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1 Transport Assessment

Table 1.1

Transport Assessment	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
<p>Selected Options Transport Assessment (Consultant: Jacobs)</p>	<p>No critical issues identified. Link capacity issues at Market Harborough Rockingham Road and Melton Road islands (>90%). Negligible impact on Market Harborough Town Centre. Minor issues at Fleckney, Kibworth and Lutterworth. Impacts upon Northamptonshire network.</p>	<p>No critical issues identified. Localised impact on A47/ Station Road and Stoughton T-junction only, with minor impact on rest of District. Minor link capacity issues in Kibworth, Market Harborough town centre and Lutterworth. Increased impact on Leicester City, increasing junction delay. Highest average speeds and lowest travel times across District. More opportunity for modal shift to sustainable transport.</p>	<p>No critical issues identified. Link capacity issues on A6 north and south of Kibworth, and S of Oadby, and Rockingham Road and Melton Road islands in MarketHarborough. Reduction in congestion within Kibworth on A6 as traffic moved to bypass. Highest level of journey travel times across the District due to Kibworth location and distance to employment opportunities.</p>	<p>No critical issues identified. Localised issues on A4304 at Whittle roundabout and proposed roundabouts to access the SDA and existing M1 J20. Significant increase in delay at junctions without mitigation. Impact on rural routes from SDA to Leicester (Gilmorton Rd etc). Minor issues in Fleckney and Market Harborough. No significant issues for M1 J20, but only because of delays at new junctions. (Additional Jacobs Technical Note - junctions, December 2016) Re-models 4 key junctions to demonstrate significant improvements after mitigation (mostly changes to signal phasing), with all junctions operating within capacity after improvements .</p>
<p><i>Ranking</i></p>	<p>1.5 =</p>	<p>1.5 =</p>	<p>3.5=</p>	<p>3.5=</p>
<p>South East Leicester Study: Stresses (Consultant: Edwards and Edwards)</p>	<p>Not included in the Assessment, but there is specific assessment of impact from Fleckney development. This impacts</p>	<p>Impact on eastern side of Leicester City, within and outside of City border relative to access to City and A47. Largely</p>	<p>Impact on edge of the Leicester PUA through the centre of Leicester along A6 corridor, but higher proportion of traffic heading south, away</p>	<p>Little association with Leicester PUA, and low impact of development on Oadby and Wigston or Leicester PUA. Impact on rural routes from</p>

Transport Assessment	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
	upon local junctions, specifically on Newton Lane/A6 junction; but distribution is dispersed, with marginal wider impact. Impacts also likely from additional housing in Scraftoft (330 more dwellings proposed), but at a lower level than Option 4.	independent impact in relation to the district and the other proposed developments. Impact on rural roads around the development, and poor connectivity to west of Leicester and wider road network, including ring road impact. Some conflict with potential land release in North Oadby.	from Leicester to Market Harborough and Northamptonshire. Conflict with potential land releases in Oadby and Wigston are minimised because direction of traffic flow is the same. Impact on rural roads, specifically for western direction movements towards Oadby / Wigston / Blaby / Countesthorpe.	SDA into Leicester (Gilmorton Rd etc).
<i>Ranking</i>	2	4	3	1
Accessibility by Sustainable Modes, including South East Leicester Study (Consultant: Edwards and Edwards)	Not included in assessment, but refers to Fleckney. Fleckney (c 550 dwellings proposed) has limited access to employment and whilst having access to public transport, there are no employment sites within 30 mins. Good access within Market Harborough (1770 dwellings) but generally poor in rural areas.	Offers wider access to employment through sustainable transport, especially by cycle but also bus. Will require provision of express bus services to ensure 30 minutes to town centre.	Access to employment opportunities on site and access to public transport. Opportunities to extend bus service into new housing have been discussed with operator. Employment in Fleckney within 30 minutes cycling but unable to access wider employment opportunities within 30 minutes. New 20 ha employment allocation may improve this.	Access to employment opportunities by public transport likely to be limited, but a bus service will be provided to serve the SDA, with priority access over the M1 via Gilmorton Rd in the long term towards the end of the Plan period. Access within 30 minutes cycling to employment in Lutterworth and Magna Park.
<i>Ranking</i>	2	1	3.5=	3.5=
Local transport benefits	Because of the difficulties of securing sufficient funding from dispersed development,	Will assist in improving traffic circulation in Scraftoft village and in providing parking facilities	Provides a by-pass for Kibworth, enabling downgrading of the existing A6 and improved pedestrian	Provides a relief road for Lutterworth. Potential of up to 34% reduction in traffic in the town centre (south of

Transport Assessment	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
	improvements to transport infrastructure will be confined to site-specific matters, unless CIL is introduced or any future developer contributions mechanism.	on roads in Leicester leading to / from the site.	and cycle links within the village. Introduction of road diversion, traffic calming, crossing facilities and foot ways/cycleways proposed to existing A6 together with pedestrian and cycle connections from existing settlement to the SDA.	Gilmorton Road junction) southbound in the morning peak and northbound in the evening peak when measured against the 2031 reference case.
Ranking	4	3	1	2
Average Ranking	2.38	2.38	2.75	2.50

2 Deliverability Assessment

Table 2.1

Deliverability Assessment	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
Housing Land availability: SHLAA sites compared to settlement requirement	Major shortfalls in SHLAA sites to meet requirements in Market Harborough and minor shortfalls in a few villages (even with adjustments to Selected Rural Villages requirements to reflect estimated capacity).	Sufficient SHLAA sites to meet requirements apart from a few villages (even with adjustments to Selected Rural Villages requirements to reflect estimated capacity).	Sufficient SHLAA sites to meet requirements apart from a few villages (even with adjustments to SRV requirements to reflect estimated capacity).	Sufficient SHLAA sites to meet requirements apart from a few villages (even with adjustments to SRV requirements to reflect estimated capacity).
<i>Ranking</i>	4	2 =	2 =	2 =
Housing land availability: 5 year land supply	5 Year housing land supply at date of adoption (and every year until 2024/25 - exceeds NPPF requirements)	5 Year housing land supply at date of adoption (and every year until 2024/25 - exceeds NPPF requirements)	5 Year housing land supply at date of adoption (and every year until 2024/25 - exceeds NPPF requirements)	5 Year housing land supply at date of adoption (and every year until 2024/25 - exceeds NPPF requirements)
<i>Ranking</i>	2.5 =	2.5 =	2.5 =	2.5 =
Housing Delivery, Trajectory	Not covered by PBA review. Demand likely to be strong in MH and	Delivery likely to be strong, similar to Hamilton across Leicester City border.	Demand will be very strong, similar to MH. Commencement affected	Market similar to Lutterworth (less strong than Market Harborough)

Deliverability Assessment	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
Review (Peter Brett Associates)	rural areas. Delivery on most sites not affected by major constraints.	Commencement affected by golf course relocation and minerals assessment but only limited strategic infrastructure needs. 1st houses proposed for 2020-21 providing the full site of 1200 within the Plan period.	by minerals assessment, archaeology, and by-pass construction. 1st houses proposed for 2021-22 providing 1500 within the Plan period.	and Kibworth). Commencement affected by flood mitigation / ground modelling, off-site highways works, utilities connections, minerals assessment, sensitive management of SSSI, and need to have statutory consultee input (HE, NE, EA, National Grid) to manage risks. 1st houses proposed for 2022-23 providing 1200-1500 dwellings in the Plan period.
	1	2.5 =	2.5 =	4
Potential Allocations (in addition to SDAs) (for information, not scored)	Overstone Park, MH; E of Blackberry Grange, Northampton Rd, MH; W of Airfield Farm (extension to SDA), MH; Burnmill Farm, N of MH 2 small sites N of MH; E of Leicester Rd,	Overstone Park, MH; E of Blackberry Grange, Northampton Rd, MH; W of Airfield Farm (extension to SDA), MH; Burnmill Farm, N of MH E of Leicester Rd, Lutterworth; Kilby Road, N of Fleckney; S of Arnesby Rd, Fleckney.	Overstone Park, MH; E of Blackberry Grange, Northampton Rd, MH; E of Leicester Rd, Lutterworth; Kilby Road, N of Fleckney; S of Arnesby Rd, Fleckney.	Overstone Park, MH; E of Blackberry Grange, Northampton Rd, MH; Kilby Road, N of Fleckney; S of Arnesby Rd, Fleckney.

Deliverability Assessment	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
	Lutterworth; Kilby Road, N of Fleckney; S of Arnesby Rd, Fleckney; E of Charity Fm, Bushby; Scraftoft Hill Fm.			
Infrastructure constraints (excluding transport, discussed in Section 1 above)	Moderate constraint re existing primary school capacity in Market Harborough, Kibworth and Gilmorton, with limited or no scope for expansion; so a new primary school would be a requirement of development in MH.	No major constraints. Utilities network connections are all nearby. need to upgrade waste water treatment works; but this is in programme. Minor constraint re existing primary school capacity with limited or no scope for expansion in Market Harborough and Gilmorton; so a new primary school would be a requirement of development in MH. Secondary school available adjoining site (Hamilton College), but SDA is within Oadby catchment; contributions would be	No major constraints. Utilities network connections are all nearby. Possible need for upgrade to waste water treatment works. Need to extend secondary school. Minor constraint re existing primary school capacity with limited or no scope for expansion in Market Harborough and Gilmorton; so a new primary school would be a requirement of development in MH. New primary school for Kibworth would be provided by SDA developers.	High voltage 400 kV transmission line (nationally critical infrastructure) running diagonally across the site. Utilities network upgrades are needed and may be costly with long lead-in times. Minor constraint re existing primary school capacity with limited or no scope for expansion in Market Harborough and Gilmorton; so a new primary school would be a requirement of development in MH. SDA would provide 2 new primary schools (1 in plan period).

Deliverability Assessment	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
		needed towards extensions to Hamilton College or Oadby schools.		
<i>Ranking</i>	3	1.5=	1.5=	4
Infrastructure costs: (figures rounded to the nearest £10,000)	Unknown, but likely to be less than SDAs. In any event would be split between a large number of developers. Could be funded through CIL or any future replacement development contributions mechanism.	Transport: £6m; education: £9.24m, utilities: £2.5m; drainage: £1.25m; other S106: £3.28m; landscaping and earthworks: £1.5m. TOTAL: £23.77m, total/dwelling: £19.8k	Transport: £12.1m; education: £11.64m; utilities: £3.5m; drainage: £1.67m; other S106: £4.27m; landscaping: £0.16m. TOTAL: £33.34m, total/dwelling: £20.8k	Transport: £37.38m; education: £10.95m; utilities: £5m; drainage: £4.49m; other S106: £6.88m; landscaping: £1.5m; noise mitigation: £0.93m. TOTAL: £67.13m, total/dwelling: £24.4k
<i>Ranking</i>	1	2	3	4
Viability	Viable (based on assessment of hypothetical typologies and provision of 20% starter homes and 30% affordable housing). RLV/ha range from £741,300 to £1,878,950 across the District. All Viable when	SDA Viable (based on provision of 20% starter homes and 30% affordable housing) in terms of residual land value. Total Residual Land Value (RLV) = £17m. RLV/ha = £487,331 . Not Viable when Threshold	SDA Viable (based on provision of 20% starter homes and 30% affordable housing) in terms of residual land value. Total Residual Land Value (RLV) = £25m. RLV/ha = £494,367 . Not Viable when Threshold	SDA Viable (based on provision of 20% starter homes and 30% affordable housing) in terms of residual land value. Total Residual Land Value (RLV) = £39m. RLV/ha = £499,222 . Not Viable when Threshold

Deliverability Assessment	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
	Threshold Land Value (TLV) compared with RLV	Land Value (TLV) compared with RLV, but may not be relevant given owners' characteristics and aspirations as public sector land owners. Remaining housing development to be provided on other sites is Viable against RLV and TLV.	Land Value (TLV) compared with RLV, but may not be relevant given owners' characteristics and aspirations. (Figures based on 08/16 infrastructure costs). Remaining housing development to be provided on other sites is Viable against RLV and TLV.	Land Value (TLV) compared with RLV, but may not be relevant given owners' characteristics and aspirations as public sector land owners. (Figures based on 08/16 infrastructure costs) Remaining housing development to be provided on other sites is Viable against RLV and TLV.
	1	3 =	3 =	3 =
Land Ownership: potential challenges	Assumed to be none since all sites are in the SHLAA and many are subject to applications/pre-application consultations.	2 landowners - Scraftoft Golf Club and Leicester City Council. Scraftoft Golf Course Members have voted in favour of the relocation and redevelopment of the current site. Promotion agreement agreed in principle with both landowners. Relocation of the Golf Course relies on	7 landowners. The 2 major landowners have agreed Heads of Terms for a collaboration agreement and continue to jointly promote the land. One landowner whose intentions were previously unknown is now understood to be willing to release their land and to sign the s106 Agreement. A	5 landowners. An agreement between 4 landowners is expected to be signed by May 2017. However, owners of the land to the north of Lutterworth, required to provide access from the A426 and provision of the M1 bridge have confirmed they are unwilling for any of their land to be put forward

Deliverability Assessment	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
		planning permission being granted for a new site.	confirmation letter from them is expected. 2 smaller landowners have provided written evidence of their willingness.	to provide a bridge for the Lutterworth East scheme. A CPO is likely to be required to implement this scheme.
<i>Ranking</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
Potential for longer term housing delivery beyond the plan period (2031)	No capacity for further growth in Market Harborough, Scraftoft, Thurnby and Bushby, and Lutterworth.	1200 expected to be delivered prior to 2031. Further land potentially available to the east of the SDA site; could accommodate a further 600 -800 dwellings.	1500 expected to be delivered prior to 2031, 165 after.	1500 expected to be delivered prior to 2031, 1250 after.
<i>Ranking</i>	<i>4</i>	<i>2</i>	<i>3</i>	<i>1</i>
Average ranking	2.19	2.19	2.56	3.06

3 Environmental Assessment

Table 3.1

Environmental Assessment	Option 2: Core Strategy	Option 4 (variant) Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
Flood risk: on site and off site (climate change resilience)	EA have highlighted that additional development in Market Harborough, together with climate change, increases the risk of flooding. Significant potential allocations are close to River Jordan, which is very sensitive to additional rainfall.	Development at Scraftoft North is low flood risk, but there is a need to ensure that on-site drainage is handled in such a way that the flood risk downstream in Leicester City is reduced. This will be covered by the masterplan/ SPD and by policy criteria.	Low risk of flooding, although surface water treatment will be important	EA advice indicates that the crossing of the River Swift (providing access to the site from A4304) must be designed to take into account climate projections and land in the flood plain used for the river crossing would need to be compensated for. EA advise that the Swift Valley Park should be designed to allow for the flood zones around the Swift to be managed.
<i>Ranking</i>	4	2	1	3
Landscape capacity: comparative assessment	Potential allocations under this option will avoid areas of low and medium low landscape capacity as defined in available landscape capacity	SDA split into 2 sub areas with following capacity: A (north - majority of site) medium (medium/high if green wedge policy not taken into account)- area is generally well	SDA split into 3 sub areas with following capacity: A (north) medium/low - isolated position beyond ridge line facing wider rural valley to north.	SDA split into 3 sub areas with following capacity: A (central - most of site) medium- enclosed by vegetation, restricted private views and good scope to mitigate large

Environmental Assessment	Option 2: Core Strategy	Option 4 (variant) Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
	<p>studies studies (PUA, Market Harborough, Lutterworth/ Broughton Astley, Rural Centres). Housing sites will therefore be located on the least sensitive sites in landscape terms where possible. Overall landscape impact should be medium to medium/ low.</p>	<p>contained/enclosed from wider landscape. B (south) medium (medium/high if green wedge policy not taken into account) - enclosed from wider landscape and proximity to existing urban structure.</p>	<p>B (central) medium/low - close relationship with Conservation Area and intact historic field pattern. C (south) medium - well contained by land form and relates well to existing village edge.</p>	<p>development in wider landscape. But lacks relationship with existing settlement and could impact on Misterton. B (north -road only) medium/high -adjacent to urban area and well suited in terms of topography and enclosure. C (south) high - few landscape or visual constraints, relatively isolated but good location for free-standing commercial development.</p>
<i>Ranking</i>	2.5 =	1	4	2.5 =
SA assessment of effects on built and natural heritage	<p>Major negative effect overall. Negative effects at the majority of Rural Centres and Selected Rural Villages due to scale of growth potentially affecting character of settlements. Minor</p>	<p>Moderate negative effect overall. Impact on landscape/ green wedge at SDA and potential impacts on conservation area would lead to moderate negative effects for Scraftoft but neutral effects predicted at MH,</p>	<p>Moderate negative effect overall. Major negative effect in Kibworth as areas of sensitive landscape and historic environment would be impacted. Neutral effects predicted at MH, Scraftoft, Thurnby and</p>	<p>Moderate negative effect overall. Moderate negative effects predicted for Lutterworth due to effects on landscape character(?), while effects on built heritage are less prominent (than Option 5 including the Kibworth SDA). Neutral</p>

Environmental Assessment	Option 2: Core Strategy	Option 4 (variant) Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
	negative effects on character of MH, Scraftoft, Thurnby and Bushby and Lutterworth relating to landscape.	Lutterworth and Kibworth.	Bushby and Lutterworth.	impacts predicted for MH, Scraftoft, Thurnby and Bushby and Kibworth.
<i>Ranking</i>	4	2	3	1
SA assessment on effects on natural environment and on-site designations	Moderate negative effect overall due to potential for cumulative negative effects on biodiversity at many SRVs, Rural Centres and Key Centres, loss of best agricultural land and exacerbation of air quality issues at Lutterworth and Leicester Principal Urban Area (substantial growth without upgrades to highway network or improvements to Green Infrastructure).	Moderate negative effect overall across district taking into account cumulative effects on agricultural land and local wildlife sites. Could be moderate negative effects associated with SDA but a comprehensive GI plan ought to ensure that these effects are reduced. There is potential for a positive effect to be generated. Scraftoft Local Nature Reserve would be lost but it has limited value, especially its eastern half, and natural environment could be enhanced by	Moderate negative effect overall across district. Moderate negative effect at Kibworth linked to potential loss of best agricultural land. A comprehensive Green Infrastructure plan ought to ensure that any negative effects are mitigated.	Moderate negative effect overall across district. Major negative effects at Lutterworth reflecting the effects on biodiversity (including presence of SSSI) and agricultural land. Potential for positive effects on air quality and for enhancements to Green Infrastructure. Sensitive development which enhances Green Infrastructure could minimise negative effects, but presence of SSSI may present more difficulties than at other SDAs. Natural England have withdrawn

Environmental Assessment	Option 2: Core Strategy	Option 4 (variant) Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
		Green Infrastructure proposals; will require that redundant constructed features in Scraftoft Brook (weirs etc) be removed and the link with the wildlife corridor into Leicester to be preserved.		their objection based on a feasibility study of mitigation measures to protect the SDA.
<i>Ranking</i>	2.5=	2.5 =	2.5 =	2.5=
SA assessment of effects on resource use (climate change mitigation)	Minor negative effect predicted overall. As the option distributes more housing to rural villages, it could lead to an increase in carbon emissions. This increase in emissions from 'rural areas' could be offset somewhat by growth in MH, Lutterworth and S/T/B. The substantial housing provision at MH could help reduce carbon	Neutral effect predicted overall. Substantial housing provision at MH could help reduce carbon emissions. Delivery of an SDA at Scraftoft ought to promote sustainable growth, especially with measures to improve and encourage bus travel, but it is likely that car trips into Leicester would continue.	Neutral effect predicted overall. Substantial housing provision at MH could help reduce carbon emissions. Delivery of an SDA at Kibworth ought to promote sustainable growth but it is likely that car trips would continue to be dominant mode of travel. The addition of a further 20ha of employment land to the SDA could result in some reduction in out-commuting.	Minor positive effect predicted. Positive effects at certain settlements outweigh negative effects predicted for others. Delivery of SDA in Lutterworth ought to promote sustainable growth, and good links to jobs (for example at Magna Park) but it is likely that car trips would continue to be the dominant mode of travel.

Environmental Assessment	Option 2: Core Strategy	Option 4 (variant) Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
	emissions.			
<i>Ranking</i>	4	2.5 =	2.5 =	1
Average Ranking	3.40	2.00	2.60	2.00

4 Socio-Economic Assessment

Table 4.1

Socio-Economic Assessment	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
Suitability of location to meet Harborough's housing needs	Housing is distributed in proportion to existing household location (with some redirection towards urban areas) so will be best matched to demographic growth.	Housing is concentrated in the Leicester Urban Area and so could serve the needs of the City. But a large part of Harborough's needs are derived from the City, so will also meet those needs.	Housing is centrally located within the District and so could serve the needs of Market Harborough and the rural areas, but substantial development already over-committed in Kibworth and Great Glen.	Housing is concentrated in Lutterworth and will meet a large amount of the need derived from employment growth, as well as demographic growth in the district's second largest town.
	2=	2=	4	2=
Proximity to existing employment	Market Harborough (1770 dwellings) has a good range of employment in accessible locations. Scraftoft/ Thurnby/ Bushby (330) has access to employment areas within the PUA. Lutterworth (260) has employment in the town and access to Magna	No specific employment areas in the immediate vicinity. However, there is access to a wide range of employment opportunities within Leicester City and the wider PUA.	Limited existing employment provision within Kibworth. Traffic study shows increased out-commuting. Revised masterplan proposes an additional 25ha of employment.	Substantial employment provision both within Lutterworth and at Magna Park, all of which are in relatively close proximity.

Socio-Economic Assessment	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
	Park. Limited employment in Fleckney (540) & rural areas.			
<i>Ranking</i>	2 =	2 =	4	2 =
Provision of new employment	Various sites. Fails to deliver the employment requirements in the HEDNA.	Various sites but none in SDA. Fails to deliver the employment requirements in the HEDNA.	Various sites and 25ha in SDA on 2 areas adjacent to A6 to north (2 ha) and south of the site (20 ha).	Various sites and 23.7ha within SDA on sites adjoining M1 and to SE of J 20 (in addition to possible motorway services).
	3.5 =	3.5 =	1.5=	1.5=
Proximity to retail and impact on centres	Market Harborough and Lutterworth are both town centres in the retail hierarchy with a wide range of retail provision, including a choice of supermarkets. Limited provision in Fleckney.	Local supermarket (Co-op) in Scraftoft to meet day to day needs. Large supermarket at least 2 miles away from SDA in Hamilton.	Local supermarket in Kibworth Beauchamp village centre (at least 1 mile away from SDA) along with a range of smaller shops and facilities in village centre. Closest large supermarket approx 5 miles (Oadby). Kibworth centre to benefit somewhat from increased expenditure but most of this likely to go to MH and Leicester.	Lutterworth has a good town centre with a range of shops and facilities. 2 large supermarkets in town centre, which are a minimum of 0.5 miles away from nearest part of SDA. Lutterworth centre to benefit from increased expenditure and environmental improvement.
<i>Ranking</i>	2.5=	2.5=	4	1

Socio-Economic Assessment	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
Provision of retail	Provision: new sites in MH and Lutterworth town centres.	Provision: new sites in MH and Lutterworth town centres, plus local centre in SDA .	New sites in MH and Lutterworth town centres + 2.8ha local centre in SDA to include a small supermarket.	New sites in MH and Lutterworth town centres + 1.2 ha local centre in SDA.
<i>Ranking</i>	4	2=	2=	2=
Proximity to / Provision of education	Adequate primary and secondary provision in MH, Lutterworth and Scraftoft/Thurnby/ Bushby. New primary school to be provided at MH SDA will add to capacity in MH. Potential capacity issues identified in some smaller village schools.	Scraftoft does not have a primary school and children go to Fernvale Primary School in Thurnby. New primary provision is proposed in the SDA. Secondary schools in Oadby (6 miles but in catchment) and Hamilton Community College (adjacent to SDA site but in City): both schools seek contributions.	Capacity issues identified at both primary and secondary levels. Primary needs would be met through new provision at SDA. SDA promoters propose extensions to Kibworth Academy.	Secondary school capacity in Lutterworth, providing existing capacity is maintained prior to delivery of the SDA. Two new primary schools will be provided to meet needs of SDA.
<i>Ranking</i>	3	2	4	1
Proximity to/ Provision of other community facilities	Proximity: A good range of community facilities are available in MH and Lutterworth. Both have leisure centres with	Scraftoft does not have a GP surgery, permanent library or community leisure facility. It has only a small village hall but	There are 2 GPs, a community library and a village hall. There is no dedicated leisure centre but the secondary school allows	Lutterworth has a good range of community facilities (including a leisure centre with swimming pool, library, community hospital,

Socio-Economic Assessment	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
	swimming pools, libraries, GP surgeries. Scraftoft/ Thurnby/ Bushby have fewer local facilities - no library or leisure centre. Thurnby and Bushby have community venues, but Scraftoft is seeking an improved multi-use community hall.	planning permission for a new multi- use community hall is in place. Its location means that facilities in the PUA area can be accessed.	evening community use of its sport hall and artificial grass pitch. Community centre provision is proposed in the SDA and commercial leisure facilities.	2 GPs and town hall). These are all in or close to the town centre. Their accessibility to SDA residents will depend on appropriate and safe links to SDA from Lutterworth.
<i>Ranking</i>	1.5 =	4	3	1.5 =
SA Assessment of effects on housing and economy	Significant and major positive effect overall. Benefits for the majority of settlements through provision of housing choice, affordable housing and increased spending in village/town centres. Effects would be spread fairly evenly across the district.	Moderate positive effect overall. Mostly positive effects across the District by supporting modest housing growth. Delivery of an SDA would see major positive effect in S/ T/B. Low levels of growth in some Rural Centres see negative or neutral effects (Ullesthorpe, Great Glen, Kibworth).	Major significant positive effect overall. Provision of greater housing choice, affordable housing and increased spending would have beneficial effects on housing and the economy at the majority of settlements. Major positive effect in Kibworth and surrounding settlements (e.g. Fleckney) through delivery of SDA.	Major significant positive effect overall. Beneficial effects on housing and the economy at majority of settlements. Major positive effect on Lutterworth and surrounding villages through delivery of SDA. Most favourable re: matching housing growth to areas of jobs growth (and more so should expansion at Magna Park be part of the preferred strategy). Low

Socio-Economic Assessment	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
				levels of growth in Kibworth and Great Glen see neutral effects.
<i>Ranking</i>	2 =	4	2 =	2 =
SA Assessment of effects on health and well being	Major positive effect overall. Overall housing provision and contributions to social/community infrastructure would deliver positive outcomes. Particular benefits for Fleckney, MH and S/T/B.	Moderate positive effect overall due to improved health and well-being in many places resulting from access to housing and potential improvements to community infrastructure and open space. Moderate positive effects at MH, Fleckney and S/T/B.	Major positive effect overall. Neutral or positive effects on health in most Selected Rural Villages and Rural Centres. Major positive effects predicted for Fleckney and Kibworth (due to infrastructure upgrades, jobs and housing at SDA). Also positive effects at Lutterworth, Market Harborough and S/T/B.	Major positive effect overall. Option performs best at the Selected Rural Villages level whilst also having similar positive effects for the Rural Centres, Key Centres and MH. Major positive effect in Lutterworth (due to infrastructure upgrades, jobs and housing provision at SDA).
<i>Ranking</i>	2 =	4	2 =	2 =
Open space and Green Infrastructure provision	Various existing shortfalls exist. Developers will be asked to make appropriate S106 contributions.	The minimum provision for Scraftoft North SDA calculated on 1200 dwellings is 38.16 ha of Green Infrastructure. The proposal for Scraftoft SDA includes 35.2ha of Green Infrastructure	The minimum provision of Green Infrastructure for Kibworth SDA calculated for 1665 dwellings is 51.16ha. The proposal for Kibworth SDA includes 62.1 ha of Green Infrastructure including Public Open	The minimum provision of Green Infrastructure for Lutterworth SDA calculated for 2750 dwellings is 87.41ha. The proposal for Lutterworth SDA includes 104 ha of Green Infrastructure including

Socio-Economic Assessment	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
		including Public Open Space, SUDS and attenuation basins and woodlands. This amounts to an under provision of Green Infrastructure. Loss of Local Nature Reserve and most of Green Wedge and replacement of golf course in Houghton.	Space, on site attenuation and screen planting. This is 20% over-provision.	structural landscaping, allotments and formal sports provision and cemetery land. This is 20% over-provision
<i>Ranking</i>	3	4	1.5=	1.5=
Provision of land to meet Gypsy and Traveller needs	No SDA proposed with no additional site options. Any additional sites across the district would be available to all options.	Site not proposed and may be difficult to identify a suitable opportunity.	Site proposed (2 options) in conjunction with SDA.	Site not proposed but could potentially be delivered as an extension to existing public site nearby (Bonehams Lane).
<i>Ranking</i>	3.5 =	3.5 =	1	2
Air quality impacts	Dispersed development leads to increased emissions.	Lowest level of emissions increase due to lower journey times. Likely to increase emissions in Leicester.	Highest predicted increase in car emissions due to higher average journey times. Bypass likely to improve air quality on existing A6 in potential Air Quality Management Area. Likely to increase emissions	Higher emissions to Lutterworth SDA and Market Harborough only, and higher levels of emissions outside of the District. Spine Road will offer some improvement to air quality in existing town

Socio-Economic Assessment	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
			in Leicester.	centre Air Quality Management Area upon completion.
	4	1	2.5 =	2.5 =
Average Ranking	2.75	2.88	2.63	1.75

5 Planning Principles

Table 5.1

NPPF Selected Principles	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
<p>A creative exercise in finding ways to enhance and improve the places in which people live their lives.</p>	<p>All developments would be required to offer opportunities to enhance and improve the lives of their residents. However there would be fewer opportunities to plan for improved places at a community scale in a comprehensive and well-planned way. Mainly incremental additions to the built up area, with particularly unwelcome urban extensions to Market Harborough and Thurnby/ Scraftoft.</p>	<p>The SDA would create an attractive environment for new residents and some improvements for existing residents through provision of a local primary school, communal open space between existing and new communities, a local centre and some local traffic management. Much of the existing green wedge would be lost, but the most important section between Scraftoft and Leicester retained and made more publicly accessible, while the golf course, which is to be relocated elsewhere,</p>	<p>SDA would include development of the proposed by-pass and could remove through-traffic from the A6, offering opportunities for reduction in congestion and improvements in local car borne journey times and public realm improvements. The potential 'downgrading' of the A6 through Kibworth and associated traffic management measures would provide opportunities to improve pedestrian and cycle routes between the SDA and existing development/village centres. There is the opportunity to create an integrated well-planned expanded village/ small town by-passed by through traffic and with open</p>	<p>The SDA offers the potential to create a well planned new community without direct impact on existing residents, although there would be increases in local traffic. New residents will help the retention and enhancement of existing local retail and community facilities for the benefit of all. in the long-term provision of the new spine road could ease town centre through-traffic on the A426, when compared with the 2031 situation without the SDA and new road, offering opportunities for reduction in congestion and improvements in journey times, air quality, public realm and local shopping</p>

NPPF Selected Principles	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
		<p>and the LNR, which is to be de-classified, are not publicly accessible open space.</p> <p>There would be an impact on the local landscape although this could be minimised through maintaining mature vegetation. While consolidating recent ad hoc expansion to Scraftoft. it will form a sizeable 'bolt on' to the village.</p>	<p>space to limit impacts on existing residents and the conservation area. Impact on the local landscape would need to be minimised. Local people are concerned that the scale and character of the village would be overwhelmed, but the promoters have undertaken to work closely with them to create a well-designed extension to the town that will support and enhance its facilities and attractiveness.</p>	<p>experience. However there would be short term increases in traffic in the town centre and on Gilmorton Road and continuing impacts on Gilmorton residents. The creation of an attractive place for new residents is made more difficult by the constraints affecting the SDA, in particular 140 houses will be in an isolated location bounded by the M1, a motorway junction and the main spine road into the site, while another 850 house neighbourhood will be cut in half by a high voltage power cable and its 'buffer'. GI will need careful design to ensure it unites rather than divides the community.</p>
<i>Ranking</i>	4	2	1	3

NPPF Selected Principles	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
Drive and support sustainable economic development to meet housing, business and development needs, and respond to wider opportunities for growth.	Does not meet HEDNA employment requirement and does not meet the requirement for housing in Market Harborough and Scraftoft/ Thurnby/ Burnby.	All Options meet objectively assessed housing and business needs. Supports the growth of Leicester city where pressures and opportunities are greatest. However does not meet HEDNA employment requirement.	All Options meet objectively assessed housing and business needs. Kibworth SDA provides opportunities for substantial additional employment land with a further 20ha recently identified within the SDA. It does not relate well to identified location for growth in SW Leics & A5 corridor.	All Options meet objectively assessed housing and business needs. Lutterworth SDA provides opportunities for substantial additional employment land. This SDA represents an opportunity for growth, with the potential for further growth beyond the Plan period. Well located for identified growth areas in SW Leics & A5 corridor.
<i>Ranking</i>	4	3	2	1
Taking account of flood risk and climate change	This Option would provide significant development (1770 more dwellings) in Market Harborough, which the Strategic Flood Risk Assessment indicates has a high risk of surface water flooding with the risk increasing with more development. It also relies on significant development in Scraftoft,	Larger developments, such as this SDA, offer the greatest opportunity to exploit renewable resources, although the potential for on-site renewable energy generation would require further analysis. In High Leicestershire and so outside the Opportunity Area for wind turbines.	Larger developments, such as this SDA, offer the greatest opportunity to exploit renewable resources, although the potential for on-site renewable energy generation would require further analysis. SDA is in High Leicestershire and so outside the Opportunity Area for large or medium sized wind turbines. SDA is low	Larger developments, such as this SDA, offer the greatest opportunity to exploit renewable resources, although the potential for on-site renewable energy generation would require further analysis. Within the Lutterworth Lowlands Opportunity Area for wind turbines, but no renewable

NPPF Selected Principles	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
	Thurnby & Bushby (330 more), which increases the risk of flooding downstream in Leicester City. Market Harborough is in Welland valley where only small and medium scale of wind turbines allowed.	Development of the Scraftoft North SDA is low flood risk. Need to ensure that on site drainage is managed so as not to increase flooding down stream in Leicester.	flood risk. Surface water treatment will need careful management.	energy proposed in SDA. Part of the SDA is at high risk of flooding. Mitigation measures will be needed
	4	2=	2=	2=
Conserving the natural environment and reducing pollution/ allocating land of lesser environmental value	By focussing development on the most sustainable urban areas, this Option offers the opportunity to reduce dependency on the private car (particularly Market Harborough) and therefore reducing pollution. Some of land release on medium-low sensitivity.	Scraftoft North SDA would impact on the Green Wedge, defined in Scraftoft NDP. However, layout shows could ensure maintenance of some separation and improved access to green infrastructure. Local landscape identified as medium-low sensitivity. Wider District impacts would be reduced as housing numbers would be reduced. Good acces to	Local landscape would be impacted, majority of which is of medium-high sensitivity. Impacts in the wider District would be reduced as housing numbers would be reduced. Would increase commuting and so pollution on surrounding roads. However, the inclusion of an additional 20ha of employment land within the SDA could help to reduce the scale of out-commuting. The provision of an A6 bypass and proposals to	SDA offers potential for some environmental improvements through the provision of accessible green infrastructure. Could impact negatively on condition of Misterton Marshes SSSI, but mitigation is proposed. Some loss of best & most versatile farm land. Potential improvements to air quality in Lutterworth through provision of the Spine Road. Local landscape is mostly

NPPF Selected Principles	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
		bus services could help reduce car-borne traffic and so pollution.	'downgrade' the A6 would lead to a reduction in pollution on the existing A6 through Kibworth.	medium sensitivity, with rest medium-low. Impacts in the wider District would be reduced (lower housing numbers).
Ranking	1.5 =	1.5 =	3.5 =	3.5 =
Promoting mixed use developments	This Option has limited opportunities for mixed use development, being mainly housing only sites.	Scraftoft North SDA would include elements of mixed use development (primary school and GI) but no additional employment.	Kibworth SDA scheme would be a mixed use development (primary school, bypass, green infrastructure, employment and local retail provision). Additional 20ha of employment land recently included within SDA.	Lutterworth East SDA would be a mixed use development (primary school, relief road, green infrastructure, local retail provision, employment).
Ranking	4	3	1.5 =	1.5 =
Conserving heritage assets	The impacts on heritage assets are likely to be more significant because of the potential impact on Conservation Areas and listed buildings in villages.	Scraftoft North SDA would have limited impact on Scraftoft Conservation Area. Few impacts likely on listed buildings (only Nether Hall). It does have the benefit of reducing housing requirements in other settlements, particularly the more	Potential for SDA to impact significantly on the Kibworth Harcourt Conservation Area and its setting. Some of SDA land is within CA. Presence of ridge and furrow close to settlement contributes to setting. Several listed buildings in the vicinity would be impacted without substantial mitigation.	The Lutterworth SDA proposal is distant from the Lutterworth Conservation Area, so less likely to impact on the CA. Impact on listed buildings in Misterton would need mitigation. SDA reduces housing requirements in other settlements, particularly the more

NPPF Selected Principles	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
		sensitive rural settlements.	However, fewer impacts on heritage assets in other settlements.	sensitive rural settlements.
Ranking	3 5 =	1.5 =	3.5 =	1.5 =
Making fullest use of public transport, walking and cycling	This Option is likely to provide the greatest opportunity to access services locally by walking, cycling or public transport since it focuses developments on urban areas with the greatest range of established services, employment opportunities and public transport.	SDAs close proximity to existing development and services would present opportunities for the development of for reasonable walking/ cycling links and distances. However, it is likely that there would continue to be a reliance on car based trips generally to employment and higher order services in Leicester.	Potential walking/cycling distances to existing services and facilities from new houses within the SDA could be an issue. However, the by-pass would remove traffic from the village which is currently a barrier to movement allowing 'downgrading' of A6. This would enable the introduction of proposals to discourage through-traffic and improve pedestrian and cycling links between SDA and the existing settlement. The reliance on car based trips to employment opportunities and higher order services elsewhere, particularly in Leicester and Market Harborough, is likely	Potential walking/cycling distances to existing services and facilities from new houses within the SDA could be an issue. However, given the scale of the development, safe walking/cycling access to proposed new services and facilities could be achieved through sensitive master planning, while movements to Lutterworth would be improved by upgrading crossing(s) over the M1. Reliance on car based trips to employment and some higher order services elsewhere is likely to continue given its location in relation to the strategic road network, but

NPPF Selected Principles	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: East of Lutterworth
			to continue. However, the inclusion of an additional 20ha of employment land within the SDA could help to reduce such trips.	employment and most services are available locally.
Ranking	2	1	3.5 =	3.5 =
Average Ranking	3.29	2.00	2.43	2.29