



Hinckley & Bosworth
Borough Council

A Borough to be proud of

Areas of Separation Review

March 2012



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Executive Summary

The purpose of the review is to examine the six existing areas of separation in the Hinckley & Bosworth Local Plan (2001) and the seven areas of separation proposed through consultations with members of the public and Borough and Parish Councillors.

Chapter 1 of the review examines the existing planning policy context. It establishes the purpose of the area of separation designation as;

To retain the physical separation between settlements and/or other development areas in order to:

- 1. Maintain the physical identity of communities and/or*
- 2. Preserve the physical separation between incompatible uses, in particular between residential and employment areas.*

Chapter 2 of the review establishes the methodology upon which the site assessments have been based. It identifies the six existing and seven proposed areas of separation. The methodology clarifies the following four criteria an area of separation will be assessed against:

- Whether the area performs the established function of an area of separation
- Whether the area of separation designation is the sites primary planning function
- Whether, if applicable, separation is in danger of being compromised and
Whether, if applicable, criteria based policy can provide the necessary protection.

In addition, this chapter illustrates the process flow the assessments follow in Figure 1.

Chapter 3 of the review examines the Issues and Options and Preferred Options consultation responses for the Site Allocations and Generic Development Control Policies DPD. This identified the main points raised by respondents in relation to areas of separation and highlighted four potential new areas. In addition Borough and Parish Councillors were invited to comment on the draft review. No consultation comments were received during this consultation. A final Call for Sites consultation identified an additional three potential new areas.

Chapter 4 of the review provides the site assessments for the existing areas of separation in the Local Plan. Three of the larger sites have been split into two parcels for ease of assessment. The existing sites which have been assessed are:

- Land between Sketchley, Three Pots Estate, A5 and Sketchley Lane Industrial Area - Part A
- Land between Sketchley, Three Pots Estate, A5 and Sketchley Lane Industrial Area - Part B
- Land between Harrowbrook Industrial Area and the Ashby Canal, Hinckley
- Land between Dodwells Bridge, the A5 and the Borough boundary - Part A
- Land between Dodwells Bridge, the A5 and the Borough boundary - Part B
- Land between Markfield Road and Fern Crescent, Groby
- Land between Caterpillar (UK) Limited, Peckleton Lane, Desford and Desford Village
- Land between Hinckley and Burbage between Brookside Road and the Railway - Part A
- Land between Hinckley and Burbage between Brookside Road and the Railway - Part B

Chapter 5 of the review provides the site assessments for the areas of separation proposed through consultation. The seven additional sites which have been assessed are:

- Land North of Station Road, between Watermead Residential Estate and Spinney Cottage, Market Bosworth
- Land South of 460-502 Coventry Road, North of Waterside Park, Hinckley
- Land East and West of Hinckley Road and Land North and South of Stoke Road, between Stoke Golding and Dadlington
- Land between the North Western boundary of the Barwell Sustainable Urban Extension and the South and South Eastern boundary of Stapleton
- A Linear Piece of Land West of the Battlefield Railway Line, Market Bosworth
- Land Surrounding the Southern Settlement Boundary of Stoke Golding
- Land north of the Northern Perimeter Road, South of Stoke Golding between Hinckley and Stoke Golding

Chapter 6 of the review provides the summary of findings for the site assessments and identifies how they perform against the identified criteria.

Six of the nine existing sites were found to perform the function of physically separating settlements or incompatible uses. In the case of these sites, criteria based policies DCS1: Development and Design, ENV1: Safeguarding

Open Space, Sports and Recreational Facilities and ENV5: Safeguarding the Countryside and Settlement Separation were found to provide the necessary protection to retain the function of the areas when they are adopted through the Generic Development Control Policies.

One of the seven proposed sites was found to perform the function of physically separating settlements or incompatible uses. In the case of this site it was found that criteria based policy ENV5: Safeguarding the Countryside and Settlement Separation would provide the necessary protection.

Chapter 7 of the review examines the advantages of utilising a criteria based policy approach compared to the existing areas of separation local landscape designation approach currently within the Local Plan. In addition it examines how proposed criteria based policies can meet the objectives stated in consultation responses and retain the areas function, where applicable.

Overall this chapter recommends the replacement of the existing area of separation policy in the Local Plan with criteria based alternatives proposed through this review and to be included within the Site Allocations and Generic Development Control Policies DPD when adopted.

Introduction

Areas of Separation are a local landscape designation within the adopted Local Plan (2001) and are identified on the adopted proposals map. They are areas of land which physically separate settlements or incompatible uses, particularly residential and employment uses.

The Local Plan identifies six pieces of land which would undermine the physical separation and open character between settlements and/or the separation between incompatible uses if they were developed.

The Review also examines seven newly submitted sites which, through consultation responses, have been identified as potential Areas of Separation.

The Areas of Separation Review examines the existing Areas of Separation in the Local Plan, assessing whether the function of this landscape designation is still relevant over the plan period (up to 2026). In addition it examines whether the designation is the sites primary planning function, examines the danger of separation being compromised and whether criteria based policies could provide the necessary protection.

The review will form the evidence base to inform the Site Allocations and Generic Development Control Policies Development Plan Document (DPD). The review will ensure the DPD is in compliance with the requirements of Planning Policy Statement 12 in that it is based on a robust, up-to-date and credible evidence base.

Chapter 1 - Planning Policy Context

This section sets out the existing and emerging planning policy context relating to areas of separation. Further information on the historic background to 'areas of separation' policy relating to Hinckley & Bosworth Borough can be found in Appendix A.

Local Plan (adopted 2001)

The Local Plan contains a specific policy (NE4) on areas of separation (appendix B) and lists the sites which are identified on the adopted proposals map. This is a saved policy and as such is currently an active development plan policy used to determine planning applications in conjunction with policies in the adopted Core Strategy and other saved policies in the Local Plan.

The purpose of the areas of separation was defined through the development and review of previous Structure Plans (which no longer forms part of the development plan) and was tailored to local circumstance through the preparation of local plans for the area.

The purpose of the areas of separation with respect to Hinckley & Bosworth is:

To retain the physical separation between settlements and/or other development areas in order to:

- 1) Maintain the physical identity of communities, and/or*
- 2) Preserve the physical separation between incompatible uses, in particular between residential and employment areas.*

In addition the background to this policy (appendix A) reveals that an area of separation should serve as the primary planning function of the land, could not serve the function of a green wedge, and should only be applied in exceptional circumstances where separation is in danger of being compromised.

Core Strategy (Adopted 2009)

The Adopted Core Strategy (2009) is the overarching development plan document within the Local Development Framework and provides the strategic policy context for development within the Borough. The Core Strategy contains spatial objectives for the Borough and policies on the environment. These include (Appendix D);

- Spatial Objective 10: Natural Environment and Cultural Assets
- Policy 6: Hinckley/Barwell/Earl Shilton/Burbage Green Wedge
- Policy 9: Rothley Brook Meadow Green Wedge
- Policy 20: Green Infrastructure

The Core Strategy does not provide a policy on Areas of Separation.

In addition the Core Strategy provides the housing requirements for settlements across the borough to be provided during and up to the plan period which is established as 2026.

The Site Allocations and Generic Control Policies Development Plan Document

The Site Allocations and Generic Control Policies Development Plan Document (DPD) will provide specific land designations and associated development control policies that will be used to manage development across the Borough. At the time of undertaking this review, this document is at the preferred options stage.

The preferred options document (Feb 2009) contains the following policies, which are considered to relate to areas of separation (Appendix C);

- ENV3: Landscape Character Areas
- ENV5: Development in the Countryside
- ENV1: Protection of Existing Recreation Areas
- DCS1: Development and Design

The document does not allocate Areas of Separation on the proposals map but does provide a specific generic development control policy. The document states the reason for the omission is that the;

'...allocation is an unnecessary additional layer of policy; it is considered that there is little need to retain this policy as these areas are protected under other designations'

This assertion will be explored through this topic paper.

The policies and settlement proposal maps contained within this document are not currently adopted and are still open to consultation. The policies provide an indication of the future policy approach but are subject to review through the submission stage of plan production which is expected to go out to consultation in 2012.

National Planning Policy

Planning Policy Statement 12 (June 2008) requires development plan documents to be justifiable in that they are founded on a robust and credible evidence base and are considered the most appropriate strategy when considered against the reasonable alternatives.

Planning Policy Statement 7 (PPS7): Sustainable Development in Rural Areas (Aug 2004) provides guidance on local landscape designations. PPS7 stipulates that these designations should only be maintained where it can be clearly shown that criteria based policies can not provide the necessary

protection. Local Development Plan Documents should state what requires protection and why when reviewing development plans, ***“planning authorities should rigorously consider the justification for retaining existing local landscape designations.”*** (paragraph 25). The designation should be based upon a formal and robust assessment of the qualities of the landscape concerned.

Emerging Planning Policy

The Coalition Government are currently undertaking a series of reforms to the existing planning system which includes the introduction of the Localism Act which makes provision for the introduction of Neighbourhood Development Plans (NDPs). The Localism Act is expected to be enacted in April 2012.

In addition, the National Planning Policy Framework (NPPF) proposes to consolidate the suite of Planning Policy Statements into one document. The provisions of Neighbourhood Development Plans and the National Planning Policy Framework in relation to Areas of Separation are addressed below.

The Draft National Planning Policy Framework (NPPF) (July 2011)

The Draft National Planning Policy Framework (NPPF) is the proposed consolidation of existing planning policy statements and guidance into one document. The Draft NPPF sets out the government's economic, environmental and social planning policies for England and articulates the Government's vision of sustainable development. This document underwent a public consultation in 2011 with amendments expected as a result.

The Draft NPPF does not make reference to Areas of Separation or local landscape designations specifically but does require local planning authorities to plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure.

In addition, the Draft NPPF introduces an additional land designation, other than designated sites such as Sites of Special Scientific Interest (SSSI) or national parks. This designation will enable the special protection of green areas of particular importance to local communities and will be named a Local Green Space Designation. This new designation will enable local communities to rule out new development other than in very special circumstances. It stipulates the designation should only be used:

- *“Where the green space is in reasonably close proximity to a centre of population or urban area*
- *Where the green area is demonstrably special to a local community and holds a particular local significance because of its beauty, historic importance, recreational value, tranquillity or richness of its wildlife*
- *Where the green area concerned is local in character and not an extensive tract of land; and*
- *If the designation does not overlap with green belt”* (paragraph 131)

The Draft NPPF stipulates the management of development within these spaces should be consistent with policy for green belts.

Evidence Base Documents

This review has utilised existing evidence base documents to inform the area of separation site assessments. The documents which have been used within this review and their contribution to the site assessments are explained below.

The Open Space, Sports and Recreational Facilities Study (July 2011)

This study is the most up-to-date assessment of open space, sports and recreational facilities within the Borough and accords with the requirements of Planning Policy Guidance Note 17: Planning for Open Space, Sport and Recreation (July 2002). The study provides a record of existing sites, identifies local needs, sets standards to which areas of open space should meet and provides a framework for action to protect and enhance areas of open space, sport and recreation.

In relation to this review, the study identifies the typology of open space an existing area of separation would fall into, the quality, quantity and accessibility of that space and identify any deficit or surplus of that open space type. In addition the study identifies potential improvements to the spaces.

The Strategic Housing Land Availability Assessment (April 2011)

The Strategic Housing Land Availability Assessment (SHLAA) assesses areas of land around the Borough for their potential for residential development. The SHLAA examines site constraints, accessibility, potential housing capacity, market interest and expected timeframe for development. These elements combine to provide sites with a deliverable, developable or non-developable classification which informs the allocations for residential development within the Site Allocations and Generic Development Control Policies DPD.

In relation to this review the SHLAA provides information on existing and proposed areas of separation site constraints which may relate to the risk of a site being developed. In addition, it also provides an indication as to the likely timeframe for development, for deliverable and developable sites, which also notes potential risk of development.

Leicester and Leicestershire Green Wedge Review Joint Methodology (July 2011)

The Green Wedge Review Joint Methodology is a joint approach to the assessment and review of Green Wedges in Hinckley & Bosworth, Charnwood, Harborough, Leicester, North West Leicestershire and Oadby & Wigston.

The methodology sets out the scope for each authority's individual review of their Green Wedges and identifies the evaluation criteria.

The Hinckley & Bosworth Borough Council Green Wedge Review was published in December 2011 and is based upon the methodology presented in the above paper.

The Green Wedge criteria set out in the joint methodology and employed in the Hinckley & Bosworth Green Wedge Review has been utilised in this review to examine the potential for the existing areas of separation to fulfil the functions of a green wedge.

The Green Infrastructure Strategy (October 2008)

The Green Infrastructure Strategy identifies and analyses green infrastructure assets in the Borough and illustrates the main areas of need and opportunity for green infrastructure development. In addition the strategy provides;

- A framework for multi-functional open space.
- A functioning biodiversity network.
- A sustainable movement network.
- Connectivity within/between urban and rural areas.

The Strategy supports Core Strategy Policy 20.

Landscape Character Assessment (July 2006)

The Landscape Character Assessment defines areas with distinctive characteristics resulting from the interaction of geology, landform, soils, vegetation, land use and human settlement and places them into character areas.

It provides an understanding of the landscape, its evolution and future pressures and recommends future management strategies. It identifies sensitive areas to be protected and opportunities for enhancing landscape character.

Planning Policy Statement 7 states that "*when assessing areas of landscape outside nationally designated areas, landscape character assessments should be utilised.*" (paragraph 24) Therefore as part of this assessment the Landscape Character Assessment has been fed into site assessments to identify;

- The landscape character area the area of separation falls into.
- Any sensitivities for the landscape character area and which are applicable to the area of separation.
- Any potential management strategies for the landscape character area and which are applicable to the area of separation.

Extended Phase 1 Habitat Survey (February 2012)

This study evaluates sites with the potential to accommodate development within the Borough up to 2026. The study involved an Extended Phase 1 Habitat Survey and desk based study to identify the significance and value of habitats and areas of biodiversity within the identified sites.

The study focused on preferred and alternative option sites within the Preferred Options Site Allocations and Generic Development Control Policies Development Plan Document for their habitat and biodiversity value.

This study has been used as evidence of the potential ecological interest that an existing or proposed area of separation could hold.

Chapter 2 - Methodology

This section sets out the methodology used in undertaking the Areas of Separation Review.

Identifying the Assessment Sites

The following designations contained in saved Local Plan Policy NE4 have been assessed as part of the review process. Where sites have been considered to be too large to assess in their entirety, they have been subdivided. Site assessments have therefore been carried out for the following existing areas of separation:

- a) Land between Sketchley, Three Pots Estate, A5 and Sketchley Lane Industrial Area Part A
- b) Land between Sketchley, Three Pots Estate, A5 and Sketchley Lane Industrial Area Part B
- c) Land between Harrowbrook Industrial Area and the Ashby Canal, Hinckley
- d) Land between Dodwells Bridge, the A5 and the Borough boundary Part A
- e) Land between Dodwells Bridge, the A5 and the Borough boundary Part B
- f) Land between Markfield Road and Fern Crescent, Groby
- g) Land between Caterpillar (UK) Limited, Peckleton Lane, Desford and Desford Village
- h) Land between Hinckley and Burbage between Brookside Road and the Railway Part A
- i) Land between Hinckley and Burbage between Brookside Road and the Railway Part B

In addition consultation responses identified potential additional areas of separation which should be assessed as part of this review. These include the following;

- Land East and West of Hinckley Road, North and South of Stoke Lane, between Stoke Golding and Dadlington
- Land to the south of 460-502 Coventry Road, North of Waterside Park, Hinckley
- Land north of Station Road, between Watermead Residential Estate and Spinney Cottage
- Land between the north western boundary of the Barwell Sustainable Urban Extension and the South and South Eastern boundary of Stapleton
- Land North of the Northern Perimeter Road, South of Stoke Golding, between Hinckley and Stoke Golding
- Land surrounding the southern settlement boundary of Stoke Golding

- A linear piece of land west of the Battlefield Railway Line, Market Bosworth

The Assessment

The review examines and assesses each area against the identified purposes of areas of separation set out in the planning policy context section, namely:

- 1) Whether the area performs the function of an area of separation, i.e. serves to physically separate settlements and/or incompatible uses
- 2) Whether this is the primary planning function i.e. site is not a designated employment site, Green Wedge or countryside.
 - Examining whether site fulfils all of the four functions of the Green Wedge
 - Examining the areas landscape character
- 3) Whether and the extent to which, if applicable, the separation is in danger of being compromised
- 4) Whether, if applicable, current criteria based policy can provide the necessary protection.

Sites will be assessed in the line with the Area of Separation Assessment Process Flow Chart illustrated in Figure 1.

Assessment against the function of an Area of Separation

The identified sites have been assessed following site visits and desktop review. The site assessments were undertaken against the following indicators to determine whether the area performs the function of an area of separation.

- Distance
Examines the physical distances of the sites boundaries from adjacent built development through sites visits and measurements through the desktop review. It also indicates the size and extent of the site.
- Topography
Examines the landform on site and its surroundings, identified through site visits.
- Landscape Character/Type
Identifies any defining characteristics of the landscape including any potential improvements or particular sensitivities. This has been derived from the desktop review.
- Vegetation
Examines on-site vegetation and that of its surroundings and provides indications on visual amenity and screening.

- Existing uses and density of buildings
Examines adjacent land uses to ascertain, if applicable, what incompatible uses the area may be separating.
- Nature and extent of urban edges
Examines the proximity and relationship of adjacent buildings to the site through both site visits and the desktop review to provide an indication on the pattern of growth of the area and relationship with the site.
- Planning history on site and within the vicinity, including planning appeals derived from local planning authority records as part of the desktop review. These records provide indications on potential development pressures on and around the areas of separation and in part identifies whether separation is in danger of being compromised. In addition significant planning applications have been identified where they impact on the housing requirements for a settlement.
- Applicable local policy designations derived from the desktop review indicate other policies which act to preserve/enhance the areas of separation.
- Representations made through previous planning policy consultations.
This looked at the Site Allocations DPD: Issues and Options Paper, and the Site Allocations and Generic Development Control Policies DPD: Preferred Options. These have been derived from local authority records through the desktop review and indicate any potential new areas of separation.

The indicators have been selected having given consideration to the Strategic Gap and Green Wedge Policies in the Structure Plans research paper published by the Office of the Deputy Prime Minister (ODPM) in January 2001. This report discusses the purpose and use of strategic gaps, green wedges and rural buffers and makes suggestions for clarification of their role in planning guidance. The report notes that the Planning Inspector at the Inquiry into the Eastleigh Local Plan, whilst unable to define a standard formula for delineating strategic gaps (AKA Areas of Separation), did find a number of the above indicators useful. In addition, the Inspector suggested detailed boundaries on the ground should be logical, reasonable, defensible and readily identifiable through existing durable features on the landscape. These indicators and some additional, to reflect the local context of the policy have been used as the basis for the Area of Separation site assessments.

The above indicators have been used to explore whether existing and proposed areas of separation fulfil the function of areas of separation and the assessment has broken these down as follows;

Assessment of the sites existing role as areas of separation

The assessment of each site utilises the above indicators and background information on the history of Areas of Separation (appendix a) to identify, if available, the justification for the original designation of the site as an area of separation. This information is then used to explore the sites existing relationship with its surroundings to ascertain whether the site still performs

either the function of maintaining the physical separation between settlements or between incompatible uses.

Site Identification

The assessment establishes the site boundaries for newly proposed areas of separation identified through consultation responses. It notes where the suggestion has been derived from, the comments made and provides justification for the chosen site boundaries.

Assessment against the Primary Planning Function

The assessment of each site gives consideration to its primary planning function. Primary planning functions are defined through national and local policy, and include amongst other things;

- Open Space/Recreation.
- Green Wedge.
- Employment.
- Biodiversity Improvement Areas.
- Strategic Access Routes.
- Residential.
- National Forest.
- Charnwood Forest.
- Agricultural/Countryside.

The function and purpose of Green Wedges has been refined through the Green Wedge Review Joint Methodology (July 2011) and employed in the Hinckley & Bosworth Green Wedge Review (December 2011). It stipulates the four functions which a Green Wedge should perform to be considered under that designation;

1) **Preventing the merging of settlements**

Green Wedges will safeguard the identity of communities within and around urban areas that face growth pressures. The coalescence of settlements should be considered in terms of both physical separation and the perception of distance between the settlements.

2) **Guiding Development Form**

Green Wedges will guide the form of new developments in urban areas. Consideration will be given to designating new green wedges or amending existing ones where it would help shape the development of new communities' such as potential sustainable urban extensions.

3) **Providing a Green Lung into urban areas:**

Green Wedges will provide communities with access to green infrastructure and the countryside beyond. They are distinct from other types of open space in that they provide a continuous link between the open countryside and land which penetrates deep into urban areas. Green wedges could also provide multi-functional uses such as:

- Open space, sport and recreation facilities
- Flood alleviation measures
- Improving air quality
- Protection/improvement of wildlife sites and the links between them
- Protection/improvement of historic/cultural assets and the links between them
- Links to green infrastructure at both a strategic and local level.
- Transport corridors

4) Acting as a recreational resource

Green wedges will provide a recreational resource. This will include informal and formal facilities now and in the future. Public access will be maximised.

An area must fulfil all four functions of a green wedge to fall within this designation.

Danger of separation being compromised? (where applicable)

The assessment of each site gives consideration to the likelihood that an existing or proposed area of separation could be compromised. This judgement is formed from planning history records which indicate any potential development pressures on or around the site and highlights previous appeals which could provide guidance on the issue of separation.

In addition the following documents have been referenced to provide an indication of potential future development pressures up to the end of the plan period (2026).

- The Strategic Housing Land Availability Assessment (SHLAA)
- The Preferred Options Site Allocations and Generic Development Control Policies Development Plan Document

Assessment against other criteria based policies

The assessment gives consideration to other criteria based policies that apply to the sites and provides conclusions to the extent to which these will provide protection to the site.

The following criteria based policies have been given consideration in relation to the sites where applicable:

- Local Plan Policy NE5: Development in the Countryside.
- Local Plan Policy BE1: Design and Siting of Development.
- Local Plan Policy REC1: Development of Recreational Sites

In addition, the Core Strategy settlement policies and Policy 20: Green Infrastructure provides the overarching policy context in which development

should comply. Core Strategy Policy 21: National Forest, Core Strategy policy 22: Charnwood Forest and Local Plan Policy NE10: Local Landscape Improvement Areas are also relevant considerations for a limited number of sites.

Overall, an area should follow all of the following to be designated an area of separation:

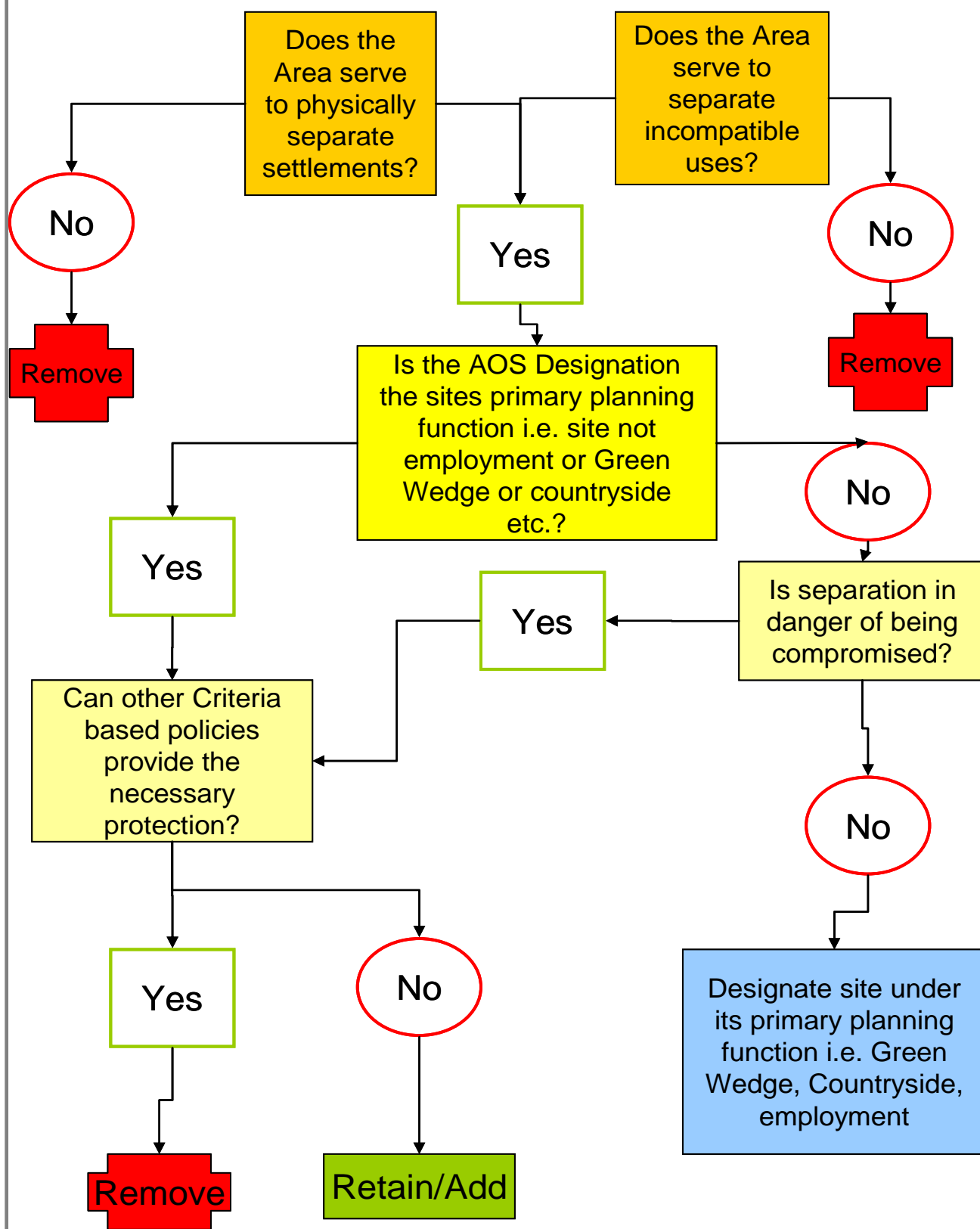
- The site should serve to physically separate settlements or incompatible uses
- The designation should serve as the sites primary planning function i.e. does not fulfil the functions of a green wedge or can not be defined as open countryside
- Separation is in danger of being compromised and
- A criteria based policy cannot provide the necessary protection for the site

Figure 1 demonstrates the process flow each site is assessed against. This determines whether an area of separation designation is the most appropriate approach when balanced against the established criteria and policy alternatives.

The review also examines existing Local Plan criteria based policies to ascertain if they could provide the necessary protection and identify any replications in policy provision. The review also examines proposed replacement policies within the Site Allocations and Generic Development Control Policies DPD to ascertain their ability to provide the necessary protection for the identified areas.

Figure 1

Areas of Separation Assessment Process Flow Chart



Chapter 3 - Consultation

Areas of separation designations were included in the Issues and Options version of the Site Allocations DPD, derived from the Local Plan (2001). This document underwent a public consultation between 6 August 2007 and 31 October 2007. This consultation involved;

- A number of public exhibitions
- An Agents Forum
- Consultation with all Parish Councils
- Advertisements in local publications
- Over 500 representations received in letter form or as returned questionnaires

The full details of this consultation can be found in the Site Allocations Issues and Options Consultation Report (February 2008).

The following provides a summarised breakdown of the consultation comments relating to Areas of Separation. The full comments are listed in Appendix F(i).

47 responses were received which related to Areas of Separation.

33 of those responses sought to retain the areas of separation designation. The primary reasons given for the retention of the designation was to prevent the coalescence of two settlements, to provide greater protection from development and the maintenance of individual communities.

12 of those responses sought to remove the areas of separation designation. The primary reasons given for the removal of the designation was that the designation was an unnecessary additional layer of policy for areas outside the settlement boundary, subject to an up-to-date review of the boundaries. Two comments received specifically stipulated that the existing area of separation in Groby should be removed.

2 of the 47 responses were considered neutral and indicated that they either had no view or each site should be assessed individually.

The preferred option round of public consultation was undertaken between 9 February 2009 and 6 April 2009. The Site Allocations document also included the Generic Development Control Policies. The preferred options version of this document omitted the Areas of Separation as a designation but included a development control policy on these areas. This consultation involved;

- Extensive public presentations, workshops and question and answer drop-in sessions
- Advertisements in local publications
- Over 1000 letters issued to those registered on the Local Development

- Framework consultation database
- A radio interview
- A press conference
- Leaflets delivered to all households within the Borough

The preferred options consultation received over 13,500 representations. A summary of the representations are listed in Appendix 5 of the Preferred Options Site Allocations and Generic Development Control Policies Statement of Consultation Responses (July 2011). The full consultation responses and the council's response can be found in Appendix 6 of the consultation report.

21 representations were received referring to existing Areas of Separation or their function. The following provides a summary of the main points raised;

- The highest level of protection should be afforded to areas of open space in Burbage as there is a deficiency
- A Green Wedge should be considered on the Burbage allotment site
- Preferred option site HIN39 should be marked as an area of separation
- The fields east of Watermead provide separation between development and the village of Market Bosworth
- There should be no reduction in the separation distances between Stoke Golding and Dadlington to ensure the separate identity and character of the two settlements is retained
- Consideration should be given to a new Green Wedge to separate Stoke Golding, Dadlington and Higham on the Hill

16 of the 21 representation received raised concerns regarding the separation distances between Stoke Golding and Dadlington.

Responses to this round of consultation suggested four potential new areas of separation, in addition to the existing areas already identified in the Local Plan. These additional sites are;

- The fields east and west of Hinckley Road, Stoke Golding
- Preferred Option site HIN39 (also known as The Paddock), rear of Coventry Road, Hinckley
- Three fields east of Watermead (also identified as preferred option site MKBOS01), Market Bosworth and
- Fields separating Stoke Golding, Dadlington and Higham on the Hill

In addition relevant consultation comments on sites proposed as preferred or alternative options which related to the proposed areas of separation have also been identified in Appendix F (iii).

The draft Areas of Separation Review went out to consultation to all Borough and Parish Councillors between 5 December 2011 and 30 January 2012. Councillors were invited to provide comments on the review having regard to

the methodology, site assessments and concluding chapter. No comments were received during this consultation period.

The four additional sites identified through the Preferred Option Site Allocations and Generic Development Control Policies DPD will be subject to a site visit and thorough assessment in-line with the methodology of this review. In addition, all Borough and Parish Councillors were requested to submit any potential areas of separation which were considered to meet the criteria identified in this review. This consultation took place between 12 January and 24 February 2012.

This consultation resulted in the following suggestions for potential areas of separation to be assessed as part of this review. These include;

- Land between the north western boundary of the Barwell Sustainable Urban Extension and the South and South Eastern boundary of Stapleton
- Land North of the Northern Perimeter Road, South of Stoke Golding, between Hinckley and Stoke Golding
- Land surrounding the southern settlement boundary of Stoke Golding
- A linear piece of land west of the Battlefield Railway Line, Market Bosworth.

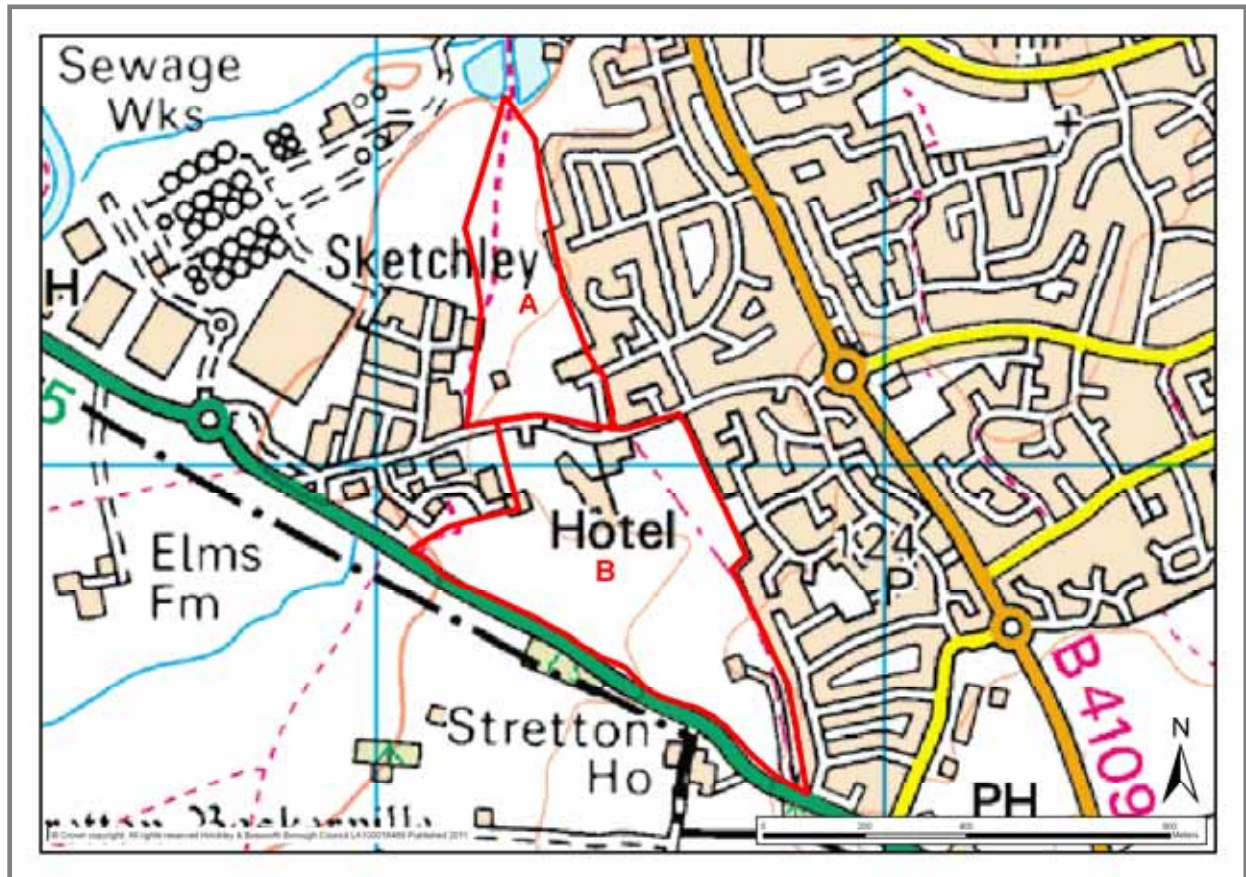
In addition Ratby Parish Council submitted two additional sites to be included within this review;

- Land separating Ratby from Kirkby Muxloe
and
- Land separating Ratby from Groby

The sites submitted by Ratby stand within the Rothley Brook Meadow Green Wedge and were assessed as serving the function of a Green Wedge within the Hinckley & Bosworth Green Wedge Review (December 2011). The review found these spaces contribute to the prevention of settlement coalescence in addition to the three additional green wedge functions. Therefore they have not been assessed as potential areas of separation as the Green Wedge provides a stronger level of protection than an Area of Separation would.

Chapter 4:- Site Characteristics and Assessments for Existing Areas of Separation

Land between Sketchley, Three Pots Estate, A5 and Sketchley Lane Industrial Area



Land between Sketchley, Three Pots Estate, A5 and Sketchley Lane Industrial Area Part A

Does this area still perform the function of an area of separation?

This site first appeared as a green buffer in the 1991 Local Plan which then appeared in subsequent local plans including the most recent 2001 Local Plan (Appendix A).



The supporting text to the original designation stated the site was open countryside both attractive in its own right but also acts as a buffer between employment and residential areas. The designation therefore was one based upon the separation of incompatible uses.

Residential properties lie on the sites eastern boundary separated from the Sketchley Meadows Industrial Estate on the western boundary, which is still an active site. Therefore the physical attributes which existed during the final designation in the 2001 Local Plan have not changed.

The site therefore is still considered to perform the function of separating the industrial premises from the residential.

What is the sites primary planning function?

The current designation for this site is countryside as it falls outside the settlement boundary and as an area of separation. The area has not been assessed as part of the Open Space, Sport and Recreational Facilities Study (July 2011) as the space, whilst most is accessible to the public via the right of way, is not in use as recreational open space.

The majority of the site, with the exception of the residential properties, are utilised as paddocks for grazing. The site is however surrounded by development with the exception of the northern boundary which is soon to stand in close proximity to a large new mixed-use development. This relationship creates a space which does not have the character of open countryside.

Landscape Character

The site stands within the Hinckley, Barwell and Burbage Fringe Character Area which is a landscape with varied sensitivities and heavily influenced by the adjacent urban areas. The assessment highlights, within the landscape strategy, that green open land between Hinckley, Barwell and Earl Shilton should be preserved, protected and enhanced. In addition it identifies that Burbage Common and Woods should be enhanced. This area of separation

does not assist with the objectives of the landscape strategy and is not specifically identified as sensitive to change.

Function as Green Wedge

A new green wedge must fulfil all four functions of a green wedge identified in the Green Wedge Review (December 2011) including preventing the merging of settlements. This site stands on the western edge of Burbage and is separated from the southern limit of Hinckley by a distance of approximately 410 metres. Therefore the site is not considered to prevent the merging of Hinckley and Burbage as development surrounding the site all stands within the limits of what can reasonably be called Burbage.

A public right of way runs along the western boundary following the line of woodland which links Sketchley Lane to the south of Burbage with Brookfield Road to the north.

Whilst the site can be used as a through route the space itself is not a recreational resource as confirmed via the absence of the sites assessment within the Open Space, Sport and Recreational Facilities Study (July 2011)

The site does not therefore have the character of open countryside or fulfil the functions of a green wedge. The space serves the function of separating the employment area to the west from the residential to the east with the additional function of providing a public right of way. In addition the site is not specifically identified within a landscape strategy or considered particularly sensitive to change in the Landscape Character Assessment. The primary planning function is therefore one of area of separation between incompatible uses.

Is separation in danger of being compromised?

The Adopted Core Strategy identifies a housing requirement of 295 dwellings for Burbage up to the Plan Period. The Preferred Option Site Allocation and Generic Development Control Policies DPD allocate small infill sites within the settlement and a large mixed use development adjacent the railway line for 236 dwellings. This area of separation is not identified as a preferred option for residential development.

The large site identified for the provision of the majority of the future residential development in Burbage has recently been subject of an approved planning permission for dwellings 375 dwellings under references 10/00518/OUT and 11/00856/REM.

This approved development accommodates for more than the housing requirement for Burbage identified in the Core Strategy. This factor accompanied by minimal development pressures around the area, as evidenced through limited planning applications on and around the site, leads to the conclusion that this area is not in danger of being compromised during the plan period.

Can a Criteria based policy provide the necessary protection for the site?

Local Plan policy BE1: Design and Siting of Development is a criteria based policy which, in part, seeks to protect residential amenity from adverse impacts. Part H of this policy states;

“Planning permission will be granted where the development is not adversely affected by activities in the vicinity of the site which are likely to cause nuisance to the occupiers of the proposed development.”

Local Plan Policy NE5: Development in the countryside affords areas which stand outside the settlement boundary a level of protection from development to ensure the countryside is protected for its own sake. It allows development of such areas only for sport or recreation purposes, development important to the local economy and for the change of use, reuse or extension of existing buildings.

It is considered policy NE5 restricts the development of areas outside the settlement boundary such as this area of separation and Policy BE1 ensures that development is not constructed in an area in which the amenity of existing or future occupiers may be affected.

The provisions of NE4: Areas of Separation are duplicated within existing Local Plan policies BE1 and NE5.

Criteria based policies NE5 and BE1 are therefore considered to provide the necessary protection for this area to prevent development which would result in adverse impacts on residential amenity.

In addition the Site Allocations and Generic Development Control Policies Development Plan Document will, when adopted, contain a Safeguarding the Countryside and Settlement Separation policy which will seek to restrict development outside of settlement boundaries. In addition a Development and Design policy will protect occupier amenity. These policies will be examined further in the concluding chapter and is subject to change before adoption. It is feasible to include criteria into the emerging policy ensuring the preservation and enhancement of settlement identity, which would also have the advantage of avoiding replication of policy.



Land between Sketchley, Three Pots Estate, A5 and Sketchley Lane Industrial Area Part B

Does this area still perform the function of an area of separation?

This site first appeared as a green buffer in the 1991 Local Plan which then appeared in subsequent local plans including the most recent 2001 Local Plan (Appendix A).

The supporting text to the original designation stated the site was open countryside both attractive in its own right but also acts as a buffer between



industrial and residential areas. The designation therefore was one based upon the separation of incompatible uses.

Residential properties lie on the sites eastern boundary separated from the Sketchley Meadows Industrial Estate on the western boundary, which is still an active site. However, Sketchley Grange Hotel stands in-between the two uses and is considered to largely

separate them. In addition the industrial estate only spans along a small portion of the sites western boundary, therefore the extent of the site is considered unnecessary to maintain separation between the residential and employment uses.

The site is not considered to separate the industrial premises from the residential as most residential properties stand a significant distance from the industrial. In addition, Sketchley Grange Hotel appears to serve as a separating element between the residential and industrial areas where separation is at its narrowest.

What is the sites primary planning function?

The current designation for this site is countryside as it falls outside the settlement boundary and as an area of separation. The area has not been assessed as part of the Open Space, Sport and Recreational Facilities Study (July 2011) as the space, whilst most is accessible to the public via the right of way, is not in use as recreational open space.

A large portion of the site is utilised for grazing cattle, particularly the northern and central areas. Built development lies on the eastern boundary and on the sites north western corner but the south western boundary which spans for a distance of approximately 920 metres following the boundary of the A5, is open to the countryside beyond. Therefore, this space provides a continual span of agricultural open space from Burbage into the wider countryside beyond. This site does maintain the character of open countryside.

Landscape Character

The site stands within the Hinckley, Barwell and Burbage Fringe Character Area which is a landscape with varied sensitivities and heavily influenced by the adjacent urban areas. The assessment highlights, within the landscape strategy, that green open land between Hinckley, Barwell and Earl Shilton should be preserved, protected and enhanced. In addition it identifies Burbage common and woods should be enhanced. This area of separation does not assist with the objectives of the landscape strategy and is not specifically identified as sensitive to change.

Function as Green Wedge

A new green wedge must fulfil all four functions of a green wedge identified in the Green Wedge Review (December 2011) including preventing the merging of settlements. Hinckley stands a minimum of 900 metres from the closest boundary of the site and the next closest settlement Nuneaton is situated a significant distance from any site boundary. Therefore the site is not considered to prevent the merging of Hinckley and Burbage or Burbage and Nuneaton due the significant distances between them.

A public bridleway runs along the sites eastern boundary down to the A5 and a public right of way crosses the farmland eastward from Sketchley Lane to the top north eastern corner of the grounds of Sketchley House.

Whilst the site can be used as a through route the space itself is not a recreational resource as confirmed via the absence of the sites assessment within the Open Space, Sport and Recreational Facilities Study (July 2011).

This site is not considered to serve the function of separating incompatible uses and does not serve the function of a green wedge. The does however maintain the character of the open countryside due to the agricultural nature of the site and views of the open countryside beyond its boundaries. In addition the site is not specifically identified within a landscape strategy or considered particularly sensitive to change in the Landscape Character Assessment. The primary planning function of the site is considered open countryside and agriculture.

Is separation in danger of being compromised?

The Adopted Core Strategy identifies a housing requirement of 295 dwellings for Burbage up to the Plan Period. The Preferred Option Site Allocation and Generic Development Control Policies DPD allocates small infill sites within the settlement and a large mixed use development adjacent the railway line for 236 dwellings. This area of separation is not identified as a preferred option for residential development.

The large site identified for the provision of the majority of the future residential development in Burbage has recently been subject of an approved

planning permission for dwellings 375 dwellings under references 10/00518/OUT and 11/00856/REM.

This approved development accommodates for more than the housing requirement for Burbage identified in the Core Strategy. This factor accompanied by minimal development pressures around the area, as evidenced through limited planning applications on and around the site, leads to the conclusion that this area is not in danger of being compromised during the plan period.

Can a Criteria based policy provide the necessary protection for the site?

Local Plan policy BE1: Design and Siting of Development is criteria based policy which, in part, seeks to protect residential amenity from adverse impacts. Part H of this policy states;

“Planning permission will be granted where the development is not adversely affected by activities in the vicinity of the site which are likely to cause nuisance to the occupiers of the proposed development.”

Local Plan Policy NE5: Development in the Countryside affords areas which stand outside the settlement boundary a level of protection from development to ensure the countryside is protected for its own sake. It allows development of such areas only for sport or recreation purposes, development important to the local economy and for the change of use, reuse or extension of existing buildings. This policy is considered the most applicable to this site as it is considered countryside.



It is considered policy NE5 restricts the development of areas outside the settlement boundary such as this area of separation and policy BE1 ensures that development is not constructed in an area in which the amenity of future occupiers may be affected.

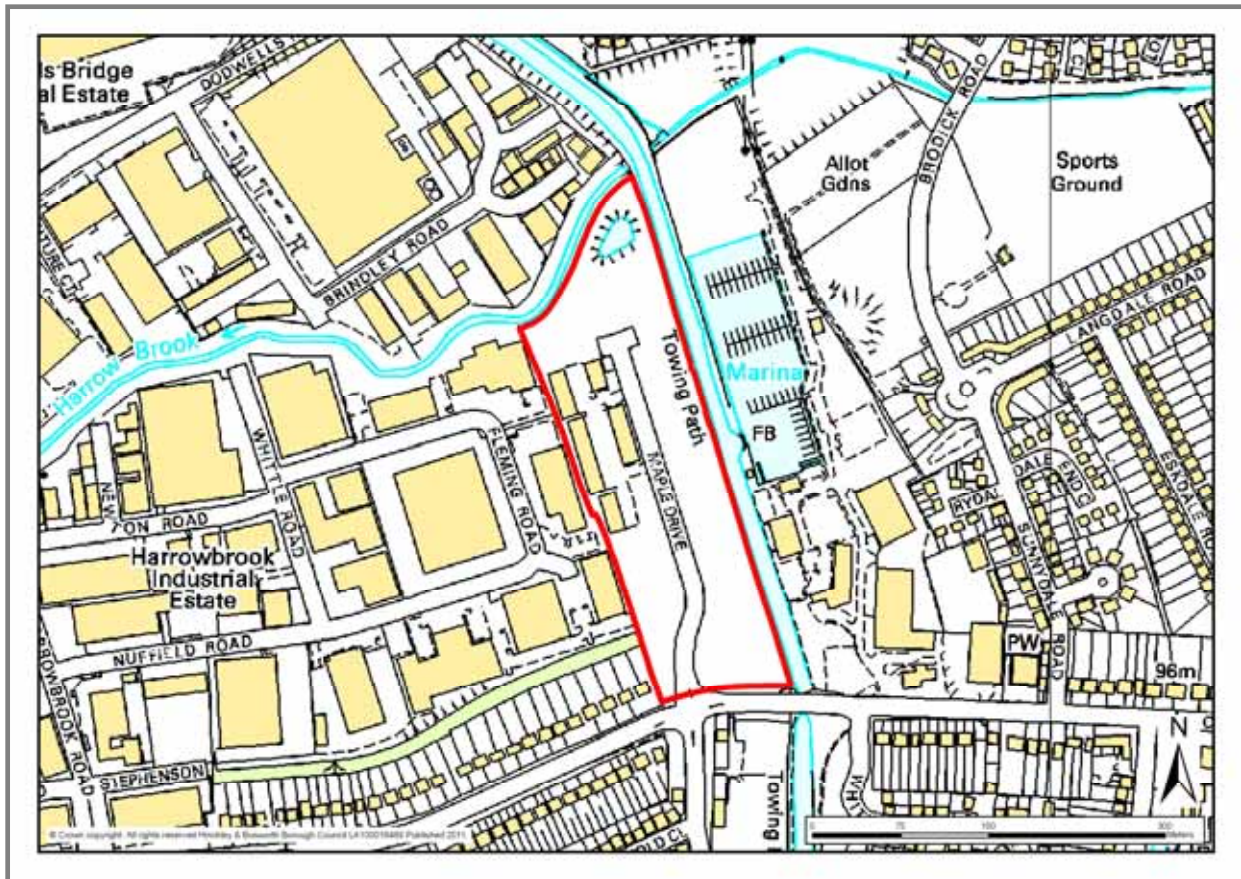
The provisions of NE4: Areas of Separation are duplicated within existing Local Plan policies BE1 and NE5.

The protection of residential amenity is not considered at risk in relation to the retention of this site due to the position of the employment area and hotel to the residential development to the east. Notwithstanding, criteria based policy BE1 ensures residential amenity is protected for all development. Criteria based policy NE5 is considered to provide the

necessary protection for this area of countryside to restrict development.

In addition the Site Allocations and Generic Development Control Policies Development Plan Document will, when adopted, contain a Safeguarding the Countryside and Settlement Separation policy which will seek to restrict development outside of settlement boundaries. This policy will be examined further in the concluding chapter and is subject to change before adoption. It is feasible to include criteria into the emerging policy ensuring the preservation and enhancement of settlements identity, which would also have the advantage of avoiding replication of policy.

Land between Harrowbrook Industrial Area and the Ashby Canal, Hinckley



Does this area still perform the function on an Area of Separation?

The site first appeared as a 'protected area' in the Hinckley & Bosworth Borough Council- Hinckley Area Local Plan proposals map in April 1986 and was replicated through the subsequent local plans. (Appendix A)

The Hinckley Area Local Plan Written Statement, January 1991 notes this site provides a buffer between industrial and residential areas as well as separating the industrial estate from the Ashby Canal.

The sites original function was therefore one of separating incompatible uses.



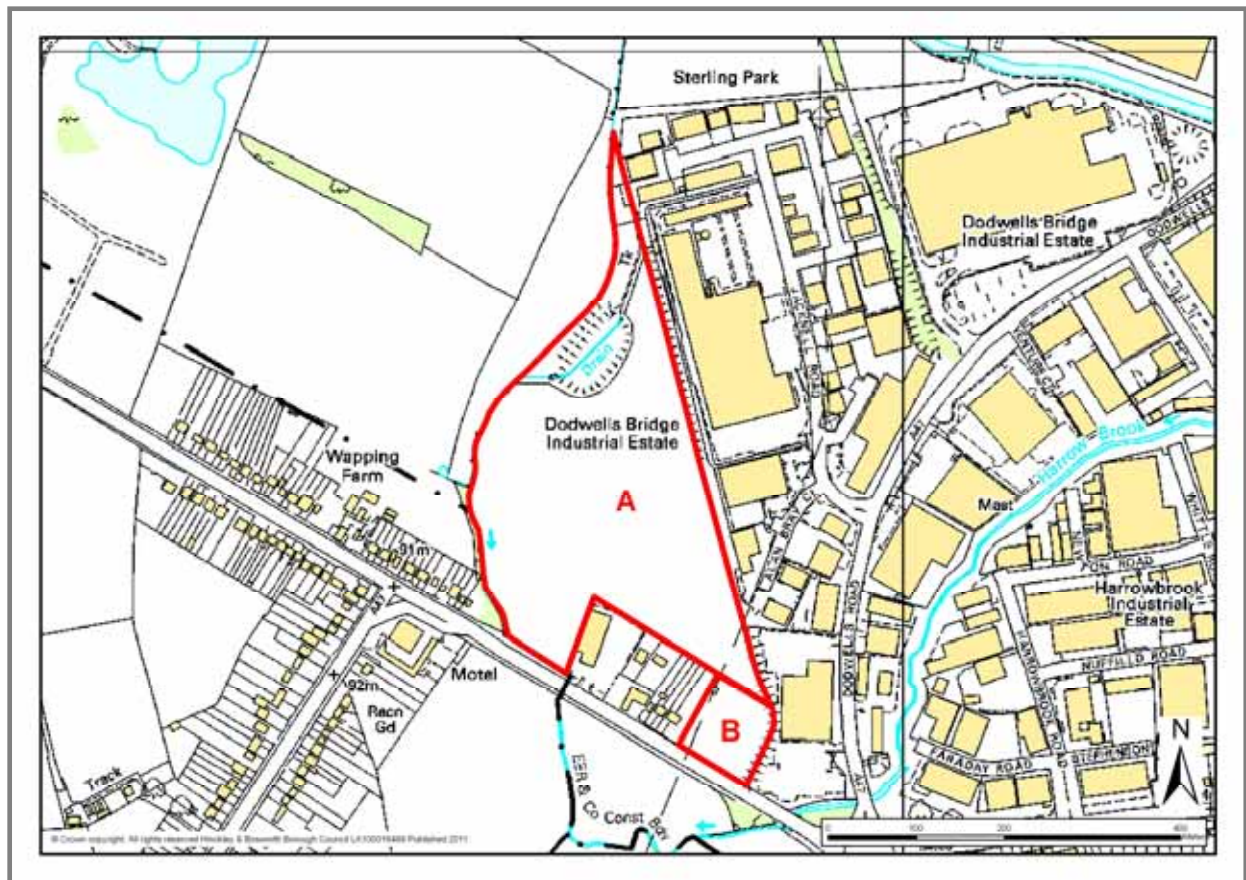
This function was however addressed in the Planning Inspectors Report dealing with the appeal on non-determination for application 99/00048/OUT. The inspector determined that the site did not in practice separate areas of housing and industry as prescribed by Local Plan policy (existing or emerging). In addition he noted that the area *'does not appear to fulfil any practical or visual purpose other than to form part of the undeveloped corridor along the Ashby Canal.'*

Whilst planning committee refused a similar subsequent application in 2007, a resubmission under application reference 07/001150/FUL had regard to the previous appeal decision and granted planning permission.

The site therefore does not perform the function of separating incompatible uses and instead performs the function of an employment site which serves as the sites primary planning function.



Land between Dodwells Bridge, the A5 and the Borough Boundary



Land between Dodwells Bridge, the A5 and the Borough Boundary - Part A

Does this area still perform the function on an Area of Separation?

This site first appeared as a green buffer in the 1991 Local Plan which then appeared in subsequent local plans including the most recent 2001 Local Plan (Appendix A).

The A47 spans from the urban core of Nuneaton and joins the A5 close to the western limit of Hinckley. The A47 up to the A5 is characterised by ribbon development with residential development clustered around the junction of the two roads. On the approach to Hinckley, along the A5, the front boundary of the site provides a clear break between two clusters of residential ribbon development. The site is a large, expansive, flat agricultural field which provides views both into the wider countryside to the north-west and the urban edge of Hinckley to the east. This break between ribbon development falling within Nuneaton and that within Hinckley provides a perception of separation which is reinforced through the views into the countryside beyond. This rural context, providing a sense of arrival and departure, is also reinforced through the open fields and wide countryside views provided on the southern side of the A5.

The site is therefore considered to perform the function of separating settlements and maintaining the separate identity of communities.

What is the sites primary planning function?



The site stands adjacent to, but outside the settlement boundary of Hinckley and as such falls within the surrounding countryside. The site visit identified the site as currently in agricultural use with planted crops evident. Whilst the eastern boundary is dominated by the industrial estate the majority of the western boundary opens up into the countryside beyond and provides a continuation in the perception of open countryside.

Landscape Character

The site stands within the Stoke Golding Vales Character Area, however the site also stands adjacent to the Hinckley Urban Character Area and some of this areas strategy may also apply. The landscape strategy of the Stoke Golding Vales Character Area identifies the wider area as distinctly rural and largely tranquil with most feeling remote from the principal urban area. The strategy seeks to increase landscaping to enhance the urban fringe transition.

The Hinckley Urban Character Area seeks to enhance the countryside edge to improve the urban/rural interface and establish a sense of arrival for Hinckley.

The site stands in close proximity to the urban area, as such does not reflect a distinctly rural and tranquil landscape remote from the principal urban area of Hinckley. The assessment does however focus on landscaping to improve the rural/urban fringe which is considered applicable to this site.

Function as Green Wedge

A new green wedge must fulfil all four functions of a green wedge identified in the Green Wedge Review including providing a green lung into urban areas and providing a recreational resource.

The site is private land with no public rights of way identified on site. The site is therefore not open to the public and unable to serve the function of a recreational resource. This is supported by the sites absence from the Open Space, Sports and Recreational Facilities Study (July 2011). This site abuts the western limit of Hinckley and the industrial estate to the west forms a solid boundary which the site does not penetrate. Therefore fingers of green open space do not penetrate into the urban area to provide a continuous link of open space into the countryside. The site does not therefore provide a green lung into urban areas.

The site does prevent the merging of settlements however its primary classification is one of agriculture and open countryside. The continuation of open space and field patterns from the site into the countryside beyond to the west reinforce its function as countryside but its positioning does not reflect a distinctly rural and tranquil landscape.

It is therefore considered that this site has the character of open countryside with the primary planning function of agriculture. In addition the predominant landscape characteristics defining the Stoke Golding Vales Character Area are not common and distinct features of this area of separation.

Is separation in danger of being compromised?

The Adopted Core Strategy identifies a housing requirement of 1120 dwellings for Hinckley up to the Plan Period. The Preferred Option Site Allocation and Generic Development Control Policies DPD provides the proposed allocation sites to meet this requirement. However, there are sites within this document where the number of proposed housing is known to be reduced because of the reduction of residential development on sites identified in the adopted Town Centre Area Action Plan.

The adopted Town Centre Area Action Plan for example allocates between 30-40 dwellings on the leisure centre site. The Preferred Option Site Allocation and Generic Development Control Policies DPD proposed 55

dwelling on this site. This disparity results in an additional housing land requirement of between 15- 25 dwellings.

The allocation of a large housing number on dozens of sites can lead to such anomalies and changing circumstance during plan preparation.

As such it is possible that additional land maybe required to ensure Hinckley meets its 1120 housing requirements set out within the Core Strategy.

If additional housing land is required the proposed alternative option sites will be assessed for their potential to accommodate the additional residential development.

The Preferred Option Site Allocation and Generic Development Control Policies DPD identifies this area of separation as part of a wider alternative option for residential development.

The SHLAA assesses this larger site under reference AS287 as developable but there are constraints relating to high pressure gas lines and powerlines which cross the site.

Therefore, it is possible that the area of separation could be compromised during the plan period and additional housing land could be required to meet the Core Strategy housing requirement for Hinckley.

Can a criteria based policy provide the necessary protection for the site?

The original designation of this space was to maintain the separation between the urban concentrations of Hinckley and Nuneaton to ensure the distinct identity of the two settlements are maintained.

Local Plan Policy NE5: Development in the Countryside affords areas which stand outside the settlement boundary a level of protection from development to ensure the countryside is protected for its own sake. It allows development of such areas only for sport or recreation purposes, development important to the local economy and for the change of use, reuse or extension of existing buildings. This policy is considered the most applicable to this site as it is considered countryside.

In addition the Site Allocations and Generic Development Control Policies Development Plan Document will, when adopted, contain a Safeguarding the Countryside and Settlement Separation policy which will seek to restrict development outside of settlement boundaries. This policy will be examined further in the concluding chapter and is subject to change before adoption. It is feasible to include criteria into the emerging policy to ensure the



preservation and enhancement of settlement identities. This would also have the advantage of avoiding the unnecessary replication of policy.

This site is also subject to Local Plan Policy NE10: Local Landscape Improvement Areas. This is a landscaping policy applicable to a wide ranging area. It seeks to enhance the landscape of the identified areas and ensure where development does take place a proportion of the site is set aside for native tree planting. This policy relates less to a planning designation as it does to a mitigation and improvement policy on the back of proposed development. This policy is not considered to provide the necessary protection to ensure the separate identity of Hinckley and Nuneaton is maintained.



Criteria based policy NE5 is therefore considered to provide the necessary protection for this area to restrict development which would undermine the physical separation and open character between Nuneaton and Hinckley.

In addition the Site Allocations and Generic Development Control Policies Development Plan

Document will, when adopted, contain a Safeguarding the Countryside and Settlement Separation policy which will seek to restrict development outside of settlement boundaries. This policy will be examined further in the concluding chapter and is subject to change before adoption. It is feasible to include criteria into the emerging policy ensuring the preservation and enhancement of settlements identity, which would also have the advantage of avoiding replication of policy.

Land between Dodwells Bridge, the A5 and the Borough Boundary - Part B

Does this area still perform the function of an Area of Separation?

The site first appeared as an area of separation in the Hinckley & Bosworth Local Plan 2001 and as such is the most recent area of separation (Appendix A).

The site's front boundary is heavily screened by boundary hedging with a dilapidated metal gate providing a break in this vegetation which restricts



views into the site. Within the site the industrial buildings on Dodwell's Industrial Estate dominate the eastern boundary which combined with high, dense hedging along the sites southern, eastern and western boundaries provides a sense of enclosure. The northern boundary opens up into site A, however the orientation of this site prevents an open view into the countryside beyond.

The sense of departure from Hinckley up the A5 is primarily provided by the open fields to the south west and the break in development provided by site A. Site B however is not considered to add to this perception due to the front boundary screening, limited views to the countryside beyond, sense of enclosure and proximity to the industrial units.

In addition this site is sandwiched between two built areas both falling within the settlement boundary of Hinckley and does not serve to separate the urban form of Hinckley from that of Nuneaton.

Therefore this site is not considered to add to the separation between the urban concentrations of Hinckley and Nuneaton which ensures the distinct identity of the two settlements is maintained.

What is the sites primary planning function?

The site appears agricultural in use however few crops are planted on site and instead the site appears to serve as an ancillary agricultural area for the field forming site A. This perception is reinforced through the presence of a gated access off the A5. The site stands within the settlement boundary and the space provides a perception of enclosure with limited views out into the wider countryside. These elements combined lead to the conclusion that this site does not share the characteristics of open countryside.

Landscape Character

The site stands within the Stoke Golding Vales Character Area however the site also stands adjacent to the Hinckley Urban Character Area and some of the areas strategies may also apply. The landscape strategy of the Stoke Golding Vales Character Area identifies the wider area as distinctly rural and largely tranquil with most feeling remote from the principal urban area. The strategy seeks to increase landscaping to enhance the urban fringe transition. The Hinckley Urban Character Area seeks to enhance the countryside edge to improve the urban/rural interface and establish a sense of arrival for Hinckley.

The site stands in close proximity to the urban area, as such, does not reflect a distinctly rural and tranquil landscape remote from the principal urban area of Hinckley. The assessment does however focus on landscaping to improve the rural/urban fringe which is considered applicable to this site.

Function as green wedge

A new green wedge must fulfil all four functions of a green wedge identified in the Green Wedge Review (December 2011) including providing a green lung into urban areas and providing a recreational resource.

The site is private land with no public rights of way identified on site. The site is therefore not open to the public and unable to serve the function of a recreational resource. This is confirmed through the sites absence within the Open Space Sports and Recreational Facilities Study (July 2011). This site abuts the western limit of Hinckley and the industrial estate to the west forms a solid boundary which the site does not penetrate. Therefore fingers of green open space do not penetrate into the urban area to provide a continuous link of open space into the countryside. The site does not therefore provide a green lung into urban areas.



It is therefore considered that this site does not have the character of open countryside and is not considered to prevent the merging of settlements to maintain the separate identity of communities and does not serve the function of a green wedge. The primary planning function of this site therefore is unclear. In addition the predominant landscape characteristics defining the Stoke Golding Vales Character Area are not common and distinct features of this area of separation.

Is separation in danger of being compromised?

The Adopted Core Strategy identifies a housing requirement of 1120 dwellings for Hinckley up to the Plan Period. The Preferred Option Site Allocation and Generic Development Control Policies DPD provides the proposed allocation sites to meet this requirement. However, there are sites within this document where the number of proposed housing is known to be reduced because of the reduction of residential development on sites identified in the adopted Town Centre Area Action Plan.

The adopted Town Centre Area Action Plan for example allocates between 30 - 40 dwellings on the leisure centre site. The Preferred Option Site Allocation and Generic Development Control Policies DPD proposed 55 dwellings on this site. This disparity results in an additional housing land requirement of between 15 - 25 dwellings.

The allocation of a large housing number on dozens of sites can lead to such anomalies and changing circumstance during plan preparation.

As such it is possible that additional land maybe required to ensure Hinckley meets its 1120 housing requirements set out within the Core Strategy. If additional housing land is required the proposed alternative option sites will be assessed for their potential to accommodate the additional residential development.

The Preferred Option Site Allocation and Generic Development Control Policies DPD identifies this area of separation as part of a wider alternative option for residential development.

The SHLAA assesses this larger site under reference AS287 as developable but there are constraints relating to high pressure gas lines and power lines which cross the site.

The potential requirements for additional residential development land within Hinckley to meet the Core Strategy housing requirement combined with the position of the site within the settlement boundary makes the site in danger of being developed. However the site does not fulfil the functions of an area of separation and therefore separation cannot be in danger of being compromised.

Can criteria based policy provide the necessary protection for the site?

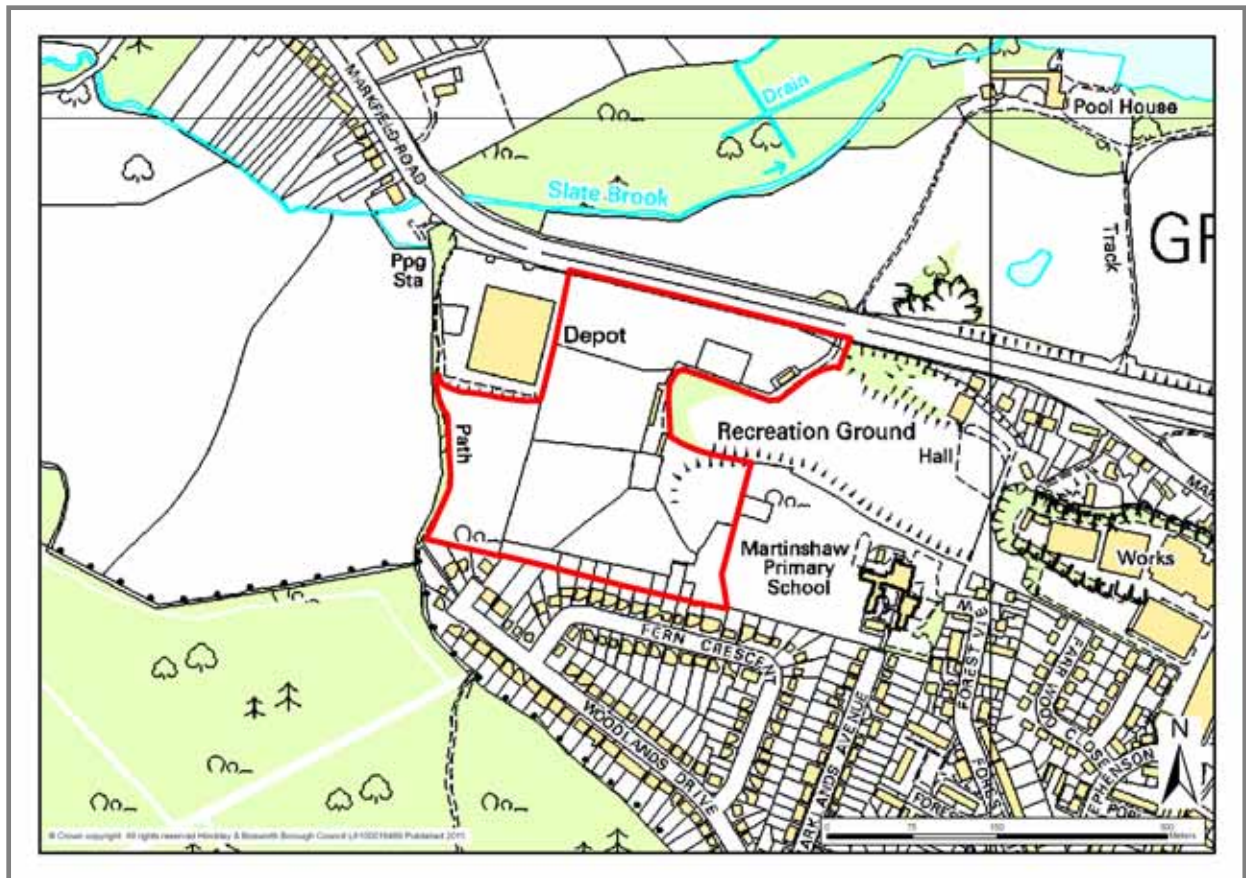
The original purpose and function of this open space is to maintain the separation between the urban concentrations of Hinckley and Nuneaton to ensure the distinct identity of the two settlements are maintained. This function does not appear to be justified when considering the details from the desktop review and site visits.

This site is also subject to Local Plan Policy NE10: Local Landscape Improvement Areas. This is a landscaping policy applicable to a wide ranging

area including this site. It seeks to enhance the landscape of the identified areas and ensure where development does take place a proportion of the site is set aside for native tree planting. This policy relates less to a planning designation as it does a mitigation and improvement policy on the back of proposed development. This policy is not considered to provide the necessary protection to ensure the site is maintained in its current form.

Current criteria based policy NE5 applies to sites outside the settlement boundary but can not be applied to this site. Therefore current criteria based policy is unlikely to successfully restrict development. It is noted however that development of the site is not considered to undermine the physical separation between Hinckley and Nuneaton and the settlements separate identity would be maintained.

Land between Markfield Road and Fern Crescent, Groby



Land between Markfield Road and Fern Crescent, Groby

Does this area still perform the function of an Area of Separation?

This site first appeared as a green buffer in the 1991 Local Plan which then appeared in subsequent local plans including the most recent 2001 Local Plan (Appendix A).

The supporting text confirms the designation of this site as one which separates incompatible uses between residential and general industrial areas. In this case it separates the industrial depot on the north western corner of the site with the residential properties on Fern Crescent which lie on the southern boundary.

The industrial area houses at least two companies, Keltruck which provides servicing and parts for trucks and has long opening hours of between 6am -



10pm Monday to Friday and Quinto Crane Hire (opening hours not determined). This industrial use is separated from the rear of residential properties on Fern Crescent by approximately 140 metres. The long opening hours and potential noisy activities on the industrial site have the potential to create an adverse impact on nearby residential properties however none were observed during the site visit. Any

potential noise impacts must be considered alongside the noise impacts of the adjacent roadway, the A50, which is a busy route to Leicester.

The site was originally designated to separate residential properties on Fern Crescent from the industrial units to the north. Both these uses are still active with little change since the original designation and potential adverse impacts identified. The industrial use is also likely to continue for the foreseeable future.

The site is therefore still considered to perform the function of separating incompatible uses.

What is the sites primary planning function?

The site is designated as an Area of Separation, National Forest and Charnwood Forest and stands outside the settlement boundary. Local Wildlife sites also stand on the western field separating the residential from the employment and the field on the front boundary with the A50. A public footpath also runs through the west of the site.

The site is bounded on most sides with built development or the A50 and the undulating landscape of the site contrasts with the surrounding areas. The site is utilised as paddocks for equestrian use, no agricultural crops are planted onsite and the topography makes arable farming unlikely. The site does not therefore have the character of open countryside.

This site stands within the Charnwood Fringe Character Area which has a diverse and dramatic landscape. It has a strong and distinct character which is generally of high sensitivity. An identified key characteristic, which relates to this site, is localised steep slopes around rocky outcrops, as seen on the sites eastern boundary. The landscape strategy seeks to conserve and enhance rocky outcrops and areas of semi-natural vegetation.



Function as Green Wedge

A new green wedge must fulfil all four functions of a green wedge identified in the Green Wedge Review (December 2011) including providing a green lung into urban areas.

The site stands on Groby's north western edge and as previously identified bounded on nearly all sides by development. The topography of the site and its surroundings creates a site physically detached from Groby and whilst the



western limit of the site links into Martinshaw Wood the space does not provide green fingers which penetrate into the urban area. The site does not therefore provide a green lung into urban areas.

The areas of the site identified as Local Wildlife Sites have not been comprehensively assessed for their biodiversity potential since 1987. Due to the length of time since the previous habitat survey

this designation requires further in-depth evaluation. The Extended Phase 1 Habitat Survey (February 2012) identifies that this site is of moderate ecological value. the biodiversity value of the site is unclear and as such this designation can not be reasonably regarded as the sites primary planning function.

The site does not share the characteristics of open countryside and does not fulfil the functions of a Green Wedge. This site is likely to hold some ecological interest but no related statutory designations are

applied to the site. The site does reflect a key characteristic of the landscape character area. Therefore the site serves the primary planning function of separating the residential area to the north from the employment area to the north-west.

Is separation in danger of being compromised?

The adopted Core Strategy identifies a housing requirement for Groby of 110 dwellings up to the plan period. The Preferred Option Site Allocations and Generic Development Control Policies DPD allocates two small residential sites (GRO01 & 02) and one large residential site to accommodate this housing allocation (GRO21). The area of separation is not identified as a preferred option for residential development but is noted as an alternative option.

Since the production of the Preferred Option Site Allocations and Generic Development Control Policies DPD the SHLAA has updated the boundaries of this site. The updated site proposed for residential development reduces the site size from 4.5 hectares to 1.47 hectares. The new site includes the dwelling 34 Fern Crescent and the field directly behind. The SHLAA assesses this site as developable but this is dependent on adequate provision through the demolition of 34 Fern Crescent.

If the proposed allocations do not come forward and additional land is required to meet Groby's housing allocation, proposed alternative options will be explored and could be allocated. The southern section of the site is identified as a potential alternative option for residential development however the development of this space would not compromise the entirety of the area of separation. Planning application history records also identify limited development pressures in and around the site, as evidenced through limited planning applications on and around the site.

On balance the area of separation is considered to have the potential to, in part, be compromised during the plan period but a degree of separation would be retained between existing and proposed residential development from the nearby industrial units.

Can criteria based policy provide the necessary protection for the site?

The purpose and function of this open space is to separate two incompatible uses, namely the residential properties on Ferndale Crescent and the industrial units to the north.

Local Plan policy BE1: Design and Siting of Development is a criterion based policy which, in part, seeks to protect residential amenity from adverse impacts. Part H of this policy states;

“Planning permission will be granted where the development is not adversely affected by activities in the vicinity of the site which are likely to cause nuisance to the occupiers of the proposed development.”

Local Plan Policy NE5: Development in the countryside affords areas which stand outside the settlement boundary a level of protection from development to ensure the countryside is protected for its own sake. It allows development of such areas only for sport or recreation purposes, development important to the local economy and for the change of use, reuse or extension of existing buildings.



It is considered policy NE5 restricts the development of areas outside the settlement boundary such as this area of separation and policy BE1 ensures that development is not constructed in an area in which the amenity of existing or future occupiers may be affected.

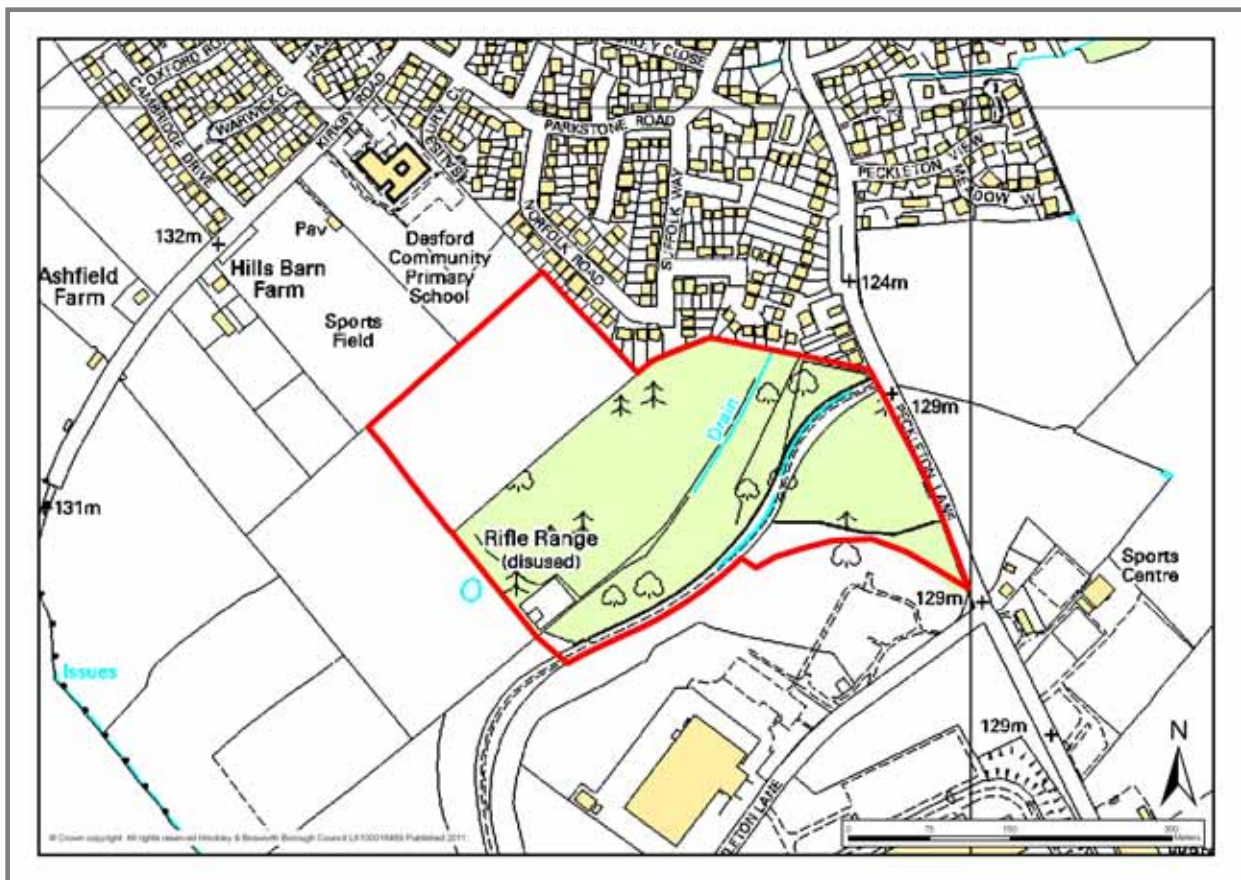
The provisions of NE4: Areas of Separation are duplicated within existing Local Plan policies BE1 and NE5.

Core Strategy Policies 21 and 22 relate to the National Forest and Charnwood Forest areas and seek to enhance and maintain these designated forest areas and prevent development which would adversely impact on their character or that of the wider countryside. The policies support development which enhances open space, woodland areas and rural diversification or provide recreational facilities around fringe areas. These types of uses are already found on site in relation to new woodland planting and equine related activities on site and further development of the site for such uses is considered unlikely to have an adverse impact on residential amenity.

Criteria based policies NE5 and BE1 are therefore considered to provide the necessary protection for this area to restrict development which would result in adverse impacts on residential amenity.

In addition the Site Allocations and Generic Development Control Policies Development Plan Document will, when adopted, contain a Safeguarding the Countryside and Settlement Separation policy which will seek to restrict development outside of settlement boundaries and will also consider the physical separation between settlements. This policy will be examined further in the concluding chapter and is subject to change before adoption. It is feasible to include criteria into the emerging policy ensuring the preservation and enhancement of settlements identity, which would also have the advantage of avoiding replication of policy.

**Land between Caterpillar (UK) Limited, Peckleton Lane,
Desford and Desford Village**



Land between Caterpillar (UK) Limited, Peckleton Lane, Desford and Desford Village

Does this area still perform the function on an Area of Separation?

The site first appeared as a green buffer in the Hinckley & Bosworth Borough Council. North Eastern Parishes Local Plan, 1991 which then appeared in subsequent local plans including the most recent 2001 Local Plan (Appendix A).

The supporting text confirms the designation of this site as one of the separation of incompatible uses between residential and general industrial areas. In this case the site separates properties on the southern edge of Desford on Peckleton Lane,

Norfolk Road and Suffolk Way with the Caterpillar (UK) Limited site.



The site itself is identified on local authority mapping information as a disused rifle range. This is not however considered the incompatible use referred to in the policy as it stands adjacent to residential properties and is no longer in use.

The adjacent parcel of land to the south of the site stands in the ownership of Caterpillar (UK) Limited. Built development on this area is limited to one large warehouse positioned behind bunding. This warehouse is separated from the nearest residential property, 1 Norfolk Road, Desford by approximately 330 metres as the crow flies.

This area of land has recent planning history relating to the erection of a temporary carbonaceous live fire training unit for use by Leicestershire Fire and Rescue Service (Appendix H). This unit is a small H-shaped corrugated steel shipping container used to train fire-fighters to attack and extinguish fire in the safest possible way. This unit is used on set days and times of the week and results in the dispersal of smoke and is separated from residential properties in Desford by approximately 330 metres.

The presence of an existing industrial warehouse and the fire training unit on the adjacent site leads to the conclusion that the space still serves to separate incompatible uses.

The site is therefore still considered to perform the function of separating incompatible uses.

What is the sites primary planning function?

The site is designated as an area of separation and stands outside the settlement boundary. The site has not been assessed as part of the Open Space, Sport and Recreational Facilities Study (July 2011) as the majority is not accessible to the public or in use as recreational open space.

The northern section of the site which backs onto Desford Primary School is currently an agricultural field with planted crops evident and is clearly in agricultural use. This field also backs onto open countryside proving the characteristics of open countryside.



The remaining areas of the site comprise bunding, a public footpath, industrial units and scrub land. These are not considered to share the characteristics of open countryside.

Landscape Character

This site stands within the Desford Vales Character Area which is characterised by a rural landscape influenced by quarries and industrial areas. The Caterpillar works is considered to have been successfully assimilated by the scale of the character area. The site is considered to be of varied sensitivity and has the capacity to accommodate change but sensitivity tends to increase towards the more rural west.

This area of separation therefore is considered in landscape terms to reflect the industrial influences characteristic of this rural area and is able to accommodate change more easily than the rural west.

Function as Green Wedge

A new green wedge must fulfil all four functions of a green wedge identified in the Green Wedge Review (December 2011) including preventing the merging of settlements, providing a green lung into urban areas and acting as a recreational resource.

This area stands between the southern boundary of Desford and the northern boundary of the Caterpillar site. The Caterpillar site whilst occupying a large area is not considered a separate settlement therefore the space is not preventing the merging of settlements. The site stands adjacent the south western boundary of Desford with the site boundary formed by the rear gardens of residential properties. The boundary does not provide an opening or link into the urban area. Whilst a footpath runs through the site, this is not

accompanied by open space which penetrates deep into the village and does not provide a green lung into urban areas. The only segment of the site open to public use is the public footpath which runs south west to north east and this alone can not be classed as a recreational resource in relation to the functioning of a green wedge.

The site does not fulfil the functions of a green wedge and the site, with the exception of the northern field, does not demonstrate the



characteristics of open countryside. The site serves to separate the residential properties to the north of the site from the fire training unit and industrial unit to the south. The site is also likely to be able to accommodate change and reflects the industrial influences in the area.

It is worth noting that the main source of potential amenity concerns appears to be the fire training facility which only has a temporary consent (Appendix H).

Is separation in danger of being compromised?

The Adopted Core Strategy identifies a housing requirement of 110 dwellings for Desford up to the Plan Period. The Preferred Option Site Allocation and Generic Development Control Policies DPD allocates one large site on the eastern edge of the settlement, south of Hunts Lane for the majority of the allocation. This area of separation is not identified as a preferred option or alternative option for residential development.

The large site identified for the provision of the majority of the future residential development in Burbage has recently been subject of an approved planning application for 135 dwellings under reference 11/00029/OUT.

This approved development accommodates for more than the housing requirement for Desford identified in the Core Strategy. This factor accompanied by minimal development pressures around the area of separation, as evidenced through limited planning applications on and around the site, leads to the conclusion that this area is not in danger of being compromised during the plan period.

Can criteria based policy provide the necessary protection for the site?

The purpose and function of this open space is to separate two incompatible uses, namely the residential properties in Desford and the industrial and fire training uses on the Caterpillar site.

Local Plan policy BE1: Design and Siting of Development is a criteria based policy which, in part, seeks to protect residential amenity from adverse impacts. Part H of this policy states;

“Planning permission will be granted where the development is not adversely affected by activities in the vicinity of the site which are likely to cause nuisance to the occupiers of the proposed development.”

Local Plan Policy NE5: Development in the countryside affords areas which stand outside the settlement boundary a general level of protection from development to ensure the countryside is protected for its own sake. It allows development of such areas only for sport or recreation purposes, development important to the local economy and for the change of use, reuse or extension of existing buildings.

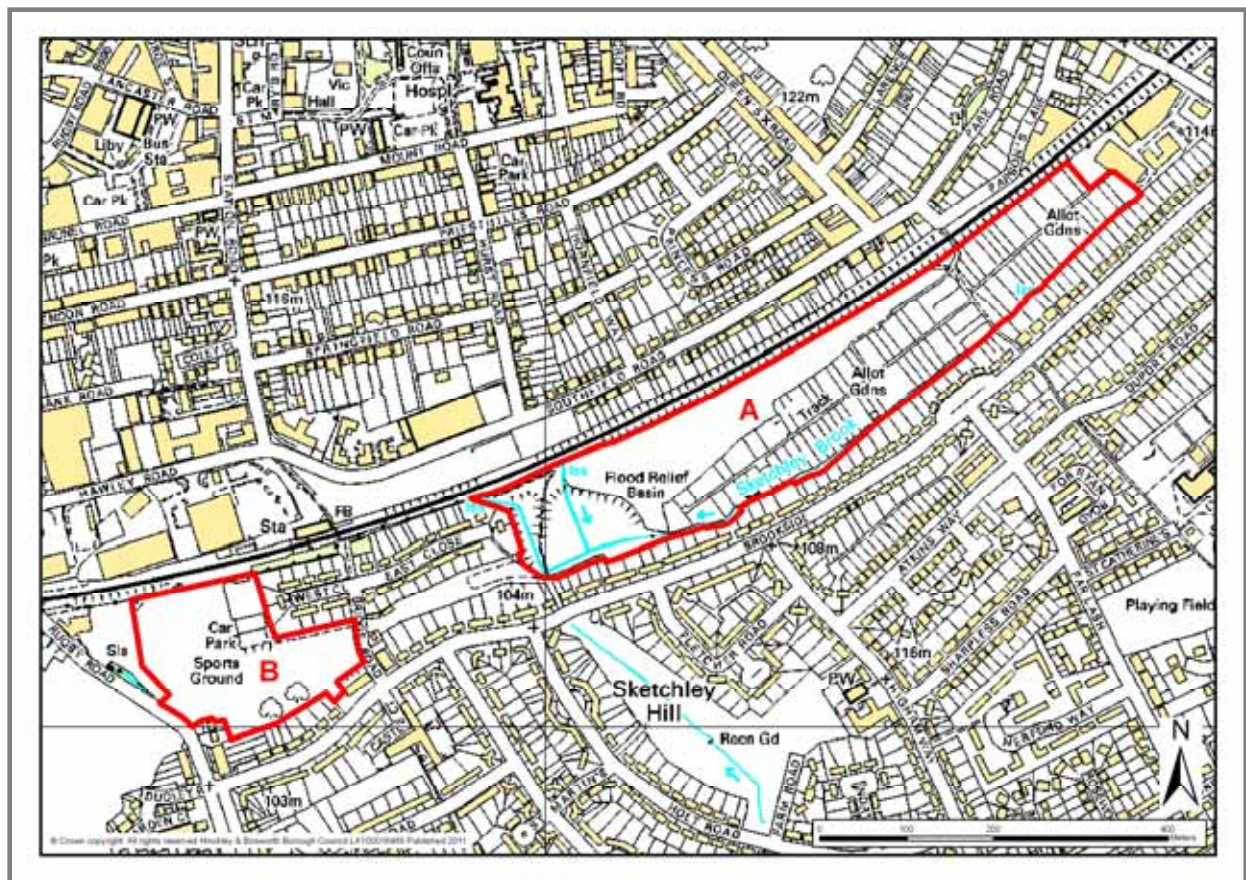
It is considered policy NE5 restricts the development of areas outside the settlement boundary such as this area of separation and policy BE1 ensures that development is not constructed in an area in which the amenity of existing or future occupiers may be affected.

The provisions of NE4: Areas of Separation are duplicated within existing Local Plan policies BE1 and NE5.

Criteria based policies NE5 and BE1 are therefore considered to provide the necessary protection for this area to prevent development which would result in adverse impacts on residential amenity.

In addition the Site Allocations and Generic Development Control Policies DPD will when adopted, contain a safeguarding and settlement separation policy which will seek to restrict development outside of settlement boundaries. This policy will be examined further in the concluding chapter and is subject to change before adoption. It is feasible to include criteria into the merging policy ensuring the preservation and enhancement of settlements identity, which would also have the advantage of avoiding replication of policy.

Land between Hinckley and Burbage between Brookside Road and the Railway



Land between Hinckley and Burbage between Brookside Road and the Railway Part A

Does this area still perform the function of an area of separation?

This site was identified and added to the local plan as an Area of Separation through the Local Plan Inspectors report 'Draft proposed modifications: Natural Environment'. The site was designated to maintain the character and identity of communities in Hinckley and Burbage and supported the position that the site should be protected from development which would undermine this separation.

However this determination was made in 1998 before the publication of PPS7 which requires authorities to rigorously consider the justification for retaining existing local landscape designations when reviewing DPDs. PPS7 also requires a formal and robust assessment of the qualities of the landscape concerned.

The topography of Burbage and Hinckley results in a rising gradient north and south, emanating from the lowest point between the two settlements forming a



shallow valley in which the site sits. The heavily vegetated nature of the majority of the site and extensive boundary screening, especially on the northern boundary, provides a sense of enclosure and obscures the majority of views in and out of the site. The exception is the flood relief basin to the west of the site which stands lower than the rest of the surrounding land and is open in character. From this vantage

the tops of buildings in Hinckley are clearly visible, a view expected to be enhanced through the loss of foliage in the winter months.

The site is therefore considered to perform the function of separating Hinckley from Burbage to maintain the separate identity of communities.

What is the sites primary planning function?

The only designation afforded to the site through the Local Plan and proposals map is the Area of Separation designation. The site does however perform other planning functions as defined by the Open Space, Sport and Recreational Facilities Study (July 2011). It identifies the site as allotments and as a green corridor providing footpaths and cycle ways through the urban area- providing a recreational resource. In addition the study along with The Green Infrastructure Strategy notes the site has a contribution to make in terms of biodiversity and reducing urban run-off.

The site stands within the urban area and does not demonstrate the characteristics of the open countryside.

Landscape Character

The area of separation stands within the Burbage Urban Character Area. The landscape character assessment states that whilst only the railway line separates Burbage from Hinckley, they both retain their distinct character. However the main focus for the distinct character of Burbage lies in its historical core. The Landscape Strategy seeks to protect and enhance the distinctiveness of the settlement and retain and enhance green space across the village.



Function as a Green Wedge

A new green wedge must fulfil all four functions of a green wedge identified in the Green Wedge Review (December 2011) including providing a green lung into urban areas.



This site provides an element of green infrastructure within the urban area and is considered to have multi-functional uses. However for the designation of a green wedge, a green lung must provide a continuous link between the open countryside and land which penetrates deep into the urban area. This site spans along the northern limit of the settlement but fails to provide a continuous link of green space into the

countryside as the western and eastern site limits are bounded by built development.

Therefore the site does not demonstrate the characteristics of open countryside and does not serve the functions of a Green Wedge. The site does however provide a number of open space typologies including allotments, a green corridor and amenity green space. The Landscape Character Assessment seeks to retain the distinctiveness of Burbage and enhance areas of green space. The primary planning function of the site is therefore considered to be one of open space with the ancillary function of separating settlements.

Is separation in danger of being compromised?

The Adopted Core Strategy identifies a housing requirement of 295 dwellings for Burbage up to the plan period (2026). The Preferred Option Site Allocation and Generic Development Control Policies DPD allocates small infill sites within the settlement and a large mixed use development adjacent the railway line for 236 dwellings. This area of separation is not identified as a preferred option for residential development.

The large site identified for the provision of the majority of the future residential development in Burbage has recently been subject of an approved planning permission for dwellings 375 dwellings under references 10/00518/OUT and 11/00856/REM.

This approved development accommodates for more than the housing requirement for Burbage identified in the Core Strategy. This factor accompanied by minimal development pressures around the area, as evidenced through limited planning applications on and around the site, leads to the conclusion that this area is not in danger of being compromised during the plan period.

Can criteria based policy provide the necessary protection for the site?

The purpose and function of the area is one of open space, of varying typologies, to provide a recreational resource to the local community and to maintain the physical separation between Burbage and Hinckley.



However the Local Plan only designates this site as an area of separation and not as an area of open space and recreation. As such there is no planning mechanism in which to divert Section 106 open space contributions from developers into site improvements. If this site were designated an area of

open space for the purposes of informal recreation and providing green linkages this would enable monies to be directed to the site for improvements

identified as necessary by the Open Space, Sport and Recreational Facilities Study (July 2011).

Currently the site is protected through Local Plan Policy NE4: Areas of Separation, Core Strategy Policy 4: Development in Burbage and Policy 20: Green Infrastructure (Appendix B & D).

Local Plan policy REC1: Development of Recreation sites seeks to protect recreational sites from development however this site is not currently designated as a recreation site. This policy will be replicated, with amendments, within the Site Allocations and Generic Development Control Policies DPD.

The Open Space, Sport and Recreational Facilities Study (July 2011) identifies the site to be integrated into strategic circular recreational routes and emphasises that routes leading out of the urban area should be a priority. Specifically the Study identifies that there is currently a shortfall in allotment provision in the urban area and allotments should be protected from development through the Local Development Framework.

This Study forms the most up-to-date evidence base to support the provisions of the Core Strategy, particularly Policies 4 and 19. Policy 19 seeks to direct Section 106 developer open space contributions to areas of open space identified for improvements, such as the Brookside allotment site which achieved a quality score of 25%.

Policy 4: Development in Burbage seeks to ensure existing deficiencies in green space are addressed and looks to deliver the strategic green infrastructure network. In addition Policy 20 identifies the enhancement of the allotments as part of the east-west recreational corridor as a priority.



In summary the current designation of the site as an area of separation performs the function of preventing development and maintaining the identity of Burbage from Hinckley. However this designation does not enable developer contributions to be directed to improving the site, which is identified as in need of significant improvement. A designation in-line with that proposed in the Open Space, Sport and Recreational Facilities Study (July 2011) would more readily enable these enhancements to be funded and undertaken, through developer contributions and the directions of Core Strategy Policy 19, whilst also protecting the site from adverse development. An allotment and green corridor designation would also enable protection from development through Core Strategy Policy 4 and 20.

Core Strategy policies 4, 19 and 20 are considered to provide some protection for the site however a criteria based policy, which replaces

Local Plan policy REC1: Development of Recreation Sites will provide the most appropriate strategy for protection. However the site must first be definitively assigned an open space designation through the Site Allocations process which also provides the benefit of directing Section 106 developer open space contributions to its improvement.

Land between Hinckley and Burbage between Brookside Road and the Railway - Part B

Does this area still perform the function of an Area of Separation?

This site was identified and added to the Local Plan as an Area of Separation through the Local Plan Inspectors report 'Draft proposed modifications: Natural Environment'. The site was designated to maintain the character and identity of communities in Hinckley and Burbage and supported the position that the site should be protected from development which would undermine this separation.

However this determination was made in 1998 before the publication of PPS7 which requires authorities to rigorously consider the justification for retaining existing local landscape designations when reviewing DPDs. PPS7 also requires a formal and robust assessment of the qualities of the landscape concerned.

The site is relatively flat and open which provides views across the site with buildings on Hawley Road, Hinckley, particularly visible is Tesco. The National Grid antenna is also clearly visible from the playing field. Therefore the site has high levels of both inter and intra-visibility.



It is noted that a continual span of open space along the northern limit of Burbage following the line of the railway is disrupted between this site and the green corridor by residential properties on East and West Close, Burbage. In addition, whilst the Sketchley Brook site is currently vacant and cleared, this is likely to be built out in the near future. As a result the green

corridor and Rugby Road recreation ground provides the only areas of open space which serve to provide the sense and visual perception of separation between the two settlements.

The site is therefore considered to perform the function of separating settlements and maintaining the separate identity of communities.

What is the sites primary planning function?

The only designation afforded to the site through the Local Plan and proposals map is the Area of Separation designation. The site does however perform other planning functions as defined by the Open Space, Sport and Recreational Facilities Study (July 2011). It identifies the site as a multifunctional formal park with provision for tennis, football and cricket, and children's equipped play.

The importance of this multifunctional recreational facility is reinforced through the Study which notes the on-site tennis courts are only one of two such public facilities in the Borough. In addition Burbage currently has a 1.09 hectare shortfall in formal park provision in the settlement which is expected to worsen through future population increases.

The importance and function of the recreational space has also been reiterated through the outline application for a mixed use development on the Sketchley Brook site west of Rugby Road (Appendix H). This permission will retain, enhance and improve the facilities at the recreation ground, in addition to linking this area with a green corridor following the Sketchley Brook which is proposed to be restored to its natural and open state.

The site stands within the urban area and does not demonstrate the characteristics of the open countryside.

Landscape Character

The area of separation stands within the Burbage Urban Character Area. The landscape character assessment states that whilst only the railway line separates Burbage from Hinckley, they both retain their distinct character. However the main focus for the distinct character of Burbage lies in its historical core. The Landscape Strategy seeks to protect and enhance the distinctiveness of Burbage and retain and enhance green space across the settlement.

Function as a Green Wedge

A new green wedge must fulfil all four functions of a green wedge identified in the Green Wedge Review (December 2011) including providing a green lung into urban areas.

This site provides an element of green infrastructure within the urban area and is considered to have multi-functional uses. However for the designation of a Green Wedge, a green lung must provide a continuous link between the open countryside and land which penetrates deep into the urban area. This site is an area of green space bounded on all but the western boundary with built development. The western boundary is formed by Rugby Road with a large inaccessible area of vacant brownfield land beyond. This space does not currently provide a green link from/to the countryside. The site is therefore not considered to provide a continuous link into the open countryside.



Therefore the site does not demonstrate the characteristics of open countryside and does not serve the functions of a Green Wedge. The site does however provide an open space and recreational resource. The Landscape Character Assessment seeks to retain the distinctiveness of Burbage and enhance areas of green space. The primary planning function of the site is therefore considered to be one of open space with the ancillary function of separating settlements.

Is separation in danger of being compromised?

The Adopted Core Strategy identifies a housing requirement of 295 dwellings for Burbage up to the Plan Period. The Preferred Option Site Allocation and Generic Development Control Policies DPD allocates small infill sites within the settlement and a large mixed use development adjacent the railway line for 236 dwellings. This area of separation is not identified as a preferred option for residential development.

The large site identified for the provision of the majority of the future residential development in Burbage has recently been subject of an approved planning permission for dwellings 375 dwellings under references 10/00518/OUT and 11/00856/REM.

This approved development accommodates more than the housing requirement for Burbage identified in the Core Strategy. This factor accompanied by minimal development pressures around the area, as evidenced through limited planning applications on and around the site, leads to the conclusion that this area is not in danger of being compromised during the plan period.

Can criteria based policy provide the necessary protection for the site?

The purpose and function of the area is one of open space, to provide a recreational resource to the local community and to maintain the physical separation between Burbage and Hinckley.

However the Local Plan only designates this site as an area of separation and not as an area of open space and recreation. As such there is no planning mechanism in which to divert Section 106 developer open space contributions and into site improvements. If this site were designated an area of open space for the purposes of recreation this would enable monies to be directed to the site for improvements identified as necessary by the Open Space, Sport and Recreational Facilities Study (July 2011).

Currently the site is protected through Local Plan Policy NE4: Areas of Separation and Core Strategy Policy 4: Development in Burbage (Appendix B & D)

Local Plan policy REC1: Development of Recreation sites seeks to protect recreational sites from development however this site is not currently designated as a recreation site. This policy will be replicated, with

amendments, within the Site Allocations and Generic Development Control Policies DPD.

The Open Space, Sport and Recreational Facilities Study (July 2011) identifies not only an overall shortfall in formal park provision in Burbage but that this site requires improvements to bring the park up to the required quality standard. Therefore this site is currently needed by the local community but also in need of improvements.

This Study forms the most up-to-date evidence base to support the provisions of the Core Strategy, particularly Policies 4 and 19. Policy 19 seeks to ensure minimum green space and play standards are provided in new developments to ensure residents have access to sufficient, high quality, accessible green spaces. In addition it directs developer contributions to areas of open space identified for improvements, such as the Rugby Road Recreation Ground site which achieved a quality score of 45%. Policy 4: Development in Burbage seeks to ensure existing deficiencies in green space are addressed and looks to deliver the strategic green infrastructure network. In addition Policy 20 identifies the enhancement of Burbage allotments and Sketchley Brook Corridor as part of the east-west recreational corridor as a priority and this site forms a link between these two sites and as such should also be enhanced and retained.

In addition the park will have an additional layer of protection from development from the allocation of this space as an area of open space and recreation through the Sketchley Brook mixed-use scheme. Through the granting of full permission, this area of open space will be protected from development by a Section 106 and/or a legal agreement retaining this space as planned.

In summary the current designation of the site as an area of separation performs the function of preventing development and maintaining the identity of Burbage from Hinckley. However this designation does not enable developer contributions to be directed to improving the site, which is identified as in need of significant improvement. A designation in-line with that proposed in the Open Space, Sport and Recreational Facilities Study (July 2011) would enable these enhancements to be funded and undertaken, through developer contributions and on-site provision and the directions of Core Strategy Policy 19. An open space and recreational designation would also enable protection from development through Core Strategy Policy 4 and 20 as part of a circular recreational route with Sketchley Brook and Burbage Allotments.

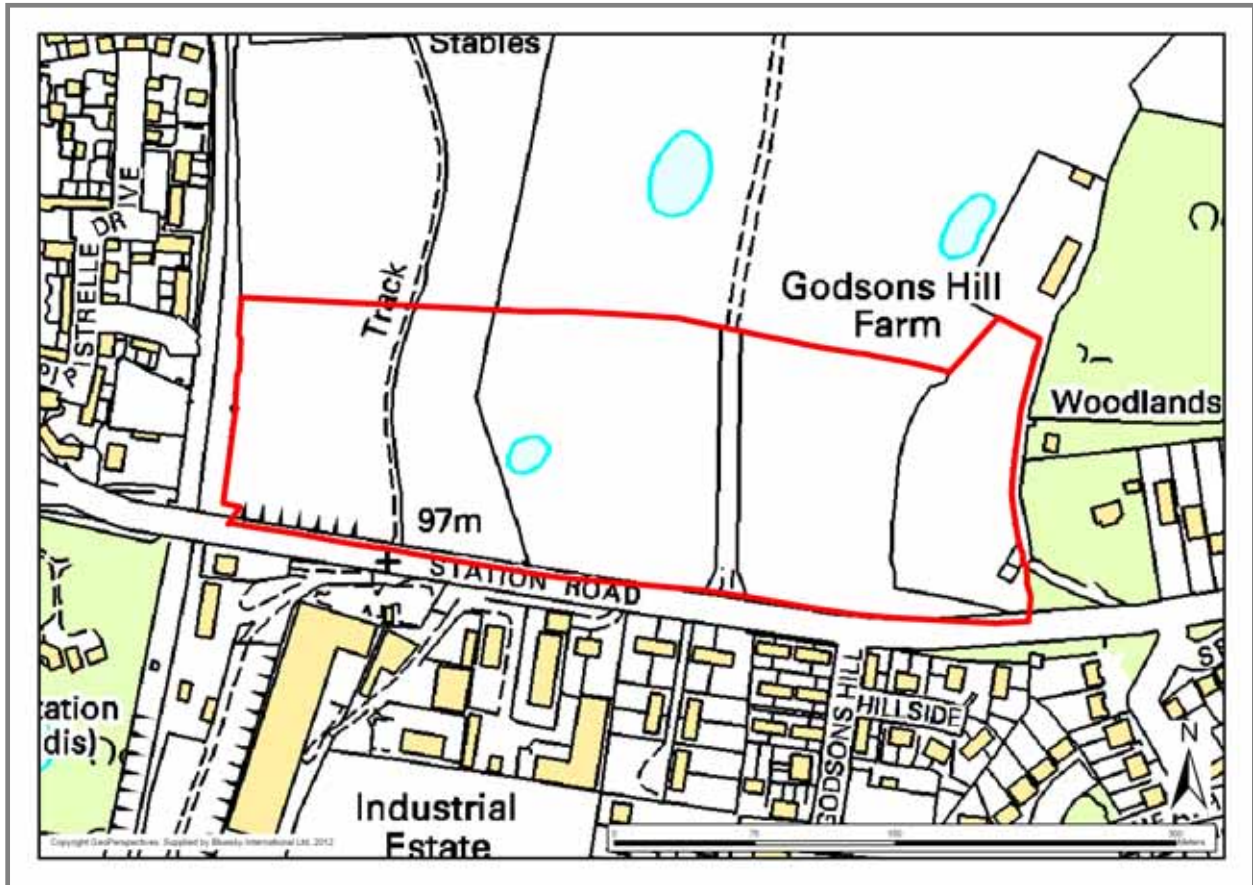


These mechanisms for protection and enhancement of the space are considered to stand in conjunction with the planned retention and enhancement of the space through the Sketchley Brook development.

Core Strategy policies 4, 19 and 20 are considered to provide protection for the site however a criteria based policy, similar to Local Plan policy REC1: Development of Recreation Sites would provide the most appropriate strategy for protection. However the site must first be definitively assigned an open space designation which also provides the benefit of directing developer contributions to its improvement.

**Chapter 5:- Site Characteristics and Assessments for
Proposed Areas of Separation**

**Land North of Station Road, between Watermead Residential
Estate and Spinney Cottage**



Land North of Station Road, between Watermead Residential Estate and Spinney Cottage, Market Bosworth

Site Identification

A consultation comment on one of the preferred option sites for residential development in Market Bosworth, MKBOS01 identified the potential for it to be an additional Area of Separation.

The MKBOS01 site stretches from the Battlefield Railway line to the roadway leading to the golf course. The consultation comment relating to this site stated:

“The three open fields to the East of Water Mede are valuable to the settlement and give clear separation between the development and the village development here would be especially significant in its relative effect on the setting and character of the village”

This comment has been taken as an indication that this area between Watermead and the main built form of the village should be assessed as a potential area of separation.

The comment refers to “the three fields to the east of WaterMead” which is larger than the boundaries of MKBOS01 but relates closely to the boundaries identified in the Strategic Housing Land Availability Assessment as Site reference AS392.



This site spans from the Battlefield Railway line to the access road for the residential property Woodlands. The western-most field spans from Station Road on the southern boundary to the south of the residential property, The Stables, Wharf Farm and stands in-line with the northern most boundary of the Watermead residential estate. The central and eastern fields do not span this far north and reach the southern limit of the golf course.

Does this site perform the function of an Area of Separation?

An area of separation should either retain the physical separation between settlements to maintain the physical identity of communities or preserve the physical separation between incompatible uses.

The proposed area of separation provides the dividing space between the modern residential estate, Watermead and the residential property of Spinney Cottage, notwithstanding the interruptions in the space from the railway line and access roads. The space therefore separates residential from residential

which are not considered incompatible uses. The golf course stands to the north of the site with the proposed area of separation providing the dividing space between the golf course and residential properties to the south of Station Road and the industrial estate. A golf course is not considered to disturb the amenity of residents or the industrial occupiers to an extent where these uses would be considered incompatible.



The Watermead residential estate currently stands outside the settlement boundary of Market Bosworth as it was constructed on a brownfield site which once operated as a timber yard. The existing settlement boundary as defined on the Local Plan Proposals doesn't reflect the recent development of the site for residential. This is however considered an anomaly as a result

of the dated Local Plan Proposals Map. Its replacement, the Development Plan Document Proposals Map will include the residential estate within the settlement boundary, firmly establishing the area as part of the settlement.

The proposed area of separation is therefore not considered to separate incompatible uses as the space is bounded on either side boundaries by residential development. It is also not considered to retain the physical separation between settlements as the modern estate is considered to be part of Market Bosworth.

What is the site's primary planning function?

The proposed area of separation currently stands outside the settlement boundary and holds a countryside designation in the Local Plan. The fields which make up the site are grazing fields and clearly appear as agricultural in nature.

The proposed area of separation was not identified in the Open Space, Sports and Recreational Facilities Study (July 2011) due to the agricultural use of the space.

Landscape Character Assessment

The Landscape Character Assessment identifies that the site stands within the Market Bosworth Parkland Character Area. The key characteristics of this area are the rolling landform which reaches a high point around Market Bosworth, a land use dominated by pasture, parkland and scattered trees and the landscape setting of Market Bosworth. The Landscape Strategy identifies the character area is of high sensitivity and has restricted capacity to absorb change.

The proposed area of separation forms part of the rolling landscape, standing adjacent to the rising landform which reaches the high point of Market Bosworth. The land use of the site is also pasture land which is a characteristic of the Market Bosworth Parkland Character Area.

Function as Green Wedge

A new Green Wedge must fulfil all four functions of a Green Wedge identified in the Green Wedge Review (December 2011) including preventing the merging of settlements and acting as a recreational resource.



The proposed Area of Separation, as previously identified, does not prevent the coalescence of settlements as the area divides a residential development of the periphery of the settlement with residential development forming the main core of the settlement.

The site does not have public footpaths running through it and the omission of the site from the open space study notes the site does not serve a recreational function.

The site is considered to form countryside which forms the setting of Market Bosworth, as noted through the land use of the fields within the site and wider views to the countryside beyond. The site is not identified open space and does not fulfil the functions of a Green Wedge. The primary planning function of the site is therefore considered be agriculture and countryside.

Is separation in danger of being compromised?

The Preferred Options Site Allocations and Generic Development Control DPD proposed to include the western two thirds of the site as residential and extend the settlement boundary to include this proposal. The final one third to the east was proposed to be designated an area of recreational open space with no intention for built development. Should the residential proposal come forward the proposed recreational open space to the east and golf course to the north would retain the open character of the peripheries of Market Bosworth.

Overall and on balance of the information available the site could be considered in danger of being developed. However the site does not fulfil the functions of an area of separation and therefore separation cannot be in danger of being compromised.

Can Criteria based policy provide the necessary protection for the site?

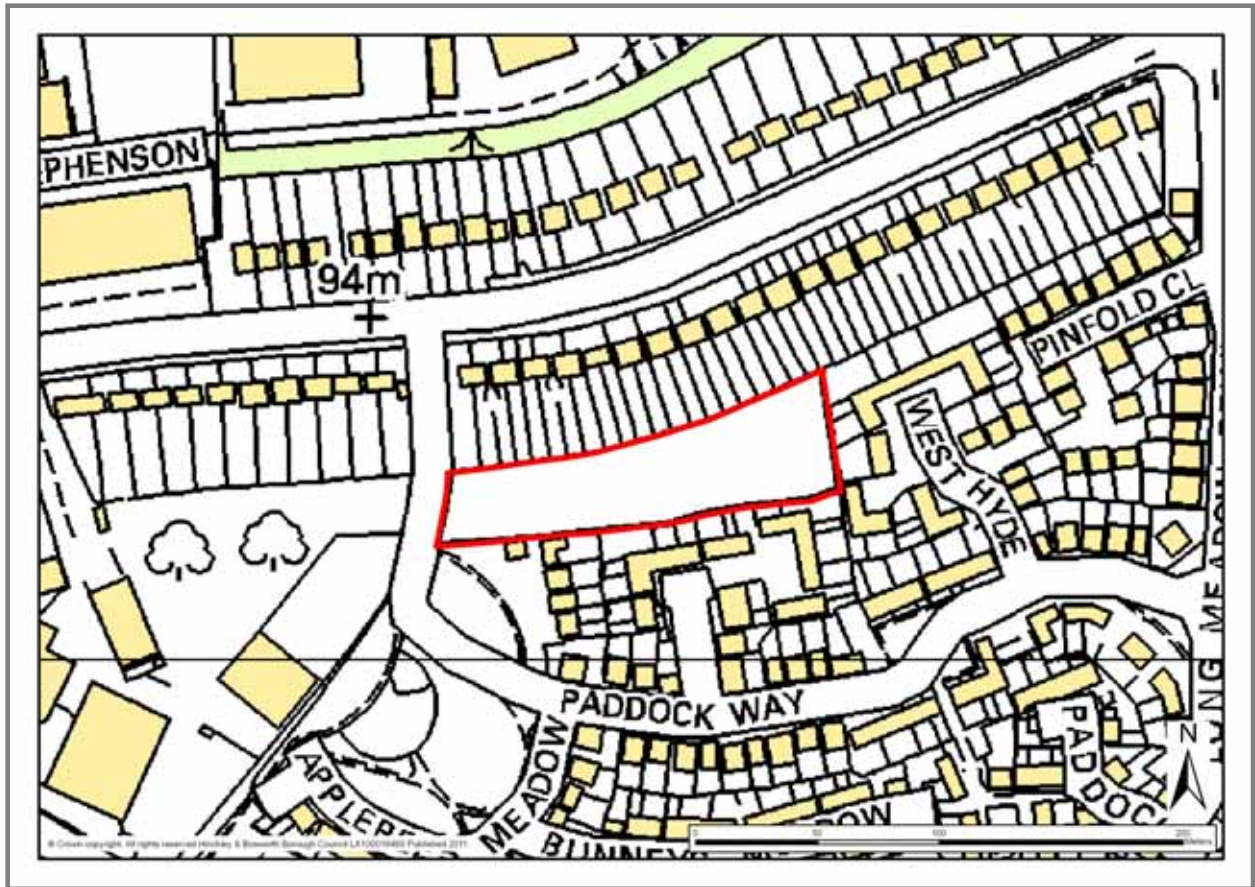
The site stands outside the settlement boundary, is agricultural in nature and is considered countryside. This site is therefore considered to be protected under Local Plan Policy NE5. It is considered Local Plan Policy NE5 restricts the development of areas outside the settlement boundary.

The provisions of NE4: Areas of Separation are duplicated within existing Local Plan policy NE5.

There is potential that the site could be developed for housing and recreation/open space and allocated through the final version of the Site Allocations and Generic Development Control Policies DPD. If the site were to be developed for residential then the settlement boundary would be extended to encompass the development. The site would no longer stand within the countryside and Local Plan Policy NE5 or its proposed replacement, ENV5: Safeguarding the Countryside and Settlement Separation would not apply.

It is considered the space does not serve the functions of an area of separation. Therefore a criteria based policy can not provide the protection to ensure the physical separation between settlements or incompatible uses is retained.

**Land to the South of 460-502 Coventry Road, North of
Waterside Park, Hinckley**



Land to the South of 460-502 Coventry Road, North of Waterside Park, Hinckley

Site Identification

A consultation comment on the preferred option site for allotment provision in Hinckley, HIN39 identified the potential for an area of separation.

The HIN39 site forms a roughly rectangular parcel of land sandwiched between the rear gardens of Coventry Road and those on Waterside Park.

The application for 19 dwellings under reference 04/01235/FUL also highlighted the same site area as that identified through HIN39. As a result, the boundary identified for HIN39 on the preferred option Site Allocations DPD has been utilised as the proposed area of separation boundary.

Does this area perform the function of an area of separation?

An area of separation should either retain the physical separation between settlements to maintain the physical identity of communities or preserve the physical separation between incompatible uses.



The site is surrounded on three of its four boundaries by the rear gardens of residential development. Whilst the space divides the properties on the north of Coventry Road from those on Waterside Park, these properties are residential and not incompatible uses. Paynes garage stands to the west of the site, divided by the Paddock Way roadway. This is not however considered an incompatible use

for adjacent residential areas as the properties further west of Coventry Road back onto the garage site. This sets a precedent for dwellings much closer to the garage.

The site clearly provides a dividing space between the older 1930's semi-detached, ribbon development on Coventry Road and the modern residential development on Waterside Park. These spaces are not separately defined settlements and instead fall within the urban area of Hinckley. Waterside Park does currently stand outside the settlement boundary but this is considered an anomaly as result of the dated Local Plan Proposals Map. Its replacement, the Development Plan Document Proposals Map will include the proposed area of separation and Waterside Park within the settlement boundary.

The 2005 appeal relating to the proposed erection of 19 dwellings under application reference 04/01235/FUL was dismissed on the grounds the space was considered an important gap whose loss would be harmful to the character and appearance of the surrounding area.

In coming to this conclusion the Inspector determined that much of the sites vegetation was clearly visible and from Paddock Way the site was seen in conjunction with the long rear gardens of properties on Coventry Road.

The site visit was made in November 2005 and since this time the site has been fenced off by the site owner and boundary vegetation has overgrown to the point where there is virtually no visibility into the site from public vantage points. The overgrown vegetation and fencing prevent making a visual connection between the site and the rear gardens on Coventry Road.

Due to these changes the site is not considered to provide an area of separation. In addition the purpose of the policy is to retain the physical separation between settlements or incompatible uses. Waterside Park and properties on Coventry Road are both within the Hinckley Urban Area, as confirmed through the Inspectors report.

What is the site's Primary Planning Function?

The proposed area of separation is currently a privately owned piece of land which holds a countryside designation in the Local Plan. This area, due to extensive residential development to the south of the site, can no longer reasonably be considered within the countryside. It will be included within the settlement boundary through the Development Plan Document Proposals Map.

Landscape character assessment

The site stands within the Hinckley Urban Character Area which notes the features to be protected and enhanced relate predominantly to the urban core and settlement peripheries. In addition it seeks to enhance the countryside edge to improve the urban/rural interface and establish a sense of arrival for Hinckley.

The site stands well within the built form of Hinckley and is not considered to relate to the urban/rural interface or be able to establish a sense of arrival for Hinckley due to the restricted visibility of the site from public vantage points.

Green Wedge

A new Green Wedge must fulfil all four functions of a green wedge identified in the Green Wedge Review (December 2011) including providing a recreational resource, preventing the merging of settlements and guiding development form.

The proposed area of separation does not prevent the coalescence of settlements. The site is surrounded on three sides by residential development and cannot guide development form.

The site has been identified by the Open Space, Sport and Recreational Facilities Study (July 2011) as natural and semi-natural open space. However this site is privately owned, fenced off and inaccessible to the public and as such is not considered to provide a recreational resource.

It is therefore considered that this site cannot be defined countryside, Green Wedge or an area of accessible open space and appears to have no clear primary planning function.

Is separation in danger of being compromised?

The sites location within the urban area, surrounded by residential development with no clear planning constraints presents the possibility the site could be developed within the plan period.

Whilst a previous application for residential development on the site did not gain planning permission, the fact an application was submitted indicates a potential development opportunity. In addition the site and its surroundings have changed since this determination which could overcome the planning inspector's concerns presented in 2005.



The Preferred Options Site Allocations and Generic Development Control Policies DPD proposed to allocate this site for allotments. Allotments would not compromise the open character of a site.

Overall and on the balance of the information available the site could be considered in danger of being developed. However the site does not fulfil the functions of an area of separation and therefore separation cannot be in danger of being compromised.

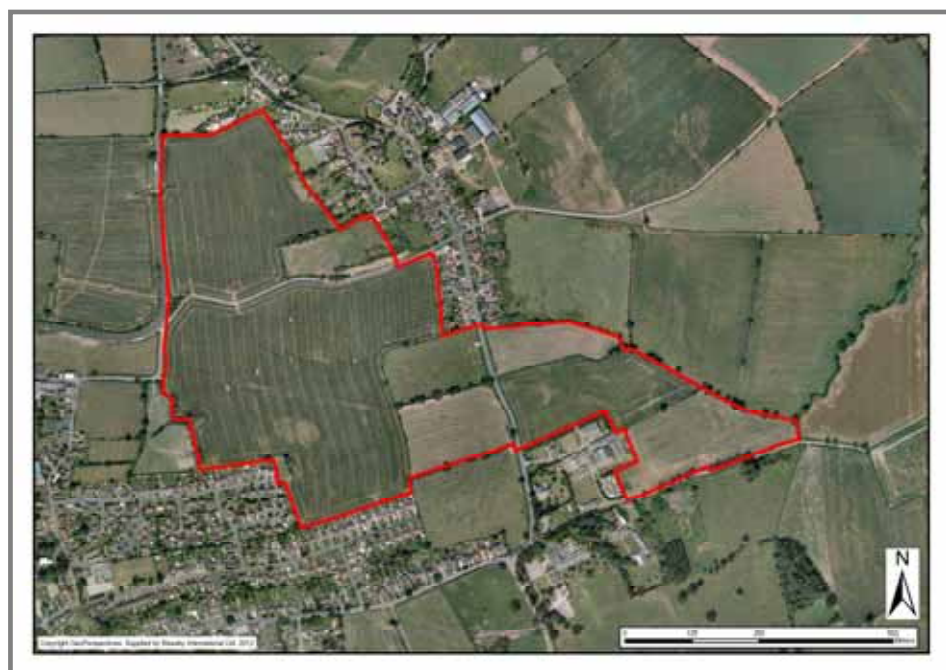
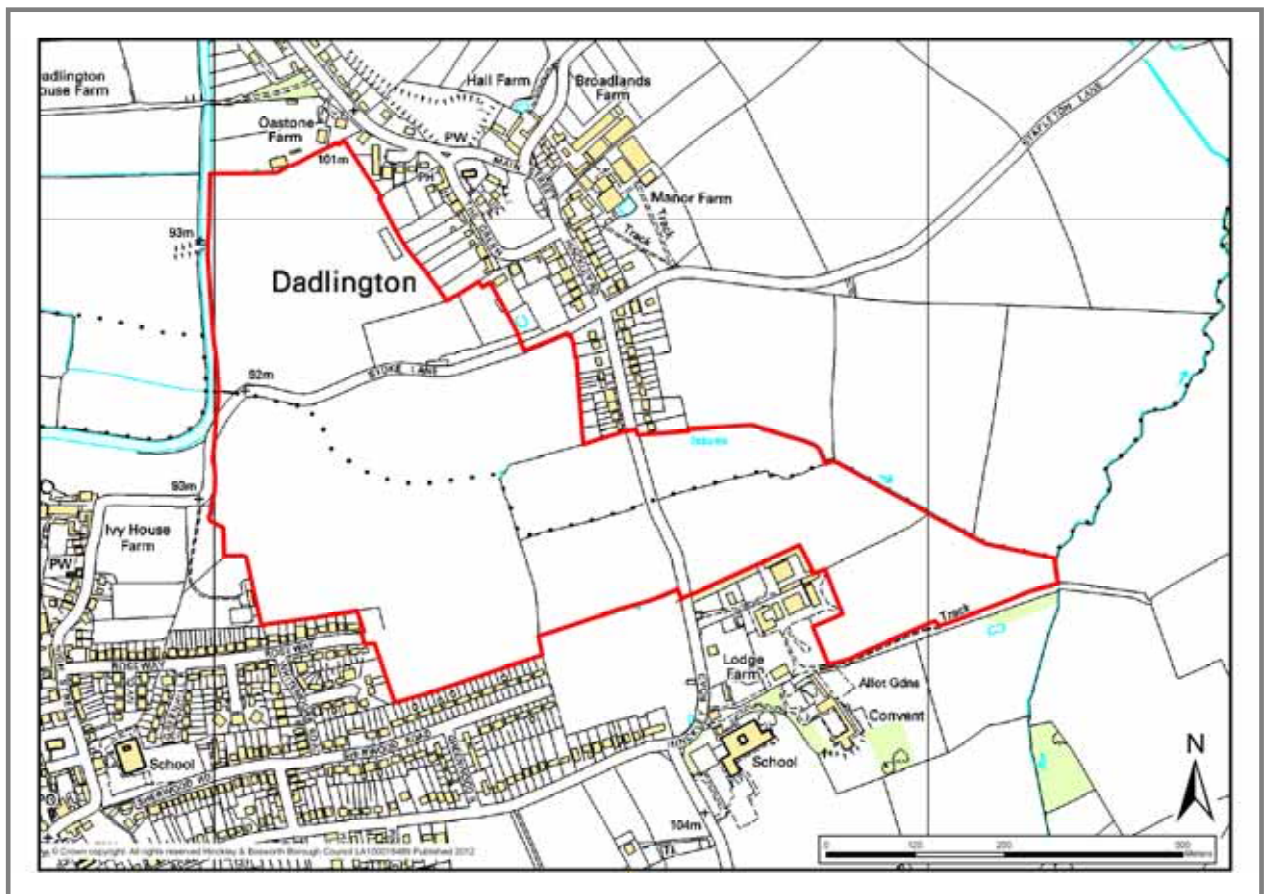
Can Criteria based policy provide the necessary protection for the site?

The site is not considered countryside and currently has no designation attributed to it in the adopted Local Plan and Proposals Map, other than the NE5 which no longer considered relevant.

Therefore this space would not be protected under any existing criteria based policy however the space is not considered to serve the function of an area of separation.

The Preferred Options Site Allocations and Generic Development Control DPD proposes this site as allotments. Should this proposal be carried forward into the submission version of the document it would be classified as an open space typology. An area of open space as defined by Planning Policy Guidance 17 would be protected from development by Local Plan Policy REC1: Development of Recreation. In addition Core Strategy Policy 1: Development in Hinckley seeks to address existing deficiencies in the quality, quantity and accessibility of green space in Hinckley. Hinckley currently has a shortfall of allotment provision.

Land East and West of Hinckley Road and Land North and South of Stoke Lane, Between Stoke Golding and Dadlington



Land East and West of Hinckley Road and Land North and South Of Stoke Road, Between Stoke Golding and Dadlington

Site Identification

Preferred Options Consultation responses from the Site Allocations and Generic Control Policies DPD revealed concerns from respondents over the potential coalescence of Stoke Golding and Dadlington. In addition, comments were received stating a Green Wedge should be introduced between the two settlements.

Stoke Golding Parish Council submitted a potential Green Wedge through the Call for Sites letter relating to potential Green Wedges, Areas of Separation, Housing Sites and Local Green Spaces.

The Parish Council submitted a map of the proposed Area of Separation to be assessed as part of this review. This area has been incorporated into the review with the exception of the Morris Homes Appeal Site on the corner of Hinckley Road.

This appeal site relates to application 10/00408/OUT for residential development on the field abutting properties on Hinckley Road and Sherwood Road, Stoke Golding. This application was refused and the decision upheld at appeal. The Inspector stated that the site was difficult to describe *‘as making an important contribution to the setting of the village’* and agreed that the site is *‘quite well contained by the elements associated with the village’*. In addition he stated that development of this site *‘would encroach no further than Goosegrange which heralds the southern end of the gap between the two villages; a gap of some 240m would remain.’*



This information from the Inspector's decision indicates that the appeal site would not increase the urban form further than Stoke Golding's northern point, Goosegrange, on Hinckley Road. Therefore the sites boundaries have been defined through the inspectors findings, public consultation representations and the methodology which states an Area of Separation should only be applied in exceptional circumstances where separation is in danger of being compromised.

Does this area perform the function of an area of separation?

An Area of Separation should either retain the physical separation between settlements to maintain the physical identity of communities or preserve the physical separation between incompatible uses.

The proposed area of separation spans several agricultural fields between Stoke Golding to the south and Dadlington to the north. The southern and south western boundary is dominated by the rear of residential properties Roseway, Whitemoors Close and Sherwood Road in Stoke Golding. The North Eastern boundary of the space is dominated by residential properties on Hinckley Road and The Green, Dadlington. These uses are not considered incompatible. The three lower agricultural fields to the east of Hinckley Road divide the residential properties on Hinckley Road, Dadlington from the farmstead Goosegrange. Residential and agricultural uses are also not considered incompatible and as such the proposed area of separation does not serve the function of separating incompatible uses.

Stoke Golding and Dadlington are separate settlements, each with their distinct character and identity. Both Dadlington and Stoke Golding have experienced incremental growth out from their historic village centres. This growth has resulted in the encroachment of the built form into the surrounding countryside reducing the dividing open countryside between the two settlements. The area in which the separation distance is narrowest is along Hinckley Road, north of



Goosegrange Farmstead with a separation distance of approximately 240 metres. Hinckley Road is one of the primary routes into and out of Dadlington, running along the eastern edge of Stoke Golding. The separation distance is considered small and the roadway presents the risk of further incremental growth of the two settlements toward one another, specifically in relation to the four fields directly east and west of Hinckley Road.

The largest field parcel within the proposed area to the south of Stoke Road occupies the majority of the countryside separating the two settlements. The topography of this area falls toward Stoke Golding. The falling topography and open aspect of the field provides a level of inter-visibility (the ability to see one settlement from another) from Stoke Lane, Dadlington toward Stoke Golding. As a result of the perception of the close proximity of the two settlements across this field and the fact that this one field provides a separating element, the space is considered to perform the function of physically separating Stoke Golding and Dadlington.

The field parcels north of Stoke Lane are bounded by Stoke Lane to the south, The Ashby Canal to the west, Oastone Farm, Dadlington to the north and residential properties on The Green, Dadlington to the east. These are considered containing elements for this field parcel and clearly relate to Dadlington. The expansion of Dadlington, although not anticipated, into this space is not considered to result in the coalescence of the two settlements.

The final south eastern field parcel which wraps around the side of Goosegrange Farm stands below the northern limit of the farmstead and as such, like the Morris Homes appeal site, is not considered to contribute to the separation of the two settlements.

The proposed area of separation is therefore considered not to perform the function of separating incompatible uses. The majority of the space is considered to retain the physical separation between Stoke Golding and Dadlington to maintain the separate identities of the two communities. The exception to this is the field parcels north of Stoke Lane and to the east of Goosegrange which are not considered to perform this function.

What is the site's Primary planning function?

The proposed Area of Separation stands outside the existing settlement boundaries of both settlements and as such is regarded as countryside. The various fields within the site are clearly delineated by hedgerows and each is utilised for pasture or arable crops and can be defined as agricultural land. Agricultural fields also span beyond the proposed Areas of Separation fields into the wider countryside beyond.

The proposed Area of Separation has not been assessed under the Open Space Sport and Recreational Facilities Study (July 2011) and as such does not form an area of open recreational space in planning terms.

Landscape Character

The site stands within the Stoke Golding Vales Character Area. It identifies that despite the areas proximity to Hinckley and the A5, much of the area is rural and largely tranquil. The landscape character area is of high sensitivity with limited capacity to accept significant change. The landscape strategy advises avoiding creeping urbanisation which does not reflect urban character. The area is identified as being of high sensitivity with limited capacity for change. Therefore the development of the proposed area of separation for built form such as residential development could contrast with the findings of the landscape strategy and adversely impact on this highly sensitive landscape.

Function as Green Wedge

A new Green Wedge must fulfil all four functions of a Green Wedge identified in the Green Wedge Review (December 2011) including providing a recreational resource.

The area is agricultural in nature and has not been identified as open space in the Open Space, Sport and Recreational



Facilities Study (July 2011). In addition, the area has no public access/rights of way within the fields and as such is not considered to provide a recreational resource.

It is considered that this site forms countryside close of the settlement boundary and this agricultural use forms the sites primary planning function.

Is separation in danger of being compromised?

The historical pattern of growth of Stoke Golding and Dadlington indicates a general pattern of encroachment into the dividing countryside between the two settlements. This is particularly identifiable through the ribbon development along Hinckley Road in an eastward and southern direction and the more modern residential development which forms the bulk of the built form of Stoke Golding.

Two SHLAA sites fall west of Hinckley Road adjacent the settlement boundary, which whilst being assessed as non-developable, indicates a general interest in future development in these areas. No SHLAA sites were identified around the western boundary of Dadlington making future development/encroachment of that space unlikely during the plan period. In addition, with the exception of the Morris Homes site, no significant planning applications have been submitted within the proposed area of separation.

The minimal separation distance between the two settlements along Hinckley Road combined with SHLAA representations indicate an interest in future development to the east of Roseway and north of Sherwood Road and the identified inter-visibility leads to the conclusion that the fields south of Stoke Road and east and west of Hinckley Road could be in danger of being compromised.

Can Criteria based policy provide the necessary protection?

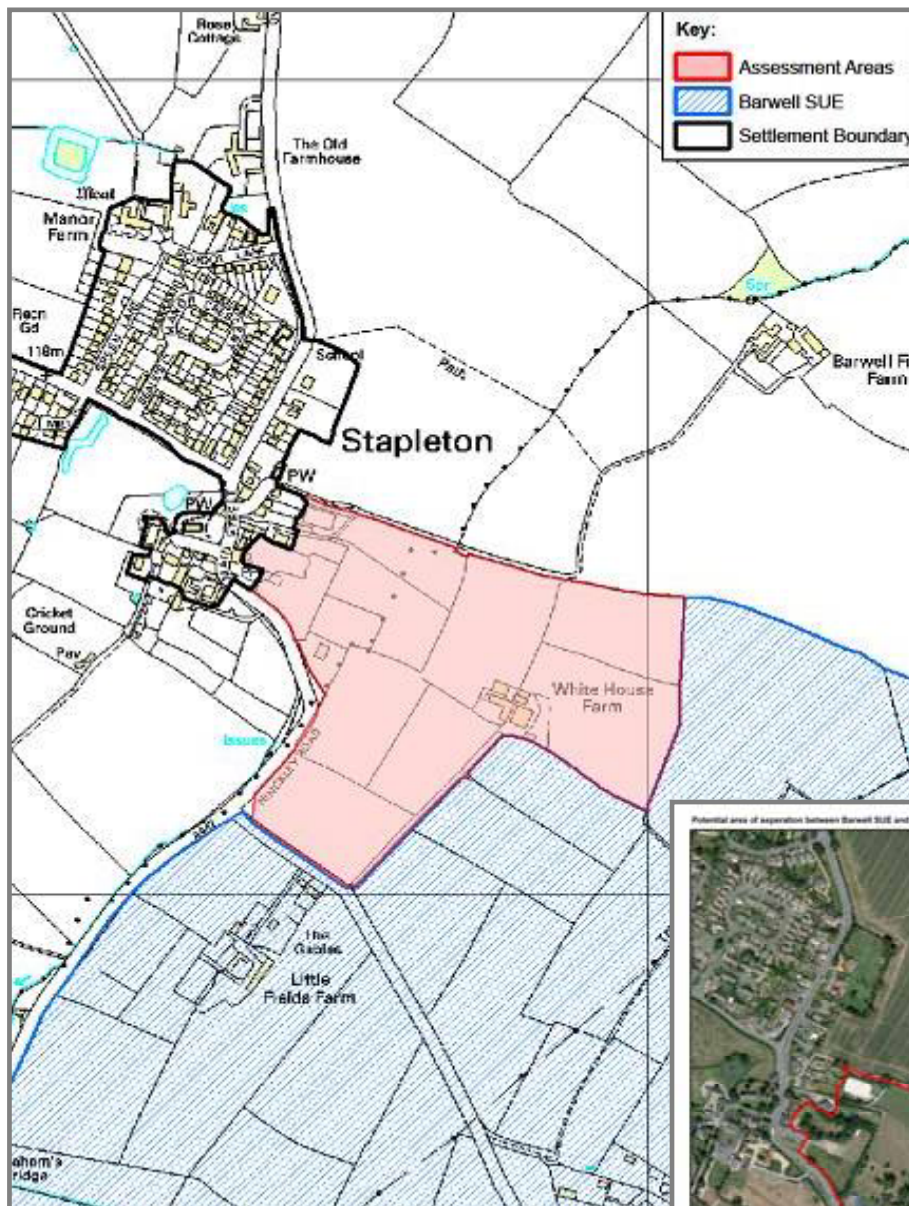
The site stands outside the settlement boundaries of Dadlington and Stoke Golding and as such falls under existing Local Plan Policies NE5. NE5 is considered to provide the necessary protection from development for the countryside, ensuring the identity of the two settlements is maintained through the continued separation of the built form.

In addition, the Site Allocations and Generic Development Control Policies Development Plan Document will, when adopted, contain a Safeguarding the Countryside and Settlement Separation policy which will seek to restrict development outside settlement boundaries. This policy will be examined further in the concluding chapter and is subject to change before adoption. It is feasible to include criteria into the emerging policy to ensure the preservation and enhancement of settlement identities. This would also have the advantage of avoiding the unnecessary replication of policy.

Criteria based policy NE5 is therefore considered to provide the necessary protection for this area to prevent development which would undermine the physical separation and open character between Dadlington and Stoke Golding.

Development of the replacement policy to NE5 within the Site Allocations and Generic Development Control Policies DPD can also make provisions for the separation of settlements.

Land between the North Western boundary of the Barwell Sustainable Urban Extension and the South and South Eastern boundary of Stapleton



Land between the North Western boundary of the Barwell Sustainable Urban Extension and the South and South Eastern boundary of Stapleton

Site Identification

The Call for Sites consultation identified a proposed area of separation between Barwell and Stapleton. The site suggestion was not accompanied by a map but a description which stated:

“Agricultural land between Walnut Paddock, Hinckley Road, Stapleton to the existing watercourse (brook) where it crosses the A447 Ashby Road (approx 300m north of Brook Hill Farm), Ashby Road, Barwell”.

The contributor also stated;

“Under the Barwell SUE proposals part of this land may be developed for housing. In order to continue to provide a physical separation between the village of Stapleton and Barwell (as currently exists) an area of separation should be designated. As you are aware the boundaries for Barwell SUE have not been finalised and therefore it is not possible to be more specific at this time but I would request that an area of separation, as outlined above, is included in the finalised plans.”



The above suggestion has informed the proposed area of separation site boundary. However the area has been modified to exclude land to the west of the A447 as this forms a defensible and logical boundary. In addition, land to the south of Stapleton Lane has not been included as this area forms the established boundary of the Sustainable Urban Extension.

Participants' comments during the Green Wedge Workshop identified that a separation between Barwell and Stapleton should be considered to prevent the merging of settlements.

The Preferred Options Earl Shilton & Barwell Area Action Plan (November 2010) presents the Barwell SUE boundary. This boundary was established through the Area Action Plan Masterplan which went through public consultation in December 2009.

The Barwell SUE boundary to the north is indicated in blue hatching on the accompanying map. This boundary illustrates a roughly T-shaped area of agricultural land standing between the western most limit of the SUE

boundary and the eastern settlement boundary of Stapleton. This area includes the land suggested through the consultation comment above and also follows defensible boundaries such as the A447 and the rear of properties on Main Street.

Does this area perform the function of an area of separation?

An area of separation should either/or retain the physical separation between settlements to maintain the physical identity of communities or preserve the physical separation between incompatible uses.



Residential properties and a public house stand on the south eastern edge of Stapleton with open agricultural fields beyond. Residential and agriculture uses are not considered incompatible and the proposed area would not currently serve the function of separating incompatible uses. The Preferred Options Earl Shilton & Barwell Area Action Plan (November 2010) indicates that the western limit of the Barwell

SUE, abutting the proposed Area of Separation, will comprise residential development. In this instance the proposed area would serve to separate dwellings and a public house from the residential development in the SUE which are also not considered incompatible uses.

The south eastern tip of Stapleton stands a minimum distance of 1.2 kilometres from the start of the built form of Barwell, separated by a large area of agricultural fields. This is considered a significant distance which, as it stands, is an area too large to be considered an area of separation. The proposed Barwell SUE when completed will reduce these separation distances to an approximate minimum of 110 metres. In this case it is considered that when the Barwell SUE is complete, estimated to be by the end of the plan period of 2026, the proposed area of separation would serve to retain the physical separation between the extended settlement of Barwell and Stapleton and maintain the physical identity of these communities.

The proposed area of separation is not currently considered to serve the function of separating incompatible uses or maintaining the physical separation between settlements. This position should be revised at the end of the plan period in 2026, when the Sustainable Urban Extension is complete.

What is the site's primary planning function?

The proposed area of separation stands outside the existing settlement boundaries of both settlements and as such is regarded as countryside. The

fields are clearly delineated by hedgerows and each is utilised for pasture or arable crops and can be defined as agricultural land. Agricultural fields also span beyond the proposed areas of separation fields into the wider countryside beyond.



The proposed area of separation has not been assessed under the Open Space Sport and Recreational Facilities Study (July 2011) and as such does not form an area of open recreational space in planning terms.

Landscape Character

The site stands within the Stoke Golding Vales Character Area. It identifies that despite the area's proximity to Hinckley and the A5, much of the area is rural and largely tranquil. The landscape character area is of high sensitivity with limited capacity to accept significant change. The landscape strategy advises avoiding creeping urbanisation which does not reflect urban character. Therefore, the development of the proposed area of separation for built form (such as residential development) could contrast with the findings of the landscape strategy and adversely impact on this highly sensitive landscape.

Function as Green Wedge

A new Green Wedge must fulfil all four functions of a Green Wedge identified in the Green Wedge Review (December 2011) including providing a recreational resource and a green lung.

Whilst a bridle path runs along the proposed area of separation's northern boundary, the Open Space, Sport and Recreational Facilities Study did not identify this area. In addition, the agricultural character of the area would not fit within a typology of Planning Policy Guidance Note17: Planning for Open Space, Sport and Recreation.

The proposed area of separation stands on the edge of Stapleton surrounded on most boundaries by open agricultural fields and stands a significant distance from an urban area. As such this space can not be considered to serve the green lung function of a green wedge.

It is considered that this site forms countryside close to the settlement boundary of Stapleton and this agricultural use forms the sites primary planning function.

Is separation in danger of being compromised?

The Adopted Core Strategy identifies Stapleton as a Rural Hamlet where development is confined to infill housing development and has no housing allocation. The settlement of Stapleton is not therefore considered to expand outside of its established settlement boundaries during the plan period.

The Core Strategy directs the majority of housing development for the Borough to the urban area which includes Barwell. The Earl Shilton & Barwell Area Action Plan will allocate 2500 dwellings to the west of the existing settlement of Barwell. This planned development will reach the southern limit of the proposed area of separation but the boundaries have been defined and will not be extended any further toward Stapleton than that proposed. The Sustainable Urban Extension will accommodate the allocated housing growth for Barwell up to the plan period of 2026 with limited housing pressures expected in the proposed area of separation up to that date. This assertion is supported by the Strategic Housing Land Availability Assessment which notes that no parcels of land have been put forward for assessment within the proposed area of separation. In addition no applications other than extensions to existing premises have been proposed within the identified area.

The proposed area of separation is not considered to be in danger of being compromised during the plan period due to no housing allocations in Stapleton and Barwell's housing allocation falling within the already defined boundaries of the Sustainable Urban Extension.

Can criteria based policy provide the necessary protection?

The site stands outside the settlement boundaries of Barwell and Stapleton and as such falls under existing Local Plan Policy NE5. This is considered to provide the necessary protection from development for the countryside, ensuring the identity of the two settlements is maintained through the continued separation of the built form.

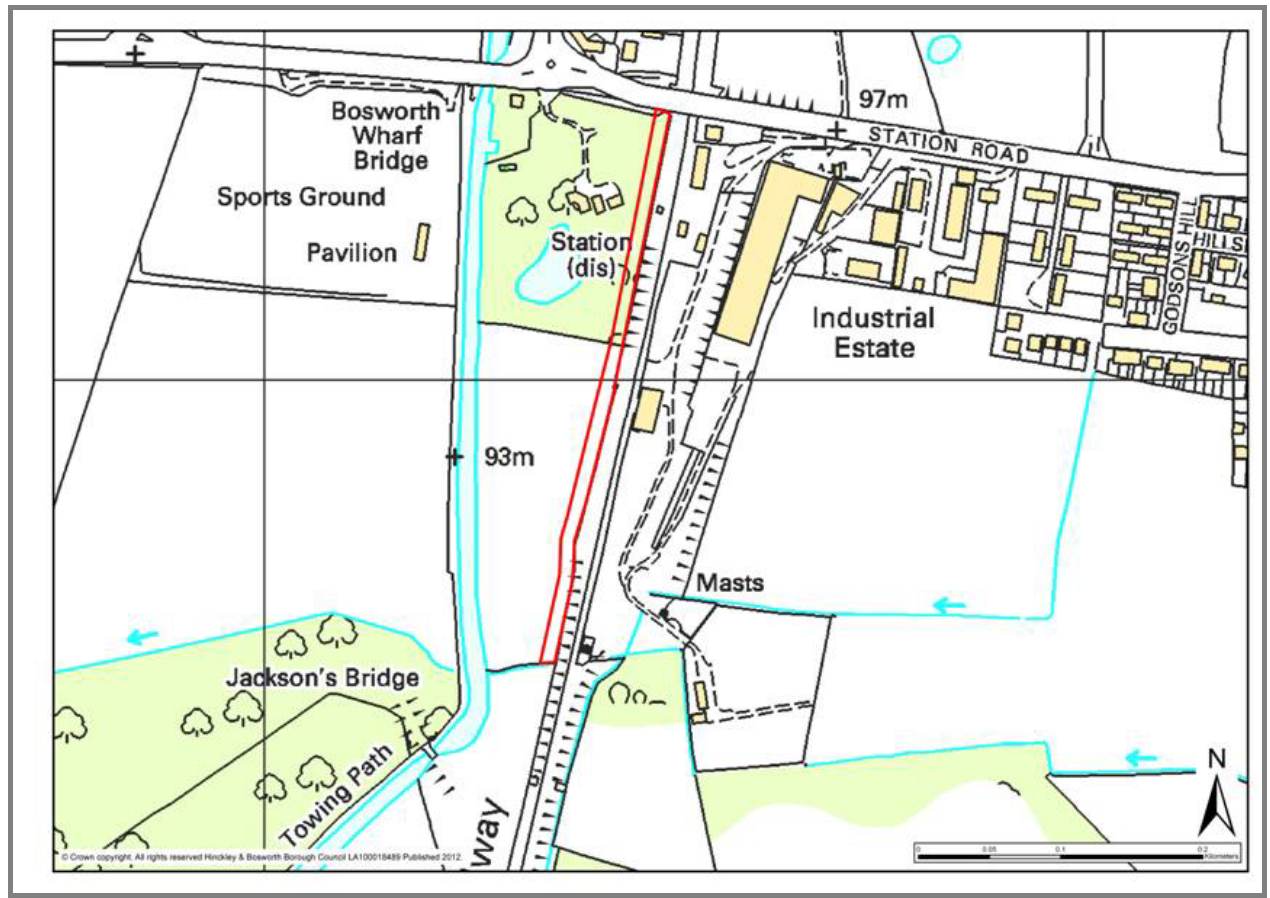
It is appreciated that the existing countryside surrounding Barwell will be developed for the Sustainable Urban Extension. However, the Barwell and Earl Shilton Area Action Plan will extend Barwell's settlement boundary to include the proposed development. This will leave the proposed area of separation within the open countryside and falling under the existing Local Plan Policy NE5 or it's proposed replacement.

The Site Allocations and Generic Development Control Policies Development Plan Document will, when adopted, contain a Safeguarding the Countryside and Settlement Separation policy which will seek to restrict development outside of settlement boundaries. This policy will be examined further in the concluding chapter and is subject to change before adoption. It is feasible to include criteria into the emerging policy to ensure the preservation and enhancement of settlement identities. This would also have the advantage of avoiding the unnecessary replication of policy.

Criteria based policy NE5 is therefore considered to provide the necessary protection for this area to restrict development which would undermine the physical separation and open character between Stapleton and Barwell.

Development of the replacement policy to NE5 within the Site Allocations and Generic Development Control Policies DPD can also make provisions for the separation of settlements.

**A linear piece of land west of the Battlefield Railway Line,
Market Bosworth**



A linear piece of land west of the Battlefield Railway Line, Market Bosworth

Site Identification

The Call for Sites consultation identified a proposed area of separation on the site known as Sedgemere, Market Bosworth. The site suggestion was not accompanied by a map but included a description and a reference to the Site Allocations site number MKBOS13. The submission stated;

“Parish Council agrees with the Borough Council that if the site must be allocated for housing then some of the site should be retained as open space rather than being built all over (MKBOS13). Also, a strip of it at least should be retained as an Area of Separation between possible housing on the site and the railway and industrial estate.”

The submission did not clarify the extent of the proposed strip of land only that it should separate any potential housing from the railway line and industrial estate. The site has therefore been mapped to follow the eastern boundary of MKBOS13 and the land parcel directly underneath, MKBOS02 from the northern to the southern limits. The strip of land has been given a 2 metre width.



Does this site perform the function of an Area of Separation?

An area of separation should either retain the physical separation between settlements to maintain the physical identity of communities or preserve the physical separation between incompatible uses.



The Sedgemere site and proposed area of separation stand adjacent to the existing settlement boundary of Market Bosworth. A dwelling currently stands on the site which has a Market Bosworth postal address. In addition, the site's boundaries largely mirror those of the Watermead residential estate to the north, which is considered to form part of the Market Bosworth settlement. With no other settlement in close

proximity, the proposed area of separation is not considered to maintain the physical separation between settlements.

The proposed area of separation stands between woodland and a residential property to the east and the Battlefield Railway Line, industrial estate and residential property to the west. The Railway line is not considered an incompatible use with residential development as it operates as a leisure line with activity limited to 5 times a day during the months of March to July. In addition it is common for residential properties to abut a commercial railway line where impacts on residential amenity are more detrimental.

The residential property Station House, Station Road stands approximately 46 metres from the nearest industrial premises, Churchill's. A change of use was approved in 2006 from a garage to a dwelling for Station Garage which stands approximately 44 metres from Churchill's. These properties stand in reasonably close proximity to the industrial estate and the approval for the change of use in 2006 demonstrates that the impacts on amenity must be considered acceptable. The existing residential property on Sedgemere and any potential residential development on the site are likely to be separated by a larger distance than Station Garage and Station House. As such the proposed area of separation is not considered to separate incompatible uses.

The proposed area of separation is not currently considered to serve the function separating incompatible uses or maintaining the physical separation between settlements.

What is the site's Primary planning function?

The proposed area of separation stands outside of the settlement boundary of Market Bosworth but borders the Battlefield Railway Line which forms the existing western development limit of the settlement. The area of separation forms a distinct landscape border comprising woodland to the north and trees and bushes to the south. The upper section of the proposed area of separation stands within the residential curtilage of the dwelling Sedgemere. The site, whilst standing outside of the settlement boundary, can not reasonably be defined as open countryside as it is bounded by the Ashby Canal, Railway Line and roadway and the open countryside can not be clearly seen from the proposed area of separation.

The proposed area of separation has not been assessed under the Open Space Sport and Recreational Facilities Study (July 2011) and as such does not form an area of open recreational space in planning terms.

The Phase 1 Habitat Survey identifies the northern section of the Sedgemere site as having moderate ecological value with the lower section identified as having high ecological value.



The lower portion of the Sedgemere site has been identified as a Local Wildlife Site which is a non-statutory designation. An application for residential development was recently withdrawn on this site due the need to explore the potential for rare plant species on site.

Landscape Character

The Landscape Character Assessment identifies that the site stands within the Market Bosworth Parkland Character Area. The key characteristics of this area are the rolling landform which reaches a high point around Market Bosworth, a land use dominated by pasture, parkland and scattered trees and the landscape setting of Market Bosworth. The Landscape Strategy identifies that the character area is of high sensitivity and has restricted capacity to absorb change.

The proposed area of separation does not share the characteristic of a rolling landform but does share the dominated land use around the village of pasture and scattered trees.

Green Wedge

A new green wedge must fulfil all four functions of a green wedge identified in the Green Wedge Review (December 2011) including providing a recreational resource and a green lung.

The proposed area of separation is not publically accessible and has not been identified in the Open Space, Sports and Recreational Facilities Study (July 2011) and as such is not considered a recreational resource.

The proposed area of separation is restricted by Station Road to the north and the Battlefield Railway line to the east. These features prevent the site from providing a continuous link between the open countryside and land which penetrates deep into urban areas.

It is therefore considered that this site cannot be defined open countryside, green wedge or an area of open space. There is however indications that the site contains wildlife and biodiversity value however no statutory designation stands on site. As such the wildlife and biodiversity value alone can not be considered a primary planning function. The upper section of the site forms residential curtilage and this forms the upper sections primary planning function. The lower section of the site has a primary planning function which is unclear.

Is separation in danger of being compromised?

The Adopted Core Strategy identifies a housing requirement of 100 dwellings for Market Bosworth over the Plan Period. The Preferred Options Site Allocations and Generic Development Control Policies DPD identified the northern section of the proposed area of separation as potential open space and the lower section for residential development.

The recently withdrawn application for residential development on the larger site forming Sedgemere and refused applications for residential development to the east of the railway line indicates developer interest in the area.

The Strategic Housing Land Availability Assessment identifies the wider site AS393 as developable which includes the proposed area of separation.



All these factors indicate the potential for the wider site identified as MKBOS13 and MKBOS02 (which includes the proposed area of separation) to be developed, in particular for housing. An indication of the danger of the proposed area of separation being developed specifically is provided through the withdrawn Sedgemere application (11/00907/FUL). This application

maintained a vegetative buffer between the railway line and the proposed residential estate.

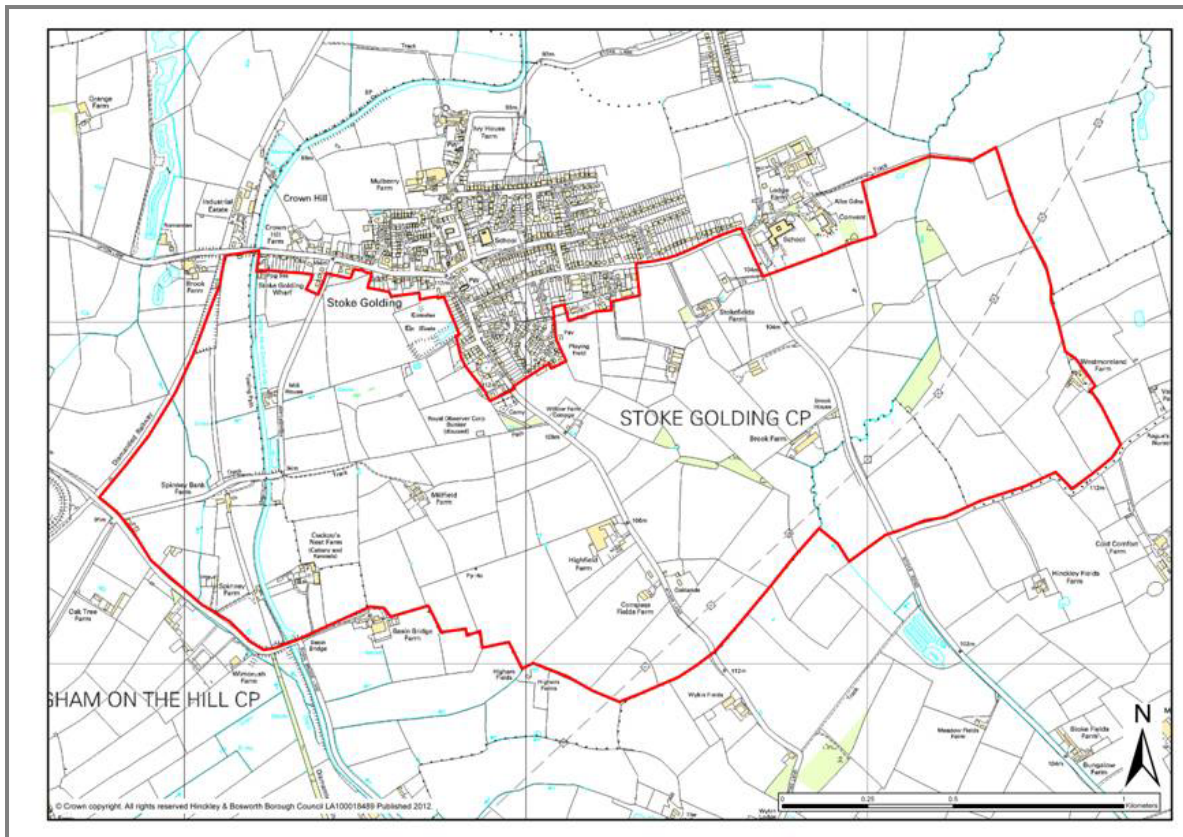
Overall, and on the balance of the information available, the proposed area of separation is unlikely to be in danger of being developed whereas the wider Sedgemere site is considered to be in danger of being developed. However, the site does not fulfil the functions of an area of separation and therefore separation cannot be in danger of being compromised.

Can Criteria based policy provide the necessary protection for the site?

The site is not considered countryside and currently has no statutory designation attributed to it in the adopted Local Plan and Proposals Map, other than NE5: Development in the Countryside.

This space would not be protected under any existing criteria based policy however the space is not considered to serve the function of an area of separation.

Land Surrounding the Southern Settlement Boundary of Stoke Golding



Land Surrounding the Southern Settlement Boundary of Stoke Golding (option 2)

Site Identification

Stoke Golding Parish Council submitted a potential Green Wedge through the request for sites letter relating to potential Green Wedges, Areas of Separation, Housing Sites and Local Green Spaces.

The Parish Council submitted two options for a Green Wedge between Stoke Golding, Higham on the Hill and Hinckley. The proposed area of separation follows the same boundaries as that proposed in Option 2.



The title of the space has been amended to more accurately reflect the geographical location of the area which wraps around the southern settlement boundary of Stoke Golding.

Does this site perform the function of an Area of Separation?

An area of separation should either retain the physical separation between settlements to maintain the physical identity of communities or preserve the physical separation between incompatible uses.

The proposed Area of Separation encompasses a very large area of primarily agricultural land with Stoke Golding to the north and additional agricultural land to the south. The proposed area of separation therefore separates residential development to the north from agricultural fields to the south which are not considered incompatible. MIRA stands on the western boundary of the site which could be considered to be an incompatible use adjacent to residential however with a separation distance of over 900 metres these uses are not considered adjacent.

The proposed area of separation stands between Stoke Golding to the north, Higham on the Hill to the south west and Hinckley to the south. Higham on the Hill stands approximately 1.8 km from Stoke Golding and Hinckley stands approximately 2 km from the southern limit of Stoke Golding. The proposed area of separation clearly stands between these settlements but



the space does not stand close to or adjacent to the settlement boundary of either of these nearby settlements.

MIRA stands adjacent to the western boundary of the proposed area of separation. MIRA is within the Parish of Higham on the Hill but does not have a settlement boundary and can not be regarded as a stand alone settlement.

This area is not considered to perform the function of maintaining the physical separation between settlements or between incompatible uses.

What is the site's primary planning function?

The proposed area of separation stands outside of the settlement boundary and within the countryside. The area comprises a variety of uses including playing fields, recreation ground and farmsteads to name but a few. The area is however primarily composed of distinct agricultural fields and with wide views of the countryside beyond the area is clearly agricultural in nature.

Hall Drive Recreational Area, St Martin's Catholic School playing field and Wykin Lane Cemetery fall within the proposed area of separation and are regarded as areas of open space. Whilst the site has parcels of open space contained within it the overall character of the space is agricultural.

Landscape Character

The site stands within the Stoke Golding Vales Character Area. It identifies that despite the areas proximity to Hinckley and the A5, much of the area is rural and largely tranquil. The landscape character area is of high sensitivity with limited capacity to accept significant change. The landscape strategy advises avoiding creeping urbanisation which does not reflect urban character. The area is identified as being of high sensitivity with limited capacity for change. Therefore the development of the proposed area of separation for built form such as residential development could contrast with the findings of the landscape strategy and adversely impact on this highly sensitive landscape.

Function as Green Wedge

A new Green Wedge must fulfil all four functions of a green wedge identified in the Green Wedge Review (December 2011) including preventing settlement coalescence and guiding development form.

The area as identified above does not serve the function of preventing settlement coalescence as the proposed area of separation



stands adjacent to Stoke Golding and does abut another settlement. The space cannot therefore serve the function of preventing settlement coalescence.

The area is also not considered to perform the function of guiding development form as no development stands on the majority of the southern, eastern and western boundaries.

Overall the site stands outside the settlement boundary of Stoke Golding and is considered open countryside, agricultural in nature with wide open views to the countryside beyond. The area has additional uses within the site but these do not form the areas primary planning function. The site is considered to have the primary planning function of agriculture and open countryside.

Is separation in danger of being compromised?

The Adopted Core Strategy identifies a housing requirement of 60 dwellings for Stoke Golding, 40 dwellings for Higham the Hill and 1120 dwellings in Hinckley up to the end of plan period (2026) to be allocated through the Site Allocations and Generic Development Control Policies DPD.

Stoke Golding has met its housing requirement up to 2026 through the St Martins Covent application and as such no further residential development is planned for the settlement. This makes the encroachment of Stoke Golding toward either Hinckley or Higham on the Hill unlikely during the plan period.

The Core Strategy sets out a minimum housing density of 30 dwellings per hectare within and adjoining Key Rural Centres, Rural Villages and Rural Hamlets. Higham on the Hill is categorised as a Rural Centre and this density requirement would apply.



The housing requirement for Higham on the Hill of 40 dwellings equates to an area of approximately 1.3 hectares.

The Core Strategy sets out a minimum housing density of 40 dwellings per hectare within and adjoining Hinckley, Burbage, Barwell and Earl Shilton. The housing requirement for Hinckley of 1120 dwellings equates to an area of approximately 28 hectares.

The proposed area of separation spans a total area of 263 hectares which is an area large enough to accommodate just under nine times the volume of proposed housing for Hinckley and Higham on the Hill combined up to the plan period.

Due to the level of growth proposed for the adjacent settlements of Hinckley and Higham on the Hill it is considered extremely unlikely that the proposed area of separation is in danger of being compromised during the plan period (up to 2026).

Can criteria based policy provide the necessary protection for the site?

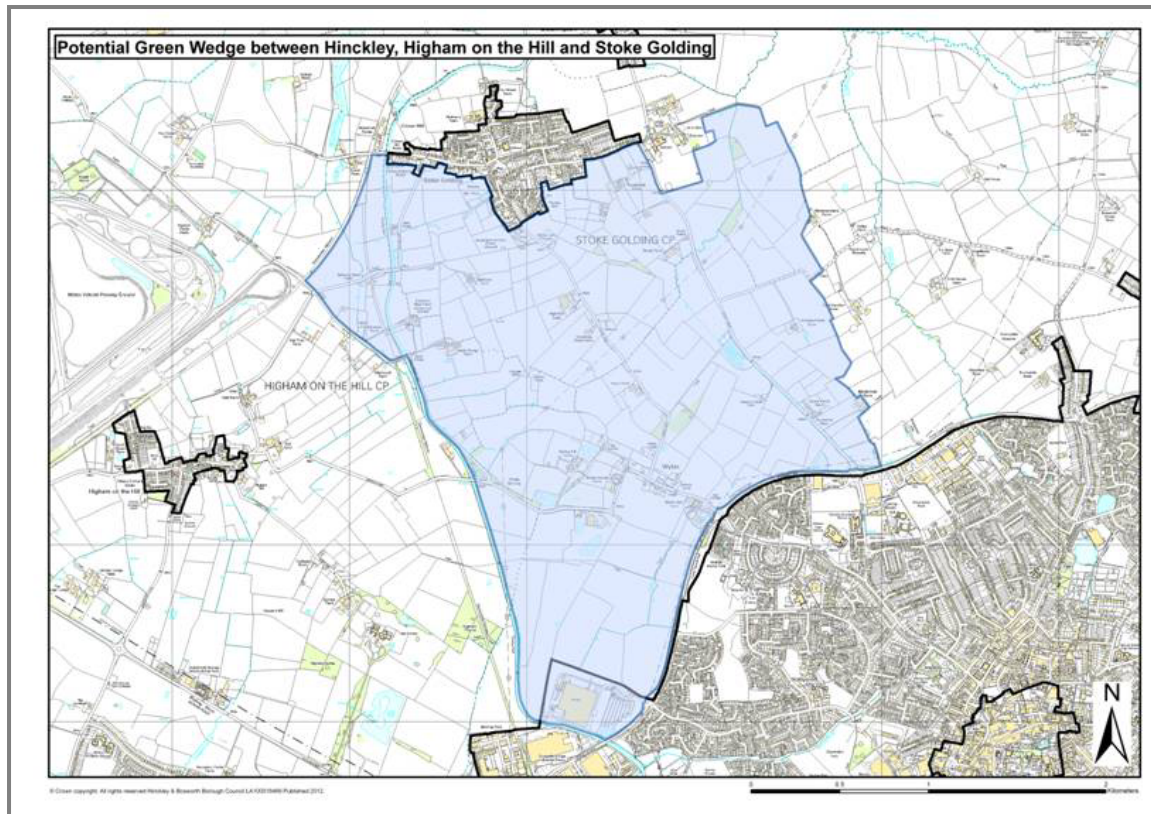
The site stands outside the settlement boundaries of Stoke Golding, Hinckley and Higham on the Hill and as such falls under existing Local Plan Policy NE5. This is considered to provide the necessary protection from development for the countryside, ensuring the identity of the two settlements is maintained through the continued separation of the built form.

The Site Allocations and Generic Development Control Policies Development Plan Document will, when adopted, contain a Safeguarding the Countryside and Settlement Separation policy which will seek to restrict development outside of settlement boundaries and prevent settlement coalescence. This policy will be examined further in the concluding chapter and is subject to change before adoption. It is feasible to include criteria into the emerging policy to ensure the preservation and enhancement of settlement identities. This would also have the advantage of avoiding the unnecessary replication of policy.

Criteria based policy NE5 is therefore considered to provide the necessary protection for this area to prevent development which would undermine the physical separation and open character between Stoke Golding, Higham on the Hill and Hinckley.

Development of the replacement policy to NE5 within the Site Allocations and Generic Development Control Policies DPD can also make provisions for the separation of settlements.

Land North of the Northern Perimeter Road, South of Stoke Golding, between Hinckley and Stoke Golding (option 1)



Site Identification

Stoke Golding Parish Council submitted a potential green wedge through the Call for Sites letter relating to potential Green Wedges, Areas of Separation, Housing Sites and Local Green Spaces.

The Parish Council submitted two options for a green wedge between Stoke Golding, Higham on the Hill and Hinckley. This proposed area of separation follows the same boundaries as that proposed in Option 1.

The title of the space has been amended to more accurately reflect the geographical location of the area which wraps around the southern settlement boundary of Stoke Golding.

Assessment

Proposed Option 1 for an area of separation has not been fully assessed due to the sites similarities with option 2- Land Surrounding the Southern Settlement Boundary of Stoke Golding. Option 2 has already been assessed previously. The space follows similar boundaries as option 1 but extends the space down to the Northern Perimeter Road which borders the north of Hinckley.

This results in a space with a very similar agricultural character and an area which equates to 592 hectares. This is an increase of 329 hectares above Option 2 and is therefore not considered in danger of being compromised.

Chapter 6 - Summary of Findings

The purpose of an area of separation has been defined through the review as;

- Maintaining the physical identity of communities and
- Preserving the physical separation between incompatible uses

In addition the review has identified that an area of separation;

- Should serve as the primary planning function of the land and
- Separation should be in danger of being compromised

An area of separation designation should only be included into a new development plan document if it's qualities have been rigorously assessed and a criteria based policy cannot provide the necessary protection.

The following provides a summary of the findings in relation to the purpose and function of the areas of separation.

Existing Areas of Separation in the Local Plan (2001)

Land between Sketchley, Three Pots Estate, A5 and Sketchley Lane Industrial Area - Part A

- Performs the function of separating incompatible uses
- Separation is the sites primary planning function
- Separation is not in danger of being compromised during the plan period
- Criteria based policies NE5 and BE1 duplicate the functions of the existing areas of separation policy
- Proposed criteria based policies DCS1 and ENV5 would provide the necessary protection

Land between Sketchley, Three Pots Estate, A5 and Sketchley Lane Industrial Area - Part B

- Not considered to perform the function of separating incompatible uses or the maintenance of the physical separation between settlements
- Agriculture is the areas primary planning function
- Separation is not in danger of being compromised during the plan period
- Criteria based policies NE5 and BE1 duplicate the functions of the existing areas of separation policy
- Proposed criteria based policies DCS1 and ENV5 would provide the necessary protection

Land between Harrowbrook Industrial Area and the Ashby Canal, Hinckley

- Site did not serve to separate incompatible uses or maintain the physical separation between settlements
- Site has now been developed for commercial and industrial uses which serves as its primary planning function

Land between Dodwells Bridge, the A5 and the Borough boundary - Part A

- Considered to maintain the physical separation between settlements
- Agriculture is the area's primary planning function
- Separation is in danger of being compromised
- Criteria based policy NE5 duplicates the function of the areas of separation policy
- Proposed criteria based policies ENV5 provide the necessary protection

Land between Dodwells Bridge, the A5 and the Borough boundary - Part B

- Not considered to perform the function of maintaining the physical separation between settlements
- Area has no clear primary planning function
- Area could be in danger of being compromised but site does not fulfil the functions of an area of separation.
- Existing or proposed criteria based policies are not considered sufficient to prevent the development of this site.

Land between Markfield Road and Fern Crescent, Groby

- Considered to perform the function of separating incompatible uses.
- Separation is the areas primary planning function
- Area could in part be in danger of being compromised during the plan period.
- Criteria based policies NE5 and BE1 duplicate the functions of the existing areas of separation policy.
- Proposed criteria based policies DCS1 and ENV5 would provide the necessary protection.

Land between Caterpillar (UK) Limited, Peckleton Lane, Desford and Desford Village

- Considered to perform the function of separating incompatible uses.
- Separation is considered the primary planning function for the majority of the site.
- Separation is not considered in danger of being compromised during the plan period.

- Criteria based policies NE5 and BE1 duplicate the functions of the existing areas of separation policy.
- Proposed criteria based policies DCS1 and ENV5 would provide the necessary protection.

Land between Hinckley and Burbage between Brookside Road and the Railway - Part A

- Considered to maintain the physical separation between settlements.
- Open space and recreation are considered the area's primary planning function.
- Area not considered in danger of being compromised during the plan period.
- Core Strategy policies 4,19 and 20 provide some existing protection for the site.
- Proposed criteria based policy ENV1 would provide the necessary protection.

Land between Hinckley and Burbage between Brookside Road and the Railway - Part B

- Considered to maintain the physical separation between settlements.
- Open space and recreation are considered the areas primary planning function.
- Area not considered in danger of being compromised during the plan period.
- Core Strategy policies 4,19 and 20 provide some existing protection for the site.
- Proposed criteria based policy ENV1 would provide the necessary protection.

Newly Proposed Sites

Land north of Station Road, between Watermead Residential Estate and Spinney Cottage, Market Bosworth

- Not considered to perform the function of maintaining the physical separation between settlements or incompatible uses
- Agriculture is the area's primary planning function
- Site could be considered in danger of being compromised during the plan period but site does not fulfil the functions of an area of separation
- A criteria based policy cannot provide protection to maintain the physical separation between settlements or incompatible uses on this site because the area does not fulfil these functions.

Land South of 460-502 Coventry Road, North of Waterside Park

- Not considered to perform the function of maintaining the physical separation between settlements or incompatible uses

- No clear primary planning function for this site
- Site could be considered in danger of being compromised during the plan period but site does not fulfil the functions of an area of separation
- A criteria based policy cannot provide protection to maintain the physical separation between settlements or incompatible uses on this site because the area does not fulfil these functions.

Land East and West of Hinckley Road and Land North and South of Stoke Lane, Between Stoke Golding and Dadlington

- The majority of the site is considered to maintain the physical separation between settlements
- Agriculture is the areas primary planning function
- Part of the area could be considered in danger of being compromised during the plan period.
- Proposed criteria based policy ENV5 would provide the necessary protection.

Land Between the North Western Boundary of the Barwell Sustainable Urban Extension and the South and South Eastern boundary of Stapleton

- The area is currently not considered to perform the function of maintaining the physical separation between settlements or incompatible uses
- Agriculture is considered the site's primary planning function
- Site is not considered in danger of being compromised during the plan period but does not fulfil the functions of an area of separation
- A criteria based policy cannot provide protection to maintain the physical separation between settlements or incompatible uses on this site because the area does not fulfil these functions. However proposed criteria based policy ENV5 would prevent settlement coalescence, when applicable, upon completion of the Sustainable Urban Extension.

A Linear Piece of Land West of the Battlefield Railway Line, Market Bosworth

- The area is currently not considered to perform the function of maintaining the physical separation between settlements or incompatible uses
- Residential curtilage currently forms the primary planning function of the northern segment of the site. The primary planning function of the southern site segment is unclear
- Area is not considered in danger of being compromised during the plan period but site does not fulfil the functions of an area of separation
- A criteria based policy cannot provide protection to maintain the physical separation between settlements or incompatible uses on this site because the area does not fulfil these functions.

Land Surrounding the Southern Settlement Boundary of Stoke Golding

- The area is currently not considered to perform the function of maintaining the physical separation between settlements or incompatible uses
- Agriculture is the area's primary planning function
- Area is not considered in danger of being compromised during the plan period but site does not fulfil the functions of an area of separation
- A criteria based policy cannot provide protection to maintain the physical separation between settlements or incompatible uses on this site because the area does not fulfil these functions. However proposed criteria based policy ENV5 would prevent settlement coalescence, when applicable.

Land North of the Northern Perimeter Road, South of Stoke Golding, between Hinckley and Stoke Golding

- The site is considered an extension of the above
- Area is not considered in danger of being compromised during the plan period but site does not fulfil the functions of an area of separation
- A criteria based policy cannot provide protection to maintain the physical separation between settlements or incompatible uses on this site because the area does not fulfil these functions. However proposed criteria based policy ENV5 would prevent settlement coalescence, when applicable.

Chapter 7 - Conclusions

Planning Policy Statement 7 (PPS7) stipulates that a local landscape designation (such as an area of separation) should **not** be retained where criteria based policies can provide the necessary protection.

In addition, Local Authority records highlight that the Areas of Separation policy has been utilised twice in planning decisions since 2001 and has never been used to refuse an application. This policy is therefore considered to be ineffectual.

Existing Areas of Separation

In relation to the existing areas of separation, three sites were identified as performing the function of maintaining the physical separation between settlements to maintain the identity of communities. Two of these sites include Parts A and B of land between Hinckley and Burbage between Brookside Road and the Railway, these are also identified as the following recreational open space by the Open Space, Sports and Recreational Facilities Study (July 2011):

- Allotments
- Amenity Green Space
- Formal Park
- Children's
- Outdoor sports facilities
- Green Corridor

These sites are not currently designated as open space in the Local Plan and as such the improvements advocated by the open space study can not currently be directed to these sites by Section 106 contributions from developers. In addition, these areas of open space are not protected through existing policy for their value as open space and as a recreational resource, although Core Strategy Policy 20: Green Infrastructure (Appendix D) seeks the enhancement of the allotments on site. Core Strategy Policy 19: Green Space and Play Provision (Appendix D) provides the green space standards to be implemented for new and existing residents as a result of new development. This policy could, if the site were designated as open and/or recreational space, direct developer contributions from new development to the improvement of these two sites. This could also achieve the improvements sought in Core Strategy Policy 20.

The most appropriate strategy for the protection and enhancement of these spaces is through an open space designation and a supporting generic development control policy, utilising the Open Space, Sports and Recreational Facilities Study (July 2011) as the evidence base.

Local Plan Policy REC1- Development of Recreation Sites (Appendix B), provides the existing development control policy for the protection of recreation sites and could be applied to these sites, with the correct

designation. The Site Allocations and Generic Development Control Policies DPD, provides the opportunity to refine this policy to safeguard these sites from development in the future.

The Preferred Options Site Allocations and Generic Development Control Policies DPD currently proposes a replacement to Local Plan Policy REC1 as illustrated in Appendix C. This policy is subject to further consultation and potential amendment through the publication version. The policy below provides an example of an alternative to this policy for the submission version of the document.

Preferred Option Policy - ENV1: Safeguarding Open Space, Sport and Recreational Facilities

- Planning Permission will not be granted for proposals resulting in the loss of land or buildings providing for recreational or sporting use and areas of open space, as identified in the most recent open space, sport and recreational facilities assessment, except where:
- A replacement of an equivalent typology is provided, as defined by the most recent open space, sport and recreational facilities assessment, in an appropriate location serving the local community or
- It is proven that there is a surplus of recreational land/and or facilities or open space of the same typology exceeding the needs of the local community or
- The development of a small part of a larger site in recreational use would result in the enhancement of facilities on the remainder of the site or on a nearby site serving the same community

The wording of this criteria based policy would safeguard existing and future areas of open space, sports and recreational facilities, whilst complying with the requirements of national policy. Any area of open space identified in the most recent open space assessment could only be developed where any of the above criteria are met. This policy, combined with the sites allocation as an area of open space has the following benefits:

- It would aid in the delivery of stated objectives in Core Strategy Policy 4: Development in Burbage
- It would reinforce the value of the sites as recreational resources important to the local community with value in their protection and enhancement
- It would enable the application of Section 106 open space developer contributions to the enhancement and maintenance of the sites

- It would comply with national policy by ensuring a local landscape designation is not allocated where a criteria based policy can provide the necessary protection
- It would replace an underused and ineffectual policy

The third site, which was deemed to separate settlements 'Land between Dodwells Bridge, the A5 and the Borough Boundary- Part A', stands outside the settlement boundary and agriculture is the sites primary planning function. Local Plan policy NE5: Development in the Countryside aims to prevent development outside settlement boundaries with the exceptions detailed in the policy and only where certain criteria are met (Appendix D). One of those criteria refers to ensuring development does not have an adverse effect on the appearance or character of the landscape. This duplicates the provisions in NE4 as it provides protection to ensure the site continues to maintain the physical separation between Hinckley and Nuneaton. Therefore, criteria based Local Plan Policy NE5: Development in the Countryside duplicates the provisions of NE4: Areas of Separation.

The Site Allocations and Generic Development Control Policies DPD provides the opportunity to refine and update the countryside policy with an explicit reference to maintaining the physical separation between settlements.

The Preferred Options Site Allocations and Generic Development Control Policies DPD proposed a replacement to NE5 illustrated in Appendix C. This policy is subject to further consultation and potential amendment through the publication version. The policy below provides an example of an alternative to this policy for the submission version of the document.

Potential Submission Policy - ENV5: Safeguarding the Countryside and Settlement Separation

The countryside will be first and foremost protected from any development.

In exceptional circumstances development may be allowed where:

- The development is for sport or recreation purposes and it can be demonstrated that the proposed scheme cannot be provided within settlement boundaries
or
- Where the proposal relates to agriculture and meets the special circumstances identified in the National Planning Policy Framework
or
- The development would re-use redundant buildings of special architectural or historic interest and lead to the enhancement to the immediate setting
or
- Development is important to the local economy and cannot be provided within an existing settlement
and
- It does not have an adverse effect on the appearance or character of the landscape
- It does not undermine the physical separation and open character between settlements
- It is in keeping with the scale and character of the existing buildings and general surroundings
- The development will not generate traffic likely to exceed the capacity of the highway network
and/or
- The existing building is proven to be structurally unsound and in need of significant adaptation and/or rebuild
- It meets the requirements of DCS1 and the National Planning Policy Framework

The wording of this criteria based policy would ensure that the physical separation of settlements which maintains the separate identity of communities forms part of the consideration for any application outside settlement boundaries. This approach has the following benefits;

- It would avoid the duplication of policy i.e. between areas of separation and development in the countryside

- It would reinforce the value of maintaining the physical separation between settlements across the entire Borough and not just a small selection of sites, creating parity for all and consistency in application and decision making
- It would comply with national policy by ensuring a local landscape designation is not allocated where a criteria based policy can provide the necessary protection
- It would replace an underused and ineffectual policy

The site 'Land between Sketchley, Three Pots Estate, A5 and Sketchley Lane, Part B' was originally designated to separate incompatible uses, however this site does not perform this function. The space does fall outside the settlement boundary and has the primary planning function of agriculture.

Policy ENV5: Safeguarding the Countryside and Settlement Separation would be a more appropriate criterion based policy than an area of separation policy as the space stands outside the settlement boundary and has the primary planning function of agriculture.

Three existing areas of separation are considered to perform the function of separating incompatible uses, specifically between employment and residential areas. This designation was considered to ensure occupier amenity is not adversely affected by the nearby activities of industrial and employment sites.

Criteria based Local Plan policy BE1: Design and Siting of Development (Appendix B) part h and part I ensure that new development does not affect the amenity of neighbouring properties and is not effected by nearby activities through the development management process. Therefore, criteria based Local Plan Policy BE1: Design and Siting of Development duplicates the provisions of NE4: Areas of Separation.

The separating areas between these two uses, whilst ensuring the amenity of nearby residents, are not considered the only or most appropriate approach. If residential development were to encroach closer to an 'incompatible' use Local Plan Policy BE1 would form part of the consideration as to the suitability of the development in amenity terms.

It is common for employment and residential areas to stand in close proximity with no impact on the amenity of nearby uses, achieved through the deployment of development management conditions on planning decisions. Such mitigation measures include;

- Acoustic fencing
- Landscaping
- Design and orientation
- Conditions on operational hours

One example of an application for residential development in close proximity to employment 'land adjacent the Greyhound Stadium' (application reference

06/00786/OUT). This application was initially refused in 2006 for 117 dwellings by the Borough Council and submitted for determination at appeal. This appeal was dismissed but not on the grounds of an adverse impact on residential amenity. The inspector found that the developer could implement suitable mitigation measures to ensure the development complied with the provisions of Local Plan Policy BE1.

The provisions of the existing areas of separation policy are therefore considered to duplicate those of criteria based policy BE1, which is a policy that is consistently applied across the borough for all development proposals.

The Site Allocations and Generic Development Control Policies DPD, provides the opportunity to refine and update this development and design policy. A replacement policy will ensure that the amenity of both existing neighbouring occupiers and future occupiers of proposed developments are central to the development management process.

The Preferred Options Site Allocations and Generic Development Control Policies DPD proposed a replacement to BE1 illustrated in Appendix C. This policy is subject to further consultation and potential amendment through the publication version. The policy below provides an example of an alternative to this policy for the submission version of the document.

Potential Submission Policy – DCS1: Development and Design

Developments will be permitted providing that the following requirements are met where applicable:

- a) Development respects the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting, smell, noise and visual intrusion
- b) The amenities of occupiers of the proposed development are not adversely affected by activities in the vicinity
- c) There is no unacceptable loss of parking or garden amenity areas
- d) There is no detriment to the character or appearance of the dwelling or the surrounding area
- e) The proposals siting and density is respectful of the areas character and layout
- f) The proposal respects the local distinctiveness of existing buildings and landscape settings
- g) The design is in keeping with the scale, proportions and height of the existing building and neighbouring structures
- h) Fenestrations are well proportioned, well balanced within the elevations and sympathetic to adjoining/neighbouring buildings
- i) The use and application of building materials respects materials of adjoining/neighbouring buildings and the local area
- j) The landscaping and planting of the scheme is complimentary to the development and its surrounds

Potential Submission Policy – DCS1: Development and Design
(Cont.)

Developments will be permitted providing that the following requirements are met where applicable:

- k) The access needs of the developments end users have been addressed, particularly in developments to which there will be public access, and
- l) Development maximises the opportunities for conservation of energy and resources through design, layout, orientation and construction.

In particular reference to shop fronts and business premises, the following criteria must be met.

- m) The fascia reflects the scale of the frontage and upper floors and is not over dominant.
- n) Signage illumination has been sensitively located and is not detrimental to road safety.
- o) Security shutters/grilles do not detract from the validity of the street scene by creating a “fortress” type frontage, and instead must allow for a degree of internal visibility through the use of lattice type screening.
- p) Design of blinds and canopies leave the street scene uncluttered, particularly out of hours.
- q) The main public elevation adds interest to the build and is on a human scale, and
- r) Additional industrial devices, such as air conditioning and/or filtration units, are integrated with the design and placed in the most visually unobtrusive location and away from the public and neighbouring properties which may be affected by the noise and extracted fumes, etc.

The four existing sites identified as serving the function of separating incompatible uses all stand outside development limits and as such, these areas would also be covered under ENV5: Safeguarding the Countryside and Settlement Separation.

The application of both of these criteria based policies to one of these spaces would have the following benefits;

- It would ensure that residential amenity is protected
- It would ensure the amenity of nearby activities is considered
- It would avoid the duplication of policy i.e. between areas of separation and DCS1: Development and Design

- It would comply with national policy by ensuring a local landscape designation is not allocated where a criteria based policy can provide the necessary protection
- It would reinforce the value of preserving all areas of the countryside across the Borough and not just a small selection of sites, creating parity for all and consistency in application and decision making
- It would replace an underused and ineffectual policy

Overall the provisions of the existing Local Plan Policy NE4: Areas of Separation are duplicated in existing criteria based policies NE5: Development in the Countryside and BE1: Development and Design.

This assertion is reinforced by the Government Office for the East Midlands during the 2007 Local Plan Policy Review. The comments on this review identified that the provisions of the areas of separation policy were duplicated elsewhere in the plan.

The replacement to these policies within the Site Allocations and Generic Development Control Policies DPD will reinforce these provisions without duplicating them. Proposed criteria based policies ENV5: Safeguarding the Countryside and Settlement Separation and DCS1: Development and Design will ensure that the physical separation between settlements and occupier amenity is protected.

Two of the nine sites assessed as part of the review are considered to be open space and would be more appropriately and adequately protected through an open space designation. This would also enable the physical separation between Hinckley and Burbage to be maintained and enhanced. Proposed policy ENV: Safeguarding Open Space, Sports and Recreational Facilities is considered to provide the required protection for the space.

The site, 'Land between Harrowbrook Industrial Area and the Ashby Canal' has been developed for employment, after being found not to serve the function of separating incompatible uses by a planning inspector at appeal. A local landscape designation is therefore neither applicable nor appropriate for this site.

The site 'Land between Dodwells Bridge, the A5 and the Borough boundary - part B' does not serve the function of preserving the physical separation between settlements, stands within the settlement boundary and does not share the characteristics of open countryside. Therefore a local landscape designation should not be applied to this site and any development of the site would have to have regard to DCS1: Development and Design.

Proposed Areas of Separation

Seven proposed areas of separation were assessed as part of this review. Six of these seven sites are not considered to perform the function of maintaining the physical separation between settlements or incompatible uses.

Land East and West of Hinckley Road and Land North and South of Stoke Lane, between Stoke Golding and Dadlington is the only proposed area of separation found to fulfil the function of maintaining the physical separation between settlements. The majority of the area is considered to separate Stoke Golding from Dadlington, in an area agricultural in nature which stands outside the settlement boundary. In addition the area is considered in danger of being compromised due to the short separation distances noted on Hinckley Road.

Notwithstanding the above, it is considered that proposed criteria based policy ENV5: Safeguarding the Countryside and Settlement Separation will provide the necessary protection to ensure the physical separation between Stoke Golding and Dadlington is retained. It is therefore unnecessary (and unsound) to include a policy solely refereeing to the separation of these settlements.

Consultation findings

The majority of respondents to the Issues and Options Site Allocations Consultation (Aug- Oct 2007) stated they wished the areas of separation designation to be retained. The reasons given for this were:

- To prevent the coalescence of two settlements
- To provide greater protection from development
- To maintain individual communities

It is considered the approach advocated in this review, through the consideration of the physical separation between all settlements as part of the proposed Safeguarding the Countryside and Settlement Separation policy, would meet the objectives stated in the consultation responses. In addition it would ensure that consideration is given to the potential adverse impact a development may have on all areas of physical separation between settlements and not just those specifically designated an area of separation.

The remaining consultation responses advocated the removal of the areas of separation designation because it was an unnecessary layer of protection subject to an up-to-date review of the boundaries.

This review paper provides the up-to-date assessment of areas of separation. The settlement boundaries which define what is inside and outside of development limits will be reviewed as part of the production of the Submission version of the Site Allocations and Generic Development Control Policies DPD.

A number of responses from the Preferred Options Site Allocations and Generic Development Control Policies DPD consultation (Feb- Apr 2009) identified proposed sites for a Green Wedge or Area of Separation designation. Sites identified as potential areas of separation have been incorporated into this review.

Respondents requested the highest level of protection to areas of open space in Burbage. This review identifies the allocation of the area of separation named as 'Land between Hinckley and Burbage between Brookside Road and the Railway, part A & B' as open space would both protect this site from development whilst directing Section 106 developer open space contributions to enhance the area.

The predominate concerns raised through this consultation period were to ensure the maintenance of separate community and settlement identity. As identified above this could be achieved more robustly through the proposed policy EN5: Safeguarding the Countryside and Settlement Separation.

In conclusion, an Area of Separation designation is not the most appropriate strategy to maintain the physical separation between settlements and ensure occupier amenity. Proposed criteria based policies ENV5: Safeguarding the Countryside and Settlement Separation and DCS1: Development and Design would be more appropriate and effective considered alternatives.

It is therefore the recommendation of this review that existing Local Plan Policy NE4: Areas of Separation be replaced by criteria based policies proposed within this review and implemented through the Site Allocations and Generic Development Control Policies DPD.

It should be noted that this review does not remove any designation from the Local Plan. The review only informs the submission version Site Allocations and Generic Development Control Policies DPD. This document is expected to be subject to further public consultation in 2012.

Appendix A

Background and Development of Areas of Separation

The 1976 Leicestershire Structure Plan included no policy guidance on safeguarding separation between communities. However the Structure Plan Monitoring Report (1979) did give it recognition as a planning issue and stated;

“The County Council recognises a need to maintain the physical identity of rural settlements and to ensure that development proposals take account of this need.”

In light of this strategic guidance the issue of separation was addressed in the Hinckley Area Local Plan (April 1986) through policy ENV8. This policy sought to restrict development other than agricultural, horticultural, community or recreational uses on two areas defined on the accompanying proposals map;

- Land between Leicester Road, Burbage Common, Sheepy Wood, the Nuneaton to Leicester railway and limit of the existing built-up area of Hinckley
- Land between the Nuneaton to Leicester Railway, Burbage Wood and the limit of the existing built up area of Burbage

The policy sought to resist the further encroachment of the built up area towards these two defined areas and avoid the intensification of uses other than those specified above.

The strengthening of the case for the inclusion of a local separation policy as part of strategic guidance resulted in Policy L/SE17 in the 1987 Leicestershire Structure Plan alterations. This County-wide policy was framed as a compliment to a new Green Wedge policy to protect structurally important areas of open land. Policy L/SE17 was intended to highlight areas locally important in preventing the coalescence of settlements. After considering the issue, the Secretary of State's decision letter specifically commented thus;

“9.11 The Secretary of State has recognised the justification for Policy L/SE17 in light of the representations made to him about his proposed modifications and of his approval, with modifications, both of green wedges and of the policies relating to development in the countryside (L/SE14, L/SE15, L/SE16 and L/SE18). He accepts that there will occasionally be circumstances where an area of land between settlements which neither performs the function of a Green Wedge nor can properly be regarded as countryside should nonetheless remain open in the interests of maintaining the character and identity of those communities. Whilst accepting that the definition of such exceptional circumstances is essentially a local matter, the Secretary of State also accepts that the principle should be included in

the structure plan. He has therefore approved policy L/SE17 as submitted."

The approved policy states;

"SE17 There will be a presumption against development proposals which pose a threat to the physical identity of communities."

A local area of separation policy was further developed within a local context through the Hinckley Area Local Plan policy HA/ENV1 (January 1991) and the North Eastern Parishes Local Plan policy NE/ENV4 (August 1991). In these plans the term "areas of separation" had not yet been developed and instead the term "green buffers" is used to reference areas of open land which physically separate settlements and/or other development areas.

Policy ENV1 and ENV4 both share very similar wording to that of policy ENV8 in the Hinckley Area Local Plan (April 1986). They share a presumption against development of uses other than agricultural, horticultural, community or recreational uses in the defined areas and the intensification of uses other than those stated. However in addition Policy ENV4 adds that there will be a presumption against development other than those stated on green buffers between settlements or between residential and employment areas.

The identified Green buffers in the Hinckley Area Local Plan (January 1991) and the accompanying proposals map are;

- Land between Hinckley, A47, Barwell and A447
- Land between Sketchley, Three Pots Estate, A5 and Sketchley Lane Industrial area
- Land between Harrowbrook industrial area and Ashby Canal, Hinckley
- Land between Richmond Park and Middlefield Lane Football ground, Hinckley
- Land between Dodwells Bridge, the A5 and the Borough boundary

The identified green buffers in the North Eastern Parishes Local Plan (August 1991) and the accompanying proposals map are;

- Land between Ratby and Kirby Muxloe
- Land between Markfield Road and Fern Crescent, Groby
- Land between Caterpillar (UK) Limited plant, Peckleton Lane, Desford and Desford Village

The policy on the separation of settlements was further reviewed through the preparation of the replacement Leicester, Leicestershire and Rutland Structure Plan which was adopted in January 1994 covering the period to 2006. This plan introduced Environment Policy 5: Separation of Settlements, which stated;

" In areas to which Green Wedge policies do not apply and which cannot be properly designated as countryside, provision will not

normally be made for development which would result in a reduction in the separation between built up areas of settlements.”

This 1994 Leicestershire Structure Plan and Environment Policy 5 formed the basis for the subsequent development and modification of Hinckley and Bosworth local plans and policies on the maintenance of the physical separation of settlements and development areas.

The 1991 Planning and Compensation Act placed a statutory obligation on planning authorities to prepare a Local Plan for the whole of their area. In response to this obligation the Borough Council prepared the Hinckley & Bosworth Local Plan Consultation Draft July 1994.

This plan replicates the green buffer policy found in the North Eastern Parishes Plan and lists all north eastern parish area of separation sites in addition to those identified in the Hinckley Area Plan. This policy is namely Policy ENV25- Green Buffers.

This policy evolved over the period from the production of this consultation draft through to the adoption of the final Local Plan in 2001. These changes were identified through consultation exercises, representations to the planning inspector and Borough Council from developers and the public and through the planning inspector's modifications.

These changes included a change in the areas reference from “green buffers” to “areas of separation”, changes and additions to the supporting text and minor changes to the wording of the policy. The aim of these changes was to clarify the role, purpose and application of the areas of separation policy and accord with Planning Policy Guidance 7 (now superseded by PPS7) and 17.

In addition, the areas to which this policy covers were also amended with areas removed and extended. The justifications to these changes relate to protecting sites from development which would undermine the physical separation of settlements, retaining the character and identity of communities and ensuring sites contribute significantly to the physical separation of incompatible uses.

The Hinckley and Bosworth Local Plan (2001) and accompanying proposals map incorporates the identified changes into the Natural Environment Policy NE4- Areas of Separation, and was underpinned by the 1994 Structure Plan Environment Policy 5 (ENV5). Local Plan policy NE4 states;

‘Planning permission will not be granted for development other than that associated with agricultural, horticultural, community or sport and recreational uses in the following areas of separation between settlements and/or other development areas, as shown on the proposals map:

- a) Land between Sketchley, Three Pots Estate, A5 and Sketchley Lane Industrial Area*

- b) *Land between Harrowbrook Industrial Area and the Ashby Canal, Hinckley*
- c) *Land between Dodwells Bridge, the A5 and the Borough boundary*
- d) *Land between Markfield Road and Fern Crescent, Groby*
- e) *Land between Caterpillar (UK) Limited, Peckleton Lane, Desford and Desford Village*
- f) *Land between Hinckley and Burbage between Brookside Road and the Railway*

Planning permission will not be granted for development including the intensification of uses other than those specified in this proposal which could undermine the physical separation and open character between settlements and between residential and industrial areas where these are incompatible. Where development is associated with the above uses it should be in keeping with the scale and character of the surrounding area and should not have an adverse effect on the appearance or character of the landscape’.

The 1994 Leicestershire Structure Plan was later replaced by the Leicestershire, Leicester and Rutland Structure Plan 1996- 2016 which was adopted on 7th March 2005. This structure plan included Strategy Policy 7: Separation of Settlements which stated;

“Predominantly open land between the defined development boundaries of neighbouring settlements which is not part of the Green Wedge but performs an essential function in keeping the built-up areas of those settlements separate may be defined in local plans as Areas of Separation. Within such areas, development will be permitted only where it would not result in a material reduction in the degree of separation between neighbouring built-up areas.”

The supporting text to this policy reaffirms the intent of the policy to maintain settlement character and identity. In addition it clarifies that areas of separation should not be defined as green wedge under Strategy Policy 5 or 6 and should be defined as countryside. The compatible uses for areas of separation are indicated in Strategy Policy 8: Development in the Countryside and is largely in-line with those stated in previous structure and local plan policies. It also states the designation should only be applied in exceptional circumstance where separation is in danger of being compromised. The supporting text goes further by recommending the designation should be made on the basis of a landscape assessment which takes account of the visual appearance of the area and extent of separation.

The Planning and Compulsory Purchase Act 2004 brought a suite of changes to the planning and the development plan system. The Act introduced the Local Development Framework (LDF) which is a portfolio of documents which includes a series of development plan documents which guide development in the Borough and gradually replace Local Plans. In addition this Act introduced Regional Spatial Strategies which, combined with Development

Plan Documents and Core Strategies in particular, were designed to replace County Structure Plans.

The provisions of this Act required that all local plan policies which hadn't yet been replaced by policies in the emerging LDF should be reviewed. This review was completed by the Borough Council and Government Office for the East Midlands in September 2007. A series of policies were saved for future use in decision making until their replacement in the LDF, this included Local Plan Policy NE4: Areas of Separation. It must be noted however that the Government Office for the East Midlands concluded that policy NE4 repeated the provisions within local plan policies NE5: Development in the Countryside and BE1: Design and Siting of Development. The Borough Council however disagreed with the conclusion and saved the policy at the time.

Policies within the Leicestershire, Leicester and Rutland Structure Plan 1996-2016 were also reviewed as part of the policy review instigated by the 2004 Act. The review extended two housing policies, however the remaining structure plan policies, including Strategy Policy 7, expired on the 7 March 2008.

The East Midlands Regional Spatial Strategy, adopted in March 2009, in addition to the Borough Councils adopted Core Strategy (December 2009), filled the strategic policy gap left behind by the abolition of the Leicestershire, Leicester and Rutland Structure Plan. This Regional Spatial Strategy did not however include a policy on areas of separation.

Appendix B

Existing Local Plan Policies Applicable to Areas of Separation

Policy BE1 - Design and Siting of Development

The Borough Council will seek to ensure a high standard of design in order to secure attractive development and to safeguard and enhance the existing environment. Planning permission will be granted where the development;

- a) Complements or enhances the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features
- b) Avoids the loss of open spaces, important gaps in development, vegetation and features which contribute to the quality of the local environment
- c) Has regard to the safety and security of both individuals and property
- d) Incorporates design features which reduce energy consumption, encourage recycling and minimise the impact of the development on the local environment
- e) Incorporates landscaping to a high standard where this would add to the quality of the design and siting
- f) To which the general public would have access, has regard to the needs of wheelchair users, other people with disabilities, elderly people and those with young children
- g) Ensures that there is adequate highway visibility for road users and adequate provision for on and off street parking for residents and visitors, and manoeuvring facilities
- h) Is not adversely affected by activities in the vicinity of the site which are likely to cause a nuisance to the occupiers of the proposed development
- i) Does not adversely affect the occupiers of neighbouring properties, and
- j) The development of the site is not prejudicial to the comprehensive development of the larger area of land of which the development forms part

In addition for residential proposals, planning permission will be granted where the development:

- i. Provides a strong common link between the proposed buildings, spaces and landscape features and the character of the local area;
- ii. Ensures an adequate degree of amenity and privacy is provided by the space between the buildings; and
- iii. Provides sufficient garden area with boundary treatment that reflects existing features in the area.

Policy NE4 - Areas of Separation

Planning permission will not be granted for development other than that associated with agriculture, horticulture, community or sport and recreational uses in the following areas of separation between settlements and/or other development areas, as shown on the proposals map:

- a) Land between Sketchley, Three Pots Estate, A5 and Sketchley Lane Industrial Area
- b) Land between Harrowbrook Industrial Area and the Ashby Canal, Hinckley
- c) Land between Dodwell's Bridge, The A5 and the Borough boundary
- d) Land between Markfield Road and Fern Crescent, Groby
- e) Land between Caterpillar (U.K) Limited, Peckleton Lane, Desford and Desford Village
- f) Land between Hinckley and Burbage between Brookside Road and the Railway

Planning permission will not be granted for development including the intensification of uses other than those specified in this proposal which could undermine the physical separation and open character between settlements and between residential and industrial areas where these are incompatible. Where development is associated with the above uses it should be in keeping with the scale and character of surrounding area and should not have an adverse effect on the appearance or character of the landscape.

Policy NE5 - Development in the Countryside

The countryside will be protected for its own sake. Planning permission will be granted for built and other forms of development in the countryside provided that the development is either:

- a) Important to the local economy and cannot be provided within or adjacent to an existing settlement
or
- b) For the change of use, reuse or extension of existing buildings, particularly those of historic value
or
- c) For sport or recreation purposes

And only where the following criteria are met:

- i. It does not have an adverse effect on the appearance or character of the landscape.
- ii. It is in keeping with the scale and character of existing buildings and the general surroundings.
- iii. Where necessary it is effectively screened by landscaping or other methods.

The proposed development will not generate traffic likely to exceed the capacity of the highway network or impair road safety.

Policy NE10- Local Landscape Improvement Areas

The following areas as shown on the proposals map are defined as Local Landscape Improvement Areas:

- a) Land around Stanton under Bardon, Bagworth and Nailstone
- b) Urban fringe land to the north and west of Hinckley and Earl Shilton/Barwell, and to the north and east of Atherstone
- c) Land along the A5 corridor to the south of the Borough
- d) Open field landscapes to the west of the Borough in the vicinity of Sheepy Magna, Sibson and Fenny Drayton

Within these areas, any development permitted should include comprehensive landscaping proposals. On sites of over 0.5 hectares the Borough Council will seek to negotiate a minimum of 10% of the development site set aside for tree planting, including, where appropriate a proportion of native tree species, either within or at the boundary of the development site. The Local Planning Authority will also take measures to enhance the landscape of these areas.

Policy REC1- Development of Recreation Sites

Planning permission for alternative uses will not be granted for the development of land and buildings currently used for recreation and open space unless any one of the following criteria is met:

- a) The developer provides an equivalent range of replacement facilities in an appropriate location serving the local community.
- b) The developer provides adequate proof that there is a surplus of recreational land and/or facilities beyond the needs of the local community.
- c) The development of a small part of a larger site in recreational use would result in the enhancement of facilities on the remainder of the site.

Appendix C

Generic Development Control Policies within the Preferred Options Site Allocations and Generic Development Control DPD

The policies detailed below are the generic development control policies within the preferred options version of the site allocations document. These policies are considered to relate to the areas of separation identified in this review. These policies, whilst subject to further consultation and amendment, will once adopted, form the development control policies upon which decisions for planning applications relating to areas of separation will be based.

Preferred Option Policy- ENV1: Protection of Existing Recreation Areas

Planning Permission will not be granted for proposals resulting in the loss of land or buildings providing for recreational use, as allocated, except where:

- The developer provides an equivalent range of replacement facilities in an appropriate location serving the local community
- The developer provides adequate proof that there is a surplus of recreational land/and or facilities beyond the needs of the local community
and
- The development of a small part of a larger site in recreational use would result in the enhancement of facilities on the remainder of the site

Preferred Option Policy - ENV3: Landscape Character Areas

Proposals should be designed with regard to their local context, making a positive contribution to the character of the area as set out in Appendix 1 and Council's Landscape Character Assessment. Account should be taken of:

- The existing landforms and natural features
- The need to respect or improve the quality of the existing and established built environment
- Materials, townscape and historical features which contribute favourably to the character of an area and its unique identity and
- The opportunity for improvement or variation with an area of poor character, by creating a new area of distinctive quality on suitable sites

Proposals should not cause harm to the character and/or appearance of an area or have an unacceptable visual impact on conservation areas, areas of special character, listed buildings, vistas, landmarks, green corridors or natural open spaces as identified in adopted Conservation Area Appraisal Statement and/or Village Design Statements.

Application of these criteria need not prevent the sensitive introduction of renewable technologies, innovative contemporary designs and design which reflect the cultural diversity of the area.

Preferred Option- DCS1: Development and Design

Developments will be permitted providing that the following requirements are met where applicable:

- a) Development respects the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting, smell, noise and visual intrusion
- b) There is no unacceptable loss of parking or garden amenity areas
- c) There is no detriment to the character or appearance of the dwelling or the surrounding area
- d) The proposals siting and density is respectful of the areas character and layout
- e) The proposal respects the local distinctiveness of existing buildings and landscape settings
- f) The design is in keeping with the scale, proportions and height of the existing building and neighbouring structures
- g) Fenestrations are well proportioned, well balanced within the elevations and sympathetic to adjoining/neighbouring buildings
- h) The use and application of building materials respects materials of adjoining/neighbouring buildings and the local area
- i) The landscaping and planting of the scheme is complimentary to the development and its surrounds
- j) The access needs of the developments end users have been addressed, particularly in developments to which there will be public access and
- k) Development maximises the opportunities for conservation of energy and resources through design, layout, orientation and construction

In particular reference to shop fronts and business premises, the following criteria must be met.

- l) The fascia reflects the scale of the frontage and upper floors and is not over dominant
- m) Signage illumination has been sensitively located and is not detrimental to road safety
- n) Security shutters/grilles do not detract from the validity of the street scene by creating a “fortress” type frontage, and instead must allow for a degree of internal visibility through the use of lattice type screening
- o) Design of blinds and canopies leave the street scene uncluttered, particularly out of hours
- p) The main public elevation adds interest to the build and is on a human scale and
- q) Additional industrial devices, such as air conditioning and/or filtration units, are integrated with the design and placed in the most visually unobtrusive location, and away from the public and neighbouring properties which may be affected by the noise and extracted fumes etc.

Preferred Option Policy - ENV5: Development in the Countryside

The countryside will be first and foremost protected from any development.

In exceptional circumstances development maybe allowed where:

- Development is important to the local economy and cannot be provided within or adjacent to an existing settlement or
- The development is for sport or recreation purposes and it can be demonstrated that the proposed scheme cannot be provided within settlement boundaries and
- It does not have an adverse effect on the appearance or character of the landscape
- It is in conformance with national guidance for agricultural dwellings set out in PPS7
- It is in keeping with the scale and character of the existing buildings and general surroundings
- The development will not generate traffic likely to exceed the capacity of the highway network and/or
- The existing building is proven to be structurally unsound and in need of significant adaptation and/or rebuild
- It meets the requirements of DCS1 and PPS7

Appendix D

Core Strategy Policies and Objectives applicable to Areas of Separation

The policies and spatial objective detailed below provide the adopted strategic policy framework upon which other development plan documents and development control decisions should be based around.

Highlighted sections indicate the elements of the policy specifically related to Areas of Separation.

Policy 4: Development in Burbage

To address the small pockets of deprivation in Burbage, support the Burbage local centre and support Hinckley's role as a sub regional centre, the council will:

- Allocate land for the development of a minimum of 295 new residential dwellings, focused primarily to the north of Burbage, adjacent to the Hinckley settlement Boundary to support the Hinckley sub regional centre. In particular, the council will seek to diversify the existing housing stock to cater for a range of house types as supported by Policy 15 and Policy 16
- Allocate land for the development of 10 ha of B8 employment land and 4ha of B2 employment land adjacent to the railway line as an extension to Logix Park. A proportion of the B2 employment should be for start up businesses as supported by the Burbage Parish Plan
- Ensure there is a range of employment opportunities within Burbage and in close proximity to Hinckley
- Support the provision of additional retail floor space within the defined Burbage local centre, and additional car parking to enable residents to shop close to home providing that the retail development does not compete with the Hinckley Town Centre as the sub regional centre
- Require transport improvements in line with Policy 5
- Support the development of the tourism industry in line with Policy 23

/ Cont.

Policy 4: Development in Burbage (Cont.)

To ensure development contributes to Burbage's Character and sense of place and that the village's infrastructure can accommodate the new development, the council will:

- Safeguard land to develop extended GP surgery premises for the existing primary care providers in Burbage to be delivered by the PCT and through developer contributions
- Protect and preserve the open landscape to the east which provides an important setting for the village and seek to enhance the landscape structure which separates the village from the M69 corridor as supported by the Hinckley & Bosworth Landscape Character Assessment
- Address the existing deficiencies in the quality, quantity and accessibility of green space and play provision in Hinckley as detailed in the council's most up to date strategy and Play Strategy, particularly in relation to new equipped play provision. New green space and play provision will be provided where necessary to meet the standards set out in Policy 19
- Deliver the strategic infrastructure network detailed in Policy 20. To achieve this, strategic interventions involving Sketchley Brook Corridor and Burbage Allotments will be implemented
- Deliver safe, high quality cycling routes as detailed in Policy 5, with particular focus on routes to Burbage Local Centre and schools, existing and proposed residential and employment areas, community and leisure facilities, the Hinckley town centre, railway station and bus station and into the countryside to provide an alternative to car travel and encourage physical exercise
- Require new development to respect the character and appearance of the Burbage conservation area by incorporating locally distinctive features of the conservation area into the development
- Require development to be of the highest environmental standards in line with Policy 24

Spatial Objective 10: Natural Environment and Cultural Assets

To deliver a linked network of green infrastructure, enhancing and protecting the borough's distinctive landscapes, woodlands, geology, archaeological heritage and biodiversity and encourage its understanding, appreciation, maintenance and development.

Policy 6 - Hinckley/Barwell/Earl Shilton/Burbage Green Wedge

Within the Hinckley/Barwell/Earl Shilton/Burbage Green Wedge uses will be encouraged that provide appropriate recreational facilities within easy reach of urban residents and promote the positive management of land to ensure that the Green Wedge remains or is enhanced as an attractive contribution to the quality of life of nearby urban residents.

The following land uses will be acceptable in the Green Wedge, provided the operational development associated with such does not damage the function of the Green Wedge:

- a) Agriculture, including allotments and horticulture not accompanied by retail development
- b) Recreation
- c) Forestry
- d) Footpaths, bridleways and cycle ways
- e) Burial grounds
- f) Use for nature conservation

And land use or associated development in the Green Wedge should:

- a) Retain the function of the Green Wedge
- b) Retain and create green networks between the countryside and open spaces within the urban areas
- c) Retain and enhance public access to the green wedge, especially for recreation
and
- d) Should retain the visual appearance of the area.

Policy 19 - Green Space and Play Provision

The following standards will be used in relation to green space and play provision in the borough to ensure all residents have access to sufficient, high quality and accessible green spaces and play areas:

Quantity

Equipped Children's Play Space

A minimum of 0.15ha/1000 population (excluding buffer zones)

Casual/Informal Play Space

A minimum of 0.7ha/1000 population

Outdoor Sports Provision

A minimum of 1.6ha/1000 population

Accessible Natural Green Space

A minimum of 2ha/1000 population

In areas with populations under 1000 people, a pro-rata approach will be used.

Accessibility

District Parks and Green Spaces - All households should be within 5 kilometres of an open space of at least 10 hectares which provides general facilities for recreational activity within a landscaped setting.

Neighbourhood Parks and Green Spaces - All households should be within 600 metres of an open space of between 1 and 10 hectares which provide general facilities for recreational activity within a landscaped setting.

Local Parks and Green Space - All households should be within 400 metres of an open space of between 0.2-1.0 hectare which provide facilities for recreation within a localised area, catering for the specific informal needs of the local community.

Incidental/Amenity Green Space - All households should be within 300 metres of a small formal or informal area of open space.

The above standards will be used to determine:

- a) Where improvements are needed to existing green spaces and play areas
- b) Where new provision of green spaces and play areas are required to support existing and new residents and workers of the borough

Standards need to be assessed according to their geographical context and in rural areas and smaller settlements with lower populations these standards may be difficult to achieve. In such cases access to provision in larger neighbouring settlements should be identified and accessibility improved where practical.

Policy 20 - Green Infrastructure

The implementation of the Green Infrastructure Network as outlined on the Key Diagram is a priority of the council.

To assist delivery of this plan, the following strategic interventions will be supported:

Southern Zone

- **Sketchley Brook Corridor**

Increase the biodiversity interest of the west of Burbage by bringing parcels of land along the brook's route that are currently in poor or unmanaged condition under suitable management. Develop the Sketchley Brook Corridor as an integral part of a wider access and green space project delivering recreational and biodiversity improvements along the east-west axis, separating Hinckley and Burbage as part of a set of circular recreational routes.

- **Burbage Allotments**

Enhance the semi abandoned allotment site that separates Burbage and Hinckley as part of the east-west recreational corridor linking the Ashby Canal, Sketchley Brook, Burbage Allotments and Burbage Common.

Appendix E

Areas of Separation Site Pro-forma

Site name.....

Date.....

Topographical and Landscape Features <ul style="list-style-type: none">• Land gradient.• Water bodies.• Defensible boundaries, i.e. roadways.• Biodiversity features, i.e. woodland.	
Extent and relationship of built form to AOS <ul style="list-style-type: none">• Proximity of built form and relationship to AOS boundaries.• Density and type/use of nearby built development.	
Current land uses on AOS	
Sense of arriving and leaving a place <ul style="list-style-type: none">• Sense of enclosure.• Vistas & Views.• Ribbon development or defined gateways.	

Appendix F(i)

Issues & Options Site Allocations Consultation Comments **relating to Areas of Separation**

Question	Comment
Have you any comments on any of the suggested sites in the Appendices of the Issues and Options Report?	UBUR02 and UBUR01 should be deleted - area of separation should be retained. UH1N07 should be primarily family homes, not flats.
Do you agree with the proposed reclassification of existing employment sites in Appendix C?	No EL14P is currently an area of separation and must be retained in fact should be a green wedge. EL15P is in open countryside and should not be included.
Do you agree with the proposed reclassification of existing employment sites in Appendix C?	No EL14P is currently an area of separation and must be retain in fact should be a green wedge. EL15P is in open countryside and should not be included.
Do you agree with the proposed reclassification of existing employment sites in Appendix C?	No EL14P is currently an area of separation EL15P is in open countryside and should not be included.
Do you agree with the residential sites put forward by the Council which are based on the findings from Urban Housing Potential Study (Appendix A)?	No. The basis on which a number of the sites have been identified in the study are not inline with the guidance on creating Urban Housing Potential Studies (UHPS)(DETR publication Tapping the Potential). For example, employment retail and recreation sites should not be identified as potential housing sites unless they are vacant and do not have potential for continuation for their permitted use because of market, environmental and amenity problems. The consideration of excluding the following sites as suitable residential allocations should therefore be reviewed (based on descriptions of sites in UHDS); UBA01 - Operational employment site. UBA02 - Operational employment site. UBUR01 - Area of separation (needs to be formally reviewed as part of LDF process) UDES01 - Operational public house. UHIN04 - Operational health care support facilities. UHIN05 - Operational leisure facilities with life space of 15 years (beyond that of the consideration of UHPS) UHIN07 - Only part of site vacant and available for redevelopment - train station/retail car park required for operation of existing facilities. UHIN11 - Operational employment site. UHIN12 - Operational employment site. UHIN13 - Operational employment site. RAT01 - Operational employment site. Since the publication of the UHPS, PPS 3 has expanded upon the criteria taken into account through the selection of sites for housing development (paragraph 38) The impact of PPS 3 on the UHPS sites needs to be reviewed.

Question	Comment
Do you agree with the residential sites put forward by the Council which are based on the findings from Urban Housing Potential Study?(Appendix A)	We disagree with the residential sites in Burbage as this is in an area of separation. The allocation of such sites runs contrary to the Burbage Community Plan.
Do you agree with the residential sites put forward by the Council which are based on the findings from Urban Housing Potential Study? (Appendix A)	We disagree with the residential sites in Burbage as this is in an area of separation. The allocation of such sites runs contrary to the Burbage Community Plan.
The Issues and Options paper suggests reviewing the boundary of the Green Wedge between Burbage, Hinckley, Barwell and Earl Shilton. Do you support or oppose this Approach?	Whilst the principle of a Green Wedge or Area of separation is supported as a means of preventing coalescence of two settlements, it is essential that the boundary is reviewed in the light of physical characteristics of the existing boundaries, the need for new development and the balance of sustainable locations that sites can offer. Indeed, certain areas of the Green Wedge between Hinckley and Barwell/Earl Shilton offer sustainable and logical extensions to the urban area which are effectively a rounding off to existing development. In such cases, particularly where there is built development beyond the existing urban boundary, the Green Wedge should be reviewed. No specific response is made to question 43.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	The designation of Areas of Separation should be combined with Green Wedges as they seek to protect coalescence in the same manner. The Areas of Separation should be retained in the locations in the Local Plan.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Areas of separation are still needed
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	A green wedge or area of separation should be defined between Stoke Golding and Dadlington and Stoke Golding and the Northern Perimeter Road to retain the landscape character (Stoke Golding Vales) the rural environment and clear separation between these distinct communities.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Areas of separation are still required and need to be given even greater protection from development. The current policy has not protected the area in Brookside from being proposed for development.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Areas of separation are still required
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	No View

Question	Comment
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Yes as green wedges are vital to maintain individual communities.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	The countryside, apart from important farming provision, should be protected for its ecological importance not simply to keep settlements apart. If the land has little ecological value then the use of it between settlements for development rather than an outward spread into the wider countryside is logical.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Yes. Areas of Separation are still required. In the light of Hinckley, Barnwell and Earl Shilton being designated as a single Sub-Regional Centre, it is absolutely essential that the identity and sense of place and local distinctiveness of each settlement is maintained, and that suitable green breaks are retained and enhanced between settlements. In particular, the areas to the south of Barwell, north of the A47 are vital. Specifically, areas between B581 Elmsthorpe Lane, Leicester Road (Carrs Hill), The Common and the A47 Normandy Way, prevent the coalescence of settlements, provide an attractive edge to the urban area at its interface with the countryside (we would note that despite its proximity to the existing A47 the edge of Barwell is largely screened in this location) and present exposed slopes on which any new development would be highly visible and intrusive. They are also remote from key services and do not represent sustainable locations for development. We would stress that the proposed A47 by-pass should not be used as a reason to simply fill in this attractive and sensitive location.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Area of separation between Hinckley and Burbage should be retained.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Where Areas of Separation are located outside of the settlement boundaries it is considered that there is little point to this extra layer of policy as the land would be protected under policies concerning development outside settlement boundaries, subject to the boundaries being appropriate and up-to-date.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Areas of separation are still required and need to be given even greater protection from development. The current policy has not protected the area in Brookside from being proposed for development.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Yes they are required and should not be generically addressed as each area has different Needs.

Question	Comment
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Still required.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Generic policies tend to fit no-one as each situation is individual. I would suggest a more pragmatic approach based on consultation within a very loose set of guidelines.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Yes, as this affords more weight to their retention, although this local designation is contrary to PPS 7.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Where Areas of Separation are located outside of the settlement boundaries it is considered that there is little point to this extra layer of policy as the land would be protected under policies concerning development outside settlement boundaries, subject to the boundaries being appropriate and up-to-date.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Through generic open countryside.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Where Areas of Separation are located outside of the settlement boundaries it is considered that there is little point to this extra layer of policy as the land would be protected under policies concerning development outside settlement boundaries, subject to the boundaries being appropriate and up-to-date.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	The countryside, apart from important farming provision, should be protected for it's ecological importance not simply to keep settlements apart. If the land has little ecological value then the use of it between settlements for development rather than an outward spread into the wider countryside is logical.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	The countryside, apart from important farming provision, should be protected for it's ecological importance not simply to keep settlements apart. If the land has little ecological value then the use of it between settlements for development rather than an outward spread into the wider countryside is logical.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Where Areas of Separation are located outside settlement boundaries it is considered that there is little point to this extra layer of policy as the land would be protected under policies relating to the countryside, subject to the boundaries being appropriate and up-to-date. Where Areas of Separation are situated inside settlement boundaries there needs to be some form of protection if the need to separate areas is required.

Question	Comment
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	The countryside apart from important farming provision should be protected for its ecological importance not simply to keep settlements apart. If the land has little ecological value then the use of it between settlements for development rather than an outward spread into the wider countryside is logical.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Areas of separation are still required and need to be given even greater protection from development. The current policy has not protected the area in Brookside from being proposed for development.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Where Areas of Separation are located outside of the settlement boundaries it is considered that there is little point to this extra layer of policy as the land would be protected under policies concerning development outside settlement boundaries, subject to the boundaries being appropriate and up-to-date.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	The designation of Areas of Separation should be combined with Green Wedges as they seek to protect coalescence in the same manner. The Areas of Separation should be retained in the locations in the Local Plan.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Each site should be reviewed on an individual basis.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Areas of separation may be designated as set out in Strategy Policy 7 of the Structure Plan.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	In relation to our own site it separates Groby from Groby so seems to be of little value.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Should be retained as they perform an increasingly important function and inevitably the pressure upon them will increase rather than decrease.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Separation between Hinckley and Earl Shilton should be maintained.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Areas of separation/green wedge are vital to protect area mergers and leave the countryside on our doorsteps.

Question	Comment
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Still required.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Still required.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Yes
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	The countryside, apart from important farming provision, should be protected for its ecological importance not simply to keep settlements apart. If the land has little ecological value then the use of it between settlements for development rather than an outward spread into the wider countryside is logical.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Keep areas of separation
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	I strongly feel that areas of separation are still required in the borough.
Do you think Areas of Separation are still required in the Borough or could they be dealt with through more generic policies to the open countryside?	Yes.
General Comment	Regarding the site at Barwell Lane, Hinckley, the Council has made reference in the Core Strategy Preferred Options at paragraph 4.18 that existing Green Wedge designations and areas of separation currently in the Local Plan are being re-examined. In the context of such a review, it is suggested that the site at Barwell Lane is suitable for some housing development without compromising the function or purpose of the Green Wedge in this location. Representations will be made in due course to the Core Strategy consultation in respect of the spatial approach in the wider Hinckley area.
Should minor amendments be made to any of the existing settlement boundaries shown on the Proposals Map within the Local Plan.	Recommends the boundary in Groby be extended to include the land to the rear of 34 Fern Crescent. This site is in an area of separation at present but giving closer inspection the playing field to the right isn't. Surely the community would be better served by the strict planning regulations being moved to protect a playing field. This would then release a large site for much needed housing.

Appendix F(ii)

Preferred Options Site Allocations and Generic Development Control Policies Consultation Comments relating to Existing Areas of Separation

Site Reference	Customer Comment	Council's Response
BUR01	It would erode settlement identity. The existing Local Plan and the proposed Allocations DPD identify other areas of separation are being retained for this designation resulting inconsistent application of open space protection/ settlement identification policies. Conflicts with biodiversity objectives. Juxtaposition of industrial works and sewage works does not create a suitable location for housing. Residential use does not appear to integrate well into the established area.	The LDF replaces the Local Plan. The Site Allocations and Generic Development Control Policies DPD forms part of the LDF. The DPD does not propose to retain Areas of Separation as set out on page 178 of the Preferred Options Paper. As set out in Appendix 2 of the DPD as part of the development it would be necessary to protect and enhance Sketchley Brook Corridor in terms of biodiversity. The area to the south east of BUR01 consists of residential development; therefore the residential properties would integrate into the area
BUR25	The area currently designated as an Area of Separation to the west of the Three Pots, Herald Way and Greenmoor Road estates provides the only access to the countryside for those residents. It also contains many mature trees, biodiversity values, ridge and furrow fields and has significant landscape value. As noted elsewhere there is a major deficiency in all forms of open space in west Burbage. The highest level of protection is required. Green Wedge should be considered; alternative it might be included in the settlement boundary.	Considered and noted. The East Midlands Regional Plan does not contain a policy on green wedges however it does contain supporting text which states: 'Green Wedges serve useful strategic planning functions in preventing the merging of settlements, guiding development form and providing a 'green lung' into urban areas, and acts as a recreational resource'. A settlement boundary defines the limits of development and makes clear where development will and will not be allowed, regardless of other constraints. By defining settlement boundaries, the areas outside of the boundary are recognised for the purposes of planning policy as countryside where new development will be strictly controlled.

Site Reference	Customer Comment	Council's Response
GRO	<p>We object to any additional new housing and traveller pitches being located in Groby. After 30 years of development none of the new facilities promised have materialised. There are a lack of amenities and facilities for the existing population that needs to be addressed before any new development. Residents have to travel to neighbouring villages for a GP. There is no NHS dentist. Schools at capacity. Shortage of leisure and recreational facilities. Oppose the extension of the boundary into green belt, green wedge or areas of separation.</p>	<p>The Rural Housing Methodology Statement sets out the mechanism for identifying the level of housing for the rural areas. This included population projection assessments, transport sustainability, access to services, local landscape constraints, capability of local infrastructure the local housing need (including current mix and affordability). All these factors have been taken into account in informing the final distribution of housing contained in the Core Strategy. Pressure on local services been considered throughout the preferred options processes. However it should also be noted that the Council is due to prepare an Infrastructure Plan Supplementary Planning Document for development across the Borough which will outline the infrastructure which may be required to support all and any development in each settlement. Any allocations which are made will be in line with the Adopted Core Strategy which considered existing infrastructure and services when identifying the distribution of development across the Borough. Additional infrastructure requirements will be identified within the Infrastructure Plan SPD. Green Belt is a national designation and no land in the entire borough bestows this therefore, the site is not within a Green Belt however the site is currently designated as countryside in the Adopted Local Plan. The Site Allocations and Generic Development Control Policies DPD forms part of the Local Development Framework and this will replace the Local Plan designations. The Adopted East Midlands Regional Plan (2009) states that 'Green Wedges serve useful strategic planning functions in preventing the merging of settlements, guiding development form and providing a 'green lung' into urban areas, and acts as a recreational resource. Although not supported by government policy in the same way as Green Belts, they can serve to identify smaller areas of separation between settlements. Provision will be made in Green Wedges for the retention or creation of green infrastructure or green links between urban open spaces and the countryside, and for the retention and enhancement of public access facilities, particularly for recreation.' A Green Wedge Review is to be undertaken inline with the RSS to inform boundary amendments. Areas of separation are a local designation in the Local Plan, the preferred options DPD does not propose to carry them forward into the LDF.</p>

Site Reference	Customer Comment	Council's Response
HIN39	<p>Against the Allotments Act 1950 in regards to access of the site. There have been claims in certain circumstances on the council if the allotments are not kept secure and counter claims on tenants for miss-use. Reference made to the Allotment Act 1950 in relation to Livestock. It would be necessary for parking. This is for this very small area of land (1.3 acres) to be used as a community nature conservation area (nature 'wild space') on much reduced but similar lines to Hartshill Haze in Warwickshire. In 2005 a Government Planning Inspector declared The Paddock as a natural area of separation, of two quite clearly defined developed areas, to be left undeveloped.</p>	<p>The DPD must go through an examination in public, and an Inspector will examine the soundness of the document. One of the tests of soundness is: 'It is a spatial plan which is consistent with national planning policy and in general conformity with the Regional Spatial Strategy (RSS) for the region or the Spatial Development Strategy (SDS) if in London, and it has properly had regard to any other relevant plans, policies and strategies relating to the area or to adjoining areas'. The DPD must therefore be in general conformity with national and regional policy.</p>
MKBOS01	<p>The justification for this site notes how it is bordered on 3 sides by built development, this is incorrect. The site is only bordered to the south and west of the site.</p> <p>The distance from the local centre following the walking route is 930m not 800m as specified thus illustrating a clear discrepancy in the documentation. This distance is also slightly greater than the distance from alternative option 3. The inquiry into the existing Local Plan highlighted matters which do not support the allocation of this site. Conditions recommended for the Water Mede, Persimmon site regarding the impact on the rural location have not been carried through in the consideration of allocating this site. The three open fields to the East of Water Mede are valuable to the settlement and give clear separation between the development and the village. The topography of the village, in particular the western section around Station Road needs to be appreciated as development here would be especially significant in its relative effect on the setting and character of the village. The Landscape Character Assessment has made an oversight in its production. The proposed development of this site would destroy the character of the area.</p> <p>As demonstrated by the Sustainability Appraisal notes that development of this site could have adverse effects on local wildlife and protected species. Not enough consideration has been given to available brownfield land for residential development ahead of the inclusion of greenfield sites. Development of this site would impact upon the tourist value of Market Bosworth.</p>	<p>Noted. Any anomalies This will be considered and rectified through the revision process. All of the site assessments through the SHLAA had a standard methodology applied which involved straight line distances being applied. The LDF will replace the existing Local Plan and only current evidence and matters will be taken into account in the allocation and assessment of sites. Information relating to the Local Plan enquiry is not based on the current matters. Each site and application in the planning process is considered independently and on their own merits. Your concerns relate to an individual application and its design thus not applicable to the site allocations process. Matters relating to design and location of passed applications are not open to consultation.</p> <p>Consideration of this site with regard to landscape and location has been informed, in part, by the Landscape Character Assessment. This document was produced and adopted by the Council and has been accepted as a viable and accurate evidence base. The Borough Council has produced a Biodiversity Assessment that informs the preparation of the site allocations. As part of the preparation of the site allocations various environmental groups are consulted. At the planning application stage the Leicester, Leicestershire and Rutland biodiversity 'trigger list' identifies whether a biodiversity assessment is required on a site.</p> <p>Where available brownfield sites are immediately adjacent or within the settlement boundaries they will be considered as a priority. However, not all</p>

Site Reference	Customer Comment	Council's Response
		brownfield sites are suitable for development and alternatives therefore must be identified. There is no evidence to suggest that this housing allocation would detract from the settlement's tourism potential.
STG	I fully support the views expressed by Stoke Golding Heritage Group. In particular the limitation of the development of the convent site and the creation of a new green wedge to protect vistas, historic features, wildlife and the separation of settlements.	Considered and noted. Green Wedges should be considered against the green wedge objectives set out in the RSS. The Borough Council will be undertaking a Green Wedge Review.
STG01	<p>This site would encroach into open countryside and detract from the rural aspect of the village</p> <p>This site is furthest away from the village centre. Sites closer to the centre would be more suitable</p> <p>This would close the gap between Stoke Golding and Dadlington. This site would significantly increase traffic in the area This would destroy an ancient ridge and furrow strip system This site would be suitable for up to 95 houses if using the Government's preferred housing density of 36 units per hectare This proposal in addition to STG02A could mean an additional 300 dwellings being built on the edge of the village.</p>	<p>Noted. The Core Strategy sets out the housing requirements for settlements. It is the role of the Site Allocations and Generic Development Control Policies DPD to identify land to meet this need. Where it can not be accommodated on brownfield land within the settlement boundary it must be identified on suitable land outside the existing boundary. The settlement boundary will be extended to incorporate these new allocations and development must occur within this revised boundary. At the planning application stage it would be necessary for the applicant to demonstrate that the landscape and planting scheme is complimentary to the development and its surroundings to ensure it is inline with the Adopted Core Strategy. Noted. Although this site is furthest away from the village centre, it is still considered that this site is a reasonable walking distance from facilities within Stoke Golding.</p> <p>Although this site would bring the two settlements closer together, a noticeable separation would remain between the two distinct villages. Noted. This will be investigated further during the production of the submission version of this document. Communities and Local Government has identified a national minimum density for new developments of 30 dwellings per hectare. Any planning application to develop any of the allocations will be judged on its own merit at the time it is submitted. Design of the scheme will be a major consideration at this time. Any development would need to be in keeping with the character of the village in terms of design and density if it is to gain planning permission.</p>

Site Reference	Customer Comment	Council's Response
STG01	<p>The development of this site would remove an ancient ridge and furrow system on the field. This site was considered appropriate as it was deemed to be the closest site to village services; however it is one of the furthest away. This site should not be used for housing as it is Greenfield. The Convent site should be used for the 59 dwellings as it is a brownfield site. Development of this site would physically alter the boundaries between Stoke Golding and Dadlington, compromising the villages' two identities.</p>	<p>Noted. This will be investigated further during the production of the submission version of the site allocations document. The Borough Council did not promote this site as being closest to the village centre. However, Appendix 2 of the Site Allocations document which details the justification for the inclusion of the site does state that the site is located within 400m of a bus stop and open space, and within 800m of a primary school, local centre and post office. Noted. This will be investigated further during the production of the submission version of the Site Allocations document. Although this site would bring the two settlements closer together, a noticeable separation would remain between the two distinct villages. This site was considered appropriate as it was deemed to be the closest site to village services; however it is one of the furthest away. This site should not be used for housing as it is Greenfield. The Convent site should be used for the 59 dwellings as it is a brownfield site. Development of this site would physically alter the boundaries between Stoke Golding and Dadlington, compromising the villages' two identities.</p>
STG01	<p>Object to the 59 homes and care home facility and the movement of the settlement boundary for the following reasons; the scale of development is too large for Stoke Golding, it will see Stoke Golding merge with Dadlington and destroy the Green Wedge, and the distinct characters of the two settlements. The plans will increase the traffic on dangerous highways near to an existing school, increase pressure on facilities and amenities, and cause problems with the sewers. Suggest that the houses be build on the Convent site but the extra care facility is put elsewhere in the borough, so that pressure on the area is bearable and the settlements are not merged.</p>	<p>The area between Stoke Golding and Dadlington is not designated Green Wedge. The Adopted East Midlands Regional Plan (2009) states that 'Green Wedges serve useful strategic planning functions in preventing the merging of settlements, guiding development form and providing a 'green lung' into urban areas, and acts as a recreational resource. Although not supported by government policy in the same way as Green Belts, they can serve to identify smaller areas of separation between settlements. Provision will be made in Green Wedges for the retention or creation of green infrastructure or green links between urban open spaces and the countryside, and for the retention and enhancement of public access facilities, particularly for recreation.' The Highways Authority and service providers such as Severn Trent Water are being consulted as part of the preparation of the document; this will inform the next stage of the document. When determining the level of development required in settlements, existing infrastructure was taken into account. An Infrastructure Plan Supplementary Planning Document will be prepared by the Council which will outline how the necessary</p>

Site Reference	Customer Comment	Council's Response
		physical, social and green infrastructure is provided to support the existing and new communities. This can be achieved through a variety of measures including developer contributions.
STG01	Opposes the site on environmental grounds. Essential to maintain separation between Stoke Golding and Dadlington. A ridge and furrow field to be protected as part of the heritage of Stoke Golding. Suggests a new Green Wedge adjacent to the settlements of Dadlington and Stoke Golding.	Environmental matters are considered through the Sustainability Assessment. The Borough Council has produced a Biodiversity Assessment that informs the preparation of the site allocations. As part of the preparation of the site allocations various environmental groups are consulted. At the planning application stage the Leicester, Leicestershire and Rutland biodiversity 'trigger list' identifies whether a biodiversity assessment is required on a site. The Natural and Historic Environment Team at Leicestershire County Council provide heritage and archaeology comments. Stoke Golding will not coalesce with Dadlington. Coalescence - the merging or coming together of separate towns or villages to form a single entity. Green Wedges are areas separating conurbations, designed to maintain open space between settlements. The Adopted East Midlands Regional Plan (2009) states that 'Green Wedges serve useful strategic planning functions in preventing the merging of settlements, guiding development form and providing a 'green lung' into urban areas, and acts as a recreational resource. Although not supported by government policy in the same way as Green Belts, they can serve to identify smaller areas of separation between settlements. Provision will be made in Green Wedges for the retention or creation of green infrastructure or green links between urban open spaces and the countryside, and for the retention and enhancement of public access facilities, particularly for recreation.

Site Reference	Customer Comment	Council's Response
STG01	I strongly oppose the realignment of the settlement boundary, as this could effectively join the village to nearby Dadlington, and pave the way for even more development through infilling.	When determining the level of housing required in settlements, existing infrastructure was taken into account. An Infrastructure Plan Supplementary Planning Document will be prepared by the Council which will outline how the necessary physical, social and green infrastructure is provided to support the existing and new communities. This can be achieved through a variety of measures including developer contributions, Hinckley and Bosworth Council Funding, New Growth Point Initiative Funding and other general funding streams.
STG01	Grade II agricultural land. Residential development would adversely affect the rural character of this area, also reduces the separation distance between the villages of Stoke Golding and Dadlington. Stoke Golding is subject to a disproportionate amount of development compared to other villages.	Noted. Natural England retains records on the agricultural land quality throughout the country and are consulted as part of the preparation of the document. Noted and considered the concern that Stoke Golding will merge with Dadlington. Stoke Golding will not coalesce with Dadlington. Coalescence - the merging or coming together of separate towns or villages to form a single entity. Stoke Golding is a Key Rural Centre. The Rural Housing Methodology Statement sets out the mechanism for identifying the level of housing for the rural areas. This included population projection assessments, transport sustainability, access to services, local landscape constraints, capability of local infrastructure the local housing need (including current mix and affordability). All these factors have been taken into account in informing the final distribution of housing contained in the Core Strategy.
STG02a	Response received: 9th February 2009. It is not in keeping with the community. Further burden on the roads and amenities. There is a lack of crime, anti-social behaviour and social unrest and this is the result of careful and considerate planning. Please refuse the proposal. Amendment to response received on 16th March 2009. On the Convent site, build a suitable housing complies for the elderly with on site services, which equates to 60 dwellings. It would provide local jobs and maintain village separation. There would be a release of housing as the elderly would move to this complex. Formerly designate the allotments as a community facility	Response received: 9th February 2009: The Highways Authority are being consulted as part of the preparation of the document, this will inform the next stage of the document. Crime, anti-social behaviour and social unrest can not be considered a planning matter as there is no evidence that this will occur. Response received on 16th March 2009. Noted, Appendix 2 of the Site Allocations and Generic Development Control Policies notes that the allotments at the Convent Site should be retained.

Site Reference	Customer Comment	Council's Response
STG02a	We agree with the alternative proposals put forward by the Stoke Golding Heritage Group. A suitable housing complex catering for elderly persons to be built on the convent site, on-site services which equate to 60 houses would provide homes for the elderly, local employment opportunities and maintain existing separation between Stoke Golding and Dadlington. Further, a range of mixed housing will be released in the area resulting from local elderly residents moving into the complex. A new settlement boundary should be drawn around the proposed complex to prevent further development on the site, and prevent the extension of the existing settlement boundary across Dadlington Road. The convent allotments should be formally designated as a protected community facility. This promotes sustainable means for local people to grow their own food.	Considered and noted. Appendix 2 of the DPD highlights the need to retain the allotments at St Martins Convent.
STG02a	Site should be used for a housing complex for the local elderly residents in the village. This would provide employment opportunities locally and maintain the existing separation between Stoke Golding and Dadlington. Settlement boundary should be created around the complex to ensure further development around the site does not happen. The allotments should be formally designated to protect them as a community facility.	Noted.
STG02a	Site should be used for a housing complex for the local elderly residents in the village. This would provide employment opportunities locally and maintain the existing separation between Stoke Golding and Dadlington. Settlement boundary should be created around the complex to ensure further development around the site does not happen. The allotments should be formally designated to protect them as a community facility.	Noted.

Site Reference	Customer Comment	Council's Response
STG02a	The green space between Dadlington and Stoke Golding should remain. The settlement boundary should not be extended to accommodate more dwellings.	The Core Strategy sets out the housing requirements for settlements. It is the role of the Site Allocations and Generic Development Control Policies DPD to identify land to meet this need. Where it can not be accommodated on brownfield land within the settlement boundary it must be identified on suitable land outside the existing boundary. The settlement boundary will be extended to incorporate these new allocations and development must occur within this revised boundary. Although this site would bring the two settlements closer together, a noticeable separation would remain between the two distinct villages.
STG09	Object to the 59 homes and care home facility and the movement of the settlement boundary for the following reasons; the scale of development is too large for Stoke Golding, it will see Stoke Golding merge with Dadlington and destroy the Green Wedge, and the distinct characters of the two settlements. The plans will increase the traffic on dangerous highways near to an existing school, increase pressure on facilities and amenities, and cause problems with the sewers. Suggest that the houses be build on the Convent site but the extra care facility is put elsewhere in the borough, so that pressure on the area is bearable and the settlements are not merged.	The area between Stoke Golding and Dadlington is not designated Green Wedge. The Adopted East Midlands Regional Plan (2009) states that 'Green Wedges serve useful strategic planning functions in preventing the merging of settlements, guiding development form and providing a 'green lung' into urban areas, and acts as a recreational resource. Although not supported by government policy in the same way as Green Belts, they can serve to identify smaller areas of separation between settlements. Provision will be made in Green Wedges for the retention or creation of green infrastructure or green links between urban open spaces and the countryside, and for the retention and enhancement of public access facilities, particularly for recreation.' The Highways Authority and service providers such as Severn Trent Water are being consulted as part of the preparation of the document; this will inform the next stage of the document. When determining the level of development required in settlements, existing infrastructure was taken into account. An Infrastructure Plan Supplementary Planning Document will be prepared by the Council which will outline how the necessary physical, social and green infrastructure is provided to support the existing and new communities. This can be achieved through a variety of measures including developer contributions, Hinckley and Bosworth Council Funding, New Growth Point Initiative Funding and other general funding streams. Suggestion considered and noted.

Site Reference	Customer Comment	Council's Response
STGSUG	Propose a Green Wedge for Stoke Golding and Dadlington, in order to maintain the existing separation between the settlements, protect vistas from the Ashby Canal of the two villages, protect historic buildings and landscape features and provide a wildlife corridor adjacent to the Ashby Canal.	A Green Wedge Review is being undertaken as part of the evidence base for the preparation of the Site Allocations DPD. The Adopted East Midlands Regional Plan (2009) states that 'Green Wedges serve useful strategic planning functions in preventing the merging of settlements, guiding development form and providing a 'green lung' into urban areas, and acts as a recreational resource. Although not supported by government policy in the same way as Green Belts, they can serve to identify smaller areas of separation between settlements. Provision will be made in Green Wedges for the retention or creation of green infrastructure or green links between urban open spaces and the countryside, and for the retention and enhancement of public access facilities, particularly for recreation.'
STGSUG	I support the creation of a new Green Wedge between Stoke Golding and Dadlington. This would maintain the existing separation between the two settlements, protect vistas from the Ashby Canal of the two villages, protect historic buildings and landscape features, and provide a wildlife corridor adjacent to the Ashby Canal.	The Adopted East Midlands Regional Plan (2009) states that 'Green Wedges serve useful strategic planning functions in preventing the merging of settlements, guiding development form and providing a 'green lung' into urban areas, and acts as a recreational resource. Although not supported by government policy in the same way as Green Belts, they can serve to identify smaller areas of separation between settlements. Provision will be made in Green Wedges for the retention or creation of green infrastructure or green links between urban open spaces and the countryside, and for the retention and enhancement of public access facilities, particularly for recreation.' Any new green wedge would need to be assessed in line with the Regional plan.

Site Reference	Customer Comment	Council's Response
STGSUG	Protection Should be included by allocating a green wedge to ensure the separate villages of Stoke Golding, Dadlington and Higham on the Hill remain distinct and individual in character.	No reference made to a Green Wedge for Stoke Golding and Dadlington in the Adopted Core Strategy. The Adopted East Midlands Regional Plan (2009) states that 'Green Wedges serve useful strategic planning functions in preventing the merging of settlements, guiding development form and providing a 'green lung' into urban areas, and acts as a recreational resource. Although not supported by government policy in the same way as Green Belts, they can serve to identify smaller areas of separation between settlements. Provision will be made in Green Wedges for the retention or creation of green infrastructure or green links between urban open spaces and the countryside, and for the retention and enhancement of public access facilities, particularly for recreation.'

Appendix F(iii)

Preferred & Alternative Options Site Allocations and Generic Development Control Policies Consultation Comments relating to Proposed Areas of Separation

Site Reference	Customer Comment	Council's Response
AS514	The site is unsuitable for residential development because: It would significantly extend the settlement boundary inappropriately towards Hinckley interrupting the Greenfield land that exists there. It would impinge on the views out of Stoke Golding into open countryside. It is a greenfield site –and therefore would not make use of an existing brownfield site in the village of Stoke Golding. Policy 3 from the East Midlands Regional Plan Proposed Changes July 2008 states that in assessing suitability of sites priority should be given to making the best use of brownfield sites. Suitability is dependent on adequate access provision which is unavailable. The site could not be combined with an adjacent site because access from the farm was not included in the E1N submission. It would not link with other areas within the settlement boundary – it is not adjacent to the settlement boundary. The fields between Stoke Golding and Hinckley should provide a 'Green Wedge' between the settlements.	This representation has been considered as an objection to this site becoming a preferred option. Brownfield sites are being considered in the preparation of the site allocations not all brownfield sites are suitable for development and alternatives therefore must be identified. The Core Strategy sets out the housing requirements for settlements. It is the role of the Site Allocations and Generic Development Control Policies DPD to identify land to meet this need. Where it can not be accommodated on brownfield land within the settlement boundary it must be identified on suitable land outside the existing boundary. The settlement boundary will be extended to incorporate these new allocations and development must occur within this revised boundary. The Highways Authority are being consulted as part of the preparation of the document, this will inform the next stage of the document with regard to the implications of development and its effect on traffic and roads.
AS537	The site is unsuitable for residential development because: Access to this site is poor for any level of dwellings. It is a greenfield site significantly outside and not adjacent to the settlement boundary. It would not make use of an existing brownfield site in the village of Stoke Golding. Policy from the East Midlands Regional Plan Proposed Changes July 2008 states that in assessing suitability of sites priority should be given to making the best use of brownfield sites. The detrimental impact on the surrounding area would be significant. The fields between Stoke Golding and Wykin village should provide a 'Green Wedge' between the settlements.	This representation has been considered as an objection to this site becoming a preferred option. Brownfield sites are being considered in the preparation of the site allocations not all brownfield sites are suitable for development and alternatives therefore must be identified. The Core Strategy sets out the housing requirements for settlements. It is the role of the Site Allocations and Generic Development Control Policies DPD to identify land to meet this need. Where it can not be accommodated on brownfield land within the settlement boundary it must be identified on suitable land outside the existing boundary. The settlement boundary will be extended to incorporate these new allocations and development must occur within this revised boundary. The Highways Authority are being consulted as part of the preparation of the document, this will inform the next stage of the document with regard to the implications of development and its effect on traffic and roads.

AS537	This site is unsuitable for residential development because: It is a Greenfield site significantly outside the settlement boundary and development would reduce the green space between Stoke Golding and Wykin Village (Green Wedge). Any development would result in the urbanisation of a rural lane connecting Stoke Golding and Wykin village across the surrounding countryside. It would not make use of an existing brownfield site in the village of Stoke Golding. Policy from the Regional Plan states that assessing suitability of sites priority should be given to making the best use of brownfield sites.	Considered and noted. This representation has been considered as an objection to this site becoming a preferred option.
AS537	Housing allocation would be more suitable placed off Higham Lane. The access is safer and landowner looking to contribute money into the community of Stoke Golding. The site is far enough from Higham on the Hill not adjoining the two villages unlike Sherwood Road – Stoke Golding to Dadlington.	This representation has been considered as a support to this site becoming a preferred option.
AS534	The Convent Allotments should be given special status to protect them along with the open spaces and community areas within the village and the agricultural land west of Station Road AS534.	These areas are already protected and do not need additional designations, if these facilities are required by the community they will not be lost to development.
AS534	I wish to have the 60 dwellings placed on the Convent Site to meet the requirements of the Core Strategy and reject the other proposed dwellings/alternatives for the following reasons: They would breach the settlement boundary extending it inappropriately so that the green space between Stoke Golding and other settlements is reduced. They would significantly alter views into and out of Stoke Golding. They are greenfield sites – and therefore would not make use of an existing brownfield site in the village of Stoke Golding. Policy 3 from the East Midlands Regional Plan Proposed Changes July 2008 states that in assessing suitability of sites priority should be given to making the best use of brownfield sites. Suitability is dependent on adequate access provision, which is unavailable in most cases. Some of the sites would be isolated from the rest of the settlement, or extend away from the settlement boundary without any other links with settlement development.	The Core Strategy sets out the housing requirements for settlements. It is the role of the Site Allocations and Generic Development Control Policies DPD to identify land to meet this need. Where it can not be accommodated on brownfield land within the settlement boundary it must be identified on suitable land outside the existing boundary. The settlement boundary will be extended to incorporate these new allocations and development must occur within this revised boundary. At the planning application stage it would be necessary for the applicant to demonstrate that the landscape and planting scheme is complimentary to the development and its surroundings to ensure it is inline with the Adopted Core Strategy. Brownfield sites are being considered in the preparation of the site allocations not all brownfield sites are suitable for development and alternatives therefore must be identified. The Highways Authority are being consulted as part of the preparation of the document, this will inform the next stage of the document with regard to the implications of development and its effect on traffic and roads.

AS534	<p>Their unanimous view is that the Villages are being unfairly treated by these proposals, and that the green wedge between Stoke Golding and Dadlington is now under threat.</p> <p>Their view is that either there should be development on the Convent site or Sherwood Road but not on both. As the Covent site is considered to be a brownfield site, it follows that the Sherwood Road site should be dropped.</p> <p>The LDF Team have agreed to only 60 dwellings for Stoke Golding. If so, the first 2 paragraphs are redundant.</p>	<p>There is no designated green wedge between Stoke Golding and Dadlington, this area is considered as open countryside. Brownfield sites are being considered in the preparation of the site allocations not all brownfield sites are suitable for development and alternatives therefore must be identified. However, officers will continue to assess and review options during the review process of this document. The adopted Core Strategy sets the housing figures for this document and these remain set at the minimum figure of 60 dwellings.</p>
AS544	<p>The site is unsuitable for residential development because: Grade 2 agricultural land covers the site. Access to this site is inadequate and additionally any traffic to the site would have to pass through all parts of the village. The site breaches the settlement boundary and therefore does not make use of an existing brownfield site in the village of Stoke Golding. Policy from the East Midlands Regional Plan Proposed Changes July 2008 states that in assessing suitability of sites priority should be given to making the best use of brownfield sites. The detrimental impact on the surrounding area would be significant. The fields between Stoke Golding and Dadlington should provide a 'Green Wedge' between the settlements.</p>	<p>This representation has been considered as an objection to this site becoming a preferred option. Considered and noted. Natural England retain records on the agricultural land quality throughout the country and are consulted as part of the preparation of the document. The Highways Authority are being consulted as part of the preparation of the document, this will inform the next stage of the document with regard to the implications of development and its effect on traffic and roads. Brownfield sites are being considered in the preparation of the site allocations not all brownfield sites are suitable for development and alternatives therefore must be identified. The Core Strategy sets out the housing requirements for settlements. It is the role of the Site Allocations and Generic Development Control Policies DPD to identify land to meet this need. Where it can not be accommodated on brownfield land within the settlement boundary it must be identified on suitable land outside the existing boundary. The settlement boundary will be extended to incorporate these new allocations and development must occur within this revised boundary.</p>
AS544	<p>The site is unsuitable for residential development because: Access to the site would have to pass through all parts of the village. The site breaches the settlement boundary and therefore does not make use of an existing brownfield site in the village of Stoke Golding. Policy from the Regional Plan states that assessing suitability of sites priority should be given to making the best use of brownfield sites. The fields between Stoke Golding and Dadlington should provide a Green Wedge between the settlements. Green Wedge between the settlements would significantly reduce this option.</p>	<p>Considered and noted. This representation has been considered as an objection to this site becoming a preferred option.</p>

AS542	<p>The site is unsuitable for residential development because: Provision of access to this site is unlikely. The greenfield site breaches the settlement boundary and therefore does not make use of an existing brownfield site in the village of Stoke Golding. Policy from the East Midlands Regional Plan Proposed Changes July 2008 states that in assessing suitability of sites priority should be given to making the best use of brownfield sites. The site forms part of the open countryside view from the Ashby Canal/ Dadlington areas. The site frequently holds lying water being the lowest point of the village with a large catchment area for surface drainage. The detrimental impact on the surrounding area would be significant. The fields between Stoke Golding and Dadlington should provide a 'Green Wedge' between the settlements.</p>	<p>This representation has been considered as an objection to this site becoming a preferred option. Brownfield sites are being considered in the preparation of the site allocations not all brownfield sites are suitable for development and alternatives therefore must be identified. The Core Strategy sets out the housing requirements for settlements. It is the role of the Site Allocations and Generic Development Control Policies DPD to identify land to meet this need. Where it can not be accommodated on brownfield land within the settlement boundary it must be identified on suitable land outside the existing boundary. The settlement boundary will be extended to incorporate these new allocations and development must occur within this revised boundary. The Highways Authority are being consulted as part of the preparation of the document, this will inform the next stage of the document with regard to the implications of development and its effect on traffic and roads. As part of the consultation process all major utility companies are consulted including Severn Trent Water and British Gas who will advise on matters relating to sewage capacity, electrical connection etc it will also be investigated further at the planning application stage. Connection and installation will be paid for by the landowner/developer of the site not the public purse.</p>
AS543	<p>The site is unsuitable for residential development because: Provision of access to this site is unlikely. The greenfield site breaches the settlement boundary and therefore does not make use of an existing brownfield site in the village of Stoke Golding. Policy from the East Midlands Regional Plan Proposed Changes July 2008 states that in assessing suitability of sites priority should be given to making the best use of brownfield sites. The site frequently holds lying water being the lowest point of the village with a large catchment area for surface drainage. The site forms part of the open countryside view from the Ashby Canal/ Dadlington areas. The fields between Stoke Golding and Dadlington should provide a 'Green Wedge' between the settlements.</p>	<p>This representation has been considered as an objection to this site becoming a preferred option. Brownfield sites are being considered in the preparation of the site allocations not all brownfield sites are suitable for development and alternatives therefore must be identified. The Core Strategy sets out the housing requirements for settlements. It is the role of the Site Allocations and Generic Development Control Policies DPD to identify land to meet this need. Where it can not be accommodated on brownfield land within the settlement boundary it must be identified on suitable land outside the existing boundary. The settlement boundary will be extended to incorporate these new allocations and development must occur within this revised boundary. The Highways Authority are being consulted as part of the preparation of the document, this will inform the next stage of the document with regard to the implications of development and its effect on traffic and roads. As part of the consultation process all major utility companies are consulted including Severn Trent Water and British Gas who will advise on matters relating to sewage capacity, electrical connection etc it will also be investigated further at the planning application</p>

		stage. Connection and installation will be paid for by the landowner/developer of the site not the public purse.
AS543	The site is unsuitable for residential development because: Access to the site is not clarified. The Greenfield site breaches the settlement boundary and therefore does not make use of an existing brownfield site in the village of Stoke Golding. Policy from the Regional Plan states that assessing suitability of sites priority should be given to making the best use of brownfield sites. The site borders open countryside with views/vistas into and out of the village which have been identified as features in the Conservation Area for Stoke Golding which need protection. The detrimental impact on Crown Hill a major historical site identified in the Conservation Area for Stoke Golding. The site forms part of the open countryside view from the Ashby Canal/Dadlington areas towards the settlement of Stoke Golding. The fields between Stoke Golding and Dadlington should provide a Green Wedge between the settlements.	Considered and noted. This representation has been considered as an objection to this site becoming a preferred option.
STG13ALT	This site was put forward as an expression of interest for housing development as part of the Strategic Housing Land Availability Assessment and not for Gypsy or Traveller use. It is likely that there would be issues relating to land ownership. Although we recognise that gypsy and traveller sites can be placed in open countryside there is no justification for the breaching of the settlement boundary for this purpose at this point. This site is adjacent to an area of particular attractiveness and tourist potential and which is at present used for leisure activities such as boating, fishing and walking. There has been no history of gypsy and traveller activity on this site. There is no safe highways access and its provision would be a major exercise, out of keeping and totally impractical given the distance from wider and more major roads and the gradient of access roads and awkward right angle bends. The site frequently holds lying water being the lowest point of the village with a large catchment area for surface drainage. This site is in close proximity to the 'Bath Piece' which is a wharf with access to the Ashby Canal. A large number of residential canal boats are moored here. HBBC should take into account that a number of boat people already use the services and facilities of Stoke Golding. The land is not suitable for any type of dwelling. The fields between Stoke Golding and Dadlington should provide a 'Green Wedge' between the settlements.	This representation has been considered as an objection to this site becoming a preferred option. Although there has been no gypsy and traveller activity on the site this site was out forward as an expression of interest for housing development as part of the SHLAA. The preferred options paper identifies the site for a small scale site. It is in accordance with Policy 18 of the Core Strategy. The Highways Authority are being consulted as part of the preparation of the document, this will inform the next stage of the document with regard to the implications of development and its effect on traffic and roads. As part of the consultation process all major utility companies are consulted including Severn Trent Water and British Gas who will advise on matters relating to sewage capacity, electrical connection etc it will also be investigated further at the planning application stage. Connection and installation will be paid for by the landowner/developer of the site not the public purse.

STG13ALT	<p>The sites were put forward as expressions of interest for housing development as part of the Strategic Housing Land Availability Assessment and not for Gypsy or Traveller use. It is likely that there would be issues relating to land ownership. There is no justification for the breaching of the settlement boundary for sites in any of these locations. There has been no history of gypsy and traveller activity on these sites. STG13ALT has significant problems as this is a narrow country road much used by pedestrians and visitors to the canal. A large number of residential canal boats are moored on the section of the canal close to STG13ALT – a gypsy or traveller site in the vicinity would overwhelm the area. The fields between Stoke Golding and Dadlington and Stoke Golding and Wykin Village should provide 'Green Wedges' between the settlements.</p>	<p>This representation has been considered as an objection to this site becoming a preferred option. Although there has been no gypsy and traveller activity on the site this site was out forward as an expression of interest for housing development as part of the SHLAA. The preferred options paper identifies the site for a small scale site. It is in accordance with Policy 18 of the Core Strategy. The Highways Authority are being consulted as part of the preparation of the document, this will inform the next stage of the document with regard to the implications of development and its effect on traffic and roads.</p>
MKBOS13	<p>The proposed neighbourhood area of play is in a dangerous location next to a busy main road and on the opposite side of the road from the main housing estates of the town. A formal play area would detract from the rural character of the land. The Core Strategy, backed up by the Landscape Character Assessment, says that green wedges of land penetrating to the town should be protected.</p>	<p>The design of any neighbourhood area of play in this area would take account of Station Road and would minimise any risk to the users of this site.</p>

Appendix G

Site Assessments

Site Characteristics- Land between Sketchley, Three Pots Estate, A5 and Sketchley Lane Industrial Area Part A	
Existing land uses	A series of paddocks, two residential properties.
Land uses adjacent the site	Sketchley Lane runs along the southern portion of this section of the site and divides part A from part B. Sketchley Meadows Industrial Estate spans half way up the sites western boundary. A public right of way also runs along the western boundary. A residential estate spans along the sites eastern boundary which forms the main urban area of Burbage.
Topography	Undulating landscape which features a northward and westward slope. Sketchley Meadows industrial estate stands lower than the nearby residential properties on the eastern side of the site.
Landscape character	The site falls within the Hinckley, Barwell and Burbage Fringe Character Area. It indicates the areas landform is gently rolling but falls away from the urban area to the east and is strongly influenced by adjacent urban areas. Visibility varies, with more long distance and panoramic views, especially looking out of the Borough. Locations other than Burbage Common, with less distinctive characteristics, have the ability to absorb change more easily.
Vegetation and water bodies	Mature trees line the western boundary within a small copse area which is covered by a linear Tree Preservation Order. Bushes stand on the eastern boundary lining the rear of most residential properties. Fields within the site are divided by established hedgerows.
Separation distances	The site measures approximately 635 metres from the northern tip to Sketchley Lane at the south. The site at its widest stands at approximately 280 metres between the rear of residential properties to the east from the industrial units to the west.
Nature and Extent of urban edges	The rear of boundaries/gardens of modern, predominantly detached and semi-detached single storey and two storey properties stand on the eastern boundary and form a defined edge to Burbage and the site. The rear of large industrial units cordoned off by steel railings forms the western site edge toward the southern portion. This estate spans up to the A5 which forms a defensible boundary to Burbage. The industrial estate is largely isolated from the principal urban form.

Planning Considerations	
Planning History on and adjacent site	Recent Outline approval for a large mixed use development to the north of the site up to the railway line.
National and local policy designations	Local Plan policies NE4 and NE5 Core Strategy policies 4 and 20
Public consultation representations	Comments received relating to site this which identified the site is the only access into the countryside, that it is of significant landscape value and the highest level of protection should be afforded to it. In addition it is suggested that a Green wedge designation and/or inclusion within the settlement boundary should be considered.
Finds from evidence base documents	SHLAA (2010) notes site AS109 is considered Developable within the 2020+ timeframe due its siting adjacent the settlement boundary but that access is likely to prove difficult.

Site Characteristics - Land between Sketchley, Three Pots Estate, A5 and Sketchley Lane Industrial Area Part B

Existing land uses	Sketchley Grange Hotel stands on the northern part of the site with two residential properties and a farmstead in close proximity. The majority of land forms pasture land for grazing (cattle at the point of the site visit). Sketchley House stands on the southern portion of the site. A bridleway runs along the sites eastern boundary. A large blanket Tree Preservation Order covers the southern section of the site around Sketchley House.
Land uses adjacent the site	Sketchley Lane runs along the northern boundary of this section of the site and divides part A from part B. Sketchley Meadows Industrial Estate stands adjacent the north western boundaries of the site. A modern residential estate spans along the sites eastern boundary which forms the main urban area of Burbage. The A5 (Watling Street) runs along the sites south western boundary.
Topography	Land gently undulates but with a general downward slope toward the west.
Landscape character	The site falls within the Hinckley, Barwell and Burbage Fringe Character Area. It indicates the areas landform is gently rolling but falls away from the urban area to the east and is strongly influenced by adjacent urban areas. Visibility varies, with more long distance and panoramic views, especially looking out of the Borough. Locations other than Burbage Common, with less distinctive characteristics, have the ability to absorb change more easily.
Vegetation and water bodies	Trees and bushes line either side of the bridleway. Large mature trees surround the curtilage of Sketchley House and scattered around the southern portion of the site. Trees and hedgerows divide field boundaries across the site. Trees and hedges also follow the line of the A5.
Separation distances	The site is roughly triangular in shape. The southern tip measures approximately 840 metres to Sketchley Lane on the northern boundary. The separation distance between the residential properties on the eastern boundary and the A5 varies between approximately 540 metres at its widest point and 50 metres at its slimmest. The residential properties are separated from Sketchley Meadows Industrial Estate by a distance of approximately 375 metres however Sketchley Grange Hotel stands in-between.

Site Characteristics - Land between Sketchley, Three Pots Estate, A5 and Sketchley Lane Industrial Area Part B

Nature and Extent of urban edges

The rear of boundaries/gardens of modern, predominantly detached, two storey properties stand on the eastern boundary forming Troon Way and Welbeck Avenue. The side and rear of large industrial units cordoned off by steel railings forms the north western site edge. This estate spans up to the A5 which forms a defensible boundary to Burbage but the estate only abuts a small portion of the western boundary. The industrial estate is largely isolated from the principal urban form. A pocket of development which includes the hotel, two residential properties and the farmstead stands just south of Sketchley Lane dividing the residential from the industrial area.

Planning Considerations	
Planning History on and adjacent site	Various applications for the erection of additional industrial units on the adjacent industrial estate. Permission granted for six dwellings on the eastern boundary at the southern tip adjacent the A5.
National and local policy designations	Local Plan policies NE4 and NE5 Core Strategy policies 4 and 20
Public consultation representations	Comments received relating to this site which identified the site is the only access into the countryside, that it is of significant landscape value and the highest level of protection should be afforded to it. In addition it is suggested that a green wedge designation and/or inclusion within the settlement boundary should be considered. An additional comment has been received requesting the southern section of the site to be included within the settlement boundary.
Finds from evidence base documents	SHLAA (2010) notes site AS110 (northern section) is considered non-developable as the site was not put forward for residential development and adequate access provision is unlikely. The SHLAA identifies the site may have some ecological interest. The SHLAA also notes site AS111 (southern section) is considered non-developable due to inadequate access provision. The Extended Phase 1 Habitat survey identifies this site as being of Moderate Ecological Value.

Site Characteristics - Land between Harrowbrook Industrial Area and the Ashby Canal, Hinckley

Existing land uses	Site partially built out and partially under construction for a mixed use commercial development comprising small B1, B2 and B8 industrial/commercial units. Sui generis uses are also planned for the southern section of the site.
Land uses adjacent the site	Harrowbrook Industrial Estate stands adjacent the western boundary and the Harrow Brook water course stands to the north with Hinckley Business Park beyond. The Ashby Canal lies on the sites eastern boundary with the Marina beyond. Coventry Road runs along the sites southern boundary with some residential properties adjacent the sites south western corner.
Topography	The site gently slopes down in a northerly direction.
Landscape character	The site falls within the Hinckley Urban Character Area however it notes the features to be protected and enhanced relate predominately to the urban core and settlement peripheries which do not relate to this site.
Vegetation and water bodies	Trees and hedgerows stand on the sites western boundary with little vegetation within the majority of the site.
Separation distances	The site is rectangular in shape. The front southern boundary provides a separation distance of approximately 110 metres between the residential property 391 Coventry Road and the Ashby Canal. The sites depth measures approximately 385 metres between Coventry Road to the south and Harrow Brook water course to the north.
Nature and Extent of urban edges	<p>The site stands within the main urban core of Hinckley surrounded by built development.</p> <p>A ribbon development of 1930's residential properties is evident on the northern part of Coventry road with more modern industrial/employment development standing behind it and adjoining the sites western boundary. Employment land also surrounds the site to the north. A more open aspect is provided to the east with Ashby Canal and the marina but this area is also considered developed. The mixed use development is currently in the process of being constructed on-site which will, when completed, serve to provide a continuation of built development along Coventry Road.</p>

Planning Considerations	
Planning History on and adjacent site	<p>Application 99/00048/OUT for an employment site containing B1,B2 and B8 went to appeal on grounds of non-determination. This permission was granted through the appeal with various conditions protecting residential amenity and providing a green corridor along the canal.</p> <p>Application 07/00529/FUL was a mixed use scheme including B1, B2, B8 and sui generis use was refused at committee on the grounds of adverse impact on the character of the Ashby Canal Conservation Area by virtue of overdevelopment and proximity to the canal. This determination was overturned at appeal.</p> <p>A subsequent application 07/001150/FUL for the same scheme was later approved having regard to the planning inspectors appeal decision.</p>
National and local policy designations	<p>Local Plan Policy NE4</p> <p>Core Strategy Spatial Objective 1</p> <p>Core Strategy Policy 1: Development in Hinckley</p>
Public consultation representations	<p>The site has been identified as an employment site in the Site Allocations Preferred Options DPD. No public representations were made in relation to this site.</p>
Finds from evidence base documents	<p>The Employment Land and Premises Study (2010) notes the site should be retained for 100% employment use and retention would ensure a range of employment opportunities.</p> <p>Site not assessed as part of the 2010 SHLAA Review.</p> <p>The Open Space, Sport and Recreational Facilities Study did not assess this site.</p>

Site Characteristics - Land between Dodwells Bridge, the A5 and the Borough boundary- Part A

Existing land uses	Agriculture denoted by a large planted field. The western boundary is noted as a flood risk area.
Land uses adjacent the site	Open countryside lies to the north west of the site and the western boundary of Dodwell's industrial estate abuts the eastern boundary of the site. The southern section wraps partially around Aldi supermarket, a petrol station and residential properties. A string of residential properties in ribbon development follow the A5 to the south western tip of the site. The A5 runs along the southern boundary.
Topography	Site relatively flat but with a gentle southerly slope.
Landscape character	Site stands within the Stoke Golding Vales Character Area. It identifies that despite the areas proximity to Hinckley and the A5, much of the area is rural and largely tranquil. The landscape character area is of high sensitivity with limited capacity to accept significant change. The landscape strategy advises avoiding creeping urbanisation which does not reflect urban character. The site stands adjacent the Hinckley Urban Character Area and as such some of this areas strategies may also apply. Applicable strategies are to enhance the countryside edge to improve the urban/rural interface and establish a sense of arrival for Hinckley.
Vegetation and water bodies	A drainage dyke runs along the southern front boundary accompanied by hedgerows, matures trees, particularly toward the south west. Hedges and trees also line the western site boundary.
Separation distances	The front boundary provides a separation distance of approximately 80 metres from Aldi within Hinckley & Bosworth and properties within Nuneaton. The separation distance from the front boundary to the western limit of Dodwell's Industrial Estate is approximately 267 metres (as the crow flies).
Nature and Extent of urban edges	The surrounding area to the south west is dominated by residential ribbon development following the line of the A5 toward Hinckley and the A47 toward Nuneaton. The space separates one cluster of ribbon development forming residential properties, Aldi and the petrol station within Hinckley from the large cluster of residential ribbon development in Nuneaton. It also provides separation between the western edge of the industrial estate from the developments to the south west.

Planning Considerations	
Planning History on and adjacent site	An application for a lorry park on the eastern edge of the site adjacent to the industrial estate was refused on the grounds of intrusion into the countryside and undermining a green buffer/area of separation.
National and local policy designations	Local Plan Policy NE4, NE5 and NE10.
Public consultation representations	No comments relating to this site.
Finds from evidence base documents	<p>SHLAA found site AS287 developable with a timeframe for development between 2015 and 2020.</p> <p>The Open Space, Sport and Recreation Study did not assess this site.</p>

Site Characteristics - Land between Dodwells Bridge, the A5 and the Borough boundary Part B

Existing land uses	Ancillary agricultural field providing site access to larger field area north/north west (Dodwell's Bridge- Part B). The site also has an electricity pylon and a small electrical transformer site which is fenced off from the rest of the site.
Land uses adjacent the site	Dodwell's Bridge AOS (part a) lies to the north west with open countryside beyond. The western side boundary abuts the side garden boundary of a residential property with a small collection of residential properties, Aldi and a petrol station adjoining that property to the west. The western side boundary of Dodwell's industrial estate lies on the sites eastern boundary. The A5 and public footpath run along the southern boundary.
Topography	Site relatively flat but with a gentle southerly slope.
Landscape character	Site stands within the Stoke Golding Vales Character Area. It identifies that despite the areas proximity to Hinckley and the A5, much of the area is rural and largely tranquil. The landscape character area is of high sensitivity with limited capacity to accept significant change. The landscape strategy advises avoiding creeping urbanisation which does not reflect urban character. The site stands adjacent the Hinckley Urban Character Area and as such some of this areas strategies may also apply. Applicable strategies are to enhance the countryside edge to improve the urban/rural interface and establish a sense of arrival for Hinckley.
Vegetation and water bodies	Trees and hedges line the southern, eastern and western boundaries. Iron railing fencing lines the eastern boundary with the industrial estate. The high trees and hedges on the southern boundary are broken by a metal access gate from the A5 into the site.
Separation distances	The front boundary provides a separation distance of approximately 90 metres from the side boundary of residential property The Poplars to the western boundary of the industrial estate. The distance between the front southern boundary and the northern boundary is approximately 95 metres but Dodwell's Bridge (part a) site continues north of the sites boundary for another 45 metres (as the crow flies) before reaching the boundary of the industrial estate.
Nature and Extent of urban edges	The surrounding area to the south west is dominated by residential ribbon development following the line of the A5 toward Hinckley and the A47 toward Nuneaton. The space separates one cluster of ribbon development forming residential properties, Aldi and the petrol station within Hinckley from the large cluster of residential ribbon development in Nuneaton. It also provides separation between the western edge of the industrial estate from the developments to the south west.

Planning Considerations	
Planning History on and adjacent site	An application for a lorry park on Dodwell's Bridge (part a) stands just north of the site which was refused on the grounds of intrusion into the countryside and undermining a green buffer/area of separation. A recent Outline planning permission has been granted for a new dwelling on the garden of adjacent property The Poplars. This will bring built development slightly closer to the sites western boundary.
National and local policy designations	Local Plan Policy NE4
Public consultation representations	No comments relating to this site.
Finds from evidence base documents	SHLAA found site AS287 developable with a timeframe for development between 2015 and 2020. The Open Space, Sport and Recreation Study did not assess this site.

Site Characteristics - Land between Markfield Road and Fern Crescent, Groby

Existing land uses	Paddocks, horse riding stables and associated structures. 1 metre high metal fencing runs along northern boundary with A50. Local Wildlife sites stand on the western and northern boundaries.
Land uses adjacent the site	A50 forms northern site boundary with open countryside and Groby Pool to the north. Recreation ground, primary school and playing fields on the eastern boundary. Industrial unit/depot on the north western corner of site with properties at Bradgate Hill beyond. Residential properties stand on southern ridge.
Topography	Undulating landscape which slopes in a south eastern to north western direction. A rocky escarpment divides the higher ground forming the recreation ground to the east from the site.
Landscape character	Charnwood Fringe Character Area- a particularly distinctive character area. It has diverse and sometimes dramatic features resulting in high sensitivity.
Vegetation and water bodies	Small pond and area of woodland. Newly planted trees for a depth of approximately 2-3 metres along northern boundary with A50.
Separation distances	The rear gardens of residential properties on Fern Crescent stand approximately 140 metres north of the depot. Approximately 150 metres stands between the closest boundary of the site and the settlement boundary of Bradgate Hill.
Nature and Extent of urban edges	Defined low density residential bungalows and one and half storey dwellings define Groby's western most limit. The recreation ground and school playing fields combined with level changes mark a buffer between the Area of Separation and main bulk of village form.

Planning Considerations	
Planning History on and adjacent site	Recent approval for equestrian related structures.
National and local policy designations	Local Plan policies NE4 and NE5 Core Strategy policy 21 and 22
Public consultation representations	One objection to development of site. Comments of support for residential development and open space provision.
Finds from evidence base documents	<p>SHLAA (2010) notes site is considered Developable within the 2015-2020 year timeframe due its siting adjacent the settlement boundary but that access may prove difficult.</p> <p>The Employment Land and Premise Study (2010) identifies the adjacent industrial units as an employment site with a recommendation to retain as an A site. Designated 'A' sites are those <i>"that are of importance to the economy of the Borough, and whose operation presents no significant environmental problems. The Borough Council will actively seek to ensure the retention of employment uses on these sites."</i></p> <p>The Extended Phase 1 Habitat survey identifies this site as being of Moderate Ecological Value.</p>

Site Characteristics - Land between Caterpillar (UK) Limited, Peckleton Lane, Desford and Desford Village

Existing land uses	Disused raffle range currently cordoned off by fencing. The northern section serves as an agricultural field. A public footpath runs from Peckleton lane through the site.
Land uses adjacent the site	Residential properties to the north and north east. Sports centre to the south east. Industrial premises to the south- Caterpillar site. Open agricultural fields to the west and east.
Topography	Site appears naturally flat however bunding to a height of approximately 2 metres surrounds the southern section of the site. A dyke separates the footpath from the northern site segment.
Landscape character	Desford Vales Character Area- A mixed character area with a variety of land uses. Sensitivity tends to increase toward the more rural west. Desford is identified as the most significant settlement in the area. It notes the Caterpillar works form a major developed area which is successfully assimilated by the scale of the character area.
Vegetation and water bodies	Semi mature trees and bushes line the southern boundary of the sites northern segment separating it from the footpath. Small trees and bushes dispersed around the southern site segment.
Separation distances	Approximately 330 metres stand between the closest residential properties and the nearest industrial premises to the south west. The site frontage provides a separation distance of approximately 230 metres between 54 Peckleton Lane and the Peckleton Lane junction for the Caterpillar site.
Nature and Extent of urban edges	<p>Desford is a nuclear settlement radiating from the central junction of High St, Manor Rd, Kirkby Rd and Main St. The urban edges, particularly to the south, are relatively well defined by the rear gardens of detached and semi-detached modern two storey properties.</p> <p>The Caterpillar site is an extensive industrial site with the main bulk focused to the south primarily bounded by Peckleton Common, Desford Lane.</p>

Planning Considerations	
Planning History on and adjacent site	No recent applications on-site. Applications for ancillary facilities at the nearby sports facility and Industrial plant. 10/00040/FUL and 11/00015/FUL Installation of a carbonaceous live fire training unit.
National and local policy designations	Local Plan policies NE4 and NE5 Core Strategy Policy 7 and 8
Public consultation representations	No site allocation or alternative option identified on this site.
Finds from evidence base documents	Site has not been assessed as part of the SHLAA review. Site not identified in The Open Space, Sport and Recreation Study.

Site Characteristics - Land between Hinckley and Burbage between Brookside Road and the Railway Part A

Existing land uses	Derelict land on the farthest eastern section. Woodland dispersed around the site but focused on the central and northern sections. Active and disused allotments on the southern portion. A flood basin characterised by open scrub and grassland stands on the farthest western section of the site and public footpaths cross the site north to south and east to west.
Land uses adjacent the site	The Birmingham to Leicester railway line forms the sites northern boundary with the rear of residential properties beyond. The rear gardens of residential properties stand adjacent the sites southern and eastern boundaries.
Topography	The site has a gentle southward slope. The flood relief basin presents a significant depression in the land. Burbage and Hinckley both stand on elevated ground which slopes down towards the site.
Landscape character	Site is within Burbage Urban Character Area. It identifies Hinckley and Burbage are only separated by the railway line but reiterates they have their own distinct character. It notes Burbage expanded to the limits of the railway line between 1931 and 1980. The main focus of the distinctive character of Burbage lies in the historic core. However, the assessment's strategies seek to protect and enhance the local distinctiveness, enhance access and direct linkages to open countryside to the east and retain and enhance urban green space.
Vegetation and water bodies	The site is heavily vegetated with extensive boundary screening from trees and bushes on the majority of the northern and southern boundaries. Sketchley Brook runs east to west with small culverts intersecting with the brook on the flood relief basin.
Separation distances	The degree of separation of the two settlements by this area of open space ranges between approximately 99-145 metres. The smallest separation stands on the north eastern corner of the site and the largest toward the south east corner but before the flood relief basin.
Nature and Extent of urban edges	The settlements of Hinckley and Burbage form the majority of the urban area of the borough divided by the Birmingham to Leicester Railway line. The rear gardens of residential properties abut the railway embankment to the north for the majority of the length of the site, which combined with the railway line forms a clear and defined urban edge to Hinckley. The residential properties on Brookside provide a consistent edge to the built form of Burbage but the open space divides the rear gardens of these from the railway line to the north.

Planning Considerations	
Planning History on and adjacent site	No recent applications on this site, however, a previous application for the erection of 50 dwellings to the rear of 271 Brookside was refused in 1994 before the areas designation as an area of separation. Permission was refused on the grounds of residential amenity through the provision of an access and the loss of a recreational facility.
National and local policy designations	Local Plan Policy NE4 Core Strategy Policy 4, 19 and 20
Site Allocations Preferred Options Public consultation representations	<p>A comment of support for protection of open space and allotments.</p> <p>Comments on the need to identify a shortfall of allotments and the number of existing allotments on site. Site addresses deficiencies in open space and allotments.</p> <p>Comments of objection relate to the disuse of the allotments and the concealed nature of the site. It is considered there are more appropriate locations for this type of development. Comments also received relating to environmental improvements, potential provision of housing on site and enabling improvements to access, transportation and green links.</p>
Finds from evidence base documents	<p>SHLAA notes this site is considered undevelopable with adequate access provision unlikely.</p> <p>The Green Infrastructure Strategy notes that the site has a contribution to make in reducing urban run-off with the potential to enhance biodiversity and recreational provision.</p> <p>The Open Space, Sport and Recreational Facilities Study identifies this site as a green corridor, allotments and amenity green space. It advises the site should be integrated with circular recreational routes and a programme of quality enhancements for recreation use should be undertaken. In addition the allotments are noted as achieving the lowest quality score of all allotments within the urban area with a score of 25%. It also considers there to be a current and projected future shortfall in the provision of allotments in the urban area.</p>

Site Characteristics - Land between Hinckley and Burbage between Brookside Road and the Railway Part B

Existing land uses	Recreation ground with children's play equipment, Tennis and Basketball facilities, youth shelter.
Land uses adjacent the site	The rear of residential properties on West Close and Brookside stand to the north east and south of the site respectively. The railway line abuts the northern boundary with retail premises beyond. A car park and dry cleaners stands to the west with Rugby Road beyond.
Topography	Site relatively flat and open with residential properties on West Close standing slightly higher.
Landscape character	Site is within Burbage Urban Character Area. It identifies Hinckley and Burbage are only separated by the railway line but reiterates they have their own distinct character. It notes Burbage expanded to the limits of the railway line between 1931 and 1980. The main focus of the distinctive character of Burbage lies in the historic core. However, the assessment's strategies seek to protect and enhance the local distinctiveness, enhance access and direct linkages to open countryside to the east and retain and enhance urban green space.
Vegetation and water bodies	A few trees and hedgerows stand on the southern and western boundaries. Site dominated by large open recreation field.
Separation distances	The rear gardens of properties on the southern boundary are separated from the railway line by approximately 205 metres. However West Close and East Close to the east of the site span up to the railway line with no separation area.
Nature and Extent of urban edges	The residential properties on Brookside provide a consistent edge to the built form of Burbage but the spatial pattern is disrupted by the protrusion of properties on West and East Close past the rear building line.

Planning Considerations	
Planning History on and adjacent site	Recent Outline approval for a large mixed use development concentrated to the west of Rugby Road but the planned area of open space includes the existing area of separation.
National and local policy designations	Local Plan Policy NE4 no recreation/open space designation.
Public consultation representations	No comments relating to this site.
Finds from evidence base documents	<p>SHLAA found site AS105 deliverable and developable when site considered in its entirety.</p> <p>The Open Space, Sport and Recreational Facilities Study identifies this site as a formal park with a quality score of 45%. The site is assessed as poorly maintained with significant litter, dog fouling and has boundaries in poor condition. The site is identified as the lowest quality formal park in the urban area and in need of improvement. Burbage also has the greatest shortfall in provision at 1.09 ha, expected to worsen due to projected population increases. In addition a football and cricket pitch and tennis court stands on the site. The tennis court also has the lowest quality score of all courts in the borough at 40%. It is considered poorly maintained, has unclear line markings and the fencing is in poor condition.</p>

Site Characteristics - Land north of Station Road, between the Watermead Residential Estate and Spinney Cottage

Existing land uses	The site consists of three distinct fields which are used as pasture land. The western field is divided by a private track to The Stables, Wharf Farm which stands to the north of the site. The central field is divided by a roadway to the golf course to the north.
Land uses adjacent the site	The western boundary of the site abuts the Battlefield Railway Line with the modern residential estate Pipistrelle Drive Estate/Watermead standing beyond, between the railway line and the Ashby Canal. Station Road which is the main thoroughfare through the settlement runs along the sites southern boundary. Station Road Industrial Estate and low density residential stands to the south of Station Road. Kyngs Golf and Country Club stands to the north of the site. The residential property of The Stables stands to the north of the western field.
Topography	The site is relatively flat with the landscape to the north rising gently but this is interrupted by landscaped mounds of the golf course. Station Road rises eastward toward the centre of the town.
Landscape character	The Landscape Character assessment identifies the site stands within the Market Bosworth Parkland Character Area. The key characteristics of this area are the rolling landform which reaches a high point around Market Bosworth, a land use dominated by pasture, parkland and scattered trees and the landscape setting of Market Bosworth. The Landscape Strategy identifies the character area is of high sensitivity and has restricted capacity to absorb change.
Vegetation and water bodies	The three fields are identified through their boundary hedging with their front boundaries interspersed with mature trees. The sites are currently pasture land however the western field has a more manicured, green appearance than the central and eastern fields.
Separation distances	The western site boundary stands approximately 20 metres from the modern residential estate. The eastern site boundary stands approximately 45 metres from Spinney Cottage and 20 metres from Woodlands which stands to the north of Station Road.
Nature and Extent of urban edges	Market Bosworth originally developed as a cluster settlement centred around the Market Square which stands on a high point in the area. The settlement has primarily developed westward along Station Road inline with the decline of the valley toward the canal and railway line. Most development is concentrated to the south of Station Road.

Planning Considerations	
Planning History on and adjacent site	Applications 02/00845/OUT and 03/00652/REM note the development of the residential estate to the west of the railway line. Application 98/00963/COU notes the development of the golf course to the north and north east of the site.
National and local policy designations	This site is not currently designated an Area of Separation. Local Plan Policy NE5
Public consultation representations	One consultation response specific to MKBOS01 identified the site as a potential area of separation. The fields east of the battlefield line identified as valuable to the local community and provide clear separation between development and the village. Loss of this site to development would have an adverse impact on the setting and character of the village.
Finds from evidence base documents	SHLAA identifies this site as AS392 and is considered Developable with a timeframe for development between 2015 and 2020. The Extended Phase 1 Habitat survey identifies this site as being of lower Ecological Value.

Site Characteristics - Land to the South of 460-502 Coventry Road, North of Waterside Park, Hinckley

Existing land uses	The site consists of a rectangular parcel of land abutting the rear residential gardens of 460 to 502 Coventry Road, Hinckley and to the rear of new residential properties at Merry Hurst Place and West Hyde. The site is currently overgrown with trees and bushes and has no existing land use classification and as such is currently considered white- land. Five Tree Preservation Orders are dotted around the site.
Land uses adjacent the site	The site is surrounded by residential properties to the north, south and east. The rear gardens and residential properties of dwellings on Coventry Road stand to the north and primarily form 1920's-1930's ribbon development and consist of semi-detached properties. The rear gardens of new residential properties on Merry Hurst Place and West Hyde stand to the south and east respectively with further residential development of the same period beyond. The western site boundary abuts the footpath and roadway of 'the paddock' with Paynes Garage site beyond.
Topography	The site appears relatively flat although the site is inaccessible to the public currently meaning a full site inspection was not possible.
Landscape character	The site falls within the Hinckley Urban Character Area however it notes the features to be protected and enhanced relate predominately to the urban core and settlement peripheries which do not relate to this site.
Vegetation and water bodies	Aerial photography and the limited visual site inspection did not identify any water bodies. The site is comprised of dense boundary vegetation with areas of overgrown grass towards the centre.
Separation distances	The site spans approximately 158 metres from the western to eastern boundary. The site is approximately 49 metres at its widest point on the eastern boundary and 30 metres on the western boundary. These measurements provide the separation distances between the rear gardens of residential properties on Coventry Road, Merry Hurst Place and West Hyde.

Site Characteristics - Land to the South of 460-502 Coventry Road, North of Waterside Park, Hinckley

Nature and Extent of urban edges	Hinckley's urban development initially clustered around the central shopping area and later expanded significantly in the 1930's. The majority of properties along Coventry Road reflect this period of rapid growth through semi-detached dwellings with long rear gardens which lined Coventry Road as ribbon development. It is the rear of these gardens which forms the northern boundary of the site. Subsequent more modern residential development has been constructed to the south and east of the site which presents a less linear and a more dense residential format. Paynes garage site stands to the east which also abuts the rear gardens of residential properties on Coventry Road. This site is a large car repair and sales site. Its western boundary abuts the A5 which forms the boundary of Hinckley. The site is therefore within a residential character area tightly surrounded on all but one boundary by residential development.
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Planning Considerations

Planning History on and adjacent site	Application 04/01235/FUL for the erection of 19 dwellings, associated access, parking and landscaping went to appeal on the grounds of non-determination. The appeal was dismissed on the grounds that the site was an important gap and its loss to development and the loss of a protected tree would be harmful to the character and appearance of the surrounding area.
National and local policy designations	This site is not currently designated an Area of Separation. Local Plan Policy NE5 Core Strategy Policy 1: Development in Hinckley.
Public consultation representations	The Site Allocations and Generic Development Control Policies DPD Preferred Option consultation identified that the site identified as HIN39 (also known locally as The Paddock) should be designated a natural area of separation of two quite clearly defined developed areas.
Finds from evidence base documents	SHLAA 2010 Review identifies this site as AS296 and has been assessed as non-developable due to the contributor proposing the site as Green Space. Land ownership of the site is also unclear.

Site Characteristics- Land East and West of Hinckley Road and Land North and South of Stoke Lane, between Stoke Golding and Dadlington

Existing land uses	The site consists of a number of distinctly identifiable agricultural fields. The site consists of two field parcels either side of Hinckley Road with another wrapped around the eastern side of Goosegrange Farm. A large field stands between the north eastern edge of Stoke Golding and Stoke Lane to the North. Another large field stands north of Stoke Lane and east of the Ashby Canal. Two smaller field parcels stand to the south of this field parcel, adjacent to Dadlington.
Land uses adjacent the site	On the eastern side of Hinckley Road to the south stands Goose Grange which comprises a dwelling and agricultural holding and forms the limit of Stoke Golding (although not within the settlement boundary). St Martins Covent, which has recently got permission for residential development and St Martins School stand beyond the farmstead. The rear gardens of residential properties on Sherwood Road, Roseway, Whitemoors Close, Stoke Golding and a agricultural field stand on the areas southern boundary. Ashby Canal stands on the sites western boundary to the north with open countryside beyond. The rear of residential properties on Hinckley Road and The Green, Dadlington stands to the north east. Oastone Farmstead stands on the sites northern boundary.
Topography	The area rises gently towards Dadlington. From Stoke Lane, Dadlington it is possible to view Stoke Golding as the topography falls and the Church of St Margaret of Antioch is prominent.
Landscape character	Site stands within the Stoke Golding Vales Character Area. It identifies that despite the areas proximity to Hinckley and the A5, much of the area is rural and largely tranquil. The landscape character area is of high sensitivity with limited capacity to accept significant change. The landscape strategy advises avoiding creeping urbanisation which does not reflect urban character. The area is identified as being of high sensitivity with limited capacity for change.
Vegetation and water bodies	The field boundaries are largely delineated by hedgerows and a scattering of trees. Ashby Canal forms the western boundary of the northern field.
Separation distances	The site provides approximately 240 metres of separation between the residential properties on the southern limit of Dadlington from the dwelling at Goosegrange. Approximately 459 metres stands between 77 Roseway, Stoke Golding and 50 Hinckley Road, Dadlington. The proposed area of separation spans a total of approximately 770 metres north to south. The total area of the site stands at 41 Hectares.

Site Characteristics- Land East and West of Hinckley Road and Land North and South of Stoke Lane, between Stoke Golding and Dadlington (Cont.)

Nature and Extent of urban edges

Both Dadlington and Stoke Golding have developed from initial clusters around the village centres with more modern residential development radiating outward along roadways. The eastern/north eastern edges of Stoke Golding are predominantly characterised by detached residential properties and the. Goosegrange farmstead and dwelling stands on the southern boundary of the site and this agricultural development is characteristic of the rural context. Detached and semi detached properties form ribbon development along Hinckley Road, Dadlington toward Stoke Golding with the side boundaries of 47 and 50 Hinckley road forming the southern limit of Dadlington. Oastone Farmstead stands to the north of the site.

Planning Considerations	
Planning History on and adjacent site	St Martins Convent has got full planning permission for the erection of up to 59 dwellings which fulfils the settlements minimum housing requirement up to 2026. This stands on the western most limit of Stoke Golding. Planning permission was refused for residential development to the south on the western segment of the site and the decision was upheld at appeal.
National and local policy designations	This site is not currently designated an Area of Separation. Local Plan policies NE5 Core Strategy Policy 11
Public consultation representations	Objections relating to sites AS542, 543, 544, STG10ALT and STG13ALT on the grounds that fields between Dadlington and Stoke Golding should be designated Green Wedge. Objections raised over potential merging of Stoke Golding and Dadlington on site AS603, STG01, STG02a & b and STG09.
Finds from evidence base documents	SHLAA (2010) identifies the Morris Homes Appeal site and field above as site reference AS603. The adjacent western field is referenced as AS544. It notes these sites were excluded from consideration due to Grade 2 agricultural land covering the entire site. The Extended Phase 1 Habitat survey identifies fields AS542 and AS544 as having lower ecological value and AS543 as having moderate ecological value.

Site Characteristics - Land between the north western boundary of the Barwell Sustainable Urban Extension and the South and South Eastern boundary of Stapleton

Existing land uses	The site consists of several distinct arable and pasture fields and the area has an agricultural character. The area also includes White House Farmstead, the rear curtilage of the Nags Head Public House and the residential property The Walnut Paddock.
Land uses adjacent the site	Hinckley Road (A447) runs along the sites western boundary and Chapel Street and track runs along the sites northern boundary. Stapleton Lane running through to Barwell stands on the sites southern boundary. The settlement of Stapleton stands to the northwest with open countryside beyond. Open countryside and agricultural fields stand to the north and south west. The proposed Barwell Sustainable Urban Extension will stand to the east and south east of the site but is currently agricultural land.
Topography	The topography undulates with gradient falling from Chapel Street, Stapleton to Ashby Road (A447) before rising.
Landscape character	Site stands within the Stoke Golding Vales Character Area. It identifies that despite the areas proximity to Hinckley and the A5, much of the area is rural and largely tranquil. The landscape character area is of high sensitivity with limited capacity to accept significant change. The landscape strategy advises avoiding creeping urbanisation which does not reflect urban character. The area is identified as being of high sensitivity with limited capacity for change.
Vegetation and water bodies	The fields within the site are bounded by hedgerows with a scattering of trees. The Nags Head garden is enclosed by trees and bushes.
Separation distances	The northern boundary along Chapel Street which develops into a bridleway runs for approximately 465 metres between the rear of 6 Chapel Street to the north western tip of the proposed SUE. The distance between this property and the edge of the existing settlement of Barwell, where Kirkby Road and Elwell Avenue meet is approximately 1.48 km as the crow flies. A separation distance of 110 metres stands between the southern tip of Stapleton's settlement boundary and the proposed SUE boundary aligning with Stapleton Lane. The separation distance between this point and the existing settlement of Barwell, where Stapleton Lane meets the recycling depot is approx 1.175 km as the crow flies.

Site Characteristics - Land between the north western boundary of the Barwell Sustainable Urban Extension and the South and South Eastern boundary of Stapleton (Cont.)

Nature and Extent of urban edges

Stapleton has developed along Main Street with the focus of the original settlement clustered around the bend of Main Street to the south of the settlement and to the north around School Lane. The north western boundary abuts the rear of properties on Main Street. The southern and eastern boundaries do not span up to existing urban edges but up to the proposed Barwell Sustainable Urban Extension boundary. The exact design, form and scale of development which will be constructed on or adjacent to these boundaries are still unclear as a related planning application has not been submitted and the AAP has not been adopted.

Planning Considerations	
Planning History on and adjacent site	The Nags Head public house was given planning permission for a modest single storey extension under reference 07/01429/FUL. Walnut Paddock was given planning permission for an extension to the bungalow under reference 97/00670/FUL.
National and local policy designations	This site is not currently designated an Area of Separation. Local Plan Policy NE5 Core Strategy Policy 3 & 13
Public consultation representations	One site suggestion for a proposed Area of Separation was suggested for agricultural land between Walnut Paddock, Hinckley Road and Stapleton Lane, Barwell. This suggestion was received through the Call for Sites Consultation.
Finds from evidence base documents	No land within the proposed area of separation has been submitted within the SHLAA. The Open Space, Sport and Recreational Facilities Study did not assess this site.

Site Characteristics - A linear piece of land west of the Battlefield Railway Line, Market Bosworth

Existing land uses	The strip of land measures 400 metres long from Station Road along the western side of the Battlefield Railway Line. The site is 2 metres in width. Woodland forms the sites northern segment whereas the southern segment comprises hedges and trees forming the boundary with the railway line.
Land uses adjacent the site	To the west of the site stands woodland, a vacant residential property and curtilage, a pond and scrub land with the Ashby Canal beyond. The Watermead residential estate stands to the north with scrub land and countryside standing to the south. The Battlefield Railway line stands to the east accompanied by some railway related structures including a railway platform with a residential property, garage site and Churchill's industrial units beyond. Station Road runs along the sites northern boundary.
Topography	The site is relatively flat but Station Road to the north stands approximately 4 metres above the site with a steep embankment sloping down to the site.
Landscape character	The Landscape Character assessment identifies the site stands within the Market Bosworth Parkland Character Area. The key characteristics of this area are the rolling landform which reaches a high point around Market Bosworth, a land use dominated by pasture, parkland and scattered trees and the landscape setting of Market Bosworth. The Landscape Strategy identifies the character area is of high sensitivity and has restricted capacity to absorb change.
Vegetation and water bodies	No water on the proposed area of separation. Woodland forms the sites northern segment and Trees and bushes bordering the railway line form the sites southern segment.
Separation distances	The site is approximately 400 metres in length and 2 metres in width. The site stands approximately 70 metres from Churchill's industrial units and 135 metres from the Ashby Canal.
Nature and Extent of urban edges	Market Bosworth originally developed as a cluster settlement centred around the Market Square which stands on a high point in the area. The settlement has primarily developed westward along Station Road inline with the decline of the valley toward the canal and railway line. Most development is concentrated to the south of Station Road.

Planning Considerations	
Planning History on and adjacent site	A withdrawn application was submitted on the site known as Sedgemere with includes the proposed area of separation for 57 dwellings under reference 11/00907/FUL. Applications for the conversion to a dwelling or the erection of a dwelling to the west of the site have been refused under references 96/00959/OUT, 97/00420/OUT and 00/00690/FUL. To the east of the site an application was refused for the erection of 24 dwellings under reference 07/01107/FUL and an application for a change of use to a dwelling was approved under reference 06/00158/COU.
National and local policy designations	This site is not currently designated an Area of Separation. Local Plan Policies NE5 would apply. Core Strategy Policy 11 would apply.
Public consultation representations	Consultation responses refer to MKBOS02 and MKBOS13 within the Preferred Option Site Allocation and Generic Development Control Policies DPD. MKBOS02 received 27 objections, 15 comments and 8 supports. Comments received related the potential impact on wildlife and biodiversity, the potential to link isolated development, concern over housing levels and the impact on the character of the village and other sites identified as more appropriate. MKBOS13 received 4 comments and 1 support with comments relating to the careful consideration of the access and advising the site should be considered as one with MKBOS02.
Finds from evidence base documents	<p>The SHLAA identifies this site within a larger site referenced AS393. This site has been deemed developable as it stands adjacent the settlement boundary.</p> <p>This site is not identified in the Open Space, Sports and Recreational Facilities Study.</p> <p>The Phase 1 Habitat Survey identified the northern section of the Sedgemere site as having moderate ecological value and the southern section as having high ecological value.</p>

Site Characteristics- Land Surrounding the Southern Settlement Boundary of Stoke Golding

Existing land uses	The site consists of dozens of distinctly agricultural fields, areas of copse/woodland, a playing field, recreation field, cemetery, farmsteads and ancient monument. The site also contains several roadways including Stoke Road, Stoke Lane, Higham Lane, Basin Bridge Lane. A disused railway line stands adjacent the sites eastern boundary and Ashby Canal runs also runs to the east.
Land uses adjacent the site	MIRA stands to the west of the site with agricultural fields bordering the majority of the southern, eastern and western site boundaries. Residential properties forming the settlement of Stoke Golding stands on the sites northern boundary.
Topography	The area to the south of Stoke Golding between Wykin Lane and Stoke Road has a largely flat appearance. The area west of Wykin Lane rises in a northern western direction.
Landscape character	Site stands within the Stoke Golding Vales Character Area. It identifies that despite the areas proximity to Hinckley and the A5, much of the area is rural and largely tranquil. The landscape character area is of high sensitivity with limited capacity to accept significant change. The landscape strategy advises avoiding creeping urbanisation which does not reflect urban character. The area is identified as being of high sensitivity with limited capacity for change.
Vegetation and water bodies	The field boundaries are largely delineated by hedgerows and trees. Ashby Canal runs to east of the site. Fields are often edged with drainage ditches. The Wykin Lane Wildlife area contains a pond and a number of recently planted trees.
Separation distances	The sites western boundary measures approximately 960 metres and the eastern boundary measures approximately 1 km 200 metres. Wykin Lane runs through the centre of the site with a separation distance of approximately 975 metres from north to south. The site measures 2 km 440 metres from east to west. The overall site area is 263.36 ha. The western boundary of the site stands approximately 40 metres from the north eastern corner of the MIRA site and approximately 860 metres from Higham on the Hill. The southern boundary of the site stands approximately 1 km from the northern boundary of Hinckley.
Nature and Extent of urban edges	Stoke Golding has developed from an initial cluster around the village centre with more modern residential development radiating outward along roadways. Gaps in development provide glimpses of countryside, particularly around the centre of the original village looking over the ancient monument. One of the most recent extensive modern residential developments in the village, around Arnold Road stands between Wykin Lane and Hinckley Road, which are the two central routes into Hinckley.

Planning Considerations	
Planning History on and adjacent site	The largest application for housing bordering the site is the St. Martins Covent application for 59 dwellings. Other examples of residential development include the conversion of agricultural buildings at Park House under references 08/00795/FULI, 07/01169/FUL and 06/00211/FUL. A large portion of the identified applications relate to the modification, extension and alteration to agricultural buildings and the erection of agricultural workers dwelling which notes the largely agricultural nature of the site.
National and local policy designations	The site is not currently designated an area of separation. Local Plan Policy NE5 applies. Core Strategy Policies 1, 7, 11 and 12
Public consultation representations	Consultation comments refer to alternative option sites AS534 and AS537. AS537 received 2 objections which voiced concerns relating to the fields between Stoke Golding and Hinckley and Stoke Golding and Wykin and a potential Green Wedge. AS537 also received 1 supporting comment which stipulated the site was far enough from Higham on the Hill and not adjoining the two villages. AS534 received 3 objections which noted the green space/Green Wedge between Stoke Golding and other settlements is under threat, and the Covent allotment site should get special designation.
Finds from evidence base documents	<p>The SHLAA identifies the following parcels of land within the proposed area of separation, AS534, AS533, AS537, AS540, AS541.</p> <p>AS533 was assessed as non-developable as it does not stand within or adjacent to the settlement boundary. AS534 was assessed as non-developable because development would adversely impact on the ancient monument and protected views. AS537, AS540 and AS541 were assessed as developable, but this is dependent on adequate access provision.</p> <p>The Extended Phase 1 Habitat survey identifies two areas identified as AS534 and AS537 as having moderate ecological value.</p> <p>Hall Drive Recreation Ground stands within the proposed area of separation and is identified in the Open Space, Sport and Recreational Facilities Study. The Study assigns this space a quality score of 32 and requires improvements.</p>

Appendix H

Relevant planning history records

AOS Site	Application number	Site address	Proposed development	Approved/Refused
Land between Sketchley, Three Pots Estate, A5 and Sketchley Lane Industrial Estate	10/00518/OUT	Land bounded by The Ashby Canal, railway line and Bridge Street, incorporating the former Johnsons factory, Burbage, LE10 2ND	Mixed use development comprising up to 375 dwellings, employment (use classes B1A, B1C, B2 and B8), local centre (use classes A1-A5 and D1), live-work units, works to Sketchley Brook corridor, remodelling of lake and associated open space, parking and accesses (outline - access only).	Approved
	11/00856/REM	Land bounded by The Ashby Canal, railway line and Bridge Street, incorporating the former Johnsons factory, Burbage, LE10 2ND	Approval of Reserved Matters for primary physical and green infrastructure details including the Sketchley Brook Corridor, access road, structural landscape, open space and remodelling of the lake.	Approved
	07/01230/FUL	Sketchley Grange Hotel Sketchley Lane Burbage	Extensions and alterations to hotel to create 42 no. additional bedrooms, additional car parking and other works.	Approved
	10/00312/FUL	Sketchley Lodge Farm Sketchley Lane Burbage	Extension to existing agricultural building.	Approved
	08/00010/COU	7 Watling Close Burbage	Change of use from B1 office use to mixed use of B1 and D2.	Approved
	01/00534/FUL	Plot 3 P L Williamson 3 Sketchley Meadows Burbage	Extension to factory and change of use of former factory to warehousing.	Approved
	01/00165/FUL	Manor Farm Sketchley Old Village Burbage	Alterations and extensions to dwelling.	Approved
	01/00133/FUL	The Little Wheel Sketchley Old Village Burbage	Erection of detached garage block and games room (amended scheme).	Refused Impact of design on NE5

AOS Site	Application number	Site address	Proposed development	Approved/Refused
	07/00305/FUL	Land Rear of 6 Watling Close Burbage	Erection of industrial unit.	Approved
	07/00757/FUL	Land Rear of 6 Watling Close Burbage	Erection of industrial unit for B1, B2 and B8uses.	Approved NE4 considered
	06/00676/COU	Paddock View Sketchley Old Village Burbage	Change of use (from C1 guesthouse, to C3 residential).	Approved
	02/00539/OUT	The Bungalow Sketchley Lane Burbage	Demolition of existing building and erection of two storey dwelling.	Refused NE4 main refusal reason
	09/00767/COU	Stretton House Watling Street Burbage	Change of use of existing dwelling house to place of worship and teaching, day centre, living accommodation and formation of parking area.	Refused Not on NE4 or NE5
	01/00696/FUL	Land Off Sketchley Lane Burbage	Erection of one dwelling (amended house type).	Approved
	03/00726/OUT	The Chalet Watling Street Burbage	Erection of six dwellings (re-submitted scheme)	Approved NE4 not considered
	04/00373/REM		Erection of six dwellings	
Land between Harrowbrook Industrial area and the Ashby Canal	10/00993/FUL	Unit Z Maple Drive Hinckley	Erection of three units (use classes B1, B2, B8).	Approved
	10/00695/FUL	Plot E Maple Drive Hinckley	Erection of a single storey "drive-through" A3/A5 restaurant, including details of parking, hard landscaping, and external amenity area.	Approved
	07/01150/FUL	Land Adjacent To 391 Coventry Road Hinckley	Mixed commercial development comprising B1 B2 B8 and SUI generis uses.	Approved
	07/00529/FUL	Land Adjacent To 391 Coventry Road Hinckley	Mixed commercial development comprising B1, B2, B8 and SUI generis uses.	Refused Overturned at appeal (further details)

AOS Site	Application number	Site address	Proposed development	Approved/Refused
Land between Dodwells Bridge, the A5 and the borough boundary	10/00943/CONDIT	Aldi Stores Limited Watling Street Hinckley	Variation of condition 6 of planning permission 97/00043/FUL (hours of operation).	Approved
	10/00710/OUT	The Poplars Watling Street Hinckley	Erection of one dwelling (outline - access only)	Approved
	01/00866/COU	Unit A Trinity Motors Accident Repair Centre Dodwells Road Dodwells Bridge Industrial Estate Hinckley	Change of use to vehicular repairs centre with ancillary uses.	Approved
	06/01356/FUL	Aldi Stores Limited Watling Street Hinckley	Demolition of existing restaurant and creation of additional car parking.	Approved
	05/01219/FUL	Aldi Stores Limited Watling Street Hinckley	Extension to retail store (resubmitted scheme)	Approved
	03/01374/FUL	7 Alan Bray Close Jacknell Industrial Park Hinckley	Two storey extension.	Approved
	03/00400/FUL	Rivendell Watling Street Hinckley	Two storey side and rear extension and alterations to dwelling.	Approved
	96/00488/COU	Unit A Trinity Motors Accident Repair Centre Dodwells Road Dodwells Bridge Industrial Estate Hinckley LE10 3BZ	Construction of lorry park.	Refused On grounds of not justifiable encroachment into countryside and would undermine the 'green buffer'/area of separation
	01/00855/FUL	Plot 26 Bottrill And Kozlowski 8 Jacknell Road Jacknell Industrial Park Hinckley	Extension to industrial unit to provide offices.	Approved

AOS Site	Application number	Site address	Proposed development	Approved/Refused
Land between Markfield Road and Fern Crescent	10/00590/FUL	Land at the rear of 34 Fern Crescent Groby	Creation of new access, formation of new ménage, replacement stable block and erection of garage for horse trailer box.	Approved Policies had regard for NE4 but report did not.
	10/00737/FUL	34 Fern Crescent Groby	Extensions and alterations to dwelling.	Approved
	05/00492/FUL	Martinshaw County Primary School Forest Rise Groby	Erection of porta-cabin for use as changing facilities.	Approved
	03/00593/C		Replacement mobile classroom in an alternative location and erection of 1.8 metre mesh fencing.	Approved
Land between Caterpillar, Peckleton Lane and Desford village	08/01054/COU	The Bungalow Peckleton Lane Desford	Change of use from dwelling house (Class C3) to place of worship (Class D1).	Approved
	01/00475/TEMP	Caterpillar Logistic Services Peckleton Lane Desford	Siting of removable temporary office building for period of 5 years.	Approved
	06/00193/REM	Sport In Desford Peckleton Lane Desford	Development of new sports and leisure facility (reserved matters for outline application 03/01289/OUT).	Approved
	04/00496/CONDIT	Caterpillar (UK) Limited Peckleton Lane Desford	Planning permission 98/00965/FUL to continue use of temporary car park on a permanent basis.	Approved
	03/01289/OUT	Sport In Desford Peckleton Lane Desford	Development of new sports and leisure facility.	Approved

AOS Site	Application number	Site address	Proposed development	Approved/Refused
Land between Hinckley and Burbage between Brookside Road and the railway	01/00593/GDOT	Allotment land R/O Brookside Burbage	Erection of 15m lattice tower telecommunications antennas and equipment cabin.	Refused NE4 not a refusal reason
	04/01230/COU	C J Marketing Unit 1 Hinckley Business Centre Burbage Road Burbage	Change of use to gymnastic club.	Approved
	04/00843/FUL	Automatic Engineers Burbage Road Burbage	Extension to engineering building	Approved
	10/00518/OUT	Land bounded by the Ashby Canal, railway Line and Bridge Street, incorporating the former Johnsons factory Burbage	Mixed use development comprising up to 375 dwellings, employment (use classes B1a, B1c, B2 and B8), local centre (use classes A1-A5 and D1), live-work units, works to Sketchley Brook corridor, remodelling of lake and associated open space, parking and accesses (outline - access only).	Approved AOS to be retained as open space NE4 not considered
	07/01108/COU	D M Rock Old Sketchley Garage Rugby Road Hinckley	Change of use from vehicle sales and display of log cabins garden sheds and garden structures.	Approved
	03/00323/FUL	Bowling Green Rugby Road Recreation Ground Bridge Road Burbage	Erection of building for use as changing facilities.	Approved
	94/00832/OUT	Allotment land R/O Brookside Burbage Hinckley Leicestershire LE10 2TG	Residential development and construction of access road.	Refused Unsuitable access provision between two dwellings to the detriment of residential amenity and loss of existing recreational facilities.

AOS Site	Application number	Site address	Proposed development	Approved/Refused
Land east and west of Hinckley Road and land north and south of Stoke Lane, between Stoke Golding and Dadlington	11/00219/REM	St Martins Convent Hinckley Road Stoke Golding CV13 6HT	Erection of 59 dwellings (siting, appearance, layout and landscaping).	Approved
	10/00358/OUT		Residential development for up to 59 dwellings (outline - access only).	Approved
	10/00408/OUT	Land off Hinckley Road Stoke Golding	Residential development (outline - access only).	Refused
	Appeal- APP/K2420/A/10/2138596			Appeal Dismissed
	06/00830/FUL	Convent Lodge Dadlington Road Stoke Golding CV13 6HT	Extensions and alterations to convent lodge.	Refused Proposal out of character with the dwelling
	07/00187/FUL			Approved
	09/00838/FUL	66 Sherwood Road Stoke Golding Nuneaton Leicestershire CV13 6EE	Erection of Granny Annex	Approved
	11/00441/FUL	Stoke Lodge Hinckley Road Stoke Golding Nuneaton Leicestershire CV13 6HT	Erection of detached outbuilding	Refused- No justification for development in the countryside
	99/00845/COU	Roseway Stoke Golding Nuneaton, Warwickshire CV13 6HG	Construction of ménage	Approved
	03/01003/FUL	Goose Grange Dadlington Road Stoke Golding Nuneaton, Warwickshire CV13 6HT	Erection of double garage	Approved

AOS Site	Application number	Site address	Proposed development	Approved/Refused
	05/01146/FUL	20 Hinckley Road Dadlington Nuneaton, Warwickshire CV13 6HU	Erection of detached double garage and garden store	Approved
	04/01438/FUL	Land Rear Of 21-57 Roseway Stoke Golding Nuneaton, Warwickshire	Erection of one new dwelling	Refused- proposal out of character with the dwelling
	02/01106/FUL	Land Adj 57 Roseway Stoke Golding Nuneaton, Warwickshire CV13 6HG	Erection of hay barn	Approved
	08/00315/FUL	11 Shenton Lane Dadlington Nuneaton Leicestershire CV13 6JD	Extension and alterations to garage to form a new dwelling	Approved
Land between the north western boundary of the Barwell Sustainable Urban Extension and the south and south eastern boundary of Stapleton.	07/01429/FUL	The Nags Head 15 Main Street Stapleton Leicester Leicestershire LE9 8JN	Extension to Public House	Approved
	02/01327/FUL		Coffee Lounge Extension to premises	Approved
	97/00670/FUL	1 Hinckley Road Stapleton Leicester LE9 8JT	Extension to bungalow	Approved

AOS Site	Application number	Site address	Proposed development	Approved/Refused
A linear piece of land west of The Battlefield Railway Line, Market Bosworth	11/00907/FUL	Sedgemere Station Road Market Bosworth Nuneaton Leicestershire CV13 0PG	Demolition of existing bungalow and associated outbuildings and erection of 57 no. dwellings and associated works, conversion of engine shed into visitor centre and formation of 10 no. allotments and an ecological mitigation area	Withdrawn
	11/00394/FUL	Noctule House Pipistrelle Drive Market Bosworth Nuneaton Leicestershire CV13 0NW	Change of use from office to dwelling with associated alterations	Approved
	09/00774/CONDIT	Wharf House Station Road Market Bosworth Nuneaton Leicestershire CV13 0PG	Removal of condition 3 and 4 of planning permission 77/1080/4	Approved
	07/01107/FUL	Station Garage Station Road Market Bosworth Nuneaton Leicestershire CV13 0PE	Erection of 24 dwellings	Refused
	06/00158/COU	Station Garage Station Road Market Bosworth Nuneaton, Warwickshire CV13 0PE	Change of use from garage to dwelling	Approved
	04/00491/FUL	Engineering Works J J Churchill Station Road Market Bosworth Nuneaton, Warwickshire CV13 0NR	Extensions to form additional storage	Approved
	01/00194/COU	Station Garage Station Road Market Bosworth Nuneaton, Warwickshire CV13 0PE	Change of use of garage to dwelling	Approved

AOS Site	Application number	Site address	Proposed development	Approved/Refused
A linear piece of land west of The Battlefield Railway Line, Market Bosworth	00/00690/FUL	Sedgemere Station Road Market Bosworth Nuneaton, Warwickshire CV13 0PG	Conversion and extension to garage form dwelling	Refused
	97/00420/OUT	Land Adj Sedgemere Station Road Market Bosworth Nuneaton, Warwickshire CV13 0PG	Erection of dwelling	Refused
	96/00959/OUT		Erection of Single Storey dwelling	Refused
	95/00884/COU	Station Garage Station Road Market Bosworth Nuneaton, Warwickshire CV13 0PE	Change of use to dwelling	Approved
Land north of Station Road, between the Watermead residential estate and Spinney Cottage	07/01456/FUL	The Stables Wharf Farm Station Road Market Bosworth Nuneaton Leicestershire CV13 0PG	Extension and alterations to dwelling and erection of detached garage.	Approved
	03/00652/REM	Land Adj Beulah House Station Road Market Bosworth Nuneaton, Warwickshire	Mixed use redevelopment (85 Residential and 16 Class B1 units) with associated landscaping and engineering works	Approved
	02/00845/OUT	Land Adj Beulah House Station Road Market Bosworth Nuneaton, Warwickshire	Mixed use redevelopment (residential and Class B1) with associated landscaping and engineering works	Approved

AOS Site	Application number	Site address	Proposed development	Approved/Refused
Land north of Station Road, between the Watermead residential estate and Spinney Cottage	07/01287/FUL	Land Adj Godsons Hill Farm Station Road Market Bosworth Leicestershire CV13 0NP	Erection of Greenkeepers Store	Approved
	08/00750/FUL		Erection of Golf Club house, new access and associated parking and managers flat.	Approved
	98/00963/COU		Proposed Golf Course and ancillary facilities including club house.	Approved
	02/00685/COU		Proposed Golf Course and ancillary facilities including siting of club house and associated parking.	Approved
Land south of 460- 502 Coventry Road, north of Waterside Park	98/00238/FUL	Paynes Garage Watling Street Hinckley Leicestershire LE10 3ED	Extension and external alterations to existing garage and provision of concrete apron.	Approved
	04/01235/FUL	Land Off Coventry Road Hinckley Leicestershire LE10 0NH	Residential development of 19 dwellings	Non-determination
	Appeal- APP/K2420/A/04/1170891			Appeal dismissed

AOS Site	Application number	Site address	Proposed development	Approved/Refused
Land surrounding the southern settlement boundary of Stoke Golding	11/00219/REM	St Martins Convent Hinckley Road Stoke Golding Nuneaton Leicestershire CV13 6HT	Erection of 59 dwellings (Siting, appearance, layout and landscaping)	Approved
	10/00358/OUT		Residential development for up to 59 dwellings (Outline- Access Only)	Approved
	03/01221/FUL	St Martins Roman Catholic School Hinckley Road Stoke Golding Nuneaton, Warwickshire CV13 6ED	Extension to Saint Martins Roman Catholic School	Approved
	07/00669/FUL	Land Adj Stoke Fields Farm Hinckley Road Stoke Golding Leicestershire	5M Extension to Existing 15m mast with 3no. antenna, 1 no. dish, 2 no. cabinets and ancillary equipment	Refused
	01/01119/FUL	Land Adj Brook Farm Stoke Road Stoke Golding Nuneaton, Warwickshire	Erection of agricultural building for housing livestock.	Approved
	09/00853/FUL	Doctors Surgery 28 Pine Close Stoke Golding Nuneaton Leicestershire CV13 6EB	Extension and alterations to doctors surgery.	Approved
	09/00071/FUL	Willow Farm Cottage Wykin Lane Stoke Golding Nuneaton Leicestershire CV13 6HW	Extension to tractor and implement store and erection of lean to.	Approved

AOS Site	Application number	Site address	Proposed development	Approved/Refused
Land surrounding the southern settlement boundary of Stoke Golding	08/00795/FUL	Park House Main Street Stoke Golding Leicestershire CV13 6HP	Conversion of existing dwelling into two dwellings with vehicular access and parking including demolition of porch.	Approved
	07/01169/FUL		Stoke Golding conversion of house to provide three apartments including altered vehicular access.	Approved
	06/00211/FUL		Conversion of barns to three dwellings.	Approved
	98/00355/FUL	Tithe Farm 12 Wykin Lane Stoke Golding Nuneaton, Warwickshire CV13 6HN	Erection of agricultural building for storage and the keeping livestock.	Refused
	98/00372/COU	Land Adj 38 Wykin Lane Stoke Golding Nuneaton, Warwickshire CV13 6HN	Use of land as additional cemetery	Approved
	96/00170/FUL	Ashby Boat Company 89 Station Road Stoke Golding Nuneaton, Warwickshire CV13 6EY	Building for souvenir shop, chandlery and tea room.	Approved
	12/00099/FUL	Spinney Bank Farm Higham Lane Stoke Golding Nuneaton Leicestershire CV13 6ES	Change of use to Farm Shop (Retrospective)	Approved

AOS Site	Application number	Site address	Proposed development	Approved/Refused
Land surrounding the southern settlement boundary of Stoke Golding	09/00893/REM	Spinney Bank Farm Higham Lane Stoke Golding Nuneaton Leicestershire CV13 6ES	Erection of agricultural workers dwelling.	Approved
	07/00480/OUT		Erection of agricultural workers dwelling	Refused