the villages of Measham, Oakthorpe and Appleby Magna are considered as part of any development proposals. It also recommends additional buffer planting where the site borders onto roads and identifies that the northern edge of the site is of higher landscape sensitivity.

Overall, this is a very open site and development could fundamentally alter the rural approaches to Appleby Magna and Measham from the west. It would also 'jump' the clear and definite boundary that A42 creates in this location. The land falls away to the north/north west and development here would be prominent in views from A42 southbound and also for users of the PROW which bisects the site in a north-south direction.

Heath Lodge (EMP94) and Manor House Farm are within the site and a small number of residential properties face the site on the south side of Tamworth Road. Noise, vibration external lighting and visual impacts could all affect these properties and would need to be addressed as part of any scheme design.

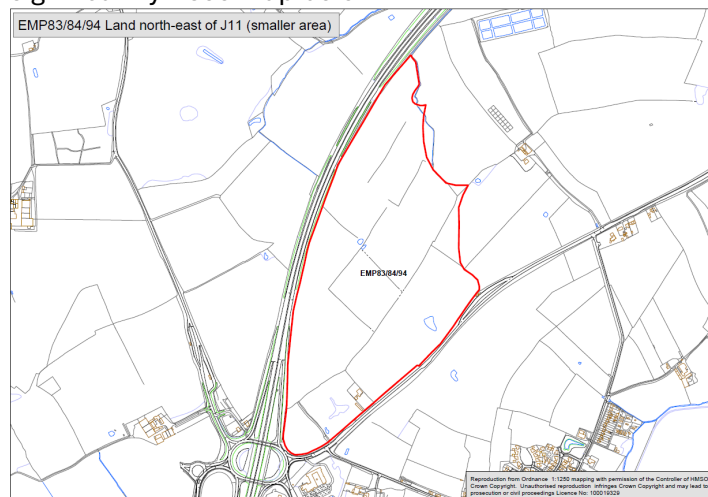
The River Mease SSSI runs along the very northern tip of the site. Natural England has advised that significant buffering to the river would be required, along with screening, habitat creation/enhancement, SuDS with components to treat surface water before it enters the river, construction management plan to prevent adverse impacts from construction, sensitive lighting design/mitigation, sensitive noise design/mitigation and more. Development could be possible if a substantial proportion of this and adjacent land (EMP85; now withdrawn) were dedicated to ecological enhancement to help restore the condition of the SAC. This would require extensive discussion with Natural England and others.

LCC Highways reports that access via Tamworth Road appears feasible. The site has good connections to the Strategic Road Network (A/M42 and then onwards to M1/M6) but public transport connections are poor and would need to be significantly upgraded. Road capacity, including at J11, will be tested through the Local Plan transport modelling.

The site is reasonably well located for workforce in Tamworth, Burton, Swadlincote, Ashby, and Coalville.

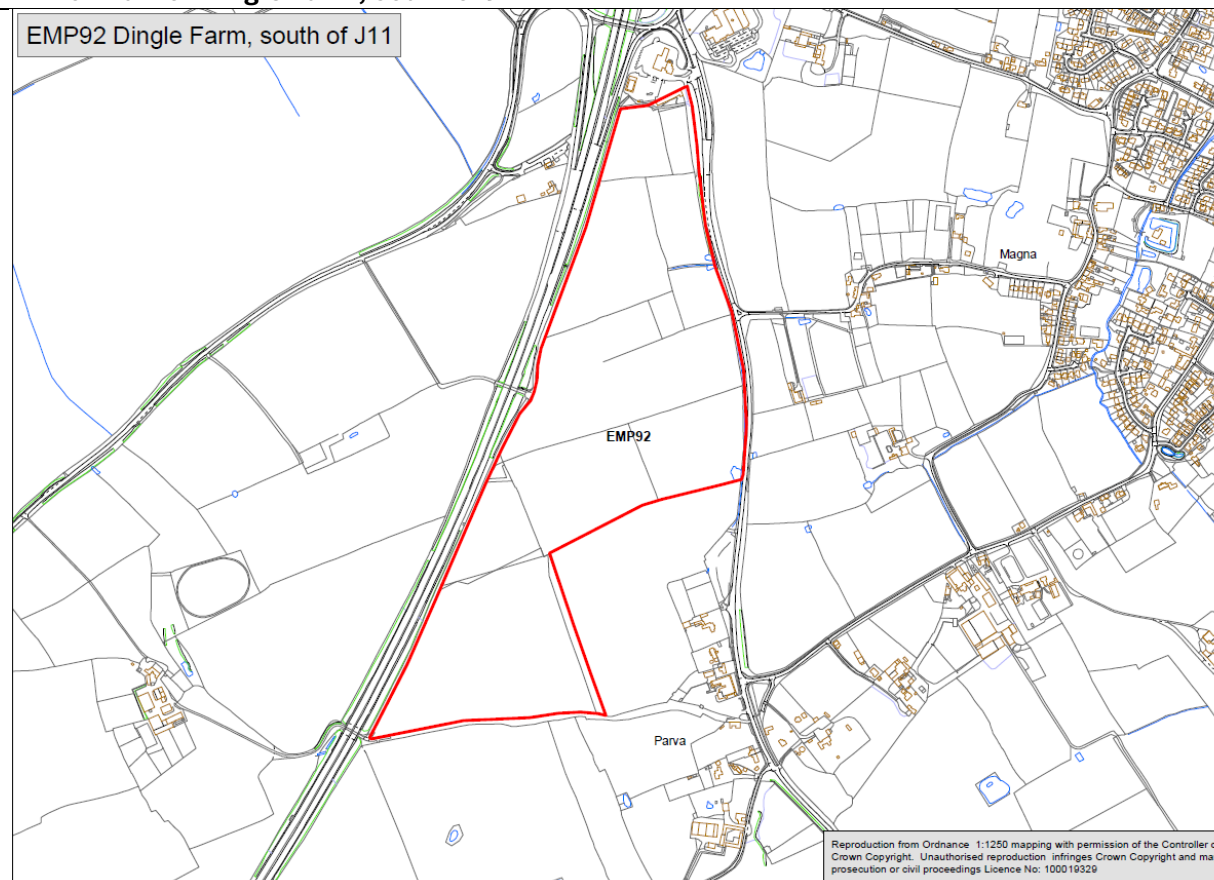
It is unclear at this point whether the three parties will work together to bring the combined site forward. The larger parcel (EMP84) could come forward in isolation although this is not favoured.

The Strategic Warehousing Study apports a significant level of future need to NWL and to A/M42 corridor specifically. This site could make a substantial contribution to the identified need in a single location (up to 125,000sqm). Its scale also means there is scope to incorporate substantial mitigation measures to help address identified impacts, including for landscape and ecology. Such measures will reduce the developable area of the site, potentially significantly – see map below.



In conclusion, it is considered that this site can be included as a proposed allocation in the Local Plan provided there are sufficient safeguards in place to address the environmental impacts identified (and any others).

Recommendation: Proposed allocation

EMP92 Part of Dingle Farm, south of J11

This wedge-shaped site (33.7ha) comprises a series of fields of higher agricultural quality located to the south of J11 of A/M42. The site is bordered by the M42 to the west and the A444 to the east and the motorway services at J11 to the north. The southern edge follows field boundaries. The site is fairly flat, becoming slightly more undulating towards the west.

The site has a rural character overall with the northern fields more impacted by the urbanising features of the motorway services and highways infrastructure at the junction and to the west by M42 itself. The site is assessed in the Landscape Sensitivity Study as part of a wider parcel (parcel 08APP-D) which concludes that the overall landscape and visual sensitivity of the wider parcel to change arising from new employment development is medium-low.

There are open views towards Appleby Magna from the site. A bridleway runs alongside its southern boundary providing extensive views over the site. Development here would fundamentally alter the rural approach to Appleby Magna from the west. It would 'jump' the clear and definite boundary that A42 creates in this location.

The site does not have a current satisfactory vehicular access to serve the development. LCC Highways has stated that it would not support the creation on a new access on to Atherstone Road (A444) but this advice pre-dates the publication of its revised Highways Design Guide. It is feasible that more detailed assessment may reveal a technical solution which LCC could support. The site has good connections to the Strategic Road Network (A/M42 and then onwards to M1/M6) but public transport connections are poor and would need to be significantly upgraded. Road capacity, including at J11, will be tested through the Local Plan transport modelling.

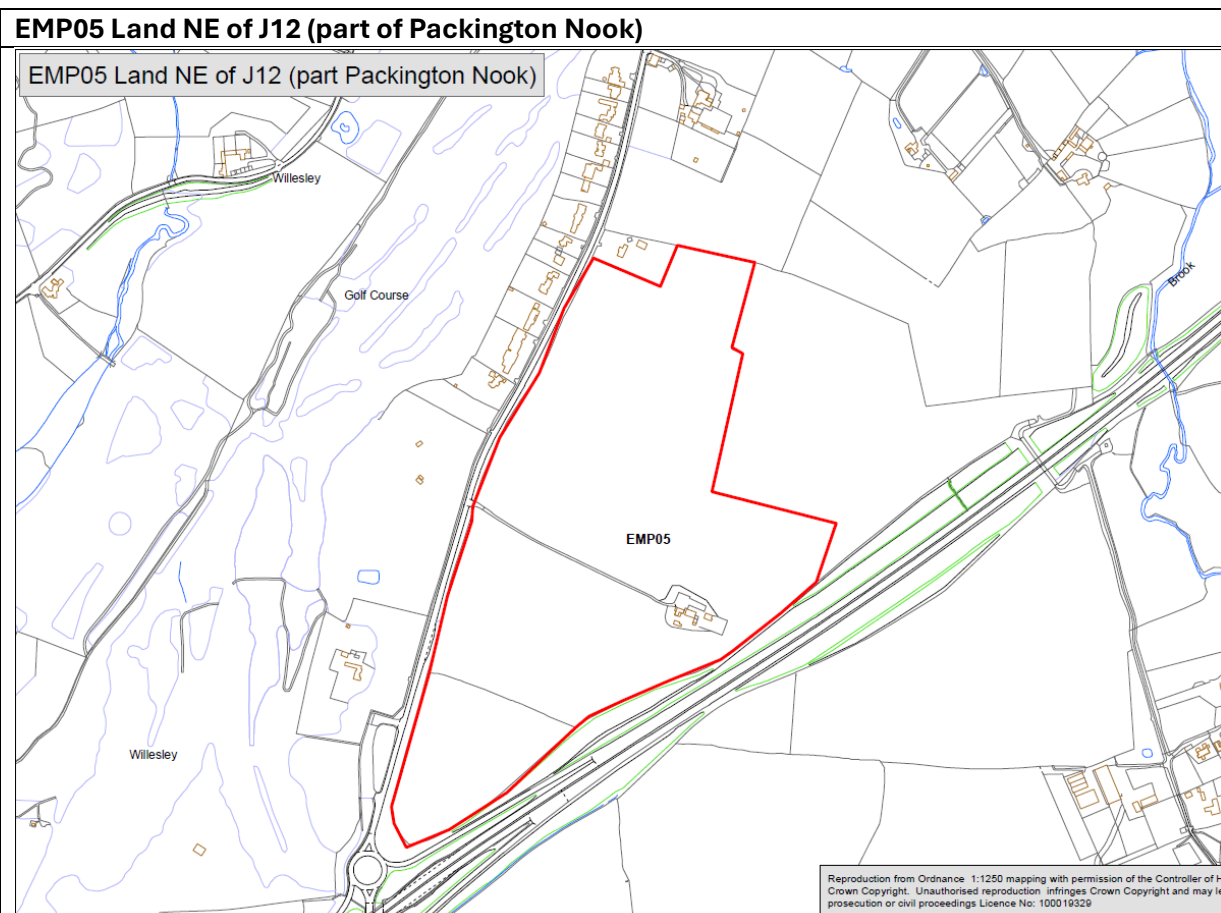
The significance of ecology and heritage impacts are uncertain but are not expected to rule out development.

The site is reasonably well located for workforce in Tamworth, Burton, Swadlincote, Ashby, and Coalville.

The site was promoted to the Council for residential and/or employment development in 2020 and there is uncertainty about whether the entire site is still available for development. Last year the northern portion was put up for sale and it is understood that this smaller parcel may now be available for development.

This reduced area (9.7ha) could have capacity for some 37,800sqm of strategic warehousing. More land would need to be allocated in addition to achieve the A/M42 apportionment recommended in the Strategic Warehousing Study. An alternative approach would be to concentrate development on larger sites in fewer locations along the A42 corridor and, on balance, this approach is favoured.

Recommendation: No allocation.



Packington Nook (site A7) was included in the 2025 Additional Proposed Allocations Reg 18. Consultation as potential reserve housing site incorporating an element of general needs employment. Subsequently, Local Plan Committee decided not to allocate the site at its meeting on 30 July 2025.

Site EMP05 sits within A7 and comprises the wedge-shaped tract of higher quality agricultural land of some 25ha adjoining J12 and separated from the main built-up area of Ashby itself. The southernmost 2 fields (approximately 9ha) were earmarked for general needs employment as part of the reserve housing site proposal described above.

EMP05 is bound by A42 to the south east and Measham Road (B5006) to the north west. The site itself is fairly flat with limited field boundaries and there are open views across it from Measham Road. If the site were developed, its countryside character would be lost and the attractive, rural nature of the approach into Ashby from the south would be diminished.

Valley Farm House is situated within EMP05 and there is another house to the immediate north and residential properties facing the site on the west side of Measham Road. There could be an adverse impact on the residential amenity of these properties from general disturbance, noise, vibration and external lighting and this would need to be addressed as part of any scheme design

The Landscape Sensitivity Assessment 2021 provides an assessment of a wider parcel of land south of Ashby (02ASH-C), within which EMP05 sits. This wider parcel is found to have medium-high landscape and visual sensitivity to new employment development. However,

there will be some variation within the wider parcel. EMP05 does not share the woodland and recreational attributes of the land on the opposite side of Measham Road. The assessment notes that traffic using the A42 and Measham affect the overall tranquillity of the assessed area and this will be most noticeable in the locations closest to these roads, notably the most southerly 2 arable fields which are on a lower plateau and closest to these roads. The A42 is also identified as a visual distractor.

The site has good access to the Strategic Road Network via J12. LCC Highways has commented that a safe and appropriate form of access has not, as yet, been demonstrated. It is feasible that more detailed assessment could result in an access solution which would satisfy the Local Highways Authority.

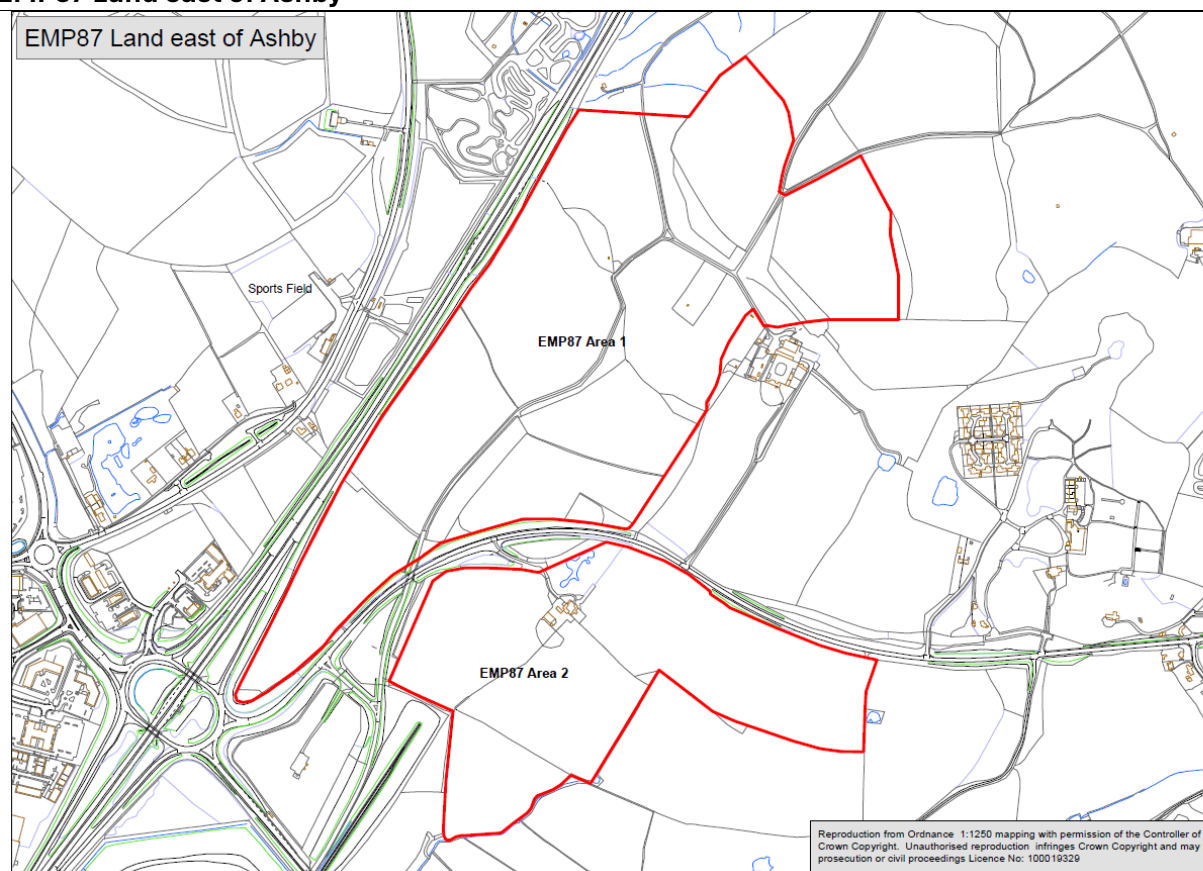
Workforce could come from Ashby, Coalville, Burton and Swadlincote for example. The site is not served by public transport meaning sustainable options are limited to walking (there is a narrow footway along Measham Road) and, possibly, cycling although there are no dedicated cycle connections. Significant sustainable transport upgrades would be required if this site were to be developed.

As described above, developers' most recent proposals are for a comprehensive, residential-led scheme for the wider Packington Nook site (site A7) incorporating some associated general needs employment. Allocating EMP05 for strategic warehousing would constrain residential options for the wider Packington Nook area as part of a future Local Plan.

Limiting strategic warehousing to the two southernmost fields (9.4ha) would direct development to the least sensitive parts of the site in landscape terms and would limit amenity impacts. A small part of this site adjacent to the A42 is at higher risk of surface water flooding and this could impact on site layout and overall development capacity. Limiting development to the two fields would correspond with the area which would have been earmarked for general needs employment in the scheme described above. The two fields could deliver in the order of 36,600sqm of strategic warehousing. Nonetheless, such an approach could still inhibit future options for a comprehensive approach to the wider Packington Nook area.

Further, if the southernmost fields were recommended for allocation, more land would need to be allocated in addition to achieve the A/M42 apportionment recommended in the Strategic Warehousing Study. An alternative approach would be to concentrate development on larger sites in fewer locations along the A42 corridor. On balance, this latter approach is favoured.

Recommendation: No allocation

EMP87 Land east of Ashby

There are two parcels of land in this location; (1) land north of A512 Ashby Road; and (2) land south of A512 Ashby Road.

The area covered by parcels 1 and 2 is rural in character and large-scale development here would represent a significant incursion into the countryside. The A42 provides a strong boundary edge to Ashby to the west and the parcels are not well related to the built-up area. Parcel 1 north of A512 comprises a substantial wedge of land bordered by A42 to the north west and A512 to the south east. The southernmost field that forms the 'point' of this parcel falls within a much larger tract of land (ref 02-ASH-B) assessed in the Landscape Sensitivity Study. The assessment finds that the 02-ASH-B area is impacted by the presence of existing development and infrastructure and has a medium-low landscape and visual sensitivity to new employment development.

The remaining part of the parcel north of A512 and the whole of the parcel south of A512 are assessed as part of a different wider area in the landscape work (02-ASH-E). There are variations within the assessed area but overall this finds that the wider area has medium landscape and visual sensitivity. The study finds that that south and north extents where there are hedgerows, rolling topography, and areas of woodland form more susceptible elements of the landscape and define the rural character. Tranquillity is greatly reduced in proximity to the A42 and the A512.

This analysis points to excluding development from parcel 2 and also from the northern parts of parcel 1. The less sensitive parts of Parcel 1 are considered to be the three lower lying fields adjacent to A42 and to the west of the PROW which runs NW-SE. The shape and size of the

southern field would lend itself to smaller, general needs units (c 14,000sqm) and this could help to address the current shortfall in the new Local Plan's provision for smaller scale employment premises. The remaining 2 fields could deliver in the order of 25,800sqm of strategic warehousing.

Hall Farmhouse (Grade II) is adjacent to parcel 1 to the east and development here could impact on its setting and the relationship between the farmhouse and its farmland. The significance of this impact is currently uncertain but are not expected to rule out development completely.

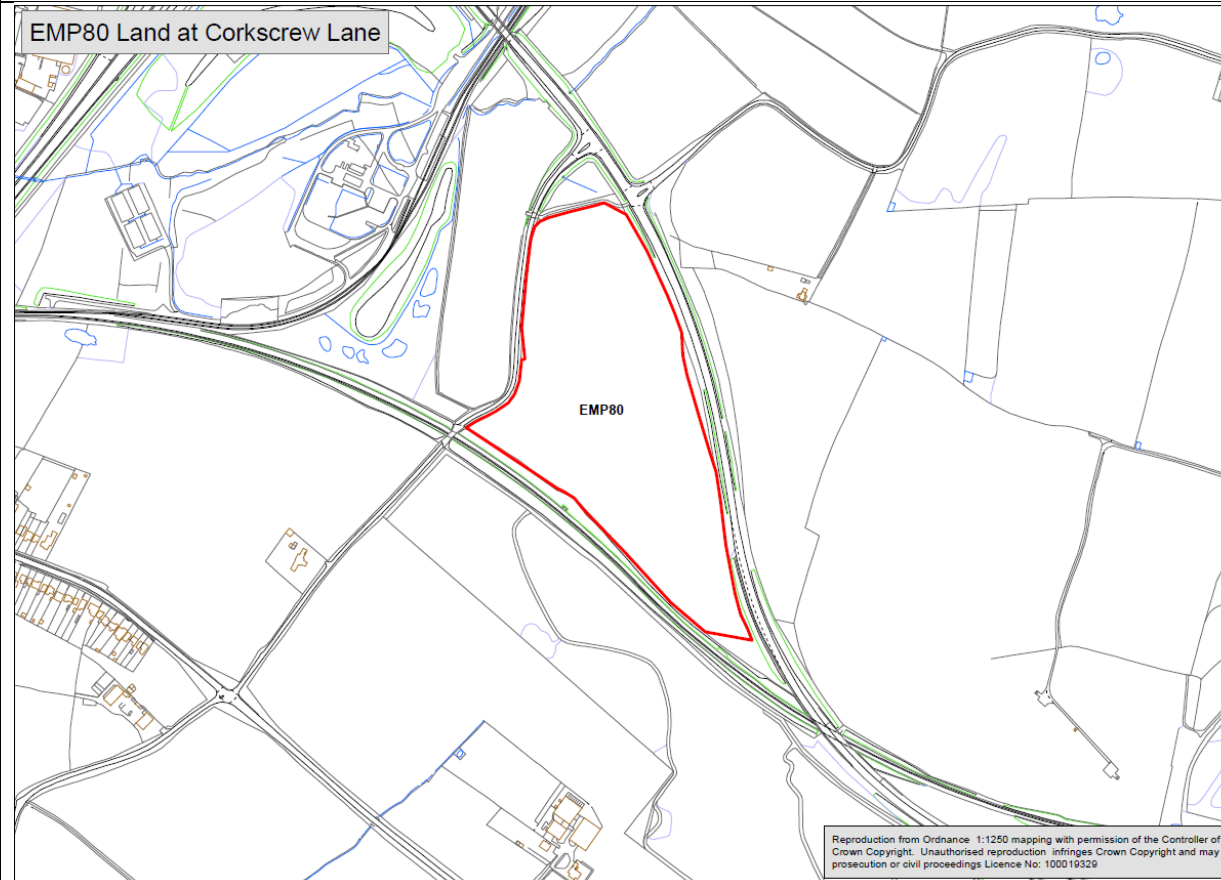
LCC Highways has expressed 'in principle' concerns about creating a new access onto A512 although this position predates the latest iteration of the LCC Highways Design Guide. The site's proximity to A42 J13 gives it good connectivity to the Strategic Road Network but public transport links are limited.

The site has reasonable proximity to workforce from Ashby, Coalville and Swadlincote for example.

In conclusion, focusing development on the least sensitive parts of these land parcels would deliver a relatively modest amount of strategic warehousing. More land would need to be allocated in addition to achieve the A/M42 apportionment recommended in the Strategic Warehousing Study. An alternative approach would be to concentrate development on larger sites in fewer locations along the A42 corridor and, on balance, this approach is favoured.

Recommendation: No allocation

33.

EMP80 Land at Corkscrew Lane

<p>The site comprises an arable field which is flat to gently sloping. It is adjacent to G-Park which has planning permission for up to 70,000sqm of strategic-scale warehousing (19/00652/FULM) and is bordered by A511 to the north and east and the Leicester-Burton railway line to the south west and beyond that coppice woodland. It is not particularly well related to Ashby or any other sustainable settlement. The landscape assessment identifies that this site is of medium-low visual and landscape sensitivity. The assessment reports that there is an area of higher landscape sensitivity around the woodland to the north of the site and it would be appropriate to enhance tree cover and boundary vegetation, particularly fronting A511.</p>
<p>The site is well connected to the Strategic Road Network via J13 A42 and could be reasonably accessible for workforce from Ashby, Coalville and Swadlincote for example. The 29/29A bus route (hourly) serving Ashby and Coalville passes the site but there are no nearby bus stops.</p>
<p>This site is the subject of a current planning application (23/00427/OUTM). The planning application process has not revealed any technical constraints, including highways, landscape and ecology impacts, which cannot be sufficiently mitigated.</p>
<p>Recommendation: Proposed allocation.</p>