

**APPENDIX 2A:
COMPARISON OF DIRECTIONS FOR GROWTH FOR NORTH CHARNWOOD**

Key to Matrix

NN	Significant negative effect (i.e. a move away from the objective)	YY	Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)	O	There is no relationship or no significant relationship between the objective and the policy
N	Marginal negative effect (i.e. a move away from the objective)	Y	Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.

Directions for Growth – North Chamwood					
	Geographic Scale	N1 Urban Capacity in Loughborough & Shepshed	N2 North Loughborough	N3 East Loughborough	N4 South Loughborough
Objective					
To maintain and enhance biodiversity, flora and fauna	Growth Option area	D Depends on location. Previously developed land and buildings within urban areas are less likely to contain ecology/biodiversity interest compared with Greenfield sites. Mitigation measures will need to be put in place where biodiversity interest is identified.	N 3 SINC's around North Loughborough in the vicinity of Maxwell Drive, Gorse Covert and Dishley Grange. The land around Dishley is English Nature priority habitat but this mostly falls on land allocated for employment use in the existing Local Plan. Development in this location will result in the loss of Greenfield land and potentially affect biodiversity, flora and fauna. Mitigation measures would need to be put in place to protect existing and create new habitats	NN 2 SSSI's at Big Meadow, Meadow Lane (SK538218), and Cotes grassland (SK554208). River valley contains significant areas of ecological interest including a number of SINC's. Development in this location will result in the loss of Greenfield land and potentially affect biodiversity, flora and fauna. Mitigation measures would need to be put in place to protect existing and create new habitats as part of new development.	N 2 SINC's at Charnwood Water, east of the A6 (SK 546184) and Mucklin Plantation west of Woodthorpe (SK 538155). Development in this location will result in the loss of Greenfield land and potentially affect biodiversity, flora and fauna. Mitigation measures would need to be put in place to protect existing and create new habitats as part of new development.

Directions for Growth – North Chamwood					
	Geographic Scale	N1 Urban Capacity in Loughborough & Shepshed	N2 North Loughborough	N3 East Loughborough	N4 South Loughborough
Objective					
To maintain and enhance the landscape and townscape character	Growth Option and surrounding area	<p>D</p> <p>Care needed to ensure regeneration & redevelopment within urban areas does not damage townscape character by poor quality design, overdevelopment / densification. Use of brownfield sites will reduce need to extend towns into rural landscapes of surrounding countryside/ green wedges.</p>	<p>as part of new development.</p> <p>N</p> <p>Development would not affect the Chamwood Forest. The land forms the remaining open land between Loughborough and Hathern both sides of A6 to north/ north east of the sites for proposed housing on land south of Pear Tree Lane and for employment uses adjacent to Dishley Grange. This takes Loughborough to 875 m from Hathern.</p> <p>Land east of A6 is part of the traditional river valley and designated as part of the Soar Valley Area of Local Landscape Value. Land to the west of the A6 is elevated above the Soar valley and the Black Brook to the south west.</p>	<p>NN</p> <p>Development would not affect the Chamwood Forest. However, the landform immediately adjacent to the north and east of town is low lying, traditional river valley landscapes. The valley varies in width from about 1km in the Meadow Lane area to over 2km east of town. The overall area has a very open character, rural appearance and is open to views from roads, the railway line and footpaths. Built features are railway corridors, high voltage transmission lines, Cotes village, Cotes Mill and scattered farmsteads.</p> <p>East of the river valley and east of the village of Cotes the landform rises to the Wolds. It is difficult to envisage a form of development in this location that would not have significant adverse visual impact given the prominent, sloping landform. Landscaping and screening could help assimilate an employment area off Meadow Lane into the wider urban form already but the current rural character of</p>	<p>NN</p> <p>Much land in south and east quadrant is well farmed land with an open landscape and designated as a green wedge providing strategic separation between Loughborough / Woodthorpe and Quom. Built development is in the form of the small village of Woodthorpe and a scatter of farmsteads. The area is severed by rail and road corridors and crossed by electricity transmission lines. Eastward the character becomes traditional river valley landscape. To the west of Bramcote Rd and Grange Park land outside the town is well farmed, attractive countryside within Chamwood Forest providing the scenic foreground to the Outwoods west of the town.</p> <p>Parts of landscape and townscape of this development option already have urban influences. Significant development in this general location however well screened would have further urbanising impact on the landscape to the south of Loughborough.</p>

Directions for Growth – North Chamwood					
Objective	Geographic Scale	N1 Urban Capacity in Loughborough & Shepshed	N2 North Loughborough	N3 East Loughborough	N4 South Loughborough
				the approach into Loughborough would be diminished.	
To protect and improve surface and groundwater quality	Growth Option and surrounding area	○ The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution from surface sources.	○ The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution from surface sources.	○ The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution from surface sources.	○ The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution from surface sources.
To minimise water consumption	Borough	○ New development will result in an increase in water consumption. There will be opportunities to minimise water consumption in any new development through sustainable design techniques.	○ New development will result in an increase in water consumption. There are opportunities to minimise water consumption through sustainable design techniques.	○ New development will result in an increase in water consumption. There are opportunities to minimise water consumption through sustainable design techniques.	○ New development will result in an increase in water consumption. There are opportunities to minimise water consumption through sustainable design techniques.
To improve air quality	Growth Option and surrounding area	Y Development within the towns should help reduce the need to travel and distances travelled by car because of the generally shorter travel distances to services and facilities available. There should be a greater propensity for cycling and walking, with more use of public transport. Many locations in both towns are within convenient walking distance of good quality bus routes. Access to Loughborough rail station is	D Within 2km of the nearest current Air Quality Management Area in Loughborough. The Loughborough to Derby and Loughborough to Nottingham bus services operate daytime hourly services along the A6 (almost a half hour service but unsynchronised) and via NEMA. There is a section of inbound peak hour bus lane on the A6 Derby Road. Cycle access to Loughborough is from Hathern via cycleways alongside	D? Served by the A60 from the east and Meadow Lane from the north with both roads feeding into the Loughborough AQMA at Ratcliffe Road/ Nottingham Road. Proposals for a new link road between the A60 and Meadow Lane will remove through traffic from Ratcliffe Road. Development east of the town would add to traffic congestion, especially on the narrow Nottingham Rd and Meadow Lane corridors	Y Land close to the A6 has good potential for a range of travel choices. The A6 Loughborough to Leicester is the Borough's best served bus corridor including 10 min frequency weekday daytime services between the 2 towns (20 mins to Shepshed) plus half hourly services to Leicester via villages on the eastern edge of the Soar valley and hourly via Charwood Forest villages. There is an inbound peak hour bus lane between the A6/ A6004 junction and Woodthorpe turn. No services use the A6004. Cycle access between Loughborough and Quorn

Directions for Growth – North Chamwood

	Geographic Scale	N1 Urban Capacity in Loughborough & Shepshed	N2 North Loughborough	N3 East Loughborough	N4 South Loughborough
Objective					
		<p>more restricted being served by only 4 direct bus routes. A strategy of urban concentration could have a negative impact on air quality in designated AQMA's in Loughborough. Mitigation measures will be needed if development would add to air quality problems in these areas. Locations in eastern Loughborough may offer scope to use rail for freight movements.</p>	<p>the A6 and adjacent to the Blackbrook. A new cycleway link towards Gorse Covert Centre will be provided as part of new housing south of Pear Tree Lane. Rail is less accessible with Loughborough railway station about 3.5 km away, but there are direct hourly (Loughborough to Derby) bus services to and from the station. Development of this option would require improvement to bus services. Traffic access to the M1 via the A6 is likely to be improved by the proposed Kegworth bypass. Additional traffic could reduce air quality in housing areas along the A6 corridor through Hathern. There may also be opportunities in combination with development west of Loughborough to provide a new link road between the A6 and A512 improving access to and from the M1 for traffic from main employment areas north of the town.</p>	<p>towards the town centre. Land off Meadow Lane is reasonably close to the rail station (about 0.75km), and the nearest point east of Cotes is about 2km away. The half hourly South Notts bus service 1 between Nottingham and Loughborough travels via Meadow Lane. Hourly services 8, and 99 use the A60 through Cotes, and Service 25 uses the B676. Doubtful whether this level of bus access would offer a significant advantage over car use. There are no bus priority measures between this location and Loughborough town centre via the narrow Nottingham road corridor. Development of this option would require significant improvement to bus services. Likely that development would have to 'jump' the floodplain to accommodate a significant site. A site option east of Cotes would need significant new road infrastructure such as outer distributor links to the A6 and could generate significant additional traffic. Demand management measures would be needed to reduce car use</p>	<p>is in the form of National Cycle Route 6 alongside the A6 also alongside Epinal Way extension. Rail is relatively remote with Loughborough station about 3km away, but there are no direct bus links. The A6/ A46 and Epinal Way/ A512 provide attractive traffic routes to the M1 that could encourage car use. Additional traffic could impact on identified AQMAs in Loughborough. The area in the vicinity of Nanpantan Rd has limited travel choices is within 1.75km of the nearest AQMA along Epinal Way in Loughborough. There are two hourly bus services along Nanapantan Rd between Loughborough and Leicester via Markfield. Land near Bramcote Rd would be close to the 30 min frequency 11 and 12 town services running via Valley Rd/ Forest Rd. Development could link into cycle routes towards the Town centre and University. Loughborough station is about 4.5 km away across town but there are no direct bus links. Good traffic access to M1 J23 about 3km away could encourage car use. Additional traffic could impact on identified AQMAs in Loughborough.</p>

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	Geographic Scale	N1 Urban Capacity in Loughborough & Shepshed	N2 North Loughborough	N3 East Loughborough	N4 South Loughborough
Objective					
				arising from easy access to an improved main road network. Development would need to fund cycling facilities currently lacking on the northern and eastern approaches into Loughborough apart from sections of cycle lane on Nottingham Rd.	
To conserve soil resources and quality	Growth Option area	YY Urban sites will not utilise best and most versatile agricultural land. Redevelopment can improve contaminated sites.	N This option falls on land mostly designated grade 3 but with some grade 2 in terms of the agricultural land classification. It is not known whether the Grade 3 land is 3a and so best and most versatile land – further information is needed.	NN River valley does not contain best and most versatile agricultural land but any development option to the east of the river valley either side of the A60 would take Grade 2 best and most versatile agricultural land. No geological SSSI in this location.	N? Either side of the A6 and Epinal Way is Grade 2 best and most versatile agricultural land. Land in the river valley to the east is Grade 4. West of Bramcote Rd/ Grange Park land is Grade 3. It is not known how much is Grade 3a and so best and most versatile agricultural land – more information is required.
To reduce contributions to climate change	Borough	YY Development within towns should help cut emissions by reducing the need to travel and distances travelled by car. There should be a greater propensity for use of non-motorised modes, with more trips by public transport in those locations within convenient walking distance of bus routes and/ or Loughborough rail station.	D See air quality comments. New development will give the opportunity to reduce greenhouse gas emissions through sustainable design and construction techniques.	D? See comments on air quality. New development will give the opportunity to reduce greenhouse gas emissions through sustainable design and construction techniques.	Y See comments on air quality above. New development will give the opportunity to reduce greenhouse gas emission through sustainable design and construction techniques.

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	Geographic Scale	N1 Urban Capacity in Loughborough & Shepshed	N2 North Loughborough	N3 East Loughborough	N4 South Loughborough
Objective					
To reduce vulnerability to climate change	Growth Option and surrounding area	D New development will give the opportunity to reduce greenhouse gas emissions, reduce energy and water consumption and construct buildings able to adapt to climate variations and flooding through sustainable design and construction techniques. Parts of both urban areas are within or close to areas at risk from flooding. Where development can proceed, mitigation measures would need to be investigated in relation to flood risk.	D New development will give the opportunity to reduce greenhouse gas emissions, reduce energy and water consumption and construct buildings able to adapt to climate variations and flooding through sustainable design and construction techniques. Land in this location occupies the higher land between the valleys of the river Soar and the Black Brook, areas known to be at risk from flooding. Mitigation measures would need to be investigated in relation to flood risk.	N New development will give the opportunity to reduce greenhouse gas emissions, reduce energy and water consumption and construct buildings able to adapt to climate variations and flooding through sustainable design and construction techniques. Adjacent to the river Soar floodplain. Mitigation measures would need to be put in place to secure the highway improvements required to serve significant development east of the river valley that would have to be routed through the floodplain. Mitigation measures would need to be investigated in relation to flood risk.	D New development will give the opportunity to reduce greenhouse gas emission, reduce energy and water consumption and construct buildings able to adapt to climate variations and flooding through sustainable design and construction techniques. Land east of the A6 is within the Soar valley area known to be at significant risk from flooding. The area off Nanpantan Rd/ Bramcote is adjacent to the Wood Brook similarly at risk from flooding. Mitigation measures would need to be investigated in relation to flood risk.
To conserve and enhance the historic and cultural environment	Growth Option area	Y Sensitively designed regeneration schemes in both towns could enable refurbishment of listed buildings, help conserve or enhance conservation areas and provide local distinctiveness. The Old Rectory in Loughborough (SK 537200) is a scheduled ancient monument.	D 3 archaeological sites in vicinity of the option but these fall within the area of the existing allocation for employment land (Robert Bakewell links). There are also 5 listed buildings within the vicinity of the option. The identity and character of Hathern village would also need to be safeguarded.	D Between Stanford Lane, Cotes and the river Soar is the site of the deserted medieval village of Cotes, an ancient monument (SK 554208). Cotes village is an archaeological alert area including features of interest. Parts of Fishpond Spinney (SK55 21) are of acknowledged archaeological interest.	O Woodthorpe village and surrounding land is an archaeological alert area. There is one listed building in Woodthorpe and 3 near Grange Park/ Bramcote Rd. Mitigation measures will have to be put in place to safeguard and where appropriate enhance the historic features.

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	Geographic Scale	N1 Urban Capacity in Loughborough & Shepshed	N2 North Loughborough	N3 East Loughborough	N4 South Loughborough
Objective					
		There are two archaeological alert areas in Loughborough (town centre and Knighthorpe) and one around Shepshed town centre. Each town contains a number of archaeological sites. There are 7 Conservation Areas covering historically important parts of Loughborough and 1 in Shepshed. 34 listed buildings are located in Loughborough and 29 in Shepshed. Mitigation measures will have to be put in place to safeguard and where appropriate enhance the historic features.	Mitigation measures will have to be put in place to safeguard and where appropriate enhance the historic features.	Development east of the river valley could come to within 1km of Hoton's Conservation area. There are 4 listed buildings in Cotes. Prestwold Hall has an extensive historic park and garden, including a number of listed buildings. Mitigation measures will have to be put in place to safeguard and where appropriate enhance the historic features.	
To increase the re-use of previously developed land and buildings	Growth Option area	YY Both towns offer further opportunities for beneficial redevelopment of previously developed/contaminated land.	NN This option involves the development of Greenfield land.	NN This option involves the development of Greenfield land. No known evidence of contamination.	NN This option involves the development of Greenfield land. May be limited scope for re-use of redundant farm buildings.
To reduce the extraction of new and increase the reuse and recycling of minerals and aggregates resources	Borough/ County	O No mineral consultation areas within built up areas.	O Some land within this option falls within the mineral consultation area. New development will give the opportunity to encourage sustainable extraction, re-use and recycling of minerals and aggregates resources through sustainable design and construction techniques.	O This option falls within a mineral consultation area. New development will give the opportunity to encourage sustainable extraction, re-use and recycling of minerals and aggregates resources through sustainable design and construction techniques.	O Land south east of Shelthorpe golf course within this option falls within a mineral consultation area. More information on the status of this area is required. New development will give the opportunity to encourage sustainable extraction, re-use and recycling of minerals and aggregates resources through sustainable design and construction techniques.

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	Geographic Scale	N1 Urban Capacity in Loughborough & Shepshed	N2 North Loughborough	N3 East Loughborough	N4 South Loughborough
Objective					
To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)	Borough/ County	○ New development will give the opportunity to reduce, re-use and recycle waste through sustainable design and construction techniques.	○ New development will give the opportunity to reduce, re-use and recycle waste through sustainable design and construction techniques.	○ New development will give the opportunity to reduce, re-use and recycle waste through sustainable design and construction techniques.	○ New development will give the opportunity to reduce, re-use and recycle waste through sustainable design and construction techniques.
To minimise the use of energy and optimise the use of renewable resources	Borough	○ New development will give the opportunity to encourage energy efficiency and the use of renewable energy sources through sustainable design and construction techniques.	○ New development will give the opportunity to encourage energy efficiency and the use of renewable energy sources through sustainable design and construction techniques.	○ New development will give the opportunity to encourage energy efficiency and the use of renewable energy sources through sustainable design and construction techniques.	○ New development will give the opportunity to encourage energy efficiency and the use of renewable energy sources through sustainable design and construction techniques.
To increase the population's access to a full range of appropriate public, private, community and voluntary services	Growth Option and surrounding area	YY Redevelopment opportunities are likely to be located within or close to Loughborough and Shepshed town centres where services and facilities are concentrated. There are also established networks of services & facilities in the towns, including local centres in Loughborough at Gorse Covert and Shelthorpe. Loughborough (population 55,492) at Nov 2004 offered residents: - a full range of town centre shopping facilities, 3 convenience superstores, 4 supermarkets and elsewhere 3	YY Adjoins Loughborough offering a full range of services and facilities. Services and facilities in Loughborough town centre are 3.5km away. The nearest local centre is at Gorse Covert (2.5km by road but only 1km by walking & cycle routes). A large scale development option could contribute to improved community facilities. A strategy of urban concentration could limit opportunities for development in rural areas to support local services.	Y A development option across the river valley would at its closest be about 1.2km from nearest parts of main employment areas in Loughborough; over 4km from nearest primary school (outside Loughborough) and secondary school in Barrow upon Soar; about 3km from Loughborough town centre, including healthcare facilities; and over 3.5km from nearest main food superstore in Loughborough (Sainsburys). Given the close proximity to Loughborough high use of in-town facilities would be	YY Adjoins Loughborough offering a full range of services and facilities The area around the A6 south of town is about 4 km from provision in Quorn village centre. Loughborough town centre is less than 2km from the area around the A6/ Epinal Way. The nearest local centre is at Shelthorpe about 1.5km away with good access by cycle but no direct bus links. The town centre is about 3.5 km away from the Nanpantan Rd area with access by hourly bus services. It is about 2km to the local centre at Shelthorpe with half hourly bus services via Valley Rd. Traffic calming in the Valley Road area should facilitate cycle access. A large scale development option could contribute to improved community

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	Geographic Scale	N1 Urban Capacity in Loughborough & Shepshed	N2 North Loughborough	N3 East Loughborough	N4 South Loughborough
Objective					
		<p>retail parks and 13 local convenience stores, -a hospital, 11 doctors surgeries (36 doctors), 11 pharmacies, 15 dentists, 12 opticians, -8 post offices, 12 banks and 53 cashpoints, 47 pubs, 8 petrol filling stations, -A University and College, 6 upper schools and 17 primary schools, 1 central library (plus a mobile service) and a wide range of leisure and community facilities. Shepshed (population 13330) in November 2004 offered 1 convenience supermarket and 2 local stores, 2 doctors surgeries (8 doctors), 3 dentists and 2 opticians, 2 post offices, 3 banks and 5 cash points, 12 pubs, 2 petrol filling stations, an upper school and 4 primary school, a library and a range of leisure and community facilities. Accessibility by non car modes is generally good in both towns and between them using the network of bus services running via town centres, access to rail via Loughborough station, and walking and cycling routes. The shorter distances to travel within</p>		<p>expected. As a result a development option in this location would effectively function as a satellite/ dormitory for Loughborough rather than a self contained, freestanding community. The Meadow Lane location close to the railway line, existing employment areas and floodplain would not be an appropriate location for housing. Employment land off Meadow Lane would be about 0.3km from the nearest housing in north east Loughborough. Employment land across the river valley would be about 1.5 km from the nearest existing housing in north east Loughborough. A large scale development option could contribute to improved community facilities. A strategy of urban concentration could limit opportunities for development in rural areas to support local services.</p>	<p>facilities. A strategy of urban concentration could limit opportunities for development in rural areas to support local services.</p>

Directions for Growth – North Chamwood					
	Geographic Scale	N1 Urban Capacity in Loughborough & Shepshed	N2 North Loughborough	N3 East Loughborough	N4 South Loughborough
Objective					
		towns make non-motorised modes more attractive. Contributions can be sought from development schemes to improve capacity in healthcare, education and other services under pressure. A strategy of urban concentration could limit opportunities for development in rural areas to support local services.			
To increase access to the countryside, open spaces and semi urban environments (eg parks)	Growth Option and surrounding area	N Loughborough and Shepshed have ready access to surrounding countryside via extensive footpath and cycle route networks. Both towns have parks and open spaces spread across the urban areas. Redevelopment schemes could provide opportunities to improve access to, and provision of, open spaces. Development in urban areas will increase pressure on the existing open space network. The Greenspace Strategy identifies the following deficiencies in the towns: -district parks provision in the region of 10 to 20 ha to serve both Loughborough and	Y East of the A6 includes Derby Road playing fields to be developed in part for the proposed Dishley Grange development with replacement facilities to be provided on adjoining land to the north west towards Hathern. This location is adjacent to the river Soar and Blackbrook corridors with a good network of footpaths in the river valley and to Hathern, plus some cycle routes, and a bridleway along Pear Tree Lane between Loughborough and Shepshed across Garendon. Potential to create a link to National Cycle Route 6 that runs across Garendon. A footpath runs south westward	Y There is a network of rural footpaths and a bridleway from Stanford Lane to Hoton. The Green Space Strategy identifies the north east of Loughborough as being one area where residents do not live within 400m of a local park/ distinct open space of 2.5ha+. There is also a lack of district park provision in north Loughborough. Land off Meadow Lane is not a realistic location given for such provision as much of the area is an SSSI and land liable to flood. Development across the river valley would be about 2.5km by road from the Allsopps Lane site with potential to create an	Y The Greenspace Strategy identifies south Loughborough as being deficient in terms of a district park of 10-20 ha with Shelthorpe and the area north west of Nanpantan Rd identified as lacking local parks/ distinct open spaces of 2.5 ha+. Development could contribute to additional provision if required. The area south of town is next to Shelthorpe public (mini) golf course and Chamwood Water. There are good footpath links eastward into the river valley to the canal corridor, and south towards Quorn and Woodhouse. There are no bridleways. The area south of Nanpantan Rd would be adjacent to the Bramcote Rd open space and has good footpath and bridleway links to the Outwoods. Both areas would be adjacent to the new

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Objective					
		<p>Shepshed</p> <p>-local parks/ distinct open spaces of 2.5ha+ in the north west, north east, Nanpantan Rd and Shelthorpe areas of Loughborough, together with east and south of Shepshed</p> <p>-equipped play provision in pockets of Loughborough</p> <p>There may be scope to remedy some of these deficiencies as part of new developments.</p>	<p>skirting the Maxwell Drive housing area. There are planned improvements to open space and footpath/ cycle routes as part of the housing development south of Pear Tree Lane.</p> <p>The Greenspace Strategy identifies north Loughborough as being deficient in terms of a district park of 10-20 ha, and north west Loughborough between the town centre and later developments to be lacking in local parks/ distinct open spaces of 2.5 ha+. This location is close to existing and planned provision but development could contribute to additional provision if required.</p>	<p>urban park. A large development option would offer significant potential to develop recreational facilities east of Loughborough.</p>	<p>open space system being developed as part of the Grange Park housing area.</p>
To promote a strong community where people feel they have a say in the future	Growth Option and surrounding area	<p>D</p> <p>Regeneration schemes can help improve environments, create local employment opportunities, contribute to improved services and facilities and in doing so strengthen communities.</p> <p>The effect depends on strategies adopted to integrate new development with existing communities.</p>	<p>D</p> <p>There will be objections to development of this Greenfield location. The effect depends on strategies adopted to integrate new development with existing communities.</p>	<p>D</p> <p>There will be objections to development of this Greenfield location. The effect depends on strategies adopted to integrate new development with existing communities.</p>	<p>D</p> <p>There will be objections to development of this Greenfield location. The effect depends on strategies adopted to integrate new development with existing communities.</p>
To reduce crime, anti social behaviour and	Growth Option and	<p>Y</p> <p>New development will give the</p>	<p>D</p> <p>New development will give the</p>	<p>D</p> <p>New development will give the</p>	<p>D</p> <p>New development will give the</p>

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Objective					
increase community safety	surrounding area	opportunity to reduce crime and the fear of crime through sustainable design and construction techniques. Regeneration schemes making better use of disused sites and buildings can add vitality and enhance the feeling of community safety.	opportunity to reduce crime and the fear of crime through sustainable design and construction techniques.	opportunity to reduce crime and the fear of crime through sustainable design and construction techniques.	opportunity to reduce crime and the fear of crime through sustainable design and construction techniques.
To increase the population's access and opportunity to participate in culture, media and sport	Growth Option and surrounding area	YY A strategy of urban concentration will provide for easy access to cultural and entertainment opportunities provided in Loughborough, particularly within the town centre, and to a lesser extent Shepshed. A strategy of urban concentration could limit opportunities for the development of cultural and leisure opportunities in rural areas.	YY The location is about 0.5km from leisure facilities available at Derby Road, Browns Lane leisure centre and other leisure, cultural and entertainment opportunities in the town centre are about 3.5m away via the A6/ Epinal Way. A strategy of urban concentration could limit opportunities for the development of cultural and leisure opportunities in rural areas.	Y Development east of the river valley would be about 3km from nearest major leisure, entertainment and cultural facilities in Loughborough town centre. Over 4km from facilities in Barrow upon Soar. Development off Meadow Lane would be about 1.5km from the town centre. A strategy of urban concentration could limit opportunities for the development of cultural and leisure opportunities in rural areas.	YY Easy access to facilities in Loughborough and Quom. The area south of town is about 2km from Browns Lane leisure centre and other leisure, cultural and entertainment opportunities in the town centre. It is adjacent to Shelthorpe Golf Course and Chamwood Water. Public facilities in Quom notably at Rawlins are about 3.5km away. Quom FC's ground is located on the northern edge of the village next to the A6 The area off Nanpantan Rd is about 2.5km from Browns Lane leisure centre and other leisure, cultural and entertainment opportunities in the town centre. It is adjacent to the Nanpantan Rd sports ground and Bramcote Rd open space. A strategy of urban concentration could limit opportunities for the development of cultural and leisure opportunities in rural areas.

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	Geographic Scale	N1 Urban Capacity in Loughborough & Shepshed	N2 North Loughborough	N3 East Loughborough	N4 South Loughborough
Objective					
To ensure that the housing stock meets the housing needs of all sections of the community	Borough	YY Further regeneration schemes in Loughborough and Shepshed would improve the availability of affordable housing and widening choice and variety of market housing. This option would do little to tackle rural housing needs.	YY New housing will help ensure needs including affordable housing are met.	YY A development option east of Loughborough would be expected to accommodate affordable housing to address affordable housing needs identified in nearby communities. This option would have limited effect in terms of tackling rural housing. However, it may contribute to local housing needs for the Wolds villages.	YY Potential in a large scale development to provide a range and mix of new housing to meet identified needs, including the need for affordable housing. This option would do little to tackle rural housing needs.
To reduce poverty and social exclusion	Borough	YY Parts of north, east and southern Loughborough and to a lesser extent Shepshed experience varying degrees of deprivation across a range of socio-economic indicators. Regeneration schemes could create employment, improve housing and services in locations readily accessible by those in need including without access to a car. An urban concentration strategy would not help to address problems in other communities.	Y This location is not close to areas known to have a relatively high level of deprivation. New development for employment will increase employment opportunities.	Y Many parts of north and east Loughborough are areas experiencing significant deprivation across a range of socio-economic indicators. Employment land off Meadow Lane or across the river valley would add to local employment areas and be reasonably accessible by those without access to a car. Servicing a freestanding development option east of Loughborough could divert resources needed to regenerate or strengthen existing communities.	Y The area south of town is adjacent to Shelthorpe, an area with a relatively high level of deprivation. New development for employment would increase locally accessible employment opportunities. The area south of Nanpantan Rd is not next to areas with a relatively high level of deprivation. The nearest area at Shelthorpe is about 2km away.
To increase learning, skills and employability	Borough	YY Loughborough and Shepshed	Y The nearest primary schools are	Y A housing/ employment	Y For the area close to the A6/ Epinal Way

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	Geographic Scale	N1 Urban Capacity in Loughborough & Shepshed	N2 North Loughborough	N3 East Loughborough	N4 South Loughborough
Objective					
for all sections of the community		residents have good access to learning and training opportunities. Regeneration schemes could improve accessibility in deprived areas. Loughborough has University and College campuses, 6 upper schools and 17 primary schools, 1 central library (plus a mobile service) and a wide range of leisure and community facilities. Shepshed has Hind Leys upper school and 4 primary schools.	in Hathern (about 1.5km by road), and in Loughborough Robert Bakewell (about 1.5km by road) and Stonebow (about 3km by road but potentially less than 1km by walking & cycle routes). The nearest secondary school sites are Burleigh / Garendon/ De Lisle in Loughborough (about 2.75km by road). This location is about 3km from Loughborough University.	development option located east of Cotes would at its closest point be over 4km from nearest primary school (outside Loughborough) and secondary school in Barrow upon Soar; and about 5km from Loughborough University. Employment land off Meadow Lane would be about 3km from Loughborough University.	the nearest primary schools is Shelthorpe Community school (0.5km). The nearest secondary school is Woodbrook Vale (over 2km). This area is about 2.75 km from Loughborough University. For the area south of Nanpantan Rd the nearest primary school are Outwoods Edge (about 1.5km) and Mountfields (about 1.75 k). The nearest secondary school is Woodbrook Vale (about 2.5km). This area although close to the University campus is about 2.5km from the nearest vehicular access.
To increase the vibrancy and viability of settlements	Growth Option and surrounding area	YY Regeneration schemes will be important in improving the attractiveness and vitality of the two towns. Care is needed to ensure development fits in with local townscape and environmental characteristics. An urban concentration strategy would help maintain settlement identity and prevent coalescence.	N Depends upon the mix of uses, design and layout. Development in this location would take Loughborough's urban area to about 875 metres from Hathern. It would need separate vehicular access from the A6 and integration into the town would need open space, footpath and cycleway links. Land between Loughborough and Hathern is currently designated Green Wedge. However, strategic policy requires the review of green wedge boundaries.	N Development of a freestanding development option east of Cotes may not be achievable given the close proximity of services and facilities in Loughborough. Such a development would come very close to Cotes village and harm the rural identity and setting. Development at Meadow Lane would adjoin the urban area.	N Depends upon the mix of uses, design and layout. The area south of the town between Loughborough and Quorn is designated as green wedge but strategic policy requires the review of green wedge boundaries. The gap along the A6 is about 1.5km at present but has an open landscape character and the area is readily viewed from road and footpath corridors. The limits of the south and eastern edges of the Grange Park housing area have been defined to safeguard the identity of Woodthorpe . The village is located about 200m south of Shelthorpe The area south of Nanpantan Rd is not close to any other settlements but the area is close to the Outwoods located upslope about 0.75-1km to the west.

Directions for Growth – North Chamwood					
	Geographic Scale	N1 Urban Capacity in Loughborough & Shepshed	N2 North Loughborough	N3 East Loughborough	N4 South Loughborough
Objective					
					Given the landscape characteristics it would be difficult to assimilate significant new development within the area around Epinal Way and the A6 whilst maintaining the separate identities of Loughborough, Woodthorpe and Quorn and ensuring continued safeguarding of an effective green wedge.
To increase sustainable design and construction	Growth Option area	D New development will give the opportunity to use sustainable design and construction techniques.	D New development will give the opportunity to use sustainable design and construction techniques.	D New development will give the opportunity to use sustainable design and construction techniques.	D New development will give the opportunity to use sustainable design and construction techniques.
To increase healthy life styles	Growth Option and surrounding area	YY Loughborough and Shepshed offer good provision for doctors, dentists and opticians with most provision accessible by a variety of non car modes. Measures are under consideration to improve bus access to Loughborough Epinal Way Hospital currently accessible by a limited number of routes. A walk -in centre is expected to be retained in the town centre as part of a regeneration scheme for the former hospital site. Benefits to rural communities will be less direct.	YY East of the A6 includes Derby Road playing fields (to be replaced on adjacent land as part of the proposed Dishley Grange development) and is adjacent to the river Soar and Blackbrook corridors with a good network of footpaths into the river valley and to Hathern, and some cycle routes. West of the A6 Pear Tree Lane runs across the Garendon estate to Shepshed. Potential to link to National Cycle Route 6 that runs across Garendon. Footpath link southward skirt the Maxwell Drive housing area urban area. Provision will be improved with open space and footpath/ cycle	Y A network of public footpaths and bridleways give access to parts of the local countryside and the river valley. A development option could incorporate recreational facilities, walking and cycling routes accessible to people living in north eastern Loughborough and Cotes and Hoton. The nearest doctor's surgery is located in Barrow about 4km away as well as facilities in Loughborough. The capacity of these facilities is unknown. Loughborough hospital at Epinal Way is about 3.5km away.	YY Close to various healthcare facilities available in Loughborough. The area south of the town would have good access to open land around the town and is well served by cycle links. It is close to a public golf course and Chamwood Water. The area south of Nanpantan Road has good footpath access to the Outwoods and is next to the Bramcote Rd open space. New development gives the opportunity to incorporate open space, walking and cycling routes.

Directions for Growth – North Chamwood					
	Geographic Scale	N1 Urban Capacity in Loughborough & Shepshed	N2 North Loughborough	N3 East Loughborough	N4 South Loughborough
Objective			<p>routes planned as part of the housing development to be built south of Pear Tree Lane. New development gives the opportunity to incorporate open space, walking and cycling routes accessible to people in north Loughborough and Hathern.</p> <p>The location would be within reach of existing doctors surgeries, dentists etc in Loughborough. The doctors surgery in Hathern would be about 1.5km away. Loughborough Epinal Way Hospital is about 2.75km away</p>		
To encourage sustainable a economy	Regional/County	<p>Y</p> <p>Redevelopment of urban sites for employment would create job opportunities readily accessible to the towns' residents. Conversely the loss of more of the existing employment sites to housing can remove local job opportunities. Mixed use developments usually offer a better balance of uses. Improved local employment opportunities in each town would reduce the need for people to commute out of the area.</p>	<p>Y</p> <p>Making provision for employment land here would be next to existing areas and foster local economic growth. However it would increase the current imbalance between housing and employment area in different parts of the town. Urban concentration strategy would do little to support rural enterprise.</p>	<p>Y</p> <p>Making provision for employment land will foster local economic growth. Employment area off Meadow Lane would adjoin Loughborough's main employment areas and be close to housing areas. There are already substantial areas of employment land in north and east Loughborough. A high quality employment area east of the river valley would be about 1.5km from the town's main employment areas. A</p>	<p>Y</p> <p>Making provision for employment land in this general location could help rectify an apparent imbalance between housing and employment areas in the south of Loughborough and reduce the distances people need to travel to work. South and south west Loughborough, Woodthorpe and Quom are predominantly residential areas. Urban concentration strategy would do little to support rural enterprise.</p>

Directions for Growth – North Chamwood					
	Geographic Scale	N1 Urban Capacity in Loughborough & Shepshed	N2 North Loughborough	N3 East Loughborough	N4 South Loughborough
Objective					
		Urban concentration strategy would do little to support rural enterprise.		Science Park in this location would be on the opposite side of the town, and over 5km, from the University.	
To increase efficient patterns of movement to support a sustainable economy	Regional/County	YY Development within towns should help reduce the need to travel and distances travelled by car. There should be a greater propensity for use of non-motorised modes; with more trips by public transport in those locations within convenient walking distance of bus routes and/ or Loughborough rail station. There are direct bus services between Shepshed and Loughborough rail station. However there are no bus services linking Shepshed directly to the main employment areas in north Loughborough.	Y Regular bus services along the A6 provide almost a half hourly service but unsynchronised and link to Nottingham and Derby. The Air Line Shuttle runs via NEMA. There is good cycle access into Loughborough. A new cycleway link towards Gorse Covert Centre will be provided as part of new housing south of Pear Tree Lane. Rail is less accessible with Loughborough railway station about 3.5 km away but there are direct ALS hourly bus services.	Y Land off Meadow Lane is close to the rail station, and the distance to the nearest point east of Cotes is about 2km. There is reasonable bus access but it is doubtful whether current service provision and facilities would offer a significant advantage over car use. A development option east of the river valley if built with significant new road infrastructure would have good links to the main road network. Demand management measures would be needed to reduce car use arising from improved road access.	Y The area in the vicinity of the A6 south of the town has good travel choices whilst the area south of Nanpantan Rd has limited travel choices. See the comments re air quality. Employment development would be close to significant housing areas and could reduce commuting trips.
To reduce disparities in economic performance	Borough	Y Redevelopment of urban sites for employment will help diversify the local economy and increase job opportunities accessible to people living in areas of deprivation. Urban concentration strategy will not assist in rural diversification.	Y This option is unlikely to encourage diversification of the rural economy. The locational strategy set at national, regional and county level is one of urban concentration.	Y This option is unlikely to encourage diversification of the rural economy. The locational strategy set at national, regional and county level is one of urban concentration.	Y This option is unlikely to encourage diversification of the rural economy. The locational strategy set at national, regional and county level is one of urban concentration.

Directions for Growth – North Chamwood					
	Geographic Scale	N5 West Loughborough	N6 Adjoining Shepshed	N7 Service Centres	Overall Commentary
Objective		N	N	D	
To maintain and enhance biodiversity, flora and fauna	Growth Option area	<p>5 SINC, of these 2 are ancient woodlands at Holywell Wood (SK 507182) and Burleigh Wood (SK 508178) south of the A512, east of Snells Nook Lane.</p> <p>Development in this location will result in the loss of Greenfield land and potentially affect biodiversity, flora and fauna.</p> <p>Mitigation measures would need to be put in place to protect existing and create new habitats as part of new development.</p>	<p>2 SSSIs close to Shepshed at Shepshed cutting off Tickow Lane (SK462186), and Newhurst Quarry south of the A512 (SK486180). 5 SINC to west and south of the town.</p> <p>Development in this location will result in the loss of Greenfield land and potentially affect biodiversity, flora and fauna.</p> <p>Mitigation measures would need to be put in place to protect existing and create new habitats as part of new development.</p>	<p>Depends on location of development. No areas of designated nature conservation interest within or adjoining Barrow upon Soar, Hathern and Sileby.</p> <p>There are SSSIs east and south of Quorn (Barrow Gravel Pits SK 568166, Buddon Wood & Swithland Reservoir SK560145) and west of Mountsorrel (Main Quarry SK577148). There are 2 SINC within and 3 adjoining Quorn, and 4 adjoining Mountsorrel.</p> <p>Elsewhere development adjoining any of these villages will result in the loss of Greenfield land and potentially affect biodiversity, flora and fauna.</p> <p>Mitigation measures would need to be put in place to protect existing and create new habitats as part of new development.</p>	<p>Previously developed sites are less likely to have harmful effects on biodiversity, flora and fauna interests than Greenfield locations.</p> <p>East Loughborough and Quorn and Mountsorrel Service Centres have significant nature conservation interests due to SSSIs.</p> <p>North, South and West Loughborough and adjoining Shepshed have nature conservation interests which will have to be protected and/or mitigated to prevent loss of these interests. The scale of these interests is not considered to merit a significant harmful effect.</p>
To maintain and enhance the landscape and townscape character	Growth Option and surrounding area	<p>NN</p> <p>Development of this option will effect the Chamwood Forest. The area of countryside west of Loughborough is already subject to urban influences resulting from large scale developments (University</p>	<p>NN</p> <p>Shepshed is just west of the M11 corridor at J23. Most of the urban area lies to the north of the A512 apart from an outlier of mainly housing development and a clay quarry south of the A512. A strip of relatively flat, well farmed</p>	<p>D</p> <p>Depends on location of development. Care needed to ensure redevelopment within villages does not damage townscape character by poor quality design, overdevelopment/densification. Increased use of</p>	<p>Previously developed sites are less likely to have harmful effects on landscape interests than Greenfield locations. The impact on townscape will depend upon design.</p> <p>West Loughborough and to a lesser extent South Loughborough and adjoining Shepshed are likely to</p>

Directions for Growth – North Chamwood

Objective	Geographic Scale	N5 West Loughborough	N6 Adjoining Shepshed	N7 Service Centres	Overall Commentary
		<p>and Science Park) and housing, the M1 corridor and J21 interchange, a petrol filling station on the A512 and the close proximity of Shepshed and Loughborough either side of the motorway. However there remains a significant area of open land, rural in character. North of the A512 is an area with a distinct but hidden landscape including historic features in Garendon Park. This green wedge area separates Loughborough and Shepshed. South of the A512 the attractiveness of the landscape increases as the landform rises away to the south and west into Chamwood Forest. Significant development in this general location however well screened would have an urbanising impact on the landscape to the west of Loughborough.</p>	<p>countryside between 200m and 600m wide separates the town from the motorway. The predominant landscape influence south and south west of the town is the attractive countryside of Chamwood Forest. Newhurst Quarry and related development lies between Ingleberry Rd and the M1. To the north west of the town the Black and Grace Dieu Brooks converge in an area of well farmed countryside, and to the west an undulating landform falls away beyond Tickow Lane to the valley of the Black Brook before rising to a prominent ridge beyond which lies the valley of Grace Dieu Brook and Belton. Significant development on the edge of Shepshed, particularly on the western side, however well screened would urbanise important areas of open land fringing the town.</p>	<p>brownfield sites will reduce the need to extend villages into rural landscapes of surrounding countryside/ green wedges/ areas of separation. All the villages are located alongside the Soar valley, and all are already close to at least one other settlement. Care would be needed to ensure the individual identity of each settlement is safeguarded. Increased use of brownfield sites will reduce need to extend villages into rural landscapes of surrounding open land. Barrow upon Soar is located in open countryside on the eastern edge of the Soar valley. The main landscape features are the river valley to the west and undulating Wolds countryside to the east. There is narrow separation of about 550m from Sileby to the south east and about 500m across the river valley towards Quom. Hathern is located on the west edge of the Soar valley next to traditional river valley countryside. South of the village separation from Loughborough at its narrowest is some 875m with the area safeguarded as green wedge.</p>	<p>significantly affect the northern edge of Chamwood Forest. East, South and to a lesser extent North Loughborough and, depending on location, sites adjoining the service centres are likely to affect the Soar valley. East Loughborough will also significantly affect the predominantly rural character of the Wolds. Urban influences already affect South and West Loughborough.</p>

Directions for Growth – North Chamwood					
	Geographic Scale	N5 West Loughborough	N6 Adjoining Shepshed	N7 Service Centres	Overall Commentary
Objective					
				<p>West of the A6 land rises to the ridge separating the valleys of the river Soar, Black Brook and Long Whatton Brook.</p> <p>Mountsorrel is located on the western edge of the Soar valley. There is very narrow separation of about 275m from Quom to the north, about 200m west of Mountsorrel Lane (although the villages appear close together with the ribbons of low density housing alongside Mountsorrel Lane) with Rothley to the south, and 100m with the Ridgeway area of Rothley to the west. The defining landscape characteristics are the Soar valley to the east and the attractive Chamwood Forest west of the village.</p> <p>Quom is located on the western edge of the Soar valley. Separation from Loughborough to the north is provided by land safeguarded as green wedge, about 1.5km at its narrowest, with local separation of some 275m from Mountsorrel to the south, Barrow upon Soar is about 500m to the east across the Soar valley. The defining landscape characteristics are the river valley to the east and attractive Chamwood Forest west of the</p>	

Directions for Growth – North Chamwood					
	Geographic Scale	N5 West Loughborough	N6 Adjoining Shepshed	N7 Service Centres	Overall Commentary
Objective					
				village. Sileby is on the eastern edge of the Soar valley. The main landscape features are the river valley to the west and undulating Wolds countryside to the east. There is very narrow separation of about 550m from Barrow upon Soar to the north, 150m from Cossington to the south and about 800m across the river valley to the Rothley Lodge area of Mountsorrel. Seagrave is situated about 1.3km to the east.	
To protect and improve surface and groundwater quality	Growth Option and surrounding area	○ The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution from surface sources.	○ The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution from surface sources.	○ The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution from surface sources.	The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution from surface sources. Neutral factor across all options.
To minimise water consumption	Borough	○ New development will result in an increase in water consumption. There are opportunities to minimise water consumption through sustainable design techniques.	○ New development will result in an increase in water consumption. There are opportunities to minimise water consumption through sustainable design techniques.	○ New development will result in an increase in water consumption. There are opportunities to minimise water consumption through sustainable design techniques.	New development will result in an increase in water consumption. There are opportunities to minimise water consumption through sustainable design techniques. Neutral factor across all options.
To improve air quality	Growth Option and surrounding area	Y Significant scope to reduce car use. The A512 carries a number of bus routes notably the 4, 99 and 125/ 127 ensuring high frequency	Y The nearest AQMA is in Loughborough including Ashby Road, east of Advantica and Epinal Way. Traffic in any location around Shepshed will add to	Y Parts of all these villages located alongside the Soar valley corridor are reasonably well served by public transport to main urban centres. Good cycle facilities	New housing, employment, science park and associated new development will add to air quality problems particularly in relation to energy production but the journeys created between the developments will be a major factor.

Directions for Growth – North Chamwood

Objective	Geographic Scale	N5 West Loughborough	N6 Adjoining Shepshed	N7 Service Centres	Overall Commentary
		<p>services between Loughborough and Shepshed. There could be scope to provide a segregated bus route across the Garendon estate between Shepshed and Loughborough and high traffic flows on the A512 west of the town suggest potential for park and ride. There are good cycleways between Loughborough and Shepshed on the north side of the A512 and across Garendon. The site is over 4.5km from the rail station but bus services 4 and the high frequency University Shuttle 7 provide direct links across town via the town centre. Proximity to the M1 could encourage car use which could impact on air quality. If a link road is not provided traffic movements associated with the development could impact on Ashby Road/ Epinal Way AQMA.</p>	<p>traffic pressures on the A512 and M1 J23, and this section of the M1 is to be widened in coming years. Scope to reduce car use. The A512 east of Leicester Rd carries a number of bus routes notably the 4, 99 and 125/ 127 ensuring high frequency services between Loughborough and Shepshed. Some areas west of Shepshed are close to the routes of bus services 4 and /or 125/127. Scope to provide a segregated bus route across Garendon into Loughborough. Good cycleways between Loughborough and Shepshed on the north side of the A512 and NCR 6 across Garendon, the latter running through Shepshed and then westward via Belton Rd. Shepshed is remote from rail access with Loughborough station over 6.5km away, although bus service 4 provides a direct link.</p>	<p>serve parts of Hathem, Quorn and Mountsorrel. Barrow upon Soar is served by weekday daytime half hourly bus services towards Loughborough and Leicester. There is a bus lane on the A6 approach into Loughborough. An hourly service links Barrow to Loughborough via Seagrave, Sileby and Walton. The village has a rail station with hourly weekday daytime and evening train services to Loughborough/ Nottingham and Leicester. There are no cycle routes in the village. Hathem is served by Loughborough to Derby and Loughborough to Nottingham bus services operating weekday daytime hourly frequency along the A6 (almost a half hour service but unsynchronised) and via the airport. There is a section of inbound peak hour bus lane on the A6 Derby Road towards Loughborough town centre. Rail is less accessible with Loughborough railway station about 4.5 km away, although there are direct ALS bus links. Cycle access to Loughborough is via cycleways alongside the A6 (also northbound towards</p>	<p>Air Quality Management Areas in Loughborough. Urban capacity in Loughborough and Shepshed, South and West Loughborough are likely to have best scope for reducing car use due to high frequency bus services. Walking and cycling are also more likely in these locations due to proximity and existing facilities. These locations are also close to or have good access to the M1 which could have an effect on air quality due to long distance commuting by car. There is a direct bus link to the rail station from West Loughborough via the University and town centre. There may be scope for a viable park and ride facility particularly South and West Loughborough. The service centres are also reasonably well served by public transport to main urban centres. North and East Loughborough are less well served by public transport.</p>

Directions for Growth – North Chamwood					
	Geographic Scale	N5 West Loughborough	N6 Adjoining Shepshed	N7 Service Centres	Overall Commentary
Objective					
				<p>Kegworth) and adjacent to the Black Brook. A new cycleway towards Gorse Covert Centre will be provided as part of new housing south of Pear Tree Lane. Traffic access to the M1 via A6 is likely to be improved by the proposed Kegworth bypass.</p> <p>Mountsorrel is served by weekday daytime bus services of 10 min frequency between Loughborough and Leicester along Loughborough Rd and Mountsorrel Lane. There is a bus lane on the A6 approach into Loughborough. There is also a two hourly service to Leicester via Walton Way. The nearest rail station in Sileby is over 3km away and cannot be reached by a direct bus route. The section of National Cycle Route 6 between Loughborough and Leicester runs along the old A6 (Loughborough Rd/ Leicester Rd).</p> <p>Quorn is well served by bus services between Loughborough and Leicester including weekday daytime bus services of 10 min frequency along Loughborough Rd/ Leicester Rd and half hourly via Barrow & Sileby and hourly via the Chamwood Forest villages. There is a bus lane on</p>	

Directions for Growth – North Chamwood					
	Geographic Scale	N5 West Loughborough	N6 Adjoining Shepshed	N7 Service Centres	Overall Commentary
Objective					
				<p>the A6 approach into Loughborough. The nearest rail station is in Barrow some 1.5km away and linked by a half hourly bus service. The section of National Cycle Route 6 between Loughborough and Leicester runs along the old A6 (Loughborough Rd/ Leicester Rd).</p> <p>Sileby is served by daytime weekday bus services between Loughborough and Leicester of half hourly frequency. There is an hourly service linking Barrow to Loughborough via Seagrave and Walton. The village has a rail station with hourly weekday daytime and evening train services to Loughborough/ Nottingham and Leicester. There are no cycle routes in the village. All these villages have good access to the A6 that could encourage car use and add to problems in AQMAs particularly in Loughborough.</p>	
To conserve soil resources and quality	Growth Option area	<p>N?</p> <p>West of Loughborough includes an area of Grade 2 best and most versatile agricultural land. The remainder is Grade 3. There is no information on how much of this is grade 3a best and</p>	<p>N?</p> <p>Most land around Shepshed is Grade 3 but it is not known how much is Grade 3a and so best and most versatile agricultural land – more information is needed. There are areas of Grade 2 best and most versatile</p>	<p>D</p> <p>Depends on location of development. Barrow upon Soar is flanked by Grade 4 land in the river valley to the west with land to the east mainly Grade 3. The north and south edges of the village are close to areas of grade</p>	<p>Previously developed sites are less likely to have harmful effects on soil resources and quality than Greenfield locations. East Loughborough would take Grade 2 best and most versatile agricultural land. North, South, West Loughborough, adjoining Shepshed and sites adjoining the Service centres have some Grade 2 and</p>

Directions for Growth – North Chamwood

Objective	Geographic Scale	N5 West Loughborough	N6 Adjoining Shepshed	N7 Service Centres	Overall Commentary
		<p>most versatile agricultural land. Longcliffe Quarry is a regionally important geological site.</p>	<p>agricultural land adjoining the south west of the town and to the east in the area south of Hind Leys school. Morley Lane Quarry is a regionally important geological site.</p>	<p>2 best and most versatile land (BMVL). It is not known how much of the Grade 3 land is 3a and so BMVL. Hathern is surrounded by land mostly designated grade 3 and 4 in the river valley to the east but with a small area of grade 2 BMVL south of the village. It is not known how much of the Grade 3 land is 3a and so BMVL. Mountsorrel is flanked by Grade 4 land in the river valley to the east with land to the west mainly Grade 3. South and north of the village are areas of Grade 2 BMVL. It is not known how much of the Grade 3 land is 3a and so BMVL. Quorn is flanked by Grade 4 land in the river valley to the east with land to the west mainly Grade 2 BMVL. South and north of the village are areas of Grade 3 land with pockets of Grade 2 BMVL. It is not known how much of the Grade 3 land is 3a and so BMVL. Sileby is flanked by Grade 4 land in the river valley to the west with land to the south and east mainly Grade 2 BMVL. North and north east of the village are areas of Grade 3 land with pockets of Grade 2 BMVL either side of</p>	<p>Grade 3 land. South of Loughborough has Grade 3a land. (Grade 3a best and most versatile unknown in other locations).</p>

Directions for Growth – North Chamwood					
	Geographic Scale	N5 West Loughborough	N6 Adjoining Shepshed	N7 Service Centres	Overall Commentary
Objective					
To reduce contributions to climate change	Borough	Y See comments air quality above. Effective demand management measures needed to reduce potential for high car use arising from good access to main road network. New development will give the opportunity to reduce greenhouse gas emissions through sustainable design and construction techniques.	Y See comments on air quality above. New development will give the opportunity to reduce greenhouse gas emissions through sustainable design and construction techniques.	Y See comments air quality above. New development will give the opportunity to reduce greenhouse gas emission through sustainable design and construction techniques.	See comments air quality above. Development in Loughborough and Shepshed will have the greatest likelihood to reduce travel by car and distances travelled due to increased opportunities walk, cycle or to use public transport.
To reduce vulnerability to climate change	Growth Option and surrounding area	D New development will give the opportunity to reduce greenhouse gas emissions, reduce energy and water consumption and construct buildings able to adapt to climate variations and flooding through sustainable design and construction techniques. Northern part is close to the Black Brook and so at risk from flooding.	D New development will give the opportunity to reduce greenhouse gas emissions, reduce energy and water consumption and construct buildings able to adapt to climate variations and flooding through sustainable design and construction techniques. Land close to the Black Brook west of Tickow Lane/ Oakley Rd and north of Shepshed is at risk from flooding.	D New development will give the opportunity to reduce greenhouse gas emission, reduce energy and water consumption and construct buildings able to adapt to climate variations and flooding through sustainable design and construction techniques. Impact on flooding will depend on location of development. Land to the west of Barrow upon Soar , to the east of Hathern , to the east of Mountsorrel and Quorn and west of Sileby is within and adjacent to the Soar valley known to be at significant risk from flooding. In addition those parts	New development will give the opportunity to reduce greenhouse gas emission, reduce energy and water consumption and construct buildings able to adapt to climate variations and flooding through sustainable design and construction techniques. East Loughborough adjoining the urban area is at significant risk of flooding and so new development would have to 'jump' the river valley. South Loughborough is also at significant risk of flooding. Parts of the existing built-up areas of Loughborough, Shepshed and service centres are at risk from flooding. There area also areas at risk of flooding in relation to North and West Loughborough and adjoining Shepshed.

Directions for Growth – North Chamwood					
	Geographic Scale	N5 West Loughborough	N6 Adjoining Shepshed	N7 Service Centres	Overall Commentary
Objective					
To conserve enhance the historic and cultural environment	Growth Option area	<p>Y</p> <p>North of the A512 is Garendon historic park and garden containing one ancient monument: the Cistercian abbey & mansion, with fishpond and mound (SK 50141988), 13 listed buildings (some are 'at risk') and 8 sites of archaeological interest. 2 listed buildings at Holywell Farm south of the A512 and a site of archaeological interest close to Snells Nook Lane. Mitigation measures will have to be put in place to safeguard and where appropriate enhance the historic features some of which are at risk.</p>	<p>O</p> <p>Archaeological and historic interest sites are largely confined to locations within the town so there are unlikely to be significant harmful effects. Fenney windmill off Charley Rd is a listed building.</p>	<p>D</p> <p>Until the scale and extent of development for this option is known it is difficult to indicate whether either there will be significant harmful effects. The older built area and the section of the village alongside the canal in Barrow upon Soar are defined as a Conservation Area with the core identified as an archaeological alert zone. There are 29 listed buildings in the parish and a number of sites of archaeological interest. The older parts of Hathern are defined as an archaeological alert zone and a Conservation area. There are 16 listed buildings. Hathern village cross (SK 503223) located at the junction of Cross St and Church St is a scheduled ancient monument. The older built area and along Bond Lane in Mountsorrel are defined as a Conservation Area with the core identified as an archaeological alert zone. There</p>	<p>of Sileby close to Sileby Brook are at risk from flooding. It is not known whether it would be possible to incorporate mitigation measures as needed in new developments.</p> <p>The unknown scale and extent of development of specific options makes it difficult to indicate whether either there will be significant harmful effects. There are historic and cultural assets in Loughborough and Shepshed and the service centres. The impact on these interests will depend upon design and mitigation measures. West Loughborough has a historic park and garden, a scheduled ancient monument and listed buildings some of which are at risk. There are historic and cultural interests at East Loughborough and to a lesser extent at North and South Loughborough.</p>

Directions for Growth – North Chamwood					
	Geographic Scale	N5 West Loughborough	N6 Adjoining Shepshed	N7 Service Centres	Overall Commentary
Objective				<p>are 37 listed buildings in the parish and Mountsorrel motte and bailey castle and market cross (SK 581489) are scheduled ancient monuments.</p> <p>The older built area of Quom is defined as a Conservation Area with the historic core identified as an archaeological alert zone. There are 36 listed buildings, and archaeological interest including an Ancient Monument (SK55621567) in the vicinity of Quomdon Mill south of the parish.</p> <p>Parts of the older, eastern built area of Sileby are defined as a Conservation Area with the historic core identified as an archaeological alert zone. There are 11 listed buildings, and pockets of archaeological interest including Sileby Mill and a number of farmsteads in the parish.</p>	
To increase the reuse of previously developed land and buildings	Growth Option area	NN This option involves the development of Greenfield land.	NN This option involves the development of Greenfield land. Buildings and plant related to quarrying activity are located south of the A512.	D Depends on location of development. All these villages offer further opportunities for beneficial redevelopment of previously developed/contaminated land although these are unlikely to be significant in scale. Extensions to any of the villages would involve	Loughborough and Shepshed and to a lesser extent the service centres will offer opportunities for the reuse of previously developed land and buildings. North, East, South and West Loughborough and adjoining Shepshed will involve the development of Greenfield land.

Directions for Growth – North Chamwood					
	Geographic Scale	N5 West Loughborough	N6 Adjoining Shepshed	N7 Service Centres	Overall Commentary
Objective					
To reduce the extraction of new and increase the reuse and recycling of minerals and aggregates resources	Borough/ County	○ The areas north of Garendon Park and west of Snells Nook Lane close to the motorway are mineral consultation areas. More information on the status of these areas required. New development will give the opportunity to encourage sustainable extraction, re-use and recycling of minerals and aggregates resources through sustainable design and construction techniques.	○ The option is mostly within the mineral consultation areas. The only exception is the area west of the town either side of Belton Rd. New development will give the opportunity to encourage sustainable extraction, re-use and recycling of minerals and aggregates resources through sustainable design and construction techniques.	○ development of Greenfield land. Significant areas of land around each of these villages are included within the mineral consultation area. Buddon Wood hard rock Quarry is located west of the North End of Mountsorrel and south of Quorn . The British Gypsum plant is located east of the railway line between Barrow upon Soar and Sileby . New development will give the opportunity to encourage sustainable extraction, re-use and recycling of minerals and aggregates resources through sustainable design and construction techniques.	North, East, South and West Loughborough, adjoining Shepshed and around the services centres are included wholly or partly within Mineral Consultation Areas – further information is needed. Loughborough and Shepshed and the existing built-up areas of Services centres do not fall within Mineral Consultation Areas. New development will give the opportunity to encourage sustainable extraction, re-use and recycling of minerals and aggregates resources through sustainable design and construction techniques. Neutral factor across all options.
To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)	Borough/ County	○ There is a civic amenity site in Shepshed north of Butthole Lane accessed from Hathern Rd, Shepshed. New development will give the opportunity to reduce, re-use and recycle waste through sustainable design and construction techniques.	New development will give the opportunity to reduce, re-use and recycle waste through sustainable design and construction techniques.	There is a civic amenity site at Sileby. New development will give the opportunity to reduce, re-use and recycle waste through sustainable design and construction techniques.	New development will give the opportunity to reduce, re-use and recycle waste through sustainable design and construction techniques. Neutral factor across all options.
To minimise the use of energy and optimise the use of renewable resources	Borough	○ New development will give the opportunity to encourage energy efficiency and the use of renewable energy sources	○ New development will give the opportunity to encourage energy efficiency and the use of renewable energy sources	○ New development will give the opportunity to encourage energy efficiency and the use of renewable energy sources	New development will give the opportunity to encourage energy efficiency and the use of renewable energy sources through sustainable design and construction techniques. Neutral

Directions for Growth – North Chamwood					
	Geographic Scale	N5 West Loughborough	N6 Adjoining Shepshed	N7 Service Centres	Overall Commentary
Objective					
		through sustainable design and construction techniques.	through sustainable design and construction techniques.	through sustainable design and construction techniques.	factor across all options.
To increase the population's access to a full range of appropriate public, private, community and voluntary services	Growth Option and surrounding area	<p>YY</p> <p>Close proximity to Loughborough and Shepshed. Loughborough is a busy market town with a full range of services and facilities, whilst Shepshed provides a reasonable range of facilities for the town and immediate rural catchment. Services and facilities in Loughborough town centre are about 3.5km away. The nearest local centre is at Gorse Covert (2.5km by road but only about 0.5km by cycle via the existing route across Garendon). Shepshed town centre would be about 3km by road but as near as 2km by cycle route or direct bus route across Garendon. A large scale development option could contribute to improved community facilities. A strategy of urban concentration could limit opportunities for development in rural areas to support local services.</p>	<p>Y</p> <p>Most locations around Shepshed are within 2km of Shepshed town centre with the nearest area west of Oakley Rd within about 0.5km. Shepshed (population 13330), a Main Town proposed to be part of the Loughborough/ Shepshed Sub Regional Centre offers a range of services and facilities. At November 2004 these included 1 large superstore and 2 main convenience stores, 2 doctors surgeries with a total of 8 doctors and 3 pharmacies, 3 dentists and 2 opticians, 2 post offices, 3 banks and 5 cash points, 12 pubs, 2 petrol filling stations, an upper school and 4 primary schools, a library and a range of community and leisure facilities. People in Shepshed regularly use services and facilities available in Loughborough, notably the town centre about 5km away well connected by bus services.</p>	<p>D</p> <p>Whilst development in Service Centres does not score highly in the sequential approach it could support local services and facilities and contribute to improvements where necessary. These Service Centres are expanded villages with a range of services and facilities for residents and a local catchment. Barrow upon Soar (population 5097) at Nov 2004 had 2 main convenience stores, a doctors' surgery (4 doctors), a pharmacy, a dentist, a post office, a bank, 4 pubs, a secondary school and primary school, a library and a range of leisure and community facilities. Hathern (population 1866) at Nov 2004 had 1 main convenience store, a doctors' surgery (3 doctors), a post office, 2 cashpoints, 4 pubs, a petrol filling station, a primary school, a library and a range of leisure and community facilities. Mountsorrel (population 7582) at Nov 2004 had 2 supermarkets and 3 convenience stores, 2 doctors surgeries (5 doctors) and</p>	<p>Loughborough and to a lesser extent Shepshed offer a wide range of shops, local services and community facilities. These locations are the most accessible by public transport, walking and cycling. Locations within Loughborough and Shepshed will have the best access to these shops, local services and community facilities. South, West and to a lesser extent North and West Loughborough are well served by public transport to Loughborough and from South and West Loughborough also to Shepshed. Service Centres may be able to provide a lesser range of shops, local services and community facilities for local residents. There is access to Loughborough and Shepshed as well as Leicester for a wider range by a reasonable level of service of public transport.</p>

Directions for Growth – North Chamwood					
	Geographic Scale	N5 West Loughborough	N6 Adjoining Shepshed	N7 Service Centres	Overall Commentary
Objective				<p>a pharmacy, a dentist and an optician, a post office, 2 cashpoints, 4 pubs, 2 petrol filling stations, a primary school, a library (plus a mobile service) and a range of leisure and community facilities.</p> <p>Quorn (population 4966) at Nov 2004 had 1 convenience store, 1 doctors surgery (4 doctors) and a pharmacy, a post office, 1 cashpoint, 7 pubs, a secondary school and a primary school, a library and a range of leisure and community facilities.</p> <p>Sileby (population 6840) at Nov 2004 had 3 supermarkets and 5 convenience stores, 2 doctors surgeries (4 doctors) and a pharmacy, a dentist and an optician, a post office, 1 bank, 5 pubs, 2 primary schools, a library and a range of leisure and community facilities.</p>	
To increase access to the countryside, open spaces and semi urban environments (eg parks)	Growth Option and surrounding area	<p>YY</p> <p>Public access in the area north of the A512 is limited to a few public/ permissive paths and a section of National Cycle Route 6 across Garendon estate. Pear Tree Lane bridleway links Loughborough to Shepshed in the vicinity of the Blackbrook. There are</p>	<p>Y</p> <p>There are reasonable footpath links into surrounding countryside. Provision is best to the west of the town, south of Belton Rd and to the north east off Butthole Lane, which is part of National Cycle Route 6 between Shepshed and Loughborough. Pear Tree Lane bridleway runs</p>	<p>Y</p> <p>All villages have ready access to parts of the surrounding open land via networks of footpaths and some bridleways. Access is best in the Soar valley. The least well served are Sileby, west parts of Hathern, west parts of Mountsorrel and south of Quorn. The Green Space Strategy</p>	<p>The outer areas of Loughborough and Shepshed and the service centres have ready access to surrounding countryside but development within existing built up areas will increase pressure on the existing open space network. The Green Spaces strategy identifies deficiencies in the network in terms of district parks of 10-20 hectares in both Loughborough and Shepshed and for</p>

Directions for Growth – North Chamwood

Objective	Geographic Scale	N5 West Loughborough	N6 Adjoining Shepshed	N7 Service Centres	Overall Commentary
		<p>public footpaths through Holywell Farm to Snells Nook Lane and from the south end of Snells Nook Lane north westward across Longcliff (private) golf course to the A512.</p> <p>The Green Spaces Strategy identifies a deficiency in district park provision of 10 to 20 ha in the north and south of Loughborough and Shepshed. It also indicates Garendon Park has potential to provide ready access to a significant country park for residents in Shepshed and the west and north of Loughborough.</p> <p>There are also deficiencies in local parks/ distinct open spaces in NW Loughborough between the town centre and later developments, east and south of Shepshed and north west of Nanpantan Rd/ Forest Rd.</p> <p>Development in this location could contribute to new provision to help meet the deficiencies identified. This development option has land suitable for a significant park and is close to residents in Loughborough and Shepshed.</p>	<p>across Garendon from Hathern Rd to the A6.</p> <p>The Green Space Strategy identifies a need for a district park of 10 to 20 ha in Shepshed. The built areas of east and south Shepshed are not within 400m of a local park/ distinct open space of 2.5ha+.</p> <p>New development could contribute to new recreational provision and in certain locations could reasonably help meet the deficiencies identified.</p>	<p>indicates people living in these parts of villages are not within 400m of a local park/ distinct open space of 2.5 ha+:</p> <ul style="list-style-type: none"> -East and south Barrow upon Soar. King Georges playing field is a little constrained. -South of Mountsorrel. Halstead Rd recreation ground is considered to be just sufficiently large. -Most of Quom -North and south of Sileby Hathern has a local recreation ground which is reasonably central and within 400 m of most houses. <p>The west of Quom and south Mountsorrel are identified as currently lacking in equipped play provision.</p> <p>There may be scope to remedy deficiencies as part of new development schemes.</p>	<p>more local provision elsewhere in Loughborough, Shepshed and the service centres.</p> <p>All the options would offer the opportunity to provide new green spaces. West Loughborough includes Garendon Park which the Green Spaces Strategy indicates provides an existing opportunity to create an easily accessible significant country park for residents in Shepshed and west and north Loughborough.</p>

Directions for Growth – North Chamwood					
	Geographic Scale	N5 West Loughborough	N6 Adjoining Shepshed	N7 Service Centres	Overall Commentary
Objective					
To promote a strong community where people feel they have a say in the future	Growth Option and surrounding area	D There will be objections to development of this Greenfield location. The effect depends on strategies adopted to integrate new development with existing communities.	D There will be objections to development of this Greenfield location. The effect depends on strategies adopted to integrate new development with existing communities.	D Depends on strategies adopted to integrate new development with existing communities.	Greenfield development is likely to attract more objections but the impact will depend on strategies adopted to integrate new development with existing communities.
To reduce crime, anti social behaviour and increase community safety	Growth Option and surrounding area	D New development will give the opportunity to reduce crime and the fear of crime through sustainable design and construction techniques.	D New development will give the opportunity to reduce crime and the fear of crime through sustainable design and construction techniques.	D New development will give the opportunity to reduce crime and the fear of crime through sustainable design and construction techniques.	New development will give the opportunity to reduce crime and the fear of crime through sustainable design and construction techniques. Neutral factor across all options.
To increase the population's access and opportunity to participate in culture, media and sport	Growth Option and surrounding area	YY Easy access to a range of cultural and entertainment opportunities in Loughborough, particularly within the town centre and to a lesser extent Shepshed. Facilities in Loughborough town centre would be about 3.5 km away and the range of sports facilities at the University and Burleigh Community College both about 1.75km away. There are reasonable facilities in Shepshed. A strategy of urban concentration could limit opportunities for the development of cultural and leisure activities in rural areas.	Y Shepshed has a reasonable range of community and leisure facilities. However the nearest public leisure centre and cinema are in Loughborough town centre over 6km away.	Y Each village has a range of venues for community and leisure purposes in the form of village halls, community centres, church halls etc. Barrow upon Soar and Quorn have the added benefit of dual use of facilities at Humphrey Perkins and Rawlins school sites. The Soar Valley leisure centre at Mountsorrel should be readily accessible from Barrow upon Soar, Quorn and Sileby although there are no bus links from Barrow and Sileby. Whilst development in Service Centres does not score highly in the sequential approach it could support local facilities and contribute to improvements. Approximate distances by road	Loughborough and to a lesser extent Shepshed offer a range of sports, arts and leisure opportunities. These locations are the most accessible by public transport, walking and cycling. Locations within Loughborough and Shepshed will have the best access to these sports, arts and leisure opportunities. South, West and to a lesser extent North and West Loughborough are well served by public transport to Loughborough and from South and West Loughborough also to Shepshed. Service Centres may be able to provide a lesser range sports, arts and leisure opportunities for local residents. Soar Valley leisure centre is located at Mountsorrel. There is access to Loughborough and Shepshed as well as Leicester for a wider range by a

Directions for Growth – North Chamwood					
	Geographic Scale	N5 West Loughborough	N6 Adjoining Shepshed	N7 Service Centres	Overall Commentary
Objective				to facilities available in Loughborough town centre: Barrow upon Soar 5km Hathern 4km (1.2km to leisure facilities on Derby Rd) Mountsorrel 7km Quorn 3.5km Sileby 8.5km All villages are connected by bus to Loughborough town centre.	reasonable level of service of public transport.
To ensure that the housing stock meets the housing needs of all sections of the community	Borough	YY A large scale development offers opportunities to provide a range and mix of new housing to meet identified needs, including the need for affordable housing. A strategy of urban concentration would do little to tackle rural housing needs.	YY New housing developments can help meet the housing needs of the community as there is more possibility of affordable housing being incorporated into larger residential sites.	YY Development in Service Centres could provide a range and mix of new housing to meet identified needs, including for affordable housing in these villages and others nearby in more rural parts of the Borough.	New development for housing will provide a range and mix of new housing for local needs and to meet the strategic requirement. Neutral factor across all options.
To reduce poverty and social exclusion	Borough	Y This location is not adjoining areas known to have a relatively high level of deprivation. New development for employment will increase local employment opportunities.	Y Parts of south Shepshed are identified as being areas of deprivation. New employment would provide locally based jobs for the local community reducing the costs of commuting, and affordable housing could help improve access to the housing market.	Y North west Sileby and central Mountsorrel have relatively high levels of deprivation. New development for employment would increase local employment opportunities.	Areas of relative deprivation are identified in east, central and south Loughborough, in Shepshed and in specific locations in the Soar Valley and South Chamwood. The provision of new employment land and housing including affordable housing will contribute towards this objective. Locations within Loughborough and Shepshed, West and South Loughborough are the best in terms of public transport, walking and cycling access.

Directions for Growth – North Chamwood					
	Geographic Scale	N5 West Loughborough	N6 Adjoining Shepshed	N7 Service Centres	Overall Commentary
Objective		Y	Y	Y	
To increase learning, skills and employability for all sections of the community.	Borough	This location is close to a range of education facilities being next to the University campus and the Burleigh/ Garendon/ De Lisle upper school sites. Hind Leys upper school in Shepshed would be easily accessible, the latter via NCR 6 across Garendon. The nearest primary schools are at Booth Wood on Old Ashby Rd (about 1.5km) and Holywell north of Nanpantan Rd. Newcroft PS in Shepshed could be within 1.5km if access were available via Coach Rd.	Education facilities in Shepshed are Hind Leys Upper school and 4 primary schools. Loughborough University/ College campus is about 4km to the west.	Each village has a primary school (Sileby has two). Barrow upon Soar and Quom upper schools are accessible to children living in Mountsorrel and Sileby. Nearest upper school to Hathern is Burleigh / Garendon/ De Lisle campus in Loughborough (about 4.5 km by road). Approximate distance of each village from Loughborough College/ University campus: Barrow upon Soar 6.5km Hathern 4.5km Mountsorrel 8.5 km Quom 5km Sileby 10km Access by bus would require service change in the town centre.	Education facilities are available in Loughborough, Shepshed and Service Centres up to secondary level. Loughborough has a college and University. There are also further and higher education facilities in Leicester.
To increase the vibrancy and viability of settlements	Growth Option and surrounding area	D Depends upon the mix of uses, design and layout. Land between Loughborough and Shepshed is designated as Green Wedge but strategic planning policy requires the review of green wedge boundaries. Separation between Loughborough and Shepshed is currently in the range 1.5 to 2.25km. The presence of the motorway	D Depends upon the mix of uses, design and layout. Separation between Loughborough and Shepshed is currently in the range 1.5 to about 2.25km in the area north of the A512. The presence of the motorway corridor between provides views across open land fringing both towns but also is a physical feature increasing the feeling of separation by restricting	D Depend upon the mix of uses, design and layout. Each settlement has a distinct character and identity but all are close to other settlements. The current separation between south Hathern and Loughborough is narrow at about 875m. Barrow upon Soar , Mountsorrel , Quom and Sileby are part of a cluster of settlements close together either	Depend upon the mix of uses, design and layout. Redevelopment of previously developed sites in Loughborough, Shepshed and service centres will help to protect the identity of settlements so long as the design takes account of local context and avoids town cramming. Green wedge exists North, South and West Loughborough but strategic planning policy requires the review of green wedge boundaries in the context of the amount of development needed

Directions for Growth – North Chamwood					
	Geographic Scale	N5 West Loughborough	N6 Adjoining Shepshed	N7 Service Centres	Overall Commentary
Objective					
		corridor between the towns provides views across open land fringing both towns but is also a physical feature increasing the feeling of separation by restricting intervisibility between them. There is scope to incorporate new development within this area and maintain the separate identities of Loughborough and Shepshed and ensure the continued safeguarding of an effective area of green wedge	intervisibility between them.	side of the Soar valley south east of Loughborough. The areas of separation vary in character and appearance, but all are narrow in terms of distance: Barrow to Quorn 250m Quorn to Loughborough 1.5km Quorn to Mountsorrel 275m Mountsorrel to Sileby 800m Mountsorrel to Rothley, east of Mountsorrel Lane 100m (100m to Rothley Plain) Sileby to Barrow 550m Sileby to Cossington 150m	and the strategy of directing development to main urban areas. There are issues of loss of separation at North Loughborough towards Hathern, South Loughborough towards Quorn and around Service Centres. This is a lesser issue West of Loughborough towards Shepshed as it is likely that the separate identities of the settlements and an effective green wedge can be maintained. East Loughborough would require development to 'jump' the floodplain causing unacceptable spreading of the urban form of Loughborough into an area of rural character.
To increase sustainable design and construction	Growth Option area	D New development will give the opportunity to use sustainable design and construction techniques.	D New development will give the opportunity to use sustainable design and construction techniques.	D New development will give the opportunity to use sustainable design and construction techniques.	New development will give the opportunity to use sustainable design and construction techniques. This is likely to be a neutral factor across all options.
To increase healthy life styles	Growth Option and surrounding area	YY There is reasonable public access by public footpaths in this location and good cycleway links between Loughborough and Shepshed. New development gives the opportunity to incorporate significant open space including the restoration of the historic park in Garendon and to extend public access by walking and cycling routes in a location readily accessible to many	YY There is reasonable public access by public footpaths around west and north east Shepshed and good cycleway links between Loughborough and Shepshed, and westward from Shepshed to Belton via NCR 6. New development gives the opportunity to incorporate open space and to extend access by walking and cycling routes. The town has 2 doctors surgeries with a total of 8 doctors, plus 3	D Each of the villages has some healthcare provision, although it is known how much, if any, spare capacity is available Barrow upon Soar (population 5097) at Nov 2004 had a doctors surgery (4 doctors), a pharmacy and a dentist. Hathern (population 1866) at Nov 2004 had a doctors surgery (3 doctors) Mountsorrel (population 7582) at Nov 2004 had 2 doctors	The options would be close to healthcare facilities in Loughborough, Shepshed and service centres but the capacity of these facilities is unknown. The outer areas of Loughborough and Shepshed and the service centres have access to surrounding countryside through the rights of way network. Loughborough has an incomplete cycle network and links to Shepshed via West Loughborough, to Quorn/Mountsorrel via South Loughborough, to Hathern via North Loughborough. The National Cycle Route 6 runs through Chamwood

Directions for Growth – North Chamwood					
	Geographic Scale	N5 West Loughborough	N6 Adjoining Shepshed	N7 Service Centres	Overall Commentary
Objective		people living in Shepshed and west Loughborough. The nearest doctors' surgeries would be at Maxwell Drive about 3km away if road access is provided to the A6 north of the town. Forest Edge (Old Ashby Rd) is about 1km away and Leicester Rd in Shepshed about 2.25km. It is not known how much spare capacity exists. Epinal Way Hospital is about 2.75km away.	pharmacies, 3 dentists and 2 opticians. It is not known how much capacity is available. Epinal Way Hospital in Loughborough is about 5km away.	surgeries (5 doctors), a pharmacy, a dentist and an optician. Quorn (population 4966) at Nov 2004 had 1 doctors surgery (4 doctors) and a pharmacy. Sileby (population 6840) at Nov 2004 had 2 doctors surgeries (4 doctors), a pharmacy, a dentist and an optician. Each of these villages has reasonably good bus links to Loughborough and at least one other main urban centre. Barrow upon Soar and Sileby have rail stations providing links to Loughborough and Leicester, intermediate villages and places beyond. Each village has a relatively good footpath network. Hathem, Mountsorrel and Quorn are served by some good quality cycle links but Barrow upon Soar and Sileby lack facilities to make cycling more attractive. All people living in Hathem , most people in Quorn and people in western Barrow upon Soar are within 5km of hospital facilities in Loughborough. Parts of are up to Mountsorrel 8km and Sileby over 10km away.	between Leicester along old A6 via Loughborough and Shepshed to Belton.
To encourage a sustainable economy	Regional/County	YY A new Science Park could be located adjacent to the existing	Y Employment development in this location has the potential to	Y Although not performing well in terms of the sequential approach	The provision of employment land contributes to this objective. Redevelopment of previously developed

Directions for Growth – North Chamwood					
	Geographic Scale	N5 West Loughborough	N6 Adjoining Shepshed	N7 Service Centres	Overall Commentary
Objective		Science Park and Loughborough University. Making provision for general employment land would be accessible to many people living in Loughborough and Shepshed including by good bus and cycle provision. Development in this location could help in the regeneration of Shepshed. An urban concentration strategy would do little to support rural enterprise.	provide employment opportunities to the population of Shepshed. This location would enable travel to the site by modes of transport other than the car. The centre of Shepshed is in close proximity where a number of facilities and services can be found.	new employment land in these villages would foster local economic growth, help reduce the need for commuting and replace some of the older employment sites lost to redevelopment.	sites for employment is preferable but the sites available in Loughborough and Shepshed are not of a scale to accommodate the strategic requirements for a 50 hectare science park or 20 hectare strategic employment site. Much of the existing employment premises are located in north and east Loughborough. Development of options South and West Loughborough and adjoining Shepshed would help to redress this apparent imbalance.
To increase efficient patterns of movement to support a sustainable economy	Regional/County	YY Although development in this location would have very good road access being next to M1 J23 it is also well served by high frequency bus services along the A512 between Loughborough and Shepshed and there are direct bus services to the rail station. There could be potential for park and ride in the future. There are good cycleways between Loughborough and Shepshed on the north side of the A512 and across Garendon. Housing in this location could be as close as 1km to main employment sites at the	Y Although development around Shepshed would have very good road access to M1 J23 it could also be well served by bus services especially along the A512 east of Leicester Rd between Loughborough and Shepshed. There are good cycleways between Loughborough and Shepshed on the north side of the A512 and across Garendon.	Y Each village has reasonably good bus links to Loughborough and at least one other main urban centre. Barrow upon Soar and Sileby rail stations provide links to Loughborough and Leicester, intermediate villages and places beyond. Each village has a relatively good footpath network. Hathern, Mountsorrel and Quorn are served by some good quality cycle links but Barrow upon Soar and Sileby lack facilities to make cycling more attractive.	Redevelopment of previously developed sites in Loughborough and Shepshed, South and West Loughborough are likely to have scope for reducing car use due to high frequency bus services. Walking and cycling are also more likely in these locations due to proximity and existing facilities. These locations are also close to or have good access to the M1. There is a direct bus link to the rail station from West Loughborough via the University and town centre. There may be scope for a viable park and ride facility particularly South and West Loughborough. The service centres are also reasonably well served by public transport to main urban centres. North and East Loughborough are less well served by public transport.

Directions for Growth – North Chamwood					
Objective	Geographic Scale	N5 West Loughborough	N6 Adjoining Shepshed	N7 Service Centres	Overall Commentary
		University and south of Shepshed. Employment development would be close to housing in Loughborough and Shepshed and a Science Park could be located adjacent to the University. Potential for new link between A512 and A6 to provide access to existing employment areas in north Loughborough.			
To reduce disparities in economic performance	Borough	Y Given this location is within the Loughborough/ Shepshed urban system development is unlikely to encourage rural diversification.	Y Development in this location can provide employment opportunities for residents of Shepshed and help reduce levels of unemployment, but given the location is within the Loughborough/ Shepshed urban system development is unlikely to encourage rural diversification.	Y Although a lower priority in the sequential approach than urban concentration new employment development in Service Centres would help diversify the local economy. The benefits for rural diversification may be limited given the proximity of these settlements to Loughborough and Leicester.	The areas with the highest levels of relative deprivation are located in Loughborough. The provision of employment land will create the right climate for business to create new jobs but the locational strategy of urban concentration will locate such jobs in urban locations. This is unlikely to contribute to rural diversification.

Key to Matrix

NN	Significant negative effect (i.e. a move away from the objective)	YY	Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)	O	There is no relationship or no significant relationship between the objective and the policy
N	Marginal negative effect (i.e. a move away from the objective)	Y	Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.