



# **Harborough Local Plan: Proposed Submission Draft Local Plan Sustainability Appraisal**

## **Harborough District Council**

**Final report**

Prepared by LUC

February 2025

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# Chapter 1

## Introduction

**1.1** Harborough District Council commissioned LUC in March 2023 to carry out a Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA) of the emerging new Harborough Local Plan. The new Local Plan will set the planning framework for Harborough District up to 2041 and will set out policies and proposals to address housing needs and other economic, social and environmental issues. Once adopted, the new Local Plan will replace the current Harborough Local Plan 2011-2031. This SA report relates to the Proposed Submission Draft version of the Harborough Local Plan (March 2025) and it should be read in conjunction with that document.

## The Plan Area

**1.2** Harborough District covers an area of 591.8km<sup>2</sup> and is a relatively rural District within Leicestershire. It is the largest of the nine Leicestershire authorities and lies within the East Midlands region.

**1.3** Harborough District has a population of 97,600 people [\[See reference 1\]](#). The main population centres include the market towns of Market Harborough, lying on the southern boundary of the District; Lutterworth, situated to the west, which is closely related to Rugby Borough; and Broughton Astley, close to the border with Blaby District. Market Harborough is considered the principal town within Harborough, due to its position as provider of the largest range of services and facilities. Other large and medium villages including Great Glen, Kibworth (Beauchamp and Harcourt), Fleckney, Billesdon, Great Bowden, Ullesthorpe, Houghton on the Hill and Husbands Bosworth serve as rural centres for the numerous small villages and smaller settlements spread throughout the remainder of the District.

## **Chapter 1** Introduction

**1.4** Harborough contains a variety of landscapes including woodland, steep valleys and rolling hills and is a District characterised by extensive tracts of countryside interspersed with rural villages.

**1.5** The location of the plan area (Harborough District) is shown in Figure 1.1 overleaf.



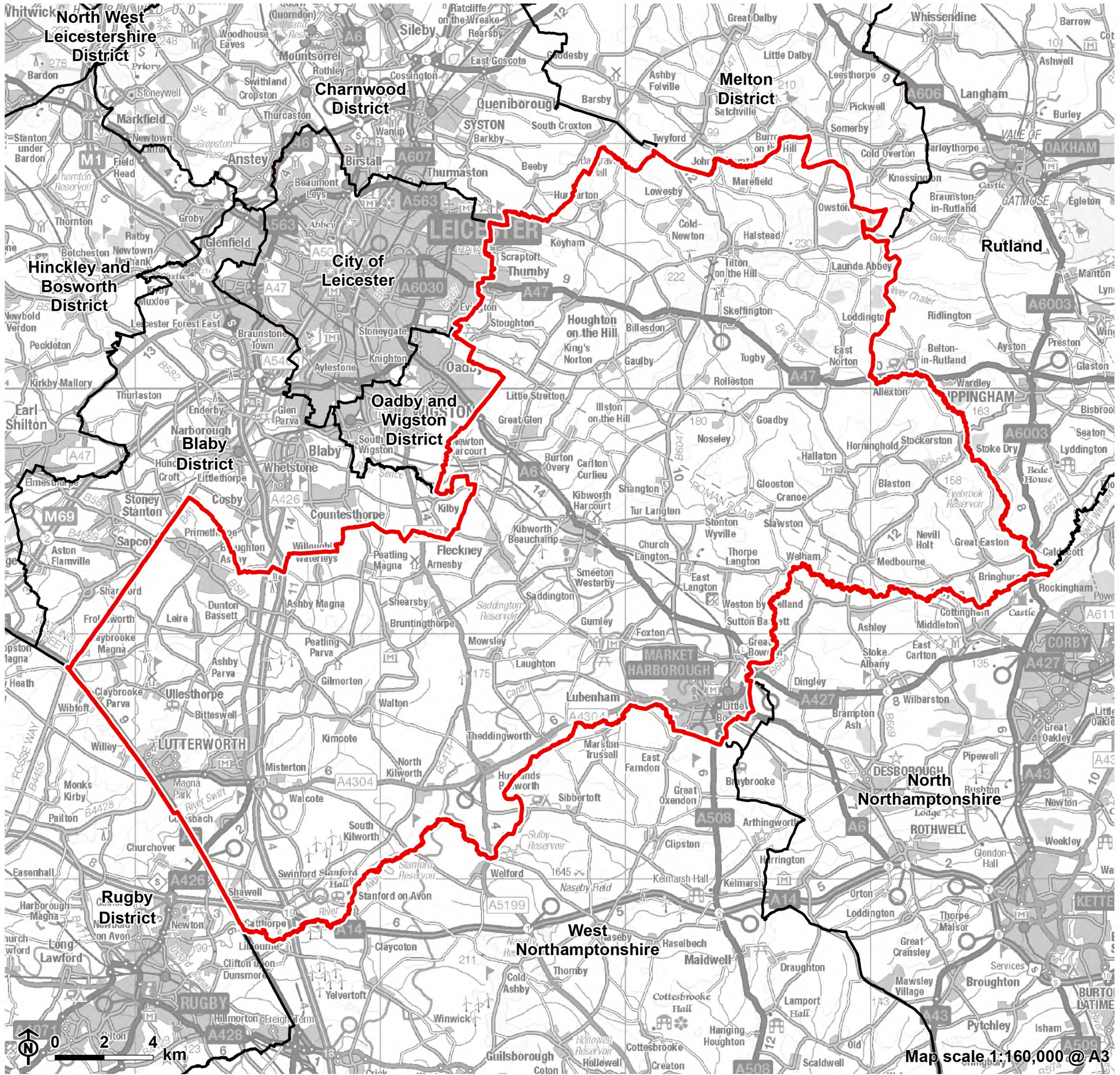


Figure 1.1: Location of Harborough District

- Harborough District
- Neighbouring Local Authority



## Harborough Local Plan

**1.6** Harborough District Council adopted the Harborough Local Plan 2011-2031 on 30th April 2019. The adopted Local Plan sets out the vision, objectives, spatial strategy and planning policies for Harborough District for the period up to 2031. The adopted Harborough Local Plan is supported by the Planning Obligations Supplementary Planning Document (SPD) and the Development Management Supplementary Planning Document (SPD). The Planning Obligations SPD provides detailed guidance on the policies in the Local Plan relating to securing a range of community infrastructure and affordable housing. The Development Management SPD provides additional guidance to assist with the interpretation and implementation of Local Plan policies when applying for planning permission.

**1.7** Harborough District Council is undertaking a full review of its Local Plan which will cover the period up to 2041. Preparatory work and evidence gathering for the new Local Plan began with a Call for Sites exercise which was undertaken in Summer 2021 and preparation of the Strategic Housing and Economic Land Availability Assessment (SHELAA) which was published in late 2022. In December 2022, Harborough District Council prepared a New Local Plan Scoping Paper. The Scoping Paper took a high-level look at the main themes that the new Local Plan will need to address, with reference to the latest national policy at that time. The Scoping Paper fed into the Issues and Options Consultation.

**1.8** As part of the Regulation 18 stage of plan-making, Harborough District Council undertook consultation on the Issues and Options between January and February 2024 to seek views on potential options for growth and distribution of growth within Harborough District. Alongside the Issues and Options Consultation, the Council also carried out an additional Call for Sites. The Issues and Options Consultation contained the Harborough Corporate Plan 2022-2031 vision (which could form the basis of the Local Plan vision), 10 emerging objectives, and distribution and growth options for housing and employment and other policy topics. The outcomes of the Issues and Options

consultation have fed into the preparation of the current Proposed Submission Draft Harborough Local Plan.

**1.9** The Proposed Submission Draft Local Plan sets out a total of 36 policies which support the vision of the Local Plan, presented under the following sections:

- Overall development strategy
- Key development sites
- Strategic policies for housing
- Directing development to the right place
- Development standards

**1.10** Allocations for residential, mixed use, employment and Gypsy and Traveller sites are made through Policy SA01: Site Allocation Schedule and Policy HN06: Housing Need - Gypsy and Traveller and Travelling Showpeople Accommodation, as well as the following site-specific allocation policies: Policy SA02: Land South of Gartree Road Strategic Development Area, Policy SA03: North of Market Harborough and Policy SA04: Scraftoft East.

## Sustainability Appraisal and Strategic Environmental Assessment

**1.11** Under the amended Planning and Compulsory Purchase Act 2004 **[See reference 2]**, SA is mandatory for Development Plan Documents. For these documents it is also necessary to conduct an environmental assessment in accordance with the requirements of the Strategic Environmental Assessment (SEA) Directive (European Directive 2001/42/EC), as transposed into law in England by the SEA Regulations **[See reference 3]** and which remains in force despite the UK exiting the European Union in January 2020. Therefore, it is a legal requirement for the new Harborough Local Plan to be subject to SA and SEA throughout its preparation.

**1.12** On 26 October 2023, the Levelling-up and Regeneration Bill received Royal Assent and became an Act of Parliament [See reference 4]. It seeks to streamline the planning process, including through a reform of existing EU-generated systems of SA/SEA, Habitats Regulations Assessment (HRA) and Environmental Impact Assessment (EIA), which will eventually be replaced by a simpler process known as ‘Environmental Outcomes Reports’. However, secondary legislation is required to introduce the new regime and at present the requirement to undertake SEA remains in force. Any changes to the legal framework for carrying out SA/SEA will be addressed as appropriate as the Harborough Local Plan is prepared.

**1.13** The requirements to carry out SA and SEA are distinct, although it is possible to satisfy both using a single appraisal process (as advocated in the national Planning Practice Guidance [See reference 5]), whereby users can comply with the requirements of the SEA Regulations through a single integrated SA process – this is the process that is being undertaken in Harborough District. From here on, the term ‘SA’ should therefore be taken to mean ‘SA incorporating the requirements of the SEA Regulations’.

**1.14** The SA process comprises a number of stages, as shown below:

- Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope.
- Stage B: Developing and refining options and assessing effects.
- Stage C: Preparing the Sustainability Appraisal Report.
- Stage D: Consulting on the Local Plan and the SA Report.
- Stage E: Monitoring the significant effects of implementing the Local Plan.



## Habitats Regulations Assessment

**1.15** The requirement to undertake Habitats Regulations Assessment (HRA) of development plans was confirmed by the amendments to the Habitats Regulations published for England and Wales in 2007 [See reference 6]. The currently applicable version is 'The Conservation of Habitats and Species Regulations 2017 (SI 2017/1012), as amended by The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 (SI 2019/579)' [See reference 7] (hereafter referred to as the 'Habitats Regulations'). When preparing the new Harborough Local Plan, the Council is therefore required by law to carry out an HRA, and because it is a separate legal requirement to SA/SEA, it is being undertaken and reported on separately from the SA.

**1.16** The Council can commission consultants to undertake HRA work on its behalf (LUC has been commissioned to do the HRA) and the work documented in separate HRA reports is then sent to and considered by the Council as the 'competent authority'. The Council will consider the HRA and may only progress the Local Plan if it considers that it will not adversely affect the integrity of any European site or have a significant effect on qualifying habitats or species for which the European sites are designated, or if Imperative Reasons of Overriding Public Interest (IROPI) are identified. The requirement for authorities to comply with the Habitats Regulations when preparing a plan is also noted in the Government's online Planning Practice Guidance (PPG) [See reference 8].

## Meeting the Requirements of the SEA Regulations

**1.17** The section below signposts the relevant sections of this SA Report that are considered to meet the SEA Regulations requirements.

# Environmental Report

**1.18** This SA Report, which has been produced to accompany the Proposed Submission Draft Harborough Local Plan consultation, constitutes the 'environmental report' and covers the following SEA Regulations requirement:

- Regulation 12(1) and (2) and Schedule 2: Where an environmental assessment is required by any provision of Part 2 of these Regulations, the responsible Authority shall prepare, or secure the preparation of, an environmental report in accordance with paragraphs (2) and (3) of this regulation. The report shall identify, describe and evaluate the likely significant effects on the environment of:
  - Implementing the plan or programme; and
  - Reasonable alternatives taking into account the objectives and geographical scope of the plan or programme.

**1.19** Chapter 1, Chapter 3, Appendix B and Appendix C cover the following SEA Regulations requirements:

- An outline of the contents and main objectives of the plan or programme, and its relationship with other relevant plans and programmes.
- The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.
- The environmental characteristics of areas likely to be significantly affected.
- Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC on the conservation of wild bird and the Habitats Directive.
- The environment protection objectives, established at international, community or national level, which are relevant to the plan or programme

and the way those objectives and any environmental considerations have been taken into account during its preparation.

**1.20** Chapter 4, Chapter 5, Chapter 6 and Chapter 7 cover the following SEA Regulations requirements:

- The likely significant effects on the environment, including short, medium and long-term effects, permanent and temporary effects, positive effects, and secondary cumulative and synergistic effects, on issues such as:
  - Biodiversity;
  - Population;
  - Human health;
  - Fauna;
  - Flora;
  - Soil;
  - Water;
  - Air;
  - Climatic factors;
  - Material assets;
  - Cultural heritage, including architectural and archaeological heritage;
  - Landscape; and
  - The interrelationship between the issues referred to in sub-paragraphs (a) to (l).
- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.

**1.21** Chapter 2 covers the following SEA Regulation requirement:

- An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.

**1.22** Chapter 8 covers the following SEA Regulations requirement:

- A description of the measures envisaged concerning monitoring in accordance with Regulation 17.

**1.23** The Environmental Report at each stage of the SA will adhere to the following SEA Regulation requirement:

- Regulation 12(3): The report shall include such of the information referred to in Schedule 2 to these Regulations as may reasonably be required, taking account of:
  - Current knowledge and methods of assessment;
  - The contents and level of detail in the plan or programme;
  - The stage of the plan or programme in the decision-making process; and
  - The extent to which certain matters are more appropriately assessed at different levels in that process in order to avoid duplication of the assessment.

## Consultation

**1.24** The SA Scoping Report was produced by LUC on behalf of Harborough District Council and consulted on between August and September 2023. The responses received are summarised in Appendix A. This addresses the following SEA Regulations requirement:

- Regulation 12(5): When deciding on the scope and level of detail of the information that must be included in the environmental report, the responsible Authority shall consult the consultation bodies.

**1.25** Consultation on the Issues and Options took place between January and February 2024. The consultation document was accompanied by an SA Report. Consultation on the Proposed Submission Draft Local Plan is taking place during Spring 2025 and is accompanied by this SA Report. This addresses the following SEA Regulations requirement:

- Regulation 13: Authorities with environmental responsibility and the public, shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme.

**1.26** The Harborough Local Plan is not expected to have significant effects on other EU Member States. This addresses the following SEA Regulations requirement:

- Regulation 14: Other EU Member States, where the implementation of the plan or programme is likely to have significant effects on the environment of that country.

## Taking the Environmental Report and the Results of the Consultations into Account in Decision-making (relevant extracts of Regulation 16)

**1.27** The following SEA Regulations requirements are to be addressed after the Harborough Local Plan is adopted:

- Provision of information on the decision: When the plan or programme is adopted, the public and any countries consulted under Regulation 14 must be informed and the following made available to those so informed:
  - The plan or programme as adopted;

- A statement summarising how environmental considerations have been integrated into the plan or programme and how the environmental report, the opinions expressed, and the results of consultations entered into have been taken into account, and the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and
- The measures decided concerning monitoring.

## Monitoring

**1.28** Chapter 8 proposes indicators for monitoring the likely significant effects of the Harborough Local Plan and this covers the following SEA Regulations requirement:

- Regulation 17(1): The responsible Authority shall monitor the significant effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action.

## Structure of the SA Report

**1.29** This chapter has described the background to the production of the new Harborough Local Plan and the requirement to undertake SA. The remainder of this SA Report is structured into the following sections:

- Chapter 2 describes the approach that is being taken to the SA of the Harborough Local Plan.
- Chapter 3 describes the relationship between the Harborough Local Plan and other relevant plans, policies and programmes; summarises the social, economic and environmental characteristics of Harborough and identifies the key sustainability issues it faces.
- Chapter 4 presents the SA findings for the growth and distribution options that have been considered for the Harborough Local Plan.

- Chapter 5 presents the SA findings for the refined housing distribution options that have been considered for the Harborough Local Plan.
- Chapter 6 presents the SA findings for the site options that have been considered for allocation in the Harborough Local Plan.
- Chapter 7 presents the SA findings for the Proposed Submission Draft Local Plan.
- Chapter 8 suggests indicators for monitoring the potential sustainability effects of the Harborough Local Plan.
- Chapter 9 presents the conclusions of the SA for the Proposed Submission Draft Local Plan and describes the next steps to be undertaken in the plan-making process.
- Appendix A presents a summary of the consultation comments received in relation to the SA Scoping Report and the Issues and Options SA Report and explains how they have been addressed.
- Appendix B presents a review of international, national and local plans, policies and programmes of relevance to the SA.
- Appendix C presents baseline information for Harborough District.
- Appendix D presents the site assessment criteria that have been used to ensure consistency in the SA of the site options.
- Appendix E sets out the Council's reasons for decision making regarding which sites to include as allocations in the Proposed Submission Draft Local Plan.
- Appendix F presents maps showing the location of the site options.

## Chapter 2

# Methodology

**2.1** In addition to complying with legal requirements, the approach being taken to the SA of the new Harborough Local Plan is based on current good practice and the guidance on SA/SEA set out in the Government's Planning Practice Guidance (PPG). This calls for SA to be carried out as an integral part of the plan-making process.

**2.2** The sections below describe the approach that has been taken to the SA of the Local Plan to date and provide information on the subsequent stages of the process.

## SA Stage A: Scoping

**2.3** The Scoping stage of SA involves understanding the social, economic and environmental baseline for the plan area as well as the sustainability policy context and key sustainability issues and using these to inform the appraisal framework as follows.

### Review Other Relevant Policies, Plans and Programmes to Establish Policy Context

**2.4** A Local Plan is not prepared in isolation; rather it is prepared within the context of other policies, plans and programmes. The SEA Regulations require the Environmental Report to describe the relationship of the plan with other relevant plans and programmes. It should also be consistent with environmental protection legislation and support the attainment of sustainability objectives that have been established at the international, national, and regional/sub-regional levels.



**2.5** A review was therefore undertaken of other policies, plans, and programmes at the international, national, regional and sub-regional levels that were considered to be relevant to the scope of the Harborough Local Plan. This review was originally presented in the SA Scoping Report and was updated as part of the preparation of the SA report for the Issues and Options Consultation (January 2024) and has again been updated as part of the preparation of this SA Report. A small number of changes were also made in response to consultation responses received in relation to the Scoping Report and the Issues and Options SA Report, as detailed in Appendix A. The updated version of the review of plans, policies and programmes is presented in full in Appendix B and is summarised in Chapter 3.

## Collect Baseline Information to Establish Sustainability Context

**2.6** Information on existing environmental, social and economic conditions in the plan area provides the baseline against which the plan's effects can be assessed in the SA and monitored during the plan's implementation.

**2.7** Baseline information can also be combined with an understanding of drivers of change that are likely to persist regardless of the plan to understand the likely future sustainability conditions in the absence of the plan.

**2.8** The SEA Regulations require the Environmental Report to describe relevant aspects of the current state of the environment and how they are likely to evolve without the plan. An understanding of this likely future, together with the assessed effects of the plan itself, allows the SA to report on the likely cumulative effects of the plan, which is another requirement of the SEA Regulations.

**2.9** The SEA Regulations require an assessment of effects in relation to the following 'SEA topics': biodiversity, population, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage (including architectural and

archaeological heritage), landscape, and the inter-relationship between these. Baseline information was therefore collected in relation to these SEA topics as well as additional sustainability topics covering broader socio-economic issues such as housing, access to services, crime and safety, education and employment. This reflects the integrated approach that is being taken to the SA and SEA processes. As part of the preparation of this SA Report, the baseline information for Harborough District which was originally presented in the SA Scoping Report and which was updated for the Issues and Options SA Report has again been reviewed and updated where possible. The updated baseline information is presented in Appendix C.

## Identify Key Sustainability Issues

**2.10** The baseline information allows for the identification of existing sustainability issues, including problems as required by the SEA Regulations.

**2.11** Key sustainability issues facing Harborough and an analysis of their likely evolution without the new Local Plan are detailed in Chapter 3. Key sustainability issues for Harborough District were originally identified in the SA Scoping Report (August 2023). These issues were reviewed as part of the preparation of the Issues and Options SA Report, also taking into account consultation responses received at the Scoping stage (see Appendix A). No changes to the key sustainability issues have been made in this iteration of the SA Report.

## Develop the SA Framework

**2.12** The relevant sustainability objectives identified by the review of other policies, plans, and programmes, together with the key sustainability issues facing Harborough identified by the collection and review of baseline information, helped to inform the development of a set of sustainability objectives (the 'SA framework') against which the effects of the new Local Plan would be assessed.

**2.13** Development of the SA framework is not a requirement of the SEA Regulations but is a recognised way in which the likely sustainability effects of a plan can be transparently and consistently described, analysed and compared. The SA framework comprises a series of sustainability objectives and supporting criteria that are used to guide the appraisal of the policies and proposals within a plan.

**2.14** The SA framework for the Harborough Local Plan is presented in Chapter 3. The SA objectives reflect the analysis of international, national and local policy objectives, the baseline information and the key sustainability issues identified for Harborough. The SA framework was originally presented in the Scoping Report and a small number of amendments were made to the framework at the Issues and Options stage, including additions to the appraisal questions under SA Objectives 2, 3, 7 and 12 as a result of Scoping consultation comments received (see Appendix A). No further changes have been made to the SA framework since that stage.

## Consult on the Scope and Level of Detail of the SA

**2.15** Public and stakeholder participation is an important element of the SA and wider plan-making processes. It helps to ensure that the SA Report is robust and has due regard for all appropriate information that will support the plan in making a contribution to sustainable development.

**2.16** The SEA Regulations require the statutory consultation bodies (the Environment Agency, Historic England, and Natural England) to be consulted “when deciding on the scope and level of detail of the information that must be included” in the SA Report. The scope and level of detail of the SA is governed by the SA framework, which was consulted on with the statutory bodies through the consultation undertaken on the Scoping Report between August and September 2023.

**2.17** Appendix A lists the comments that were received on the scope of the SA during this period of consultation and describes how each one was addressed in the preparation of the Issues and Options SA report. In light of the comments received, a number of amendments were made to baseline information, review of plans and programmes, key sustainability issues and a number of the SA objectives. These are reflected in this SA report.

## SA Stage B: Developing and Refining Options and Assessing Effects

**2.18** Developing options for a plan is an iterative process, usually involving a number of consultations with the public and stakeholders. Consultation responses and the SA can help to identify where there may be other 'reasonable alternatives' to the options being considered for a plan.

**2.19** In relation to the SA report, Part 3 of the SEA Regulations 12 (2) requires that:

“The report must identify, describe and evaluate the likely significant effects on the environment of—

- (a) implementing the plan or programme; and
- (b) reasonable alternatives, taking into account the objectives and the geographical scope of the plan or programme.”

**2.20** Schedule 2 (h) of the SEA Regulations requires that the Environmental Report includes a description of:

- “(h) an outline of the reasons for selecting the alternatives dealt with.”

**2.21** The SEA Regulations require that the alternative policies considered for inclusion in a plan that must be subject to SA are 'reasonable', therefore alternatives that are not reasonable do not need to be subject to appraisal. Examples of unreasonable alternatives could include policy options that do not meet the objectives of the plan or national policy (e.g. the National Planning Policy Framework (NPPF)).

**2.22** The SA findings are not the only factors taken into account when determining a preferred option to take forward in a plan. Indeed, there will often be an equal number of positive or negative effects identified by the SA for each option, such that it is not possible to rank them based on sustainability performance in order to select a preferred option. Factors such as deliverability and conformity with national policy and consultation feedback will also be taken into account by plan-makers when selecting preferred options for their plan. The following sections outline how the reasonable alternative options for the new Local Plan, the appraisals of which are presented in this report, have been identified.

## Strategic and Growth Options

**2.23** Harborough District Council identified and considered options relating to the distribution and growth of housing and employment for the Local Plan. These were considered by the Council to be the reasonable alternative options for meeting the need for development identified over the plan period up to 2041.

### Housing Options

**2.24** The Leicester and Leicestershire Housing and Economic Needs Assessment (2022) [See reference 9] was used to inform the level of housing growth required within Harborough District. Harborough District, as a neighbouring District to Leicester City, is required to consider and provide for Leicester's unmet housing need. The Leicester and Leicestershire HENA Housing Distribution Paper (June 2022) set out the approach to apportioning

Leicester's unmet housing need. In terms of the location of new housing, an updated Settlement Hierarchy Assessment (October 2023) was produced to identify the most sustainable settlements in Harborough District. This was published at the same time as the Issues and Options Consultation Document.

**2.25** Taking account of the settlement hierarchy, six broad options for the distribution of the growth required to 2041 were identified:

- Option 1: Local Plan Strategy
- Option 2: Proportional Growth
- Option 3: Urban Area Focus
- Option 4: Strategic Sites Focus
- Option 5: Market Town Focus
- Option 6: Large Village Focus

**2.26** Each of these six options was considered in the context of three alternative levels of growth:

- Option A – Low Growth: Reflects the Council's LHN over the period 2020 to 2041.
- Option B – Medium Growth: Reflects the Council's LHN plus an additional 123 homes per year towards Leicester's unmet housing need (informed by the Statement of Common Ground and HENA Housing Distribution Paper).
- Option C – High Growth: Reflects the Council's LHN plus an additional 246 homes per year.

## Employment Options

**2.27** The Leicester and Leicestershire Housing and Economic Needs Assessment (June 2022) was used as a starting point for determining the level of economic growth or the number of jobs that should be created. In addition, existing commitments and development that has been built was taken into

consideration. The Leicester and Leicestershire HENA Employment Distribution Paper (June 2022) was also reviewed to understand Leicester's unmet need for employment land. It concluded that up to 2036 there should be no increase to Harborough's employment requirement. The distribution of employment land is also required to address local business need with the main focus for employment growth being Market Harborough and Lutterworth. Three broad options for the distribution of the growth required to 2041 were identified:

- Option 1: Intensifying the density of employment uses in existing employment areas, in appropriate and sustainable locations.
- Option 2: Continue with the current approach of focusing new employment land in the District's main economic centres (Market Harborough/Lutterworth) and larger sustainable settlements.
- Option 3: Align new employment land provision with areas of significant housing growth.

**2.28** Each of these three options was considered in the context of two alternative levels of growth:

- Option B – Medium growth: Adopt a longer-term approach and allocate additional land for employment to maintain a flexible supply and support sustainable development.
- Option C – High growth: Plan for greater growth to meet any enhanced economic aspirations or regeneration priorities for the District.

**2.29** The following option for the level of employment growth was considered separately from the distribution options, as the option proposed to make no allocations.

- Option A – Low growth: Make no additional allocations of employment land in Harborough District.

**2.30** Draft versions of the housing options were originally appraised by LUC in October 2023 and the SA findings were provided to the Council in the form of an internal summary note. This approach provided the Council with the opportunity to take into account the SA findings, along with other relevant

factors, when considering which option(s) to take forward in the Local Plan. The final appraisal of these options was presented in the Issues and Options SA Report and is now contained within Chapter 4 of this SA Report.

## Refined Housing Distribution Options

**2.31** Following the appraisal of the strategic and growth options and the Issues and Options consultation, the initial distribution and growth options were reviewed taking into account the SA findings for those options and were refined into three options for the distribution of housing.

**2.32** The three refined housing distribution options are:

- Refined Option 1 (RO1): Market Towns Focus (including new Strategic Site adjoining Lutterworth).
- Refined Option 2 (RO2): Urban Area Focus (including new Strategic Site adjoining Oadby).
- Refined Option 3 (RO3): Urban Area and Market Towns Focus (including Strategic Site at Oadby).

**2.33** The three refined housing distribution options were appraised at a single scale of growth, Refined Option B: Medium Growth. This option would provide land to accommodate 14,715 homes over the plan period. This growth option is based on Option B: Medium growth which was defined within the Issues and Options Consultation Document but has subsequently been refined since the Issues and Options Consultation by removing any contribution to unmet need post 2036, applying a 15% buffer and not applying the buffer to homes already built.

**2.34** These options were originally appraised by LUC and the findings were again provided to the Council in the form of an internal summary note, which was not made publicly available at the time, but which now forms the basis for Chapter 5 of this SA Report. Providing the SA findings to the Council internally, before decisions were made about the content of the Proposed Submission



Draft Local Plan, gave the Council the opportunity to take into account the SA findings, along with other relevant factors, when deciding which option(s) to take forward in the Proposed Submission Draft Local Plan.

## Development Site Options

**2.35** A series of site options were identified from a Call for Sites exercise undertaken by the Council between March and June 2021. These sites informed the preparation of the Harborough Strategic Housing and Economic Land Availability Assessment (SHELAA) document which was published in September 2022. A total of 244 sites were submitted through the Call for Sites for assessment through the SHELAA. Initial site investigations excluded several sites due to the application of a size threshold, severe constraints across the whole site and duplicate sites. The sites were then considered in relation to their development potential, suitability, availability, achievability and constraints. A total of 28 sites were excluded, with 216 sites being assessed through the SHELAA. Of those 216 sites, only six are on previously developed land and 14 sites incorporate an element of previously developed land.

**2.36** The reasonable alternative site options were appraised by LUC in October 2023 and the findings were provided to the Council in the form of an internal summary note, which was not made publicly available at the time but which later formed the basis for Chapter 6 of the Issues and Options SA Report. A further Call for Sites was undertaken alongside the Issues and Options Consultation in January and February 2024 and further reasonable alternative site options were identified through that exercise, including a site option for retail development. These additional sites were subject to SA by LUC using the same methodology as at the previous stage. In addition, a number of the previously considered site options have been re-appraised following a change of proposed use, change in site boundary and/or change in site capacity (note that this results in the SA appraising a higher number of site options than are included in the Council's SHELAA). A total of 290 residential site options, 54 mixed use site options, 38 employment site options, three retail site options, two Gypsy and Traveller site options and one energy infrastructure site option have

now been appraised and the SA findings for all of the site options are presented Chapter 6 of this SA report.

## **SA Stage C: Preparing the Sustainability Appraisal Report**

**2.37** This SA Report describes the process that has been undertaken to date in carrying out the SA of the new Harborough Local Plan. It sets out the SA findings for the Proposed Submission Draft Local Plan policies and site allocations, as well as the reasonable alternative options considered. Likely significant effects, both positive and negative, have been identified. The SA findings are set out in Chapters 4, 5, 6 and 7 of this SA Report.

**2.38** Consideration has been given to the likely secondary, cumulative, synergistic, short, medium and long-term and permanent and temporary effects of the new Local Plan in Chapter 7.

## **SA Stage D: Consultation on the Local Plan and the SA Report**

**2.39** Harborough District Council is now inviting comments on this SA Report which is being published on the Council's website at the same time as the Proposed Submission Draft Local Plan, so that the two documents can be read in parallel. Consultation comments received on this SA Report will be reviewed and considered prior to submission of the Local Plan for Examination.

## SA Stage E: Monitoring Implementation of the Local Plan

**2.40** Proposed indicators for monitoring the likely significant social, environmental and economic effects of implementing the new Harborough Local Plan are included in Chapter 8 of this SA Report.

### Appraisal Methodology

**2.41** Local Plan options and policies have been appraised against the SA objectives in the SA framework (see Chapter 3), with symbols being attributed to each option to indicate their likely effects on each SA objective as shown in Table 2.1. Where a potential positive or negative effect is uncertain, a question mark was added to the relevant symbol (e.g. +? or -?) and the symbol was colour coded in line with the potential positive, negligible or negative effect (e.g. shades of green, blue, purple, yellow, pink, etc.).

**2.42** The likely effects of options and policies need to be determined and their significance assessed, which inevitably requires a series of judgments to be made. The appraisal has attempted to differentiate between the most significant effects and other more minor effects through the use of the symbols shown in Table 2.1. The dividing line in making a decision about the significance of an effect is often quite small. Where either (++) or (--) has been used to distinguish significant effects from more minor effects (+ or -) this is because the effect of an option or policy on the SA objective in question is considered to be of such magnitude that it will have a noticeable and measurable effect taking into account other factors that may influence the achievement of that objective.

**Table 2.1: Key to symbols and colour coding used in the SA**

Symbol and Colour Coding	Description
++	Significant positive effect likely.
++/-	Mixed significant positive and minor negative effects likely.
+	Minor positive effect likely.
+/-	Mixed minor effects likely.
++/--	Mixed significant effects likely.
-	Minor negative effect likely.
--/+	Mixed significant negative and minor positive effects likely.
--	Significant negative effect likely.
0	Negligible effect likely.
?	Likely effect uncertain.

## The Use of Site Assessment Criteria and Uncertainty

**2.43** SA inevitably relies on an element of subjective judgement. However, in order to ensure consistency in the appraisal of the site options, detailed sets of site assessment criteria were developed and applied. The criteria relate specifically to each type of site option (i.e. residential or employment sites) and set out clear parameters within which certain SA effects would be identified, based on factors such as the distance of site options from features such as biodiversity designations, public transport links and areas of high landscape sensitivity. The criteria are presented in Appendix D. They were applied mainly through the use of Geographical Information Systems (GIS) data.

## Difficulties and Data Limitations

**2.44** The SEA Regulations, Schedule 2(8) require the Environmental Report to include:

“...a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.”

**2.45** A number of difficulties and limitations arose in the course of the SA as follows:

- There was a need to appraise a large number of site options consistently. In order to address this issue, detailed site assessment criteria relating to each of the SA objectives were developed and applied during the appraisal of site options (as described above).
- The site assessment criteria presented in Appendix D of this SA report include a number of distance-based criteria used to estimate likely effects of site options. Research by the Institute of Highways and Transportation was used to identify desirable, acceptable and preferred maximum walking distances to various services and facilities. Distances in the appraisal were measured as a straight line distance from the edge of the site option to the features in question – examination of actual distances via the rights of way network was not possible since digital data was not available to indicate the access points of services and facilities or the likely entry and exit points from the site options. In addition, straight line distances do not allow for the consideration of physical barriers that may restrict access to features. However, where possible the availability of crossings and bridges is taken into consideration to ensure that the features are accessible. Therefore, actual walking distances could be greater. To recognise the potential for walking distances to be greater, when applying the Institute of Highways and Transportation distances for the appraisal of site options to each of the relevant distances. A 10% buffer was applied to account for

the potential difference between the straight line distance and the actual distance involved in a journey.

- Similarly, straight line distances were used to define areas within which varying levels of harm to environmental receptors were assumed to exist. In reality, the risk of harmful effects will sometimes depend on non-linear pathways (such as watercourses for water pollution effects) and will depend on the particular vulnerabilities of specific receptors. Nevertheless, the assumptions used were judged proportionate to the level of detail of a Local Plan and were considered to provide a consistent basis for assessing all of the site options.
- A distance-based approach has been used for appraising site options under SA Objective 4: To conserve and enhance the historic environment including the setting of heritage features. The Council undertook in-house heritage assessments, but this only covered the preferred allocations.
- It became apparent during the site appraisal work in relation to SA Objective 5: Protect and improve air quality that roads next to site options were not always being picked up in the GIS analysis. This is due to footpaths, road verges or potentially front gardens creating a division between a road and a site boundary. Therefore, a search area of 50m was applied to ensure that roads next to a site option were picked up.
- The available GIS data for flood risk did not distinguish between Flood Zone 3a and 3b.
- The available GIS data for agricultural land classification did not distinguish between Grade 3a (considered to be best and most versatile agricultural land) and 3b (not considered to be best and most versatile agricultural land). This resulted in some uncertainty in the effects identified, as set out in the assumptions (see Appendix D).
- The site assessment criteria have been amended since they were first developed, in order to allow for a 5% overlap threshold with Local Wildlife Sites; 5% overlap threshold with Mineral Safeguarding Areas; 5% overlap threshold with waterbodies or watercourses and a 5% overlap threshold with the Countryside layer - these have been applied when assessing site options in relation to SA Objectives 2, 3, 12 and 14. This change was made to address the fact that it became apparent that a small number of

sites were being shown by the GIS data as overlapping with these features, whereas in reality they are adjacent but minor inaccuracies with the GIS datasets show them as very slightly overlapping. The application of a 5% buffer means that only sites where there is a genuine overlap are shown as overlapping in the SA.

- Engagement with Natural England's National Planning Delivery Team in July 2024 has led to the conclusion that the SSSI IRZs dataset is not appropriate for use in SA. The dataset has been designed for use at the planning application stage and on a site-by-site basis, rather than for strategic-level assessment such as SA. In any case, recent updates to the dataset have rendered it unsuitable for use in this type of GIS analysis as it no longer includes data attributes in the shapefiles (instead loading a webpage where relevant criteria are listed). Therefore, the site appraisal criteria in Appendix D have been amended and no longer draw on IRZ data. The reasonable alternative site options have all been appraised in line with the new criterion and the findings are reported in Chapter 5.

## Chapter 3

# Sustainability Context

3.1 Schedule 2 of the SEA Regulations requires:

- a) “an outline of the contents and main objectives of the Plan and its relationship with other relevant plans or programmes” and
- b) “the environmental protection objectives established at International, Community or Member State level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation”.

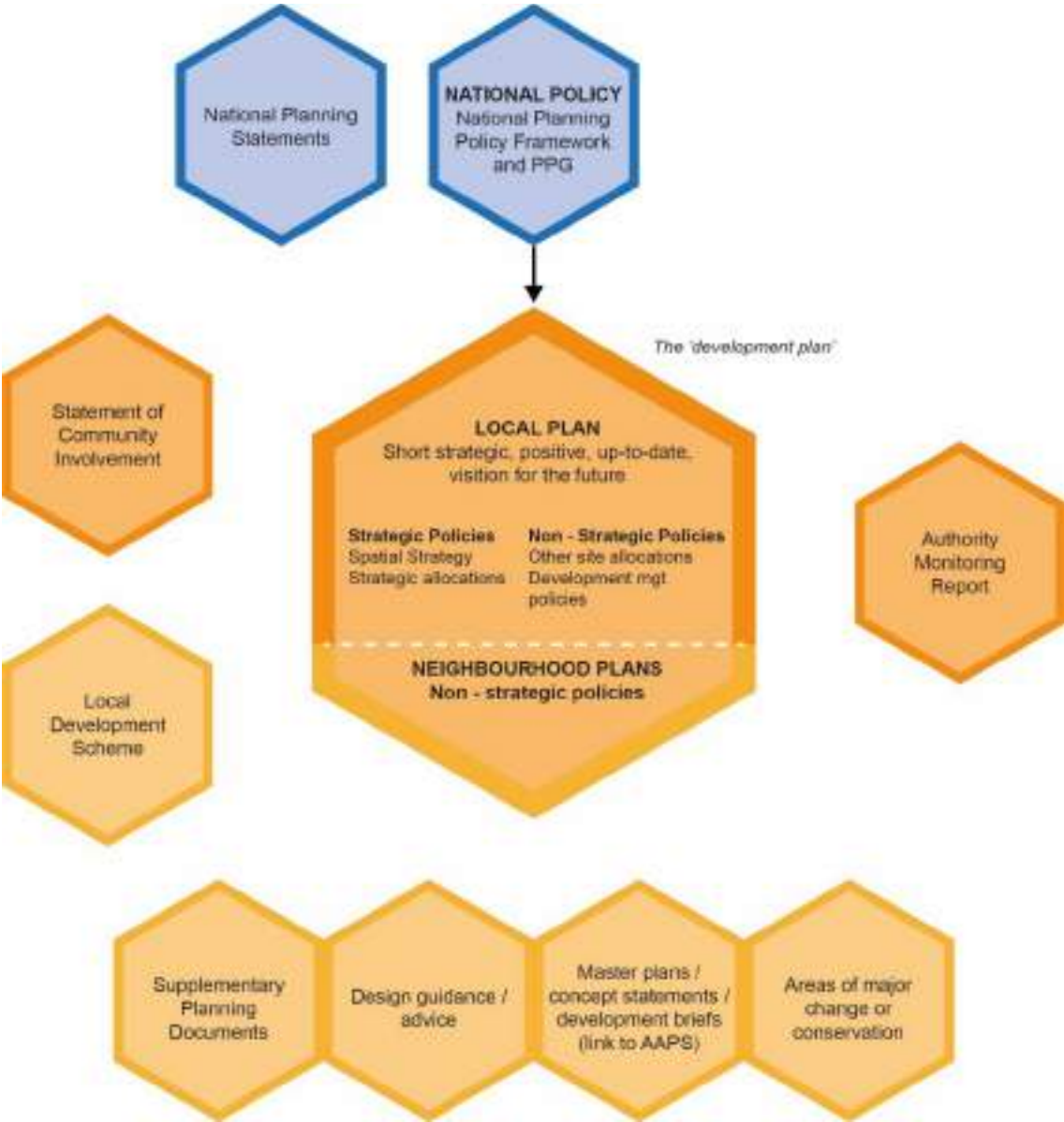
3.2 In order to establish a clear scope for the SA it is necessary to review and develop an understanding of the environmental, social and economic objectives contained within international and national policies, plans and strategies that are of relevance to the new Harborough Local Plan. Given the SEA Regulations requirements above, it is also necessary to consider the relationship between the Harborough Local Plan and other relevant plans, policies and programmes.

## Relationship with Other Relevant Plans or Programmes

3.3 The Harborough Local Plan is not prepared in isolation and must be in conformity with a range of international and national plans and programmes as show in Figure 3.1 overleaf. In addition, the Local Plan for Harborough comprises any ‘made’ Neighbourhood Plans within the District and is supported by other documents such as the Statement of Community Involvement, Local Development Scheme, Authority Monitoring Report and Supplementary Planning Documents.



**Figure 3.1: Local Plan relationship with other relevant plans and programmes**



## Policy Context

**3.4** This section sets out the policy context within which the Local Plan must operate in relation to the various sustainability themes covered by the SA. This context informed consideration of what constitutes reasonable alternative policy

options for the Plan, as well as the design of the framework of sustainability objectives against which the Plan was appraised. A more detailed review of the relevant documents is set out in Appendix B.

**3.5** It should be noted that the policy context is inherently uncertain as the current framework outlined here is likely to change in response to a number of key factors:

- New Government – the new Labour Government elected in July 2024 is proposing sweeping changes to existing planning policy. An updated version of the National Planning Framework was published in December 2024 and includes a new standard method for assessing housing needs.
- Levelling-up and Regeneration Act 2023 – The Act sets out various planning reforms including the replacement of the SA/SEA regime with ‘Environmental Outcomes Reports’.
- Slow economic growth in the UK economy – The UK experienced a technical recession in the second half of 2023, and the Organisation for Economic Co-operation and Development has predicted that the UK will be one of the slowest growing economies in the G20 in 2024 and 2025 [See reference 10]. However, since April 2024 the UK economy has started to grow slowly with small levels of growth over the summer months, which represented the strongest rate of quarterly growth since the end of 2021. Forecasters expect the UK to grow slowly this year as a result of continuously high interest rates and last year's inflation surge.
- Brexit – Following the UK's departure from the European Union on 31 January 2020, it entered a transition period which ended on 31 December 2020. From January 2021, directly applicable EU law no longer applies to the UK and the UK is free to repeal EU law that has been transposed into UK law. Relevant EU legislation has still been referred to in this report.
- Planning and Infrastructure Bill – The Bill is to be published in early 2025, aiming to accelerate the delivery of high-quality infrastructure and housing.

**3.6** It is also possible that UK and sub-national climate change policy may change as public awareness and prioritisation of the threat of climate change

grows, as illustrated by the increasing number of local authorities, including Harborough District Council, that have declared a climate emergency.

## International

**3.7** At the international level, there is a wide range of plans and programmes which act to inform and shape national level legislation. Planning policy in England at a national and local level (i.e. the NPPF and Local Plan) should be aware of and in conformity with the relevant legislation. The main sustainability objectives of international plans and programmes which are of most relevance for the Local Plan and the SA are provided in Appendix B.

## National

**3.8** There is an extensive range of national policies, plans and programmes that are relevant to the Local Plan and the SA process. A pragmatic and proportionate approach has been taken with regards to the identification of key national policies, plans and programmes, focusing on those that are of most relevance. A summary of the main objectives of the National Planning Policy Framework and Planning Practice Guidance of relevance to the Local Plan and the SA is provided below. In addition, the main sustainability objectives of other national plans and programmes which are of most relevance to the Local Plan and SA are provided in Appendix B.

**3.9** There is also a suite of legislation that directs processes within the planning system. Recent relevant legislation includes the Levelling-up and Regeneration Act 2023 [See reference 11]. This includes a series of provisions, with part three focusing on planning, and chapter two focusing on development plans. Schedule seven outlines specific expectations with respect to plan making.

## The National Planning Policy Framework and Planning Practice Guidance

**3.10** The National Planning Policy Framework (NPPF) is the overarching planning framework which provides national planning policy and principles for the planning system in England. The NPPF was originally published in March 2012 and has been revised several times since, with the most recent version being published in December 2024. However, references to the NPPF throughout this SA report are to the December 2023 version as this is the version of the NPPF under which the new Harborough Local Plan is being prepared.

**3.11** Since the updates that were made in 2021, the NPPF places an increased focus on design quality. This includes for sites as well as for places as a whole. The terminology included in the Framework on protecting and enhancing the environment and promoting a sustainable pattern of development has been revised. Furthermore, revisions are included in relation to policies which address opting out of permitted development, the use of masterplans and design codes and the important contribution of trees in new developments.

**3.12** Recent updates to the NPPF include amendments to urban uplift and Green Belt. Further revisions also include allowing flexibility for local authorities in relation to local housing need; safeguarding local plans from densities that would be out of character; freeing local authorities with up-to-date local plans from annual updates to their five-year housing land supply; and continued support for self-build, custom-build and community-led housing. The December 2023 NPPF also emphasises the role of beauty and placemaking in the planning system.

**3.13** The Harborough Local Plan must be consistent with the requirements of the December 2023 NPPF, which states:

“Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.”

**3.14** The three overarching objectives of the planning system are set out in paragraph 8 of the December 2023 NPPF, which should be pursued in mutually supportive ways so that net gains are achieved across each of the different objectives:

- “an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and
- an environmental objective – to protect and enhance the natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”

**3.15** A local planning authority is also required to have regard to national policies and advice contained in guidance issued by the Secretary of State when preparing a Local Plan [See reference 12].

**3.16** Paragraph 20 of the December 2023 NPPF states the need for strategic policies in plan making, which set out the overall strategy for the pattern, scale and design quality of places, making sufficient provision for:

- “a) housing (including affordable housing), employment, retail, leisure and other commercial development;
- b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- c) community facilities (such as health, education and cultural infrastructure); and
- d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.”

**3.17** The PPG [[See reference 13](#)] provides guidance for how the Government’s planning policies for England are expected to be applied. Sitting alongside the NPPF, it provides an online resource that is updated on a regular basis for the benefit of planning practitioners.

**3.18** The overarching nature of the NPPF means that its implications for the SA relate to multiple topics which this report seeks to address. Considering the importance of the NPPF to the English planning system, the relevance of the Framework and its implications for the plan making process and the SA is provided in more detail below.

**3.19** Climate change adaption and mitigation, energy efficiency and waste minimisation measures for new development including through the promotion of renewable energy schemes are also supported through the NPPF. One of the core planning principles is to “support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience;

encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure". Furthermore, local planning authorities should adopt a proactive approach to mitigate and adapt to climate change, taking full account of flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures.

**3.20** Section 19 of the Planning and Compulsory Purchase Act 2004 states how development plan documents must include policies designed to secure that the development and use of land in the local planning authority's area contributes to the mitigation of, and adaptation to, climate change.

**3.21** The SA can consider the contribution the alternatives make in terms of their contribution to climate change mitigation as well as climate change adaptation. The SA can also facilitate the delivery of climate resilient places.

**3.22** Although Local Plans can no longer require levels of the Code for Sustainable Homes, they can promote the Home Quality Mark to support residents in understanding the quality and performance of new build homes and can also set targets for developers to provide for a given percentage of energy used by a new development to come from on-site renewable or low carbon technologies. Local Plan policies can further support the development of renewable energy technologies where appropriate, in line with climate change mitigation strategies and targets.

**3.23** The UK Green Building Council has produced a resource pack which is designed to help local authorities improve the sustainability of new homes. The New Homes Policy Playbook [\[See reference 14\]](#) sets out minimum requirements for sustainability in new homes that local authorities should introduce, as well as proposed stretching requirements should local authorities wish to go further. For non-residential uses BREEAM assessments can be used by local authorities to ensure buildings meet sustainability objectives.

**3.24** The SA can consider the contribution the alternatives make in terms of contribution to climate change mitigation as well as climate change adaptation.



**3.25** In relation to health and wellbeing, the NPPF promotes healthy, inclusive and safe places which promote social integration, as well as enable and support healthy lifestyles. The Building for a Healthy Life design toolkit [\[See reference 15\]](#) can be used by local authorities to assist in the creation of places that are better for people and nature.

**3.26** One of the core planning principles is to “take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community”. It is identified in the document that “a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities”. Furthermore, the retention and enhancement of local services and community facilities in villages, such as local shops, meeting places, sports, cultural venues and places of worship is supported. Importantly, Local Plans should also “contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible”.

**3.27** The delivery of new housing is considered to support local communities by meeting housing needs and addressing shortages. The Harborough Local Plan can have a significant influence on addressing inequalities including those relating to health and will need to consider the appropriate siting of new development, particularly large development sites that are likely to include new service and facility provisions. The Harborough Local Plan can ensure that new development is located in areas which can improve accessibility for existing as well as new residents and ensure that future development does not exacerbate existing inequalities. The SA process can support the identification and refinement of options that can contribute to reducing inequalities and support the development of policy approaches that cumulatively improve the wellbeing of local communities.

**3.28** The NPPF sets out the approach Local Plans should take in relation to biodiversity states that Plans should “identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management,



enhancement, restoration or creation”. Plans should also promote conservation, restoration and enhancement of priority habitats and species, ecological networks and support measurable targets for multi-functional areas and net gains for biodiversity. A strategic approach to maintaining and enhancing networks of habitats and green infrastructure is to be supported through planning policies.

**3.29** The Harborough Local Plan should seek to maximise any opportunities arising for local economies, communities and health as well as biodiversity. This should be inclusive of approaches which are supportive of enhancing the connectivity of green and blue infrastructure and promoting the achievement of biodiversity net gain. The SA process should support the identification and maximisation of potential benefits through the consideration of alternatives and assessment of both negative and positive significant effects.

**3.30** In relation to landscape, the NPPF sets the planning principles of recognising the intrinsic beauty and character of the countryside as well as protecting and enhancing valued landscapes. Reference is included with regards to this purpose at National Parks, The Broads and Areas of Outstanding Natural Beauty, now referred to as National Landscapes. The NPPF also acknowledges the role of heritage in helping to define landscape character.

**3.31** The Harborough Local Plan should be supportive of an approach to development which would protect the landscape character of the area. The SA should identify those alternatives which contribute positively to landscape character.

**3.32** The NPPF states that in relation to the historic environment plans should “set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats”. Where appropriate, plans should seek to sustain and enhance the significance of heritage assets and local character and distinctiveness, while viable uses of assets should be considered. Plans should take into account the wider social, cultural, economic and environmental benefits that conservation of

the historic environment can bring. They should also consider the contribution the historic environment can make to the character of a place.

**3.33** The NPPF states that new and existing development should be prevented from contributing to, being put at an unacceptable risk from, or being adversely affected by, pollutions including water pollution and air quality. Inappropriate development in areas at risk of flooding should be avoided. Plans should take a proactive approach to mitigating and adapting to climate change, taking into account implications for water supply. Furthermore, strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient infrastructure provision for water supply and wastewater.

**3.34** The Harborough Local Plan presents an opportunity to consider incorporating targets for water efficiency and the level of water consumption and grey water recycling in any new development. The Harborough Local Plan also can ensure that development is sited away from areas of high flood probability and that appropriate water drainage is in place in line with flood risk strategies. The SA process should seek to identify and address potential negative effects on the water environment, including implications relating to wastewater.

**3.35** The NPPF states that planning system should protect and enhance soils in a manner commensurate with their statutory status or quality, while also encouraging the reuse of previously developed land.

**3.36** The Harborough Local Plan can seek to ensure the appropriate protection of soil quality, including best and most versatile agricultural land. Further to this, plans should ensure that new development does not conflict with current mineral operations as well as long-term mineral resource plans. The SA process should inform the development of the Harborough Local Plan by helping to identify alternatives which would avoid the areas of highest soil quality and best and most versatile agricultural land, as well as those which would promote the use of brownfield land.

**3.37** The Framework sets out that in terms of economic growth the role of the planning system is to contribute towards building a “strong, responsive and

competitive economy” by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation. There is also a requirement for the planning system to identify and coordinate the provision of infrastructure. Furthermore, planning policies should address the specific locational requirements of different sectors.

**3.38** Local planning authorities should incorporate planning policies which “support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation”. Local Plans are required to “set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration”.

**3.39** The Harborough Local Plan should seek to maximise the potential benefits of nearby strategic growth, whilst at the same time ensuring the vitality and viability of smaller localised economies, through the review of the spatial strategy. Ensuring that local town centres and services and facilities at settlements in the plan area are maintained and enhanced is also important and will also provide support for local communities. The SA process can support the development of the Harborough Local Plan to ensure that its policies are considerate of impacts on the economy in the area. The process can also be used to demonstrate that impacts on the viability of town centres in the area and surrounding areas have been considered.

**3.40** The NPPF encourages local planning authorities to consider transport issues from the earliest stages of plan making so that: opportunities to promote sustainable transport are identified and pursued; the environmental impacts of traffic and transport infrastructure can be identified and assessed; and opportunities from existing or proposed transport infrastructure and changing transport technology and usage are realised. The framework also states that the planning system should actively manage growth patterns in support of these objectives.

**3.41** Growth will inevitably increase traffic on the roads which also has implications for air quality, and the Local Plan and SA process can seek to minimise effects of this nature through an appropriate spatial strategy, identifying where mitigation may be needed and requiring the necessary transport provisions and contributions from new development. The Harborough Local Plan, as supported by the SA, should seek to identify opportunities to maximise the potential for alternative modes of transport to the car and reduce the need to travel, therefore reducing emissions, through the consideration of alternatives and assessment of significant effects. This includes potential opportunities that may arise as a result of the delivery of new infrastructure.

## Other National Policies, Plans and Programmes

**3.42** Numerous other policies, plans and programmes (PPPs) at a national level are of relevance to the preparation of the Local Plan and the SA. Unlike the NPPF, most of the documents are focussed on a specific topic area which the SA will consider. There will be some overlap between SA topics covered by these plans and programmes where those documents contain more overarching objectives. However, the plans and programmes considered of most relevance to the SA have been grouped by the topics they most directly seek to address, and the sections below each topic heading summarise the implications of the national PPPs for the Local Plan and the SA.

### Climate Change Adaption and Mitigation, Energy Efficiency and Waste Minimisation

**3.43** The relevant national PPPs under this topic are:

- The Third National Adaptation Programme (NAP3) (2023)
- The Biomass Strategy (2023)
- The Energy Security Plan (2023)
- The Net Zero Growth Plan (2023)

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- Carbon Budget Delivery Plan (2023)
- Powering up Britain (2023)
- The Environment Improvement Plan (2023)
- British Energy Security Strategy (2022)
- UK Climate Change Risk Assessment (2022)
- The Environment Act (2021)
- The Net Zero Strategy: Build Back Greener (2021)
- The Industrial Decarbonisation Strategy (2021)
- The Heat and Buildings Strategy (2021)
- The UK Hydrogen Strategy (2021)
- Energy Performance of Buildings Regulations (2021)
- Natural England's Climate Change Risk Assessment and Adaptation Plan (2021)
- Climate Change Adaptation Manual: Evidence to support Nature Conservation in a Changing Climate (2020)
- Environment Agency, Forestry Commission, and Natural England outline a shared vision to use nature-based solutions to tackle the Climate Emergency (2020)
- National Infrastructure Strategy: Fairer, faster greener (2020)
- The Energy White Paper: Powering our net zero future (2020)
- Decarbonising Transport: Setting the Challenge (2020)
- Sixth Carbon Budget (Climate Change Committee, 2020)
- Flood and Coastal Erosion Risk Management: Policy Statement (2020)
- The National Flood and Coastal Erosion Risk Management Strategy for England (2020)
- The Waste (Circular Economy) (Amendment) Regulations (2020)

- Net Zero – The UK’s contribution to stopping global warming (2019)
- The Flood and Water Management Act 2010 and The Flood and Water Regulations (2019)
- Climate Change Act (2008) and Climate Change Act 2009 (2050 Target Amendment) Order (2019)
- Energy Efficiency and Historic Buildings: How to Improve Energy Efficiency (2018)
- The National Adaptation Programme and the Third Strategy for Climate Adaptation Reporting: Making the country resilient to a changing climate (2018)
- Our Waste, Our Resources: A strategy for England (2018)
- The Clean Growth Strategy (2017)
- National Planning Policy for Waste (NPPW) (2014)
- Waste Management Plan for England (2013)
- The Energy Efficiency Strategy: The Energy Efficiency Opportunity in the UK (2012)
- The Promotion of the Use of Energy from Renewable Sources Regulations (2011)
- The UK Low Carbon Transition Plan: National Strategy for Climate and Energy (2009)
- The UK Renewable Energy Strategy (2009)
- Planning and Energy Act (2008)

### Implications for the Local Plan and SA

**3.44** The Local Plan should consider setting out policies to achieve climate change and adaptation while also encouraging development which would help to minimise carbon emissions.

**3.45** The Local Plan should help to ensure that new development is energy efficient and promotes the use of sustainable construction methods and materials, as well as reduce their carbon emissions. In addition, the Local Plan should seek to allocate development in areas where sustainable transport patterns can be best achieved and encourage development to make use of more sustainable sources of energy, potentially through the delivery of renewable energy development. The Local Plan should also ensure that risk from all sources of flooding as a result of climate change is managed effectively and should ensure that development is resilient to future flooding. This could include the Local Plan setting out approaches to encourage the appropriate use of SuDS to minimise flood risk. The Local Plan should also consider the handling of waste in line with the waste hierarchy.

**3.46** The SA is able to respond to this through the inclusion of SA objectives relating to the mitigation of climate change and adaptation to climate change, sustainable construction, flooding and sustainable transport.

## Health and Well-being

**3.47** The relevant national PPPs under this topic are:

- The Levelling-up and Regeneration Act 2023
- Green Infrastructure Framework (2023)
- White Paper Levelling Up the United Kingdom (2022)
- A fairer private rented sector White Paper (2022)
- National Design Guide (2021)
- The Environment Act (2021)
- The State of the Environment: Health, People and the Environment (2021)
- Build Back Better: Our Plan for Health and Social Care (2021)
- COVID-19 Mental Health and Wellbeing Recovery Action Plan (2021)
- Heritage and Society (2020)

- Using the planning system to promote healthy weight environments (2020) Addendum (2021)
- The Charter for Social Housing Residents: Social Housing White Paper (2020)
- Public Health England, PHE Strategy (2020-25)
- Homes England Strategic Plan (2018 to 2023)
- The Housing White Paper 2017: Fixing our broken housing market
- Planning Policy for Traveller Sites (2015)
- Technical Housing Standards – Nationally Described Space Standard (2015)
- Select Committee on Public Service and Demographic Change Report Ready for Ageing? (2013)
- Laying the foundations: housing strategy for England (2011)
- Fair Society, Healthy Lives (2010)
- Healthy Lives, Healthy People: Our strategy for public health in England (2010)
- Environmental Noise Regulations (2006)

### Implications for the Local Plan and SA

**3.48** The Local Plan needs to consider the requirements for infrastructure as this has the potential to have a significant impact on the environment, and it should be prepared to ensure that the population has access to sustainable low carbon infrastructure and services and facilities and that there is sufficient capacity within them to serve the increased population. This should include healthcare, education and open space.

**3.49** Local Plans offer the opportunity to maximise the well-being benefits of well designed local green spaces and elements of the historic environment whether greenspace or urban fabric. The Local Plan should help to ensure that



the provision of open space and green infrastructure is of sufficient quantity and quality to meet the needs of the Plan area, encourage healthy and active lifestyles, creates fair, safe and inclusive communities, and improves the sustainable transport network including active travel networks within the Plan area.

**3.50** The provision of an appropriate level of housing over the plan period will help address issues of disparity in terms of access to decent housing in the plan area. The provision of new housing should be considerate of local needs with regards to housing size, tenure and type, including the needs of Gypsy, Traveller and Travelling Showpeople.

**3.51** The SA is able to respond to this through the inclusion of SA objectives relating to health and wellbeing, social inclusion, and sustainable transport.

## Environment

**3.52** The relevant national PPPs under this topic are:

- The Environment Improvement Plan (2023)
- Air Quality Strategy for England (2023)
- The Waste Prevention Programme for England: Maximising Resources, Minimising Waste (2023)
- Climate Change Allowances (2022)
- Working with Nature (2022)
- Establishing the Best Available Techniques for the UK (UK BAT) (2022)
- Environment Act (2021)
- National Chalk Streams Strategy Chalk Stream Strategy (2021)
- Meeting our future water needs: a national framework for water resources (2020)
- Clean Air Strategy (2019)

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- The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations (2019)
- Environmental Noise Regulations (2018)
- Water Supply (Water Quality) Regulations 2018
- Water Environment (Water Framework Directive) (England and Wales) Regulations (2017)
- UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations (2017)
- Drought response: our framework for England (Environment Agency, 2017)
- Managing Water Abstraction (2016)
- Environmental Permitting (England and Wales) Regulations 2016
- Nitrate Pollution Prevention Regulations (2015)
- Environmental Damage (Prevention and Remediation) Regulations (2015)
- Biodiversity offsetting in England Green Paper (2013)
- Water White Paper (2012)
- National Policy Statement for Waste Water (2012)
- Biodiversity 2020: A strategy for England's wildlife and ecosystem services (2011)
- Defra right of way circular (01/09) (2011)
- Countryside and Rights of Way Act (2010)
- Air Quality Standards Regulations (2010)
- Flood and Water Management Act (2010)
- Groundwater (England and Wales) Regulations (2009)
- Flood Risk Regulations (2009)
- Safeguarding our Soils – A Strategy for England (2009)

- England Biodiversity Strategy Climate Change Adaptation Principles (2008)
- Future Water: The Government's Water Strategy for England (2008)
- Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007)
- Natural Environment and Rural Communities Act (2006)
- Urban Waste Water Treatment Regulations (2003)
- Environment Agency policy against the culverting of watercourses (1999)
- Land Drainage Act 1991
- Environmental Protection Act (1990)
- Wildlife and Countryside Act (1981) (as amended)
- National Parks and Access to the Countryside Act (1949)

### Implications for the Local Plan and SA

**3.53** The Local Plan should be prepared to limit the potential for adverse impacts on biodiversity and geodiversity as well as important landscapes (including those that are designated) and higher value soils. The Local Plan should help to ensure that ecological features and biodiversity are managed, protected and enhanced and that opportunities for habitat restoration or creation are encouraged. The Local Plan should also help to ensure that environmental pollution is minimised in order to protect land and soils and ensure the efficient extraction of minerals. The Local Plan should also help to ensure that designated and valued landscapes are protected and enhanced, and that development should be sympathetic to local character and history including the surrounding built environment and landscape setting.

**3.54** The plan should also take into account non-designated landscapes identified as particularly sensitive to development and non-designated habitats which form part of wider ecological network. The Local Plan also presents

opportunities to promote the achievement of measurable net gain in biodiversity.

**3.55** In terms of the location of development, the Local Plan can encourage the re-use of brownfield land and protect more valuable agricultural soils from development. The allocation of new sites for development and updated planning policy can also be used to achieve better habitat connectivity through the provision of new green and blue infrastructure and the requirement for biodiversity net gain.

**3.56** Local planning authorities should consider setting out approaches in their Local Plans to promote the efficient use of water and limit all types of pollution including water and air pollution. It should also seek to limit pressure on the wastewater treatment (WwT) infrastructure and water supply. The allocation of sites for development should take account of areas which are of highest sensitivity in relation to these issues, including Source Protection Zones (SPZs) and Air Quality Management Areas (AQMAs). To limit the potential for air quality issues to be intensified as development is delivered over the plan period, local planning authorities should consider setting out approaches in their Local Plan to factor in the contribution that specific site options can make to achieving modal shift and limiting the need for residents to travel.

**3.57** The SA is able to respond to this through the inclusion of SA objectives relating to the protection and enhancement of biodiversity, watercourses, character of landscapes and townscapes, green and blue infrastructure, contaminated land, air pollution, water quality and waste management.

## Historic Environment

**3.58** The relevant national PPPs under this topic are:

- Historic England Corporate Plan (2022-23)
- Heritage Statement (2017)
- The Setting of Heritage Assets (2017)

- Sustainability Appraisal and Strategy Environmental Assessment: Historic England Advice Note 8 (2016)
- The Historic Environment and Site Allocations in Local Plans (2015)
- Managing Significance in Decision-Taking in the Historic Environment (2015)
- The Historic Environment in Local Plans (n.d)
- Historic Landscape Characterisation (n.d)
- Government's Statement on the Historic Environment for England (2010)
- Planning (Listed Buildings and Conservation Areas) Act (1990)
- Ancient Monuments and Archaeological Areas Act (1979)
- Historic Buildings and Ancient Monuments Act (1953)

### Implications for the Local Plan and SA

**3.59** The potential impact of new development on the historic environment, including local character as well as designated and non-designated heritage assets and their respective settings, should also inform the preparation of the Local Plan. The Local Plan should set out a positive strategy for conserving, enhancing and enjoying heritage assets and their settings, including wider historic townscapes and landscapes. The Local Plan can help to realise the wider benefits of historic environment enhancements which include contributions to well-being and addressing the climate and biodiversity emergencies. Particular regard may be given to protecting heritage assets which have been identified as being 'at risk' (both at the national and local levels). Local planning authorities should consider setting out approaches in their Local Plans to address these issues and site options should be considered with regard to the potential for related issues. The SA is able to respond to this through the inclusion of SA objectives relating to the historic environment and the character of landscapes and townscapes.

## Economic Growth

**3.60** The relevant national PPPs under this topic are:

- The Growth Plan (2022)
- Build Back Better: Our Plan for Growth (2021)
- Agricultural Transition Plan (2021 to 2024)
- Agriculture Act (2020)
- Heritage and the Economy 2020
- The Heritage Sector in England and its impact on the Economy 2020
- UK Industrial Strategy: Building a Britain fit for the future (2018)
- LEP Network response to the Industrial Strategy Green Paper Consultation (2017)
- National Infrastructure Delivery Plan (2016-2021)

### Implications for the Local Plan and SA

**3.61** The Local Plan should allocate land to support the projected level of economic growth required over the plan period. Local planning authorities should consider setting out approaches in Local Plan policies to promote sustainable economic and employment growth to benefit all members of the community and to reduce disparity in the plan area. This should include support for the infrastructure required for the economy to function successfully. Employment sites should be located to enable local people to be able to access the new employment opportunities. Local planning authorities should consider setting out approaches in their Local Plan to promote the viability of Town Centres as well as Local Centres.

**3.62** The SA is able to respond to this through the inclusion of SA objectives relating to economic growth and employment.

## Transport

**3.63** The relevant national PPPs under this topic are:

- Future of Transport: Supporting Rural Transport Innovation (2023)
- Cycling and Walking Investment Strategy Report to Parliament (2022)
- Decarbonising Transport: A Better, Greener Britain (2021)
- Decarbonising Transport: Setting the Challenge (2020)
- The Road to Zero (2018)
- Transport Investment Strategy (2017)
- Highways England Sustainable Development Strategy and Action Plan (2017)
- Door to Door: A strategy for improving sustainable transport integration (2013)

### Implications for the Local Plan and SA

**3.64** The potential for reducing the need to travel, limiting congestion and associated benefits for air quality and climate change as well as public health should inform the preparation of the policies for the Local Plan and its site allocations. The Local Plan should also encourage walking and cycling as alternative modes of transport by providing safe and attractive walking and cycling infrastructure, as well as recognise the multiple benefits they bring in terms of physical and mental health, reducing carbon emissions and reducing air pollution. Furthermore, the selection of site options for development should be informed by issues such as the potential for access to new and existing public transport nodes and active transport routes and specific highways capacity issues. The selection of individual site options should also be informed by their proximity to essential services and facilities which is likely to reduce the need for residents to regularly travel long distances.

**3.65** The SA is able to respond to this through the inclusion of SA objectives relating to the mitigation of climate change, improving air quality, public health and wellbeing, and the provision of sustainable transport.

### Sub National

**3.66** Below the national level there are further plans and programmes which are relevant to the Local Plan and the SA process. These plans and programmes sit mostly at the sub-regional, county and District level and details are provided below with further details in Appendix B.

- Draft Harborough District Economic Development Strategy 2024–2031 (2024)
- Strategic B8 Needs Sensitivity Report (2024)
- Leicestershire Local Transport Plan for Leicestershire 2026–2040 (2024)
- Harborough Green and Blue Infrastructure Study (2024)
- Harborough Areas of Separation Study (2024)
- Harborough Green Wedge Study (2024)
- Harborough District Council Gypsy and Traveller Accommodation Assessment (2024)
- Harborough Retail Town Centres Study (2024)
- Harborough Renewable Energy Assessment (2024)
- Harborough Renewable Energy Landscape Sensitivity Assessment (2024)
- Harborough Landscape Character Assessment (2024)
- Harborough Landscape Sensitivity Study (2024)
- Draft Leicestershire, Leicester and Rutland Local Nature Recovery Strategy (2024)
- Harborough District Council Level 1 Strategic Flood Risk Assessment (2024)



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- Joint Water Cycle Scoping Study (2024)
- The Net Zero Leicestershire Strategy 2023-2045 (2023)
- Net Zero Leicestershire Action Plan 2023-2027 (2023)
- Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change Study (2022)
- Fairer, greener, stronger: our Strategic Transport Plan for the Midlands: Midlands Connect (2022)
- Leicestershire Public Health Strategy 2022-2027 (2022)
- The Leicestershire Highways Design Guide (2022)
- Leicester and Leicestershire Housing & Economic Needs Assessment – Housing Distribution Paper and Employment Distribution Paper (2022)
- Leicestershire Rural Framework 2022-2030 (2022)
- The Cycling and Walking Strategy for Leicestershire (2022)
- The Humber River Basin District Flood Risk Management Plan 2021 to 2027 (2022)
- Anglian River Basin District Flood Risk Management Plan 2021 to 2027 (2022)
- Severn River Basin District Flood Risk Management Plan 2021 to 2027 (2022)
- Leicester and Leicestershire Economic Growth Strategy 2021-2030 (2021)
- Net Zero Leicestershire Carbon Roadmap (2021)
- Land contamination risk management (2020)
- The Leicester and Leicestershire Strategic Transport Priorities 2020-2050
- Leicestershire Minerals and Waste Local Plan up to 2031 (2019)
- Leicester and Leicestershire SHELAA Joint Methodology Paper (2019)

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- Leicester and Leicestershire 2050: Our Vision for growth: The Strategic Growth Plan (2018)
- Energy Infrastructure Strategy for Leicester and Leicestershire (2018)
- Leicester and Leicestershire Tourism Growth Plan (2018)
- Leicester and Leicestershire Rail Strategy (2017)
- Leicester City and Leicestershire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2017)
- Space for Wildlife – the Leicester, Leicestershire and Rutland Biodiversity Action Plan 2016-2026 (2016)
- Harborough District Landscape Character Assessment (2007)
- Guiding Principles in Land Contamination (2010)
- Harborough District Council Rural Strategy 2023-2028 (2023)
- Harborough District Council Health & Wellbeing Strategy 2022-2027 (2022)
- Harborough District Council Corporate Plan 2022 – 2031 (2022)
- Market Harborough Town Centre Masterplan (2022)
- Harborough District Council Climate Emergency Action Plan 2022 – 2030 (2021)
- Lutterworth Town Centre Masterplan (2021)
- Harborough Built Sports Facilities Strategy (2020)
- The Harborough District Council Open Spaces Strategy 2021 (2020)
- Harborough District Council: A Strategy for Housing and the Prevention of Homelessness and Rough Sleeping 2019-2024 (2019)
- Harborough Playing Pitch Strategy (2018)
- Market Harborough Transport Strategy 2017 – 2031

## Implications for the Local Plan

**3.67** The Local Plan needs to consider the above sub-national plans for Leicestershire, Leicester and Harborough District.

**3.68** The Local Plan should support the aim to transition towards net zero and support adaptation to climate change. The Local Plan should meet the commitments that Harborough District Council made to reduce its own emissions following the declaration of a climate emergency in June 2019.

**3.69** The Local Plan offers the opportunity to maximise the well-being benefits of well-designed open spaces and areas for recreation. The Local Plan should help to ensure that the provision of open space and areas of recreation is of sufficient quantity and quality to meet the needs of the plan area, encouraging healthy and active lifestyles. The Local Plan should also consider opportunities for biodiversity enhancement within open spaces and across Harborough District.

**3.70** The provision of an appropriate level of housing will help address issues of inequality in relation to housing in the plan area and support economic growth. The provision of new housing should be considerate of local needs and the unmet need of Leicester, including the needs of Travellers. The Local Plan should support economic growth within Harborough District, including supporting the rural economy and infrastructure requirements. Masterplans have been prepared for Lutterworth and Market Harborough which should be taken into consideration.

**3.71** The Local Plan should encourage the use sustainable forms of transport such as walking and cycling and public transport. The Local Plan should also support the infrastructure requirements to enhance and decarbonise transport within Harborough District. Transport plans for the Midlands, Leicestershire, Leicester and Market Harborough have been produced and should be taken into consideration.

## Surrounding Development Plans

**3.72** Development in Harborough District will not be delivered in isolation from those areas around it. Given the interconnection between Harborough District and the surrounding areas there is potential for cross-boundary and in-combination effects where development is proposed through development plans in neighbouring authorities. This is of particular importance with Harborough District being part of the Leicester and Leicestershire Housing Market Area and Functional Economic Area. As such, a summary of the plans for the following local authority areas which surround Harborough District is also provided in Appendix B:

- Rugby Borough
- Blaby District
- Leicester City
- Oadby and Wigston Borough
- Charnwood Borough
- Melton Borough
- Rutland
- North Northamptonshire
- West Northamptonshire

## Neighbourhood Plans

**3.73** Once a Neighbourhood Plan [[See reference 16](#)] is 'made' (in force) decision-makers will be obliged by law to take what it says into account when they consider proposals for development in the neighbourhood. Harborough District currently has 29 'made' Neighbourhood Plans of which ten have been reviewed since being made. In addition, nine Neighbourhood Plans are currently under review and a further nine Neighbourhood Plan areas have been designated.

## Baseline Information

**3.74** Baseline information provides the context for assessing the sustainability of proposals in the new Harborough Local Plan and it provides the basis for identifying trends, predicting the likely effects of the plan and monitoring its outcomes. Baseline data must be relevant to environmental, social and economic issues, be sensitive to change and should ideally relate to records that are sufficient to identify trends.

**3.75** Schedule 2 of the SEA Regulations requires that the Environmental Report includes descriptions of:

- (2) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.
- (3) The environmental characteristics of areas likely to be significantly affected.
- (4) any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 2009/147/EC [the 'Birds Directive'] and 92/43/EEC [the 'Habitats Directive'].

**3.76** Schedule 2(6) of the SEA Regulations requires the likely significant effects of the plan on the environment to be assessed in relation to: biodiversity; population; human health; fauna; flora; soil; water; air; climatic factors; material assets; cultural heritage including architectural and archaeological heritage; landscape; and the inter-relationship between these. As an integrated SA and SEA is being carried out, baseline information relating to other 'sustainability' topics has also been included, for example, information about housing, social inclusiveness, transport, energy, waste and economic growth.

**3.77** Information on existing environmental, social and economic conditions in the plan area provides the baseline against which the plan's effects can be assessed in the SA and monitored during the plan's implementation. Baseline information can also be combined with an understanding of drivers of change that are likely to persist regardless of the Harborough Local Plan to understand the likely future sustainability conditions in the absence of the local plan.

**3.78** SEA guidance recognises that data gaps will exist but suggests that where baseline information is unavailable or unsatisfactory, authorities should consider how it will affect their assessments and determine how to improve it for use in the assessment of future plans. Where there are data gaps in the baseline, or reports not yet published, these are highlighted in the text. The collection and analysis of baseline data is regarded as a continual and evolving process, given that information can change or be updated on a regular basis. Relevant baseline information have been updated during the SA process as and when data have been published.

**3.79** The baseline information for Harborough District is presented in Appendix C.

## **Key Sustainability Issues for Harborough District and their Likely Evolution in the Absence of the Harborough Local Plan**

**3.80** Key sustainability issues for Harborough District were originally identified in the SA Scoping Report (August 2023). These issues were reviewed in light of the Scoping consultation responses received and are summarised below.

**3.81** It is also a requirement of the SEA Regulations that consideration is given to the likely evolution of the environment in the plan area (in this case

Harborough District) if the new Local Plan was not to be implemented. This analysis is also presented below in relation to each of the key sustainability issues.

- Hotter, drier summers and warmer and wetter winters are expected as a result of ongoing and accelerating climate change, which have the potential for adverse effects on human health and the natural environment. The Local Plan offers another opportunity to update the District's approach to managing the effects of the changing climate and associated weather events, particularly in the location of and in the design of new buildings, whole developments and blue and green infrastructure. Therefore, without the new Local Plan, this issue is likely to be less well addressed.
- Affordability of housing and the delivery of affordable homes remains an issue along with demand increasing as the population of Harborough increases. Without the new Local Plan, the required housing is less likely to be delivered.
- Harborough District has an increasingly ageing population which can result in increased pressures on services and facilities such as healthcare and the requirement for specialist housing. The new Local Plan offers an opportunity to improve access to and increase availability of such services and facilities. Without the new Local Plan there is likely to be an increasing strain on services and facilities which do not meet local demand.
- There are small pockets of deprivation. The new Local Plan offers an opportunity to reduce the level of deprivation in areas through appropriately planned growth and regeneration. Therefore, without the new Local Plan, deprivation is likely to worsen.
- Harborough has a well-educated and skilled population, but the lack of highly skilled job opportunities can result in higher levels of in and out commuting. The Local Plan could help by diversifying Harborough's economy and increasing the number of employment opportunities. The provision of infrastructure through the Local Plan will also support economic growth and the Plan can directly support certain sectors through the inclusion of relevant policies. Therefore, without the new Local Plan, the economy of Harborough District is less likely to diversify.



- Rural accessibility remains an issue in the District which includes access to services, green spaces and sustainable transport modes. In addition, there is a high level of commuting to and from Harborough via car or van. The Local Plan provides an opportunity to tailor policies that would address private vehicle use within the District and encourage the use of more sustainable modes of transport, including active travel. The Local Plan also offers the opportunity to focus development within accessible locations or those that can be made accessible and where there is good access to sustainable and active travel or where there is opportunities to improve transport modes. Therefore, without the new Local Plan, rural accessibility is less likely to improve.
- The majority of watercourses within Harborough remain at moderate status, in line with the Water Framework Directive, with a number of key threats that lower water quality. Harborough District experiences regular flooding events, the main sources of which are fluvial, surface water runoff and poor capacity in the existing sewer system. The Local Plan can seek to ensure that development is directed to locations that will not result in an increase in flooding, water pollution and can support improvements in water quality. Therefore, without the new Local Plan, water quality is less likely to improve.
- Harborough contains pockets of high grade agricultural land which require protection from development. The Local Plan provides an opportunity to ensure that this resource is not lost or compromised by future growth in the District by prioritising the development of brownfield land and poorer agricultural land over the best and most versatile grades. Therefore, without the new Local Plan, agricultural land is less likely to be protected.
- Recycling rates have decreased and there has been an increase in fly tipping. The Local Plan provides an opportunity to provide adequate space in new developments for waste facilities capable of accommodating recyclable waste and compostable waste. Therefore, without the new Local Plan, this issue is less likely to improve.
- Harborough District has relatively low biodiversity value due to the land being predominantly in agricultural use. Harborough contains some designated and undesignated biodiversity assets, a large proportion of which are in unfavourable condition, although recovering. The Local Plan

provides an opportunity to take into account the most recent evidence on the condition of Harborough's habitats and employ measures to ensure that future growth in the District does not adversely affect their current condition and where possible contributes to their enhancement, restoration and creation of connections, including through measurable Biodiversity Net Gain and by embracing an ecosystems services approach. The Local Plan should ensure the need for developments to be set back from watercourses (at least 8m) creating an undeveloped, unlit, and undisturbed buffer zone for biodiversity. The Local Plan will also ensure that developments will be encouraged to improve the condition and biodiversity within watercourses and ensure there is no culverting watercourses. Therefore, without the new Local Plan, biodiversity value within Harborough District is less likely to improve although it is noted that national requirements relating to Biodiversity Net Gain in new developments would still apply which may address the issue to some extent.

- Harborough District contains a high number of designated and non-designated heritage assets. The Local Plan provides an opportunity to draw on the most up to date evidence to ensure that new development is sited and designed so as to conserve, enhance and encourage enjoyment of the historic environment as well as improve accessibility and interpretation of it. Therefore, without the new Local Plan, the historic environment is less likely to be protected and enhanced and the condition of assets may worsen.
- Harborough contains areas of varying landscape sensitivity which could be adversely affected by inappropriate development. The Local Plan offers an opportunity to take into account the most recent landscape-related evidence and to ensure that sensitive landscapes and townscapes are protected and enhanced, with development being designed to take account of the variation in character and sensitivity across Harborough District. Therefore, without the new Local Plan, this issue is likely to worsen as it is more likely that piecemeal and ad-hoc developments come forward.
- As Harborough is a rural District there is a high dependency on private vehicles. This can result in higher levels of transport related emissions and

poor air quality. The Local Plan offers the opportunity to improve accessibility to sustainable transport modes while enhancing these services. Without the new Local Plan reliance on private cars will likely remain high although it is noted that levels of electric vehicle use are likely to increase as a result of national policy.

## The SA Framework

**3.82** As described in Chapter 2, the relevant objectives established via the review of plans, policies, and programmes and the key sustainability issues identified by the baseline review informed the development of a framework of sustainability objectives, the SA framework, against which the plan is being assessed. The SA framework for the Harborough Local Plan is presented below.

**3.83** The SA framework comprises a series of SA objectives against which the sustainability of the new Local Plan will be appraised. The appraisal of the Local Plan options, policies and site allocations against these SA objectives has been guided in part by the appraisal questions accompanying each objective. The appraisal of site options has been carried out using site-specific assessment criteria that have been developed in relation to each SA objective in order to ensure consistency (see Appendix D). The questions included in the framework are not exhaustive, and some may be more relevant to certain elements of the Local Plan than others.

**3.84** All of the topics specifically required by the SEA Regulations (set out in Schedule 2 of the SEA Regulations) are clearly addressed by the headline SA objectives, as listed under each SA objective below. The SEA topic 'material assets' relates to valuable resources which can be anything from services/facilities to natural resources.

**3.85** As a result of the Scoping and Issues and Options consultation, a small number of changes have been made to some of the appraisal questions for the

SA objectives in the SA framework since it was presented in the Scoping Report. These are detailed in Appendix A.

## SA Objective 1: Minimise greenhouse gas emissions and develop a managed response to the effects of climate change

### Appraisal Questions

- Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?
- Will it plan and implement adaptation measures for the likely effects of climate change?
- Will it include energy efficiency measures?
- Will it reduce energy consumption?
- Will it encourage the development of renewable energy resources?

### Relevant SEA Topics

- Climatic factors

## SA Objective 2: Protect, enhance and manage biodiversity and geodiversity

### Appraisal Questions

- Will it conserve and enhance both designated and undesignated ecological assets?

- Will it have a detrimental impact on the presence or condition of local biodiversity/geodiversity?
- Will it enhance local biodiversity/geodiversity?
- Will it to deliver Biodiversity Net Gain?
- Will it maintain and enhance woodland/hedgerow cover and management?
- Will it encourage the development of new biodiversity assets and linkages to existing habitats within/alongside development including the delivery of Local Nature Recovery Strategies?

### Relevant SEA Topics

- Biodiversity, flora and fauna

## SA Objective 3: To support efficient use of resources, including soils

### Appraisal Questions

- Will it encourage the prudent use of mineral resources?
- Will it safeguard Harborough District's material resources for future use?
- Will it lead to reduced consumption of materials and resources?
- Will it promote the re-use of previously development land?
- Will it avoid development on higher quality agricultural land including Best and Most Versatile Land?

### Relevant SEA Topics

- Material assets

- Water
- Soil

**SA Objective 4: To conserve and enhance the historic environment including the setting of heritage features**

### **Appraisal Questions**

- Will it conserve and enhance designated and non-designated heritage assets, including their setting and their contribution to wider local character and distinctiveness?
- Will it offer opportunities to better reveal, experience and understand the historic environment?

### **Relevant SEA Topics**

- Material assets
- Cultural heritage including architectural and archaeological heritage

**SA Objective 5: Protect and improve air quality**

### **Appraisal Questions**

- Will it improve air quality?
- Will it help to achieve the objectives of the Air Quality Management Area?
- Will it reduce emissions of key pollutants?

## Relevant SEA Topics

- Air

## SA Objective 6: Safeguard and improve health, safety and wellbeing

### Appraisal Questions

- Will it improve people's health and reduce ill-health?
- Will it reduce the incidence of premature death?
- Will it reduce incidents of environmental health breaches?
- Will it reduce levels of crime, anti-social behaviour and the fear of crime?
- Will it improve access to cultural activities?

## Relevant SEA Topics

- Population
- Human health

## SA Objective 7: Achieve social inclusion and equality for all

### Appraisal Questions

- Will it integrate new neighbourhoods with existing neighbourhoods allowing for higher levels of pedestrian activity/outdoor interaction?
- Will it increase access to nature and to high quality greenspaces?



- Will it promote diversity?
- Will it meet the needs of specific groups including those with protected characteristics and those in more deprived areas?
- Will it promote equality in employment?
- Will it promote religious and racial understanding?
- Will it improve communications/connectivity, particularly in rural areas?

## **Relevant SEA Topics**

- Population
- Human Health

**SA Objective 8: To provide access to services, facilities and education**

## **Appraisal Questions**

- Will it support easy access to a range of high quality services and facilities?
- Will it improve accessibility for people in rural areas?
- Will it contribute to improving educational levels of the population of working age, including by improving access to educational facilities?

## **Relevant SEA Topics**

- Population
- Human health

## SA Objective 9: Provide affordable, sustainable, good-quality housing for all

### Appraisal Questions

- Will it help to meet local housing need, including delivering an appropriate mix of housing and specialist housing?
- Will it improve access to affordable housing?
- Will it make housing available to people in need taking into account requirements of location, size, type and affordability?
- Will it improve the quality of housing stock?
- Will it make the homes more liveable?

### Relevant SEA Topics

- Population
- Material assets

## SA Objective 10: Support the sustainable growth of the economy and provide employment opportunities

### Appraisal Questions

- Will it allow for the delivery of land and infrastructure to meet the economic needs of Harborough?
- Will it support the vitality/viability of town centres?

- Will it provide employment opportunities for local people?
- Will it support opportunities for the expansion and diversification of businesses and economy?
- Will it offer employment opportunities to disadvantaged groups?

## **Relevant SEA Topics**

- Population
- Material assets

## **SA Objective 11: Reduce waste generation and increase levels of reuse and recycling**

### **Appraisal Questions**

- Will it reduce the amount of waste produced?
- Will it reduce the amount of waste sent to landfill?
- Will it maximise the recovery, re-use and recycling of waste?
- Will it reduce the amount of litter on open land and highways?

## **Relevant SEA Topics**

- Material assets

## SA Objective 12: To manage and reduce flood risk from all sources and to protect the quality and quantity of water resources

### Appraisal Questions

- Will it limit the amount of development in areas of high flood risk and areas which may increase flood risk elsewhere, taking into account the impacts of climate change?
- Will the policy/option promote the use of SuDS for flood resilience and improving water quality?
- Will it protect and improve the water quality?
- Will the policy/option support the efficient use of water?

### Relevant SEA Topics

- Water
- Climatic factors

## SA Objective 13: Promote sustainable transport use and active travel

### Appraisal Questions

- Will it reduce reliance on private vehicles?
- Will it promote the use of and improve sustainable modes of transport?
- Will it encourage walking and cycling for short journeys?

## Relevant SEA Topics

- Climatic factors
- Air

SA Objective 14: To conserve and enhance the character and distinctiveness of the landscape

## Appraisal Questions

- Will it safeguard and enhance the character of sensitive landscapes and local distinctiveness and identity?
- Will it improve the condition of parks and open spaces?
- Will it help to avoid settlement coalescence?

## Relevant SEA Topics

- Landscape

## Chapter 4

# Sustainability Appraisal Findings for the Strategic and Growth Options

**4.1** This chapter presents the SA findings for the housing and employment growth and distribution options that have been considered for the new Local Plan. As described in Chapter 2, the Council identified options related to the housing and employment quantum and distribution options. The SA work presented in this chapter was previously presented in the Issues and Options SA Report and no changes have been made to the findings since then. However, at the Issues and Options stage the findings were presented by distribution option only. For clarity and ease of interpretation, the findings in this chapter have now also been presented by growth option.

## Housing Options

**4.2** Six broad options for the distribution of housing development have been appraised:

- **Option 1: Local Plan Strategy** – This option is based on a continuation of the strategy in the currently adopted Harborough Local Plan 2019. It focuses significant growth towards the Market Towns. Settlements adjoining the Leicester Urban Area and Large Villages would accommodate a similar level of housing growth overall, but due to the relatively low number of commitments in the Large Villages, the amount of additional homes to be planned/allocated in the new Local Plan would be higher than in the settlements adjoining Leicester.
- **Option 2: Proportional Growth** – This option spreads development according to the number of households in each settlement. This option reduces the amount of growth in settlements at the top end of the hierarchy (settlements adjoining Leicester Urban Area, Market Towns and

## Chapter 4 Sustainability Appraisal Findings for the Strategic and Growth Options

Large Villages) and increases growth at the lower end (Medium Villages, Small Villages and Other settlements). This option would see higher levels of growth at the Large, Medium, Small and Other Villages/Settlements.

- Option 3: Urban Area Focus – This option focuses development towards the District’s most sustainable locations: the settlements adjoining the urban area of Leicester (Scraptoft/Thurnby/Bushby). The rest of the District will see lower levels of growth.
- Option 4: Strategic Sites Focus – This option focuses development towards large strategic sites capable of accommodating more than 1,500 homes in total. These large strategic sites are generally located around the South and East of the Leicester Urban Area. The rest of the District will see lower levels of growth.
- Option 5: Market Town Focus – This option focuses growth towards the Market Towns (Lutterworth and Market Harborough) with less growth in the rest of the District.
- Option 6: Large Village Focus – This option focuses growth towards the Large Villages (Broughton Astley, Great Glen, Fleckney and Kibworth) with less growth in the rest of the District.

**4.3** Each of these six options has been considered in the context of three alternative levels of growth:

- Option A – Low Growth: Reflects the Council’s LHN over the period 2020 to 2041.
- Option B – Medium Growth: Reflects the Council’s LHN plus an additional 123 homes per year towards Leicester’s unmet housing need (informed by the SoCG and HENA Housing Distribution Paper).
- Option C – High Growth: Reflects the Council’s LHN plus an additional 246 homes per year.

**4.4** Table 4.1 overleaf provides a complete summary of the SA findings, showing the effects of each of the distribution options in the context of each of the growth options.



Table 4.1: Summary of SA findings for the housing options (spatial options 1-6 in the context of the low, medium and high growth options)

SA Objective	O1: Low	O1: Medium	O1: High	O2: Low	O2: Medium	O2: High	O3: Low	O3: Medium	O3: High	O4: Low	O4: Medium	O4: High	O5: Low	O5: Medium	O5: High	O6: Low	O6: Medium	O6: High		
SA1	+/	--/+	--/+	+/	--/+	--/+	+	+	+	+	+	+	+	+/	+/	-				
SA2	-?	?	?	-?	?	?	-/0?	-?	?	+/?	+/?	--/+?	-?	-?	?	-?	?	?		
SA3	-?	?	?	-?	?	?	-?	?	?	-?	?	?	-?	?	?	-?	?	?		
SA4	-?	?	?	-?	?	?	0?	-?	-?	0?	0?	0?	-?	?	?	-?	-?	-?		
SA5	+/	--/+	--/+	+/	--/+	--/+	+/	--/+	--/+	+/	--/+	--/+	+/	--/+	--/+	-				
SA6	++	++	++?	+/	--/+	--/+	++/-	++/-	++/-	++/-	++/-	++/-	++/-	++/-	++/-	++/-	++/-	+/	+/	+/?
SA7	+/0	+	+	+/0	+	+	+/0	+	+	+	+	+	+/0	+	+	+/0	+	+		
SA8	+	+	+/	+/	--/+	--/+	+/	+/	+/	++/-	++/-	++/-	++	++/-	++/-	++/-	+/	+/	+/	
SA9	+	++	++	+	++	++	+	++	++	+/	++/-	++/-	+/	++/-	++/-	+/	++/-	++/-		
SA10	+/	+/	--/+	+/	+/	--/+	+	+/	+/	+	+	+	+	+/	+/	-	-			
SA11	-	-		-	-		-	-		-	-		-	-		-	-			
SA12	-?	-?	-?	-?	-?	-?	-?	-?	-?	0?	0?	0?	-?	-?	-?	-?	-?	-?		
SA13	+/	+/	--/+	+/	+/	--/+	++/-	++/-	++/-	++	++	++	+/	+/	+/	+/	--/+	--/+		
SA14	-?	?	?	?	?	?	-?	?	?	-?	?	?	-?	?	?	-?	?	?		

## Summary of SA findings by distribution option

**4.5** The options perform similarly in relation to a number of the SA objectives and these effects are summarised below. The specific effects of the options are then described after.

**4.6** All of the six spatial options will likely involve the take up of significant areas of greenfield land on the outskirts of the main settlements in Harborough District. There may be some opportunities for the take up of derelict and brownfield land in the market town of Market Harborough but given the limited brownfield sites available this is not likely. All growth options represent a significant level of housing development. Therefore, the delivery of housing would be likely to result in the loss of greenfield land to new development, which may be high quality agricultural land. New development will result in the use of raw materials and water, both during construction and operation. Therefore, significant negative effects are expected for the medium and high growth options and a minor negative effect for the low growth option against **SA Objective 3: Resources**; however there is uncertainty attached depending on the location of sites and whether development is on higher quality agricultural land including Best and Most Versatile land.

**4.7** New development will result in the generation of waste, both during construction and operation, but the level of waste generation is unlikely to be influenced by the overall spatial strategy. All three growth options will increase the total level of household waste generated within the District for the six spatial options. The low growth and medium growth options would have a minor negative effect as the overall extent of new development would be lower against **SA Objective 11: Waste**. The high growth option would result in a larger quantity of waste being produced resulting in a significant negative effect against **SA Objective 11: Waste**.

## Option 1: Local Plan Strategy

**4.8** Explanations for the colour coding and symbols used in Tables 4.2-4.13 were given in Table 2.1.

**Table 4.2: Summary of SA findings for Distribution Option 1 under each of the three growth options**

SA Objective	Low	Medium	High
SA1: Climatic Factors	+/	--/+	--/+
SA2: Biodiversity and Geodiversity	-?	?	?
SA3: Resources	-?	?	?
SA4: Cultural Heritage	-?	?	?
SA5: Air	+/	--/+	--/+
SA6: Health and Wellbeing	++	++	++?
SA7: Social Inclusion	+/0	+	+
SA8: Services, Facilities and Education	+	+	+/
SA9: Housing	+	++	++
SA10: Economic Growth	+/	+/	--/+
SA11: Waste	-	-	
SA12: Flood Risk	-?	-?	-?
SA13: Sustainable Travel	+/	+/	--/+
SA14: Landscape	-?	?	?

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**4.9** Option 1 would likely focus high levels of growth within the market towns and large villages. Growth is also proposed at settlements adjoining Leicester Urban Area with some growth at medium villages, small villages and other settlements. This option provides most growth within sustainable locations where there should be good access to sustainable transport links, as well as jobs, services and facilities within closer proximity and requiring lower levels of car use. This option will also help support the viability/vitality of these town and village centres. However, it may be challenging to orientate growth to existing settlement forms, delivering growth further away from town and village centres which could lead to a higher reliance on cars. Any development in medium villages, small villages and other settlements is likely to result in increased reliance on the private car which could increase greenhouse gas emissions. Therefore, mixed effects (significant negative and minor positive) are likely for the medium and high growth options against **SA Objective 1: Climatic Factors**. The low growth option is expected to have a mixed (minor positive and minor negative) effect.

**4.10** The low growth option would result in less housing being delivered and so would involve the least amount of land take up. Providing a higher level of growth through the medium and high growth options would involve more land take up and increase the likelihood of negative effects on biodiversity. The areas where growth would occur through Option 1 mean that there is potential to result in negative effects on Great Bowden Borrowpit SSSI on the outskirts of Market Harborough. Misterton Marshes SSSI has the potential to be further impacted by development around Lutterworth. There is also a LNR which could be negatively affected by development around Lutterworth. There are also a number of Local Wildlife Sites within and around Broughton Astley. Therefore, any development could have a negative effect on these sites. A potential minor negative effect is identified for the low growth option and potential significant negative effects are identified for the medium and high growth options against **SA Objective 2: Biodiversity and Geodiversity**. However, the effects are uncertain until the specific sites are known.

**4.11** Due to the high concentration of historical assets within the market towns, particularly Listed Buildings, the distribution of development through Option 1 could have a significant effect on these assets and the historic character of the

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market towns. Therefore, a low growth option could result in a minor negative effect and the medium and high growth options may result in significant negative effects on **SA Objective 4: Cultural Heritage**, although all effects will be uncertain depending on exactly where development is located and how it is designed.

**4.12** Option 1 concentrates new development in areas of Harborough District that are already most densely populated, with the potential to increase traffic emissions, with a detrimental impact on air quality and the AQMA. Concentrating most development in the main urban centres has the potential to reduce reliance on private vehicles, by giving residents greater choice of sustainable modes of transport. However, it may be challenging to orientate growth to existing settlement forms, delivering growth further away from town centres which could lead to a higher reliance on cars. Therefore, a mixed (minor positive and minor negative) effect is identified for the low growth option, while the medium and high growth options are likely to have mixed (significant negative and minor positive) effects against **SA Objective 5: Air**.

**4.13** The distribution of growth proposed under Option 1 would continue to support the viability of existing healthcare related facilities, by focusing new development in market towns, large villages and settlements adjoining Leicester urban area. There will be some development in medium villages, small villages and other settlements; however market towns which provide the easiest access to healthcare facilities and open space would see a high level of growth. Open spaces can have a positive impact on health and wellbeing and these larger settlements may offer good opportunities for walking and cycling day to day. In addition, providing some limited growth within rural villages and settlements (medium villages, small villages and other settlements) will help support the viability of the health services in these areas. Therefore, significant positive effects are expected for all three levels of growth against **SA Objective 6: Health and Wellbeing** although there is uncertainty attached to the higher growth option as there is more potential for existing facilities being overloaded under that option.

**4.14** Development within market towns, large villages and settlements adjoining Leicester urban area will have a positive effect on these areas by offering good

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quality housing, regeneration opportunities and lowering levels of deprivation. All growth options would meet at least the minimum level of housing need in Harborough District and should help to reduce housing-related deprivation and ensure people have the opportunity to live in the area. The low growth option will not provide the level of housing required to meet Leicester's unmet need. Therefore, minor positive effects are expected for the medium and high growth options, and a mixed (minor positive and negligible) effect for the low growth option against **SA Objective 7: Social Inclusion**.

**4.15** Option 1 proposes to spread growth across the most sustainable locations which includes market towns, settlements adjoining Leicester Urban Area and large villages. These settlements will offer the best accessibility to existing services and facilities and also support the delivery of new services and facilities within the most sustainable locations. In addition, directing a small level of growth to the medium villages, small villages and other settlements will help support the viability of these villages including the services and facilities within them. However, if a high proportion of growth were directed to market towns it could potentially overburden services and facilities within these areas, particularly under the high growth option. Overall, a mixed (minor positive and minor negative) effect has been identified in relation to the high growth option. The low and medium growth options will likely result in a minor positive effect against **SA Objective 8: Services, Facilities and Education**.

**4.16** The medium and high growth options would represent a significant amount of new homes within Harborough District. The higher level of housing growth under either of these options should provide good opportunities for delivering a range of housing types and tenures but both options are considered to have significant positive effects as they would both deliver at least the minimum level of housing required. Option 1 would see a spread of housing growth across Harborough. Option 1 would broaden the type and tenure of houses in the main settlements in Harborough District while providing some limited housing growth within rural areas to support these communities. However, the spread of housing growth may not maximise the capacity and opportunities for development in all the larger settlements. In addition, the amount of new development that is proposed close to Leicester is lower than the Council's contribution to Leicester's unmet need. The medium and high growth option

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would deliver enough homes to meet the local housing need and contribute towards Leicester's unmet housing need and therefore both options would have significant positive effects against **SA Objective 9: Housing**. The low growth option would result in a minor positive effect against **SA Objective 9: Housing** as it will only deliver enough homes to reflect the Council's local housing need.

**4.17** Focusing a large proportion of housing growth within market towns will mean that most residents won't have to commute as far to access employment opportunities. In addition, proposing a fairly large proportion of growth within the settlements adjoining Leicester urban areas also provides good access to employment opportunities within Leicester City. However, proposing growth at the large villages could mean there is not likely to be the economic growth to match housing growth due to there being fewer employment opportunities within these locations. This will result in a higher level of commuting, likely relying on the private car. There may also be a need for employment opportunities to come forward within the urban areas, market towns and large villages to support the level of growth proposed. Therefore, the high growth option may deliver too many homes with not enough employment opportunities. Overall, mixed (minor positive and minor negative) effects are expected for the low and medium growth options against **SA Objective 10: Economic Growth**. The high growth option will likely result in a mixed (minor positive and significant negative) effect against **SA Objective 10: Economic Growth**.

**4.18** Option 1 focuses growth in mainly Flood Zone 1 and outside of the areas that are more vulnerable to flood risk. Some of the market towns and large villages are at medium to high risk of surface water flooding. In particular, there is a large area at risk of surface water flooding to the south east of Kibworth (large village). Given that a high level of growth proposed through Option 1 is likely at the market towns and the large villages there is a potential for development to increase levels of surface water flooding. However, it is dependent on the exact location of the sites. Therefore, a potential but uncertain minor negative effect is identified for all growth options against **SA Objective 12: Flood Risk**.

**4.19** Option 1 proposes a spread of growth across the market towns, the large villages and settlements adjoining Leicester urban area This could increase



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congestion within these areas and demand on public transport networks. However, the market town of Market Harborough does have a train station providing links to Leicester and London. There are also bus routes through the settlements adjoining the Leicester urban area and large villages. Some growth is proposed within the medium villages, small villages and other settlements with poorer access to public transport. This means that growth in these areas is likely to be heavily reliant on the private car. The high growth option could result in an increase in the number of private vehicles using the roads and out commuting for jobs due to an imbalance between housing and economic growth. The low and medium growth options should mean that housing growth will align better with economic growth and so shouldn't result in significant levels of in or out commuting via car. Option 1 is unlikely to be dependent on the delivery of new strategic infrastructure. However, there is the opportunity to improve existing infrastructure capacity to support development. Overall, mixed effects (positive and negative) are expected for the three levels of growth against **SA Objective 13: Sustainable Travel**. Due to the higher level of growth proposed through the high growth option, the negative effects are expected to be significant.

**4.20** As much of the development would be on the outskirts of market towns, the settlements adjoining Leicester urban area and the large villages, there is the potential for negative effects on the character of nearby villages and increasing the risk of settlement coalescence. In particular, if high levels of growth are allocated at settlements adjoining Leicester urban area or market towns it could impact on the Green Wedge and Area of Separation surrounding these settlements. This could have a detrimental impact on the local landscape. Therefore, a minor negative effect is expected from the low growth option against **SA Objective 14: Landscape**. The medium and high growth option will likely result in a significant negative effect against **SA Objective 14: Landscape**. All effects are uncertain depending on where development is located and will also be influenced by the design of new developments which is not known at this stage.

## Option 2: Proportional Growth

**Table 4.3: Summary of SA findings for Distribution Option 2 under each of the three growth options**

SA Objective	Low	Medium	High
SA1: Climatic Factors	+/	--/+	--/+
SA2: Biodiversity and Geodiversity	-?	?	?
SA3: Resources	-?	?	?
SA4: Cultural Heritage	-?	?	?
SA5: Air	+/	--/+	--/+
SA6: Health and Wellbeing	+/	--/+	--/+
SA7: Social Inclusion	+/0	+	+
SA8: Services, Facilities and Education	+/	--/+	--/+
SA9: Housing	+	++	++
SA10: Economic Growth	+/	+/	--/+
SA11: Waste	-	-	
SA12: Flood Risk	-?	-?	-?
SA13: Sustainable Travel	+/	--/+	--/+
SA14: Landscape	?	?	?

**4.21** Option 2 proposes to deliver a spread of growth across the market towns and large villages with some growth within medium villages, small villages and other settlements.. This option provides a good level of growth within sustainable locations where there should be good access to sustainable transport links, as well as jobs, services and facilities within closer proximity and

requiring lower levels of car use. However, this option also involves a reasonably high proportion of development coming forward in medium villages, small villages and other settlements, which is in less sustainable locations and likely to involve reliance on the private car which could increase greenhouse gas emissions. Therefore, mixed effects (significant negative and minor positive) are likely for the medium and high growth option against **SA Objective 1: Climatic Factors**. The low growth option is expected to have mixed effect (minor positive and minor negative) against **SA Objective 1: Climatic Factors**.

**4.22** The low growth option would require less land take up compared to the medium and high growth options; however all figures would involve considerable land take up and could have negative effects on biodiversity. The distribution of growth through Option 2 has the potential to result in negative effects on the Great Bowden Borrowpit SSSI on the outskirts of Market Harborough. Misterton Marshes SSSI has the potential to be further impacted by development around the market town of Lutterworth. There are also a number of Local Wildlife Sites within and around Broughton Astley which is considered a large village. Therefore, any development could have a negative effect on these sites. A large proportion of growth under this option would be directed to settlements in the more rural parts (medium villages, small villages and other settlements) of Harborough District where there may be particular potential for disturbance to habitats and species, depending on the specific location of sites. This is a particular issue in the northern part of the District where there is a higher concentration of Local Wildlife Sites and SSSIs. Therefore, significant negative effects are expected in relation to the medium and high growth options with minor negative effect in relation to the low growth option against **SA Objective 2: Biodiversity and Geodiversity**. However, the effects are all uncertain until the specific sites are known.

**4.23** Due to the high concentration of historical assets within the market towns and large villages, particularly listed buildings, this level of development could have a significant impact on these assets and the character of these towns and villages. Option 2 also proposes the highest level of development within the more rural parts (medium villages, small villages and other settlements) of Harborough District and therefore is likely to have the highest potential to negatively impact the character of these smaller settlements. There is also a

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high concentration of listed buildings across the majority of the rural settlements. Therefore, the medium growth and high growth options are likely to have significant negative effects, while the low growth option is likely to have a minor negative effect against **SA Objective 4: Cultural Heritage**, although all effects will be uncertain depending on exactly where development is located and how it is designed.

**4.24** Option 2 would concentrate new development in areas of Harborough District that are already most densely populated, with the potential to increase traffic emissions, with a detrimental impact on air quality. However, concentrating most development in the main urban centres has the potential to reduce reliance on private vehicles, by giving residents greater choice of sustainable modes of transport. A high proportion of development under this option is also proposed within rural parts (medium villages, small villages and other settlements) of Harborough which will likely result in a heavy reliance on the private car due to the lack of access to public transport. Therefore, mixed (minor positive and significant negative) effects are likely for the medium growth and high growth options and mixed (minor positive and minor negative) effect is expected for the low growth option against **SA Objective 5: Air**.

**4.25** The distribution of growth proposed under Option 2 would continue to support the viability of services and facilities within existing town and village centres, including healthcare related facilities, by focusing new development in large villages and market towns. A high level of growth is proposed within the medium villages, small villages and other settlements. Market towns and the large villages provide the easiest access to services and facilities such as healthcare and open space which can have a positive impact on health and wellbeing and may offer good opportunities for walking and cycling. While the high level of growth that is proposed in medium villages, small villages and other settlements could stimulate the viability of existing healthcare services in those areas, it could also risk the available services becoming overcrowded and the potential for there not being enough healthcare facilities to meet the demand. In addition, due to the dispersed nature of growth it may be more challenging to support increased capacity in healthcare as a result of development. Therefore, mixed effects are expected for all levels of growth against **SA Objective 6: Health and Wellbeing**. The negative effects

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associated with the medium and high growth options are expected to be significant.

**4.26** Development within the market towns, large villages, medium villages, small villages and other settlements will have a positive impact on these areas by offering good quality housing, regeneration opportunities and lowering levels of deprivation. The low growth option will not provide the level of housing required to meet Leicester's unmet need. Therefore, minor positive effects are expected for the medium and high growth options, while a mixed (minor positive and negligible) effect is identified for the low growth option against **SA Objective 7: Social Inclusion**.

**4.27** Market towns and the large villages offer the best accessibility to existing services and facilities. If a large proportion of development is focused towards the medium villages, small villages and other settlements this will add significant pressure onto the limited services and facilities available. This is more likely under the medium and high growth options. However, it could help sustain services and businesses that may not otherwise remain viable especially in these smaller villages and settlements. In addition, due to the dispersed nature of growth it may be more challenging to support increased capacity in healthcare as a result of development. Overall, mixed effects are expected for all options, with the negative effect being potentially significant for the medium and higher growth options against **SA Objective 8: Services, Facilities and Education**.

**4.28** The medium and high growth options would represent a significant amount of new homes within Harborough District. The higher level of housing growth under either of these options should provide good opportunities for delivering a range of housing types and tenures but both options are considered to have significant positive effects as they would both deliver at least the minimum level of housing required. Option 2 would broaden the type and tenure of houses in the main settlements in Harborough District while providing a high level of housing growth within rural areas (medium villages, small villages and other settlements) to support these communities. This option will ensure that housing growth is spread well across the settlements and rural areas within Harborough and support a fairer distribution of houses. A spread growth approach through

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Option 2 will be more likely to sustain a steady continuum of housing supply than very large-scale growth focused in one or two locations. However, the spread of housing growth may not maximise the capacity and opportunities for development in the main settlements and the most sustainable locations. There may also be a negative impact on affordable housing delivery due to the spread of growth. The medium and high growth options would deliver significantly more homes within Harborough District to meet the local housing need and contribute towards Leicester's unmet housing need and therefore both options would have significant positive effects against **SA Objective 9: Housing**. The low growth option would result in minor positive effect against **SA Objective 9: Housing** as it would only deliver enough homes to reflect the Council's local housing need.

**4.29** Due to the spread of growth proposed through Option 2, housing growth may not be located in close proximity to employment opportunities in Leicester City. Focusing a large proportion of growth within medium villages, small villages and other settlements will mean residents will have to commute longer distances to access employment opportunities which will require the use of the private car. In addition, there is a need for employment opportunities to come forward to support housing development. Overall, mixed effects (minor positive and significant negative) are expected for the high growth option with the low and medium growth options likely to result in mixed effects (minor positive and minor negative) against **SA Objective 10: Economic Growth**.

**4.30** Option 2 focuses growth in mainly areas that fall within Flood Zone 1 and outside of the areas highly vulnerable to flood risk. Some of the market towns and large villages are at medium to high risk of surface water flooding. In particular, there is a large area at risk of surface water flooding to the south east of Kibworth and a risk of flooding within parts of Market Harborough and Lutterworth. Given that the majority of growth through Option 2 is directed to market towns and the large villages there is a potential for development to increase levels of surface water flooding. However, this is dependent on the exact location of the sites. Therefore, a potential but uncertain minor negative effect is identified for both options against **SA Objective 12: Flood Risk**.

**4.31** Option 2 proposes a spread of growth across the market towns, large villages, medium villages, small villages and other settlements. This could

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increase congestion within these areas and increase demand on public transport networks. The market town of Market Harborough does have a train station providing links to Leicester and London. There are also bus routes through the large villages. However, a large proportion of growth is proposed within medium villages, small villages and other settlements with the poorest access to sustainable transport. This means that growth in these areas is likely to be heavily reliant on the private car. In addition, the dispersed nature of growth may mean that there are few opportunities to improve active travel networks. Therefore, the medium and high growth options could result in more private vehicles using the roads resulting in significant negative effects against **SA Objective 13: Sustainable Travel**. The low growth option will also result in a negative effect but this is expected to be minor against **SA Objective 13: Sustainable Travel**.

**4.32** As much of the development would be on the outskirts of market towns, large villages, medium villages, small villages and other settlements, there is the potential for negative effects on the character of these settlements and increasing the risk of settlement coalescence. In particular, this could have a detrimental impact on the local landscape particularly due to the higher level of growth proposed in rural areas (medium villages, small villages and other settlements). Therefore, significant negative effects are expected for all growth options against **SA Objective 14: Landscape**. All effects are uncertain depending on where development is located and its design.

### Option 3: Urban Area Focus

**Table 4.4: Summary of SA findings for Distribution Option 3 under each of the three growth options**

SA Objective	Low	Medium	High
SA1: Climatic Factors	+	+	+
SA2: Biodiversity and Geodiversity	-/0?	-?	?



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SA Objective	Low	Medium	High
SA3: Resources	-?	?	?
SA4: Cultural Heritage	0?	-?	-?
SA5: Air	+/-	--/+	--/+
SA6: Health and Wellbeing	++/-	++/-	++/-
SA7: Social Inclusion	+/0	+	+
SA8: Services, Facilities and Education	+/-	+/-	+/-
SA9: Housing	+	++	++
SA10: Economic Growth	+	+/-	+/-
SA11: Waste	-	-	
SA12: Flood Risk	-?	-?	-?
SA13: Sustainable Travel	++/-	++/-	++/-
SA14: Landscape	-?	?	?

**4.33** Option 3 proposes the highest level of growth at settlements adjoining the Leicester urban area, with less growth proposed in market towns, and large villages and only a small portion of growth in medium villages and small villages. The main focus of development is within only sustainable locations where there should be very good access to sustainable transport links, as well as jobs, services and facilities within closer proximity and requiring lower levels of car use. Therefore, minor positive effects are likely for all three growth options against **SA Objective 1: Climatic Factors**.

**4.34** The low growth option would deliver a lower level of growth and so would involve the least amount of land take up. The medium and high growth options would involve more land take up and increase the likelihood of negative effects on biodiversity. The areas proposed for growth through Option 3 mean that there is the potential for negative effects on Great Bowden Borrowpit SSSI and



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a number of Local Wildlife Sites particularly through development at market towns and settlements adjoining Leicester urban area. There are also a large number of Local Wildlife Sites around large villages such as Broughton Astley. However, less development within medium villages and small villages could reduce the potential for negative effects on biodiversity. Therefore, a mixed (minor negative and negligible) effect is expected in relation to the low growth option with a minor negative effect for the medium growth option against **SA2: Biodiversity and Geodiversity**. Due to the higher land take up, the high growth option will likely result in a significant negative effect against **SA Objective 2: Biodiversity and Geodiversity**. However, the effects are uncertain until the specific sites are known.

**4.35** Through Option 3, the majority of development is proposed in settlements adjoining Leicester urban area. There is a lower concentration of historical assets within the settlements adjoining Leicester urban area, but growth within these areas could impact on any historic assets present and the character of these settlements. Therefore, the medium and high growth options are likely to have minor negative effects, while the low growth option is likely to have negligible effect against **SA Objective 4: Cultural Heritage**, although effects will be uncertain depending on exactly where development is located and how it is designed. It is also noted that the historic character of rural villages is more likely to be protected through this option.

**4.36** Option 3 concentrates new development in areas of Harborough District that are already most densely populated, with the potential to increase traffic emissions, with a detrimental impact on air quality. However, concentrating most development in the main urban centres has the potential to reduce reliance on private vehicles, by giving residents greater choice of sustainable modes of transport. This option would deliver very limited development in rural areas where car dependency is likely to be highest. Therefore, mixed effects (minor positive and minor negative) are likely for the low growth option and mixed (minor positive and significant negative) effects are likely for the medium and high growth options against **SA Objective 5: Air**.

**4.37** The distribution of growth proposed under Option 3 will continue to support the viability of existing services and facilities, including healthcare related

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facilities, by focusing new development in settlements adjoining Leicester urban area with some growth at the market towns and large villages. Additionally, the settlements adjoining Leicester urban area provide the easiest access to services and facilities such as healthcare and open space which can have a positive impact on health and wellbeing and may offer good opportunities for walking and cycling. However, this option will limit the potential for supporting healthcare services in rural areas (medium villages, small villages and other settlements), potentially exacerbating health inequalities in rural areas. Therefore, mixed effects (significant positive and minor negative) are likely for all growth levels against **SA Objective 6: Health and Wellbeing**.

**4.38** Option 3 proposes to direct most housing growth to settlements adjoining Leicester urban area, some development to market towns and large villages with only limited amount to medium villages and small villages. The low growth option will not provide the level of housing required to meet Leicester's unmet need. Therefore, minor positive effects are expected for the medium and high growth options with a mixed (minor positive and negligible) effect for the low growth option in relation to **SA Objective 7: Social Inclusion**.

**4.39** Option 3 would deliver the majority of growth within settlements adjoining Leicester urban area. There will also be some growth within the market towns and large villages. The settlements adjoining Leicester urban area offer very good accessibility to existing services and facilities. However, focusing some development at the market towns and large villages will support existing services and facilities but there could be added pressure on these services and facilities, especially under the high growth option. This option would deliver very limited development in medium villages and small villages. While this may be positive in terms of maximising access that new residents have to existing services, it also means that opportunities to stimulate service provision in these villages and settlements are lost. Overall, mixed effects (minor positive and minor negative) are expected in relation to **SA Objective 8: Services, Facilities and Education**.

The medium and high growth options would represent a significant amount of new homes within Harborough District. The higher level of housing growth under either of these options should provide good opportunities for delivering a range of housing types and tenures but both options are

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considered to have significant positive effects as they would both deliver at least the minimum level of housing required. Option 3 would focus growth on the District's most sustainable locations: settlements adjoining urban area, with some growth in the market towns and large villages. The medium villages and small villages would see little growth. Option 3 will broaden the type and tenure of houses in the main settlements in Harborough District. However, this option will mean that there would be little growth within the medium and small villages and housing growth will be concentrated to the settlements adjoining Leicester urban area. Overall, significant positive effects are expected for the medium and high growth options against **SA Objective 9: Housing**. The low growth option will result in a minor positive effect against **SA Objective 9: Housing** as it will only deliver housing to meet the local need and not Leicester's unmet need.

**4.40** Focusing a large proportion of growth within the settlements adjoining Leicester urban area will mean residents won't have to commute as far to access employment opportunities and there will be opportunities to make use of sustainable forms of transport. This will also provide housing within close proximity of Leicester city with a large variety of employment opportunities. However, there are few employment opportunities within the settlements adjoining the Leicester urban area. Therefore, any development will be reliant on new employment areas and/or improved transport links to Leicester City. Overall, a minor positive effect is expected for the low growth option with the medium and high growth options likely to result in mixed (minor positive and minor negative) effects against **SA Objective 10: Economic Growth**.

**4.41** Option 3 focuses growth mainly within Flood Zone 1 and outside of the areas highly vulnerable to flood risk. Given that the majority of growth through Option 3 is to be delivered at the settlements adjoining Leicester urban area there is a potential for development to increase levels of surface water flooding. However, it is dependent on the exact location of the sites. Some of the market towns and large villages which could see some level of growth are at medium to high risk of surface water flooding. Therefore, a potential but uncertain minor negative effect is identified for all growth options against **SA Objective 12: Flood Risk**.

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**4.42** The delivery of growth through Option 3 offers the opportunity to promote and deliver active travel alongside development. Option 3 proposes the majority of growth within the settlements adjoining Leicester urban area which are considered the most sustainable locations. This could increase congestion within these areas and demand on public transport networks, in particular buses. Some growth is proposed at the market towns and large villages which have access to public transport networks including buses and a train station at Market Harborough. Only a small proportion of growth is proposed within medium and small villages where residents are likely to be highly reliant on the private car. There may be opportunities to generate sustainable transport improvements to Leicester City through this option. Overall, mixed (significant positive and minor negative) effects are expected for all levels of growth against **SA Objective 13: Sustainable Travel**.

**4.43** As much of the development would be on the outskirts of settlements adjoining Leicester urban area and some growth on the outskirts of market towns and large villages there is the potential for negative effects on the character of nearby villages and increasing the risk of settlement coalescence. Option 3 proposes the highest level of growth at the settlements adjoining Leicester urban area which could have a negative impact on the green wedge. This could have a detrimental impact on the local landscape. However, the fact that very little rural development is proposed through this option may provide some protection to local rural character and reduce the impacts on the countryside. Therefore, a minor rather than significant negative effect is expected from the low growth option against **SA Objective 14: Landscape**. The medium and high growth options may result in a significant negative effect against **SA Objective 14: Landscape**. All effects are uncertain depending on where development is located and the design of new buildings.

## Option 4: Strategic Sites Focus

**Table 4.5: Summary of SA findings for Distribution Option 4 under each of the three growth options**

SA Objective	Low	Medium	High
SA1: Climatic Factors	+	+	+
SA2: Biodiversity and Geodiversity	+/?	+/?	--/+?
SA3: Resources	-?	?	?
SA4: Cultural Heritage	0?	0?	0?
SA5: Air	+/?	--/+	--/+
SA6: Health and Wellbeing	++/-	++/-	++/-
SA7: Social Inclusion	+	+	+
SA8: Services, Facilities and Education	++/-	++/-	++/-
SA9: Housing	+/?	++/-	++/-
SA10: Economic Growth	+	+	+
SA11: Waste	-	-	
SA12: Flood Risk	0?	0?	0?
SA13: Sustainable Travel	++	++	++
SA14: Landscape	-?	?	?

**4.44** Option 4 would deliver the majority of growth through strategic sites. The main focus of development is within sustainable locations where there should be good access to sustainable transport links, as well as jobs, services and facilities within closer proximity and requiring lower levels of car use. The strategic sites are generally located around the south and east of Leicester in

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areas which are close to and have good potential for sustainable transport connections to Leicester City. Therefore, minor positive effects are likely for all three growth options against **SA Objective 1: Climatic Factors**.

**4.45** The low growth option would deliver a lower level of growth and so would involve the least amount of land take up. Providing a higher level of growth through the medium and high growth options would involve more land take up and increase the likelihood of negative effects on biodiversity. The areas that would see growth through Option 4 have the potential to result in negative effects on North Kilworth LNR and a number of Local Wildlife Sites. However, less development within medium villages, small villages and other settlements which are more rural could reduce the potential for negative effects on biodiversity. Development of strategic sites may offer better opportunities to incorporate mitigation through habitat creation and biodiversity enhancements. Therefore, mixed effects (minor positive and minor negative) are expected in relation to the low and medium growth options, and mixed (minor positive and significant negative) effects are likely for the high growth option against **SA Objective 2: Biodiversity and Geodiversity**. However, the effects are uncertain until the specific sites are known.

**4.46** There is a lower concentration of historical assets to the south and east of Leicester, where the strategic sites are likely to be, which are less likely to be impacted by the large-scale growth in this area. This option would also deliver very limited growth in more rural areas such as the medium villages, small villages and other settlements and so would help to preserve the historic character of those villages and settlements. Option 4 is most likely to have the least impact on the setting and historical character within Harborough District. Overall, all growth options are likely to have negligible effects against **SA Objective 4: Cultural Heritage**, although effects will be uncertain depending on the location of development and its design.

**4.47** The approach through Option 4 would concentrate new development in areas that are already more densely populated, with the potential to increase traffic emissions, with a detrimental impact on air quality. In particular, the impact on the south and east of Leicester could be significant due to the majority of growth being proposed within these areas. However, delivering most

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development through strategic sites has the potential to reduce reliance on private vehicles, by giving residents greater choice of sustainable modes of transport. In addition, development in rural areas such as medium villages, small villages and other settlements where car dependency is likely to be high, is very limited under this option. Therefore, mixed (minor positive and significant negative) effects are expected for the medium and high growth options, and a mixed (minor positive and minor negative) effect for the low growth option against **SA Objective 5: Air**.

**4.48** Option 4 focuses development within strategic sites which lie on the edges of Leicester City where a range of services and facilities are available. The strategic sites provide the easiest access to services and facilities such as healthcare and open space which can have a positive impact on health and wellbeing and may offer good opportunities for walking and cycling. The potential delivery of strategic sites may offer good opportunities for delivering infrastructure such as healthcare provision and open space as part of the developments. However, this option will limit development within most of Harborough District including market towns, large villages, medium villages, small villages and other settlements, which could potentially exacerbate health inequalities in villages and settlements and impact on the viability of health services in these areas. Therefore, mixed effects (significant positive and minor negative) are likely for all growth options against **SA Objective 6: Health and Wellbeing**.

**4.49** Option 4 proposes to direct housing growth through strategic sites. All the growth options would meet at least the minimum level of housing need in Harborough District and should help to reduce housing-related deprivation and ensuring people have the opportunity to live in the area. In addition, there are added social benefits of meeting Leicester's unmet need close to Leicester city and where it is needed. Therefore, a minor positive effect is expected for all growth options against **SA Objective 7: Social Inclusion**.

**4.50** Any development through the strategic sites will likely lie on the outskirts of Leicester relying on the services and facilities within Leicester City Centre or in neighbouring adjoining authorities. Development in close proximity to larger towns and Leicester City offers the best opportunities for residents to access a



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wide range of services and facilities. The potential delivery of strategic sites may offer good opportunities for delivering new services and facilities as part of the developments such as schools, healthcare and open spaces. This will help ease the pressure of the new development on existing services. The limited amount of rural development (medium villages, small villages and other settlements) under this option would mean opportunities for supporting the viability of services within these villages and settlements are missed. Overall, mixed effects (significant positive and minor negative) have been identified for all growth levels in relation to **SA Objective 8: Services, Facilities and Education**.

**4.51** The medium and high growth options would represent a significant amount of new homes within Harborough District. The higher level of housing growth under either of these options should provide good opportunities for delivering a range of housing types and tenures but both options are considered to have significant positive effects as they would both deliver at least the minimum level of housing required. Development focused around the south and east of the Leicester through strategic sites offers the best opportunity to provide a mix of housing while delivering the required levels of affordable housing. However, there are uncertainties around timescales and how much development is deliverable to 2041. There are also long lead-in times to deliver homes through strategic sites which may make it difficult to maintain a supply of homes in the short and medium term. Option 4 will broaden the type and tenure of houses. However, this option will mean that there would be little growth within other settlements and housing growth will be concentrated to strategic sites. This option offers the lowest spread of growth. Overall, mixed (significant positive and minor negative) effects are likely for the medium and high growth options against **SA Objective 9: Housing** as they would meet the local housing need and contribute towards Leicester's unmet housing need. A mixed (minor positive and minor negative) effect is expected for the low growth option against **SA Objective 9: Housing** as it will not deliver enough homes to contribute towards Leicester's unmet housing need.

**4.52** Focusing a large proportion of growth through strategic sites adjoining the south and east of Leicester will mean residents won't have to commute as far to access employment opportunities. There will be opportunities to make use of



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sustainable forms of transport such as public transport to travel. Allocating a good proportion of growth to the south and east of Leicester will provide housing within close proximity of Leicester City with a larger variety of employment opportunities. There may also be the opportunity for economic growth as a result of any orbital link road or other strategic infrastructure delivered through the allocation of strategic sites. This could enhance the employment growth opportunities available to new residents. Overall, minor positive effects are expected for all growth options against **SA Objective 10: Economic Growth**.

**4.53** Option 4 focuses growth in areas that fall within Flood Zone 1 and are outside of the areas that are highly vulnerable to flood risk. Small parts of south east of Leicester are at medium to high risk of surface water flooding. Much of the surface water flooding in areas south east of Leicester are associated with watercourses. However, if a large proportion of growth is proposed at strategic sites to the south and east of Leicester, which is within a low risk of flooding, therefore it is unlikely that development will increase levels of flooding. However, this is dependent on the exact location of the sites. Therefore, a potential but uncertain negligible effect is identified against **SA Objective 11: Flood Risk**.

**4.54** Focusing the majority of the growth through the delivery of strategic sites could lead to higher levels of congestion within the towns and towards Leicester. However, there would be potential opportunities to deliver strategic infrastructure and improvements to existing infrastructure through this option. In addition, there could be enhancements to the public transport network and active travel routes through strategic development. This could help lower the impact on the road network as a result of development. Limited growth is proposed in areas that are heavily reliant on the private car such as medium villages, small villages and other settlements. Overall, significant positive effects are expected for all the growth options against **SA Objective 13: Sustainable Travel**.

**4.55** As much of the development would be to the south east of Leicester there is the potential for negative effects on the character of nearby villages and increasing the risk of settlement coalescence. This could have a detrimental

impact on the local landscape. However, limiting growth in rural areas (medium villages, small villages and other settlements) would reduce the chances of negative effects on the landscape in those areas. Therefore, a minor negative effect is expected from the low growth option, with the medium and high growth option will likely result in a significant negative effect against **SA Objective 14: Landscape**.

## Option 5: Market Town Focus

**Table 4.6: Summary of SA findings for Distribution Option 5 under each of the three growth options**

SA Objective	Low	Medium	High
SA1: Climatic Factors	+	+/	+/
SA2: Biodiversity and Geodiversity	-?	-?	?
SA3: Resources	-?	?	?
SA4: Cultural Heritage	-?	?	?
SA5: Air	+/	--/+	--/+
SA6: Health and Wellbeing	++/-	++/-	++/-
SA7: Social Inclusion	+/0	+	+
SA8: Services, Facilities and Education	++	++/-	++/-
SA9: Housing	+/	++/-	++/-
SA10: Economic Growth	+	+/	+/
SA11: Waste	-	-	
SA12: Flood Risk	-?	-?	-?
SA13: Sustainable Travel	+/	+/	+/

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SA Objective	Low	Medium	High
SA14: Landscape	-?	?	?

**4.56** Option 5 directs development within the market towns where there should be good access to sustainable transport links, as well as jobs, services and facilities within closer proximity and requiring lower levels of car use. However, it may be more challenging to orientate growth to existing settlement forms, delivering growth further away from town centres which could lead to a higher reliance on cars. In addition, concentrating a larger amount of growth within the market towns could lead to an increase in high levels of concentrated emissions being released. Therefore, mixed (minor negative and minor positive) effects are likely for the medium and high growth options with the low growth option expected to have a minor positive effect against **SA Objective 1: Climatic Factors**.

**4.57** The low growth option would involve the least amount of land take up. The medium and high growth options will involve more land take up and increase the likelihood of negative effects on biodiversity. The areas that would see growth through Option 5 mean there is potential to result in negative effects on the Great Bowden Borrowpit SSSI and a number of Local Wildlife Sites particularly through development at the market town of Market Harborough which could result in the take up of greenfield land. However, less rural development could reduce the likelihood of negative impacts on biodiversity. Therefore, minor negative effects are expected in relation to the low and medium growth options, and a significant negative effect for the high growth option against **SA Objective 2: Biodiversity and Geodiversity**. However, the effects are uncertain until the specific sites are known.

**4.58** Through Option 5, all of the development would be delivered at the market towns of Market Harborough and Lutterworth. Due to the high concentration of historical assets within Market Harborough and Lutterworth, particularly listed buildings, this level of development could have a significant impact on these assets and the character of Market Harborough and Lutterworth. Therefore, the medium and high growth options are likely to have significant negative effects, with a minor negative effect expected for the low growth option against **SA**

**Objective 4: Cultural Heritage**, although effects will be uncertain depending on exactly where development is located and how it is designed.

**4.59** Option 5 directs growth to the market towns, concentrating new development in areas of Harborough District that are most densely populated, with the potential to increase traffic emissions, with a detrimental impact on air quality. In particular, the impact on Market Harborough and Lutterworth could be significant due to high level of growth being proposed. However, concentrating most development in the market towns has the potential to reduce reliance on private vehicles, by giving residents greater choice of sustainable modes of transport. Therefore, mixed (minor positive and significant negative) effects are likely for the medium and high growth options and minor positive and minor negative effect is expected for the low growth option against **SA Objective 5: Air**.

**4.60** The distribution of growth proposed under Option 5 will continue to support the viability of existing services and facilities within town centres, including healthcare related facilities, by focusing new development in the market towns. Additionally, the market towns provide the easiest access to services and facilities such as healthcare and open space which can have a positive impact on health and wellbeing and may offer good opportunities for walking and cycling. However, directing all the growth to the market towns could result in existing services and facilities, in particular GP surgeries and dentists, becoming overcrowded. This option will also limit regeneration of smaller villages and settlements, potentially exacerbating health inequalities in rural areas. However, this will reduce the potential for services in smaller villages and settlements becoming overcrowded. Therefore, mixed (significant positive and minor negative) effects are likely for all growth options against **SA Objective 6: Health and Wellbeing**.

**4.61** All growth options would deliver at least the minimum level of housing need in Harborough District and should help to reduce housing-related deprivation and ensure people have the opportunity to live in the area. The low growth option will not provide the level of housing required to meet Leicester's unmet need. Therefore, minor positive effects are expected for the medium and

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high growth options, and a mixed (minor positive and negligible) effect for the low growth option against **SA Objective 7: Social Inclusion**.

**4.62** Option 5 proposes all the growth to the market towns offering the best accessibility to existing services and facilities. There may also be the opportunity to alleviate pressures on town centre services by providing services and facilities to the north of Market Harborough where most development is likely to be located. However, opportunities to support the viability of services within rural areas (medium villages, small villages and other settlements) will be lost through this option. Overall, mixed effects (significant positive and minor negative) have been identified for the medium and high growth options and a significant positive effect for the low growth option against **SA Objective 8: Services, Facilities and Education**.

**4.63** The high level of housing growth should provide good opportunities for delivering a range of housing types and tenures. Option 5 would see almost all the growth at the market towns meaning that there would be little growth within other settlements and housing growth will be concentrated to the market towns. This option will unlikely provide enough housing to meet the need in more rural areas such as medium villages, small villages and other settlements. This option will significantly impact on the level of housing growth across Harborough District. It would also be challenging to deliver the medium and high scales of growth by 2041 at the market towns. The medium and high growth options would deliver significantly more homes within Harborough District to meet the local housing need and contribute towards Leicester's unmet housing need and therefore, both options would therefore have mixed effects (significant positive and minor negative) against **SA Objective 9: Housing**. The low growth option would result in mixed effects (minor positive and minor negative) as it would only deliver enough homes to reflect the Council's local housing need against **SA Objective 9: Housing**.

**4.64** Focusing a large proportion of growth within the market towns will mean residents may not have to commute as far to access employment opportunities. However, within the market towns there are few potential employment sites to accompany the scale of housing growth proposed through this option. This could result in an imbalance of housing growth and employment growth. There

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will be opportunities to make use of sustainable forms of transport such as public transport to travel. Therefore, a minor positive effect is expected for the low growth option and mixed effects (minor positive and minor negative) for the medium and high growth options against **SA Objective 10: Economic Growth**.

**4.65** Option 5 focuses growth in mainly Flood Zone 1 and outside the areas highly vulnerable to flood risk. Parts of Market Harborough centre are at medium to high risk of surface water flooding which is mainly associated with the River Welland. As there is the potential for the majority of growth to be proposed in the market town of Market Harborough, there is a chance that development could increase the chances of surface water flooding. However, it is dependent on the exact location of the sites. Therefore, a potential but uncertain minor negative effect is identified for all growth options against **SA Objective 12: Flood Risk**.

**4.66** The delivery of growth through Option 5 offers the potential to promote and deliver active travel alongside development. Focusing all the growth within the market towns could lead to higher levels of congestion within these towns. There is also the potential for negative impacts on the A6 which runs past Market Harborough towards Leicester. However, Market Harborough does have a train station providing links to Leicester and London but proposing a very high level of growth towards Market Harborough could see public transport links going over capacity. There may be the potential to promote and deliver active travel alongside development. However, it would be difficult to achieve sustainable transport options between new sites on the edge of settlements and the existing town centres. Overall, mixed effects (positive and negative) are expected for all growth options against **SA Objective 13: Sustainable Travel**.

**4.67** As much of the development would be on the outskirts of the market towns there is the potential for negative effects on the character of nearby villages and increasing the risk of settlement coalescence. In particular, the Separation Area defined within the Lubenham Neighbourhood Plan is at risk as well as Separation Areas between Magna Park and Bitteswell near Lutterworth and between Market Harborough and Great Bowden. This could have a detrimental impact on the local landscape. Therefore, a minor negative effect is expected

from the low growth option with the medium and high growth options likely to result in significant negative effects against **SA Objective 14: Landscape**.

## Option 6: Large Village Focus

**Table 4.7: Summary of SA findings for Distribution Option 6 under each of the three growth options**

SA Objective	Low	Medium	High
SA1: Climatic Factors	-		
SA2: Biodiversity and Geodiversity	-?	?	?
SA3: Resources	-?	?	?
SA4: Cultural Heritage	-?	-?	-?
SA5: Air	-		
SA6: Health and Wellbeing	+/	+/	+/ ?
SA7: Social Inclusion	+/0	+	+
SA8: Services, Facilities and Education	+/	+/	+/
SA9: Housing	+/	++/-	++/-
SA10: Economic Growth	-	-	
SA11: Waste	-	-	
SA12: Flood Risk	-?	-?	-?
SA13: Sustainable Travel	+/	--/+	--/+
SA14: Landscape	-?	?	?



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**4.68** Option 6 proposes to deliver growth within the large villages, which are in less sustainable locations and likely to involve reliance on the private car which could increase greenhouse gas emissions. Therefore, significant negative effects are likely for the medium and high growth options against **SA1: Climatic Factors**. The low growth option is expected to have minor negative effects against **SA1: Climatic Factors**.

**4.69** The low growth option would result in less housing being delivered and so would involve the least amount of land take up. Providing a higher level of growth through the medium and high growth options would involve more land take up and increase the likelihood of negative effects on biodiversity. There are a number of Local Wildlife Sites within and around Broughton Astley which could be negatively affected by development through this option. A potential minor negative effect is identified for the low growth option, while potential significant negative effects are identified for the medium and high growth options against . However, the effects are uncertain until the specific sites are known.

**4.70** Through Option 6, development would likely be delivered in the large villages. Due to the high concentration of historical assets within Kibworth which is regarded as a large village, particularly Listed Buildings, this distribution of development could have a negative effect on these assets and the historic character of Kibworth. However, historical assets are more limited within the other large villages which could see development through this option. Therefore, all the growth options will result in a minor negative effect against **SA Objective 4: Cultural Heritage**, although effects will be uncertain depending on where development is located and how it is designed.

**4.71** Option 6 proposes to deliver development within the large villages. Concentrating development in the large villages could increase the reliance on private vehicles due to public transport options being likely to be more limited within the large villages. Therefore, minor negative effects are identified for the low growth option, while the medium and high growth options are likely to have significant negative effects in relation to **SA Objective 5: Air**.



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**4.72** The growth proposed under Option 6 would continue to support the viability of existing healthcare related facilities, by focusing new development in the large villages. The high level of growth proposed within the large villages will help support the services within these areas. This is particularly important as the large villages act as a service centre for lower order settlements. However, due to the size of large villages, the availability of services and facilities will likely not be as extensive as within market towns. Therefore, mixed (minor positive and minor negative) effects are expected for all three levels of growth against **SA Objective 6: Health and Wellbeing** although there is uncertainty attached to the higher growth option as there is more potential for existing facilities to risk being overloaded.

**4.73** Development within in the main urban centres will have a positive effect on these areas by offering good quality housing, regeneration opportunities and lowering levels of deprivation. All growth options would meet at least the minimum level of housing need in Harborough District and should help to reduce housing-related deprivation and ensure people have the opportunity to live in the area. However, the low growth option will not provide the level of housing required to meet Leicester's unmet need. Therefore, minor positive effects are expected for the medium and high growth options and a mixed (minor positive and negligible) effect for the low growth option against **SA Objective 7: Social Inclusion**.

**4.74** Option 6 proposes growth within the large villages. This will offer accessibility to existing services and facilities and also support the delivery of new services and facilities within sustainable locations. The high level of growth proposed within the large villages will help support the services within these areas. This is particularly important as the large villages act as a service centre for lower order settlements. However, due to the size of large villages, the scale and variety of services and facilities available will be less than within market towns. Overall, mixed (minor positive and minor negative) effects have been identified for all growth options against **SA Objective 8: Services, Facilities and Education**.

**4.75** The medium and high growth options would represent a significant amount of new homes within Harborough District. The higher level of housing growth

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under either of these options should provide good opportunities for delivering a range of housing types and tenures but both options are considered to have significant positive effects as they would both deliver at least the minimum level of housing required. Option 6 would broaden the type and tenure of houses in large villages. However, this option will mean that there would be little growth within other settlements and housing growth will be concentrated to large villages. This option offers a low spread of growth. The medium and high growth options would deliver enough homes to meet the local housing need and contribute towards Leicester's unmet housing need and therefore, both options would have mixed (significant positive and minor negative) effects against **SA Objective 9: Housing**. The low growth option would result in mixed (minor positive and minor negative) effect against **SA Objective 9: Housing** as it will only deliver enough homes to reflect the Council's local housing need.

**4.76** Focusing growth within the large villages could result in limited access to employment opportunities and there is not likely to be the economic growth to match housing growth. This will result in a higher level of commuting, likely relying on the private car. Overall, minor negative effects are expected for the low and medium growth options against **SA Objective 10: Economic Growth**. The high growth option will likely result in a minor negative effect against **SA Objective 10: Economic Growth**.

**4.77** Option 6 focuses growth in areas that fall within Flood Zone 1 and are outside of the areas that are more vulnerable to flood risk. Parts of the large villages of Broughton Astley and Kibworth are at medium to high risk of surface water flooding. In particular, there is a large area at risk of surface water flooding to the south east of Kibworth. Given that all of the growth through Option 6 is likely at the large villages there is a potential for development to increase levels of surface water flooding. However, it is dependent on the exact location of the sites. Therefore, a potential but uncertain minor negative effect is identified for all three growth options in relation to **SA Objective 12: Flood Risk**.

**4.78** Option 6 could increase congestion within the large villages and demand on public transport networks. However, there are bus routes through the large villages but generally public transport is more limited than within the market

towns. A high level of growth within the large villages, means that growth in these areas is likely to be heavily reliant on the private car particularly due to the increased travel distances to higher order services in Market Towns and Leicester City. The high growth option could result in more private vehicles using the roads and out commuting for jobs. The low and medium growth options should mean that housing growth will align better with economic growth and so shouldn't result in significant levels of in or out commuting via car. Overall, mixed effects (positive and negative) are expected for the three levels of growth against **SA Objective 13: Sustainable Travel**. Due to the higher level of growth proposed under the medium and high growth option, the negative effect is expected to be significant.

**4.79** As much of the development would be on the outskirts of the large villages, there is the potential for negative effects on the character of nearby villages and increasing the risk of settlement coalescence. This could have a detrimental impact on the local landscape particularly due to the higher level of growth proposed in rural areas. Therefore, a minor negative effect is expected from the low growth option against **SA Objective 14: Landscape**. The medium and high growth options will likely result in significant negative effects against **SA Objective 14: Landscape**. All effects are uncertain depending on where development is located and its design.

## Summary

### **SA Objective 1: Climatic Factors**

**4.80** Options 3-6 promote growth within the most sustainable locations where development is more likely to be located close to public transport and employment opportunities. The high growth option will likely result in more people using private vehicles and development is more likely to be orientated away from town centres to deliver the number of houses that are required under this growth option. Options 1, 2 and 5 are all expected to have negative effects on this SA objective as they could result in the reliance of the private vehicles which could increase transport related emissions. Option 6 performs most

poorly as this option proposes a high level of growth within the large villages which have limited access to public transport and so could result in a higher reliance on private vehicles.

## **SA Objective 2: Biodiversity and Geodiversity**

**4.81** Development proposed through all the growth options will likely result in the development of greenfield land which could negatively impact local biodiversity and geodiversity. Option 4 performs best and will likely result in mixed effects because the delivery of strategic sites at the south and east of Leicester could lead to potential opportunities for mitigation.

## **SA Objective 3: Resources**

**4.82** Overall, all the options are expected to have negative effects on this SA Objective. This is due to the lack of brownfield land available to be developed meaning that the majority of the growth proposed through each option will result in a high level of greenfield development particularly on the outskirts of towns, villages and settlements.

## **SA Objective 4: Cultural Heritage**

**4.83** Overall, the majority of the options are expected to have negative effects due to the high concentration of historical assets across Harborough District, particularly Listed Buildings. Option 4 proposes development through strategic sites and therefore, performs the best due to a lower concentration of historical assets within the south and east of Leicester that are less likely to be impacted by development.

## **SA Objective 5: Air**

**4.84** Options 1, 2, 3, 4 and 5 would locate a high level of growth within the most sustainable locations; however significant levels of development are proposed within market towns, settlements adjoining Leicester urban area and strategic sites at the south and east of Leicester which could have negative impacts on local air quality within these densely populated areas. Option 6 performs the most poorly as it proposes a large portion of growth within large villages which have limited access to public transport and so is likely to increase reliance on the private vehicle. This could have negative effects on air quality.

## **SA Objective 6: Health and Wellbeing**

**4.85** Option 1 performs the best as it would provide a spread of growth in locations where health services are easily available without overcrowding these services. This spread of growth through this option will prevent health services becoming overcrowded in specific locations. Options 3, 4 and 5 will also perform well as they support development through strategic sites and within market towns and settlements adjoining Leicester urban area where there is access to a large variety of health services, particularly sites in close proximity to Leicester city. Option 6 performs the least well as it proposes a high level of growth at large villages where there is likely to be less good access to services and facilities that support health and wellbeing. Therefore, there could be a lack of health services to meet demand.

## **SA Objective 7: Social Inclusion**

**4.86** Option 4 performs the best as it supports the most growth within Market Harborough where the highest levels of deprivation are concentrated. However, the low growth option may not provide enough growth to support the achievement of this objective.

## **SA Objective 8: Services, Facilities and Education**

**4.87** All the spatial and growth options will help support the viability and vitality of towns and villages across Harborough District. Option 2 performs most poorly as it proposes the highest level of growth at the rural parts of Harborough District where services and facilities are limited and most likely to be over capacity. Options 4 and 5 propose the most growth within market towns and at the strategic sites at the south and east of Leicester which have the best accessibility to services and facilities. In addition, Option 1 proposes a spread of growth aligning services and facilities with housing growth while reducing the risk of services and facilities becoming overcrowded in certain areas.

## **SA Objective 9: Housing**

**4.88** Options 1 and 2 propose development within sustainable locations with a good spread of growth across Harborough. This will provide a greater variety and choice of sites compared to the other spatial options.

## **SA Objective 10: Economic Growth**

**4.89** Option 4 performs the best as it proposes development through strategic sites which will likely be located within the south and east of Leicester. These sites will offer the best access to employment opportunities and public transport links. Options 1, 2, 3 and 5 propose high levels of growth within market towns, the large villages and settlements adjoining Leicester urban area. These areas are all located close to employment opportunities, which should reduce the levels of out commuting. Option 6 performs the least well as it proposes the majority of growth at large villages which will result in higher levels of out commuting as there are few employment opportunities available within these villages.

## **SA Objective 11: Waste**

**4.90** Negative effects are expected for all growth options as any development will likely increase the total level of household waste generated within the District. However, the high growth option will likely result in a higher level of waste produced. The spatial growth options will not influence this SA objective.

## **SA Objective 12: Flood Risk**

**4.91** Option 4 performs the best as it proposes a high level of growth within the strategic sites at the south and east of Leicester which are at a low risk of flooding, including from surface water flooding. The remaining options are expected to have minor negative effects due to the higher levels of growth proposed within market towns and the large villages which are at a medium to high risk of surface water flooding.

## **SA Objective 13: Sustainable Travel**

**4.92** Option 4 performs the best against this objective as it proposes development within strategic sites which will be likely located within the south and east of Leicester close to public transport links. There is also the potential for opportunities to enhance active travel routes and the existing public transport network through the development of strategic sites. Option 6 performs the least well as it proposes a high level of growth within the large villages which do not have as good an access to employment opportunities and public transport networks. This could increase the length of journeys made by private vehicle. Options 1, 2, 3, and 4 propose development within sustainable locations which will likely have access to public transport links and therefore, perform positively against this SA objective.



## SA Objective 14: Landscape

**4.93** All options are expected to perform negatively against this SA objective as they will result in extensive new development. Option 2 performs least well due to the high level of growth proposed within the rural parts (medium villages, small villages and other settlements) of Harborough District and at the large villages which could impact the character of these villages and settlements and risk coalescence of settlements. In terms of the growth options, the medium and high levels of growth are expected to have more significant negative effects due to the likelihood of a higher level of development that could impact the landscape and increase the risk of settlement coalescence.

### Summary of SA findings by growth option

**4.94** Tables 4.8, 4.9 and 4.10 summarise the SA findings for the housing options by growth option (low, medium and high). The findings are the same as those reported above but are presented for each growth option separately for clarity.

### Low Growth option

**Table 4.2: Summary of SA findings for the Low Growth option under each of the six distribution options**

SA Objective	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
SA1	+/	+/	+	+	+	+/
SA2	-?	-?	-/0?	+/ ?	-?	-?
SA3	-?	-?	-?	-?	-?	-?



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SA Objective	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
SA4	-?	-?	-?	-?	-?	-?
SA5	+/	+/	+/	+/	+/	+/
SA6	++	+/	++/-	++/-	++/-	++
SA7	+/0	+/0	+/0	+	+/0	+/0
SA8	+	+/	+/	++/-	++	+
SA9	+	+	+	+/	+/	+
SA10	+/	+/	+	+	+	+/
SA11	-	-	-	-	-	-
SA12	-?	-?	-?	0?	-?	-?
SA13	+/	+/	++/-	++	+/	+/
SA14	-?	?	-?	-?	-?	-?

**4.95** New development will generate new demands for energy which could lead to an increase in greenhouse gas emissions. The low growth option will result in negative effects as a result of increased greenhouse emissions under all distribution options, but this is likely to be less significant than under the medium and high growth options.

**4.96** The low growth option is expected to result in the least take up of greenfield land due to less housing being delivered. However, some negative effects on biodiversity and local landscape are expected due to the development of greenfield land. Due to the high concentration of historical assets within Market Harborough and Lutterworth in particular, there could be negative effects from all of the distribution options. However, the negative effects are not expected to be as significant as under the medium and high growth scenarios, due to the lower level of housing delivery.

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**4.97** The low growth option will not provide the level of housing required to meet Leicester's unmet need. This could impact on the ability to provide a wider variety of homes to meet needs within Harborough District. Therefore, the low growth option is likely to result in less significant positive effects on the social SA objectives than the medium and high growth options. However, the low growth option is likely to better align with economic growth and therefore could reduce the potential for commuting longer distances in and out of Harborough. This minimises the negative effects associated with Options 3 and 4 which propose growth near the main centres in Harborough District and Leicester City.

**4.98** New development at any scale will likely increase the use of the private vehicle and congestion levels. Due to the lower level of growth proposed this is not likely to be as significant under the low growth option compared to the medium and high growth options. All six spatial options propose some level of growth within the main centres in Harborough District, offering the opportunity to take advantage of sustainable transport modes. Option 3 and 4 offer the best opportunities to take advantage of sustainable transport modes by supporting development near the main centres and Leicester City. The low growth option is likely to burden public transport the least, in relation to all spatial options, compared to the medium and high growth options.

**4.99** The low growth option is also likely to burden services and facilities the least. However, the low growth option may not support enough housing growth to help sustain services, particularly within rural areas. This has the potential to result in negative effects for spatial options 2 and 3 in particular, due to the distribution of growth proposed.

**4.100** New development will result in the generation of waste, both during construction and operation. The low growth option involves the lowest delivery of housing, however, development will result in some level of waste generation. This is not expected to be significant for the low growth option under any of the spatial options.

**4.101** The majority of Harborough District falls within Flood Zone 1 but there are some areas of Flood Zone 2 and 3. The lower level of growth could still increase

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the level of surface water run off through development, but this is not likely to be significant. Option 4 is expected to have the least negative effects under the low growth option as the majority of growth is proposed on land that falls within Flood Zone 1.

## Medium Growth option

**Table 4.3: Summary of SA findings for the Medium Growth Option under each of the six distribution options**

SA Objective	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
SA1	--/+	--/+	+	+	+/	--/+
SA2	?	?	-?	+/ ?	-?	?
SA3	?	?	?	?	?	?
SA4	?	?	?	-?	?	?
SA5	--/+	--/+	--/+	--/+	--/+	--/+
SA6	++	--/+	++/-	++/-	++/-	++
SA7	+	+	+	++	+	+
SA8	+	--/+	+/	++/-	++/-	+
SA9	++	++	++	++/-	++/-	++
SA10	+/	+/	+/	+	+/	+/
SA11		-	-	-	-	
SA12	-?	-?	-?	0?	-?	-?
SA13	+/	--/+	++/-	++	+/	+/
SA14	?	?	?	?	?	?

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**4.102** New development will generate new demands for energy which could lead to an increase in greenhouse gas emissions. The medium growth option will likely result in a significant increase in greenhouse gas emissions under all spatial options, as a result of delivering more than the Council's Local Housing Need. This level of growth will also result in the take up of more land than the low growth option. Therefore, the medium growth option could result in more significant negative effects on biodiversity and the local landscape.

**4.103** Due to the high concentration of historical assets within Market Harborough and Lutterworth, the medium growth option could have negative effects on these assets and the historic character of Market Harborough and Lutterworth. This is likely to be significant for all six spatial options as they all propose some level of growth within Market Harborough. However, Option 4 proposes the least growth in Market Harborough and therefore the negative effects are likely to be less significant.

**4.104** The medium growth option proposes to deliver more than the Council's Local Housing Need which will likely significantly increase the use of the private vehicles and congestion levels. All six spatial options propose some level of growth within the main centres in Harborough District, offering the opportunity to take advantage of sustainable transport modes. Proposing a slightly lower level of growth than the high growth option will likely put less burden on public transport compared to that option, but more compared to the low growth option. However, the medium growth option is likely to result in significant negative effects for Option 2 due to the spread of growth proposed.

**4.105** The medium growth option is likely to deliver the level of housing required which could support regeneration and offer a wider variety of good quality homes. However, the medium growth option could result in the delivery of too much housing that does not align with economic growth but this is not expected to be as significant as the high growth option. Spatial options 1, 2 and 6 propose the largest spread of growth and therefore there is the potential for negative effects due to higher commuting levels.

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**4.106** The medium growth option could add significant pressure onto existing services and facilities. On the other hand, a good level of growth may help sustain struggling services particularly in rural areas. The dispersed nature of the growth proposed through Option 2 could make it more challenging to support increased capacity at services and facilities as a result of the medium growth option.

**4.107** New development will result in the generation of waste, both during construction and operation. The medium growth option supports the lowest delivery in housing, however, development will result in some level of waste generation. This is not expected to be significant for the medium growth option.

**4.108** The majority of Harborough District falls within Flood Zone 1 but there are some areas of Flood Zone 2 and 3. The medium level of growth could increase the level of surface water run off through development but this is not likely to be significant. Option 4 is expected to have the least negative effects under the medium growth option as the majority of growth is proposed on land that falls within Flood Zone 1.

**High growth option**

**Table 4.4: Summary of SA Findings for the Low Growth option under each of the six distribution options**

SA Objective	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
SA1	--/+	--/+	+	+	+/	--/+
SA2	?	?	?	--/+?	?	?
SA3	?	?	?	?	?	?
SA4	?	?	?	-?	?	?
SA5	--/+	--/+	--/+	--/+	--/+	--/+

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SA Objective	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
SA6	++?	--/+	++/-	++/-	++/-	++?
SA7	+	+	+	++	+	+
SA8	+/	--/+	+/	++/-	++/-	+/
SA9	++	++	++	++/-	++/-	++
SA10	--/+	--/+	+/	+	+/	--/+
SA11						
SA12	-?	-?	-?	0?	-?	-?
SA13	--/+	--/+	++/-	++	+/	--/+
SA14	?	?	?	?	?	?

**4.109** New development will generate new demands for energy which could lead to an increase in greenhouse gas emissions. The high growth option is likely to result in the most significant increase in greenhouse gas emissions by proposing a higher level of housing delivery, consequently, having a negative effect under all six spatial options. Significant negative effects are also expected in relation to biodiversity, resources and landscape. The high growth option will result in the highest take up of land through the delivery of more housing. Given the rural nature of Harborough District this could result in a greater loss of greenfield land, impacting local landscape and biodiversity.

**4.110** Due to the high concentration of historical assets within Market Harborough and Lutterworth, the high growth option could have a significant effect on these assets and the historic character of Market Harborough and Lutterworth. This is likely to be significant for all six spatial options as they all propose some level of growth within Market Harborough and areas with a high concentration of historical assets. However, Option 4 proposes the least growth in Market Harborough and therefore the negative effects are likely to be less significant.

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**4.111** The high growth option proposes to deliver a significant level of housing which will likely significantly increase the use of private vehicles and congestion levels. All six spatial options propose some level of growth within the main centres in Harborough District, offering the opportunity to take advantage of sustainable transport modes. However, the high growth option is likely to result in significant negative effects for Option 1, 2 and 6 where a spread of growth is proposed, and there may be fewer opportunities to take advantage of sustainable modes of transport.

**4.112** The high growth option offers the potential for investment into services and facilities to support the increased demand from new housing. The high growth option could have a significant impact under Option 2 as a higher level of growth is proposed within rural areas which could overburden limited services. A high level of growth proposed through Options 3-5 may not be significant enough to support rural services and facilities.

**4.113** The high growth option would deliver the level of housing required which could support regeneration and offer a wider variety of good quality homes. However, the high growth option could result in the delivery of too much housing that does not align with economic growth. This would be most significant under Options 1, 2 and 6 where there is a larger spread of growth and more growth in rural areas which could increase commuting levels.

**4.114** New development will result in the generation of waste, both during construction and operation. The high growth option supports the delivery of more housing and therefore will result in a larger quantity of waste being produced under all spatial options.

**4.115** The majority of Harborough District falls within Flood Zone 1 but there are some areas of Flood Zone 2 and 3. The high level of growth could increase the level of surface water run off from development, but this is not likely to be significant. Option 4 is expected to have the least negative effects under the high growth option as the majority of growth is proposed on land that falls within Flood Zone 1.



## SA Findings for the Employment Options

### Employment Options

**4.116** Three broad options for the distribution of the employment growth have been appraised:

- Option 1: Intensifying the density of employment uses in existing employment areas, in appropriate and sustainable locations. This option focuses on making more efficient use of land and recognises the marginal viability of employment development in Harborough District.
- Option 2: Continue with the current approach of focusing new employment land in the District's main economic centres (Market Harborough/Lutterworth) and larger sustainable settlements. This would concentrate growth in our most sustainable settlements which accommodate or are most accessible to the resident workforce.
- Option 3: Align new employment land provision with areas of significant housing growth. This would achieve a balance of jobs and homes in areas of significant growth, be that settlements or strategic sites.

**4.117** Each of these three options has been considered in the context of two alternative levels of growth:

- Option B – Medium Growth: Adopt a longer-term approach and allocate additional land for employment to maintain a flexible supply and support sustainable development.
- Option C – High Growth: Plan for greater growth to meet any enhanced economic aspirations or regeneration priorities for the District.

**4.118** The following employment growth option was considered separately to the distribution options, as the option proposed to make no allocations.

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- Option A – Low Growth: Make no additional allocations of employment land in Harborough District.

**4.119** The options perform similarly in relation to a number of the SA objectives and these effects are summarised below. The specific effects of the options are then described below.

**4.120** Providing employment growth under the medium and high growth options will help lower levels of deprivation, in particular income and employment, through providing more employment opportunities. The high growth option, which plans for greater growth, will offer the largest variety of job opportunities and will also encourage people to work and live within Harborough District. Therefore, a minor positive effect is expected for the medium growth option and significant positive effect for the high growth option for all spatial options against **SA Objective 7: Social Inclusion**.

**4.121** Commercial and industrial uses can generate significant levels of waste, depending on the nature of operations. The medium and high growth options propose to increase employment growth and therefore will likely result in a higher level of waste produced. However, a higher level of employment growth may support investment in recycling capacity. Overall a minor negative effect is likely for the medium and high growth options for **SA Objective 11: Waste**.

**4.122** Negligible effects are expected against **SA Objective 6: Health and Wellbeing**, **SA Objective 8: Services, Facilities and Education** and **SA Objective 9: Housing** for all spatial options.

## Option 1: Intensifying the Density of Employment Uses in Existing Employment Areas, in Appropriate and Sustainable Locations

**Table 4.11: Summary of SA findings for Option 1 under medium and high growth options**

SA Objective	Medium	High
SA1: Climatic Factors	+/ ?	+/ ?
SA2: Biodiversity and Geodiversity	0	0
SA3: Resources	-	-
SA4: Cultural Heritage	0?	0?
SA5: Air	-?	-?
SA6: Health and Wellbeing	0	0
SA7: Social Inclusion	+	++
SA8: Services, Facilities and Education	0	0
SA9: Housing	0	0
SA10: Economic Growth	+	+
SA11: Waste	-	-
SA12: Flood Risk	-?	-?
SA13: Sustainable Travel	+/ ?	+/ ?
SA14: Landscape	0	0

**4.123** Option 1 will focus employment provision within existing employment areas that are appropriate and within sustainable locations. The existing employment areas will likely be in established industrial and business parks and may have existing transport links which could include public transport. However, the growth proposed through the medium and high growth options will likely result in increased car use for commuting. Therefore, mixed effects (minor positive and minor negative) are expected for the medium and high growth options against **SA Objective 1: Climatic Factors**. The effects are uncertain until the specific sites and the employment areas are known.

**4.124** Any growth proposed through the medium and high growth options is unlikely to result in the take up of greenfield land as development would be accommodated within existing employment areas. However, accommodating growth within existing employment areas could be challenging particularly through the medium and high growth options. The construction and operation of new employment generating uses will increase the demand for water, raw materials and energy in Harborough. The medium and high growth options will result in minor negative effects against **SA Objective 3: Resources** due to the use of resources in construction.

**4.125** Any growth proposed through the medium and high growth options is unlikely to result in negative impacts on historical assets as development would be accommodated within existing employment areas. Negligible effects are therefore also expected for the medium and high growth options against **SA Objective 4: Cultural Heritage**. However, effects are uncertain until the location of sites is known.

**4.126** There is potential for the construction and operation of employment uses (depending on the type of use) to impact negatively on air quality. Uses that generate a significant number of trips by both cars and HGVs, will result in localised air quality impacts. However, providing employment opportunities within existing employment areas and in sustainable locations may result in new employment uses complementing existing uses and allow maximise opportunities for public transport to be used for commuting where possible. Minor negative effects are expected for the medium and high growth options against **SA Objective 5: Air**. Effects are to some extent uncertain as they will

## Chapter 4 Sustainability Appraisal Findings for the Strategic and Growth Options

depend on the particular location of employment sites and their proximity to existing areas of poor air quality and the AQMA.

**4.127** Employment-creating uses have potential to result in negative effects on people's health and wellbeing during the construction stages of development, with increased traffic congestion and increased air pollution, as well as construction dust, noise and odour. Some employment uses may also generate noise and odour problems. However, such effects will depend on the location of specific sites and it is assumed that sites would be built using good construction techniques. Therefore, negligible effects are expected for the two options against **SA Objective 6: Health and Wellbeing**.

**4.128** Option 1 will ensure employment is provided within appropriate and sustainable locations. There may also be the opportunity for existing employment uses to complement new employment uses. The medium and high growth options support the allocation of employment land, providing opportunities for new jobs and supporting economic growth within Harborough. The high growth option plans for greater growth and would provide the largest variety of employment opportunities and so is likely to have a significant positive effect against **SA Objective 10: Economic Growth**. The medium growth option would also have a minor positive effect against **SA Objective 10: Economic Growth**.

**4.129** The majority of Harborough District falls within Flood Zone 1. It is unclear which existing employment areas may be intensified, although the majority of large employment areas are located near Market Harborough and Lutterworth. Parts of the employment areas around Market Harborough are at medium to high risk of surface water flooding which is mainly associated with the River Welland. Therefore, there is a chance that development could increase the chances of surface water flooding. However, it is dependent on the exact location of the sites. Therefore, a potential but uncertain minor negative effect is identified for the medium and high growth options in relation to **SA Objective 12: Flood Risk**.

**4.130** Depending on the location of existing employment sites, the workforce may be able to take advantage of sustainable transport options reducing the pressure on roads within Harborough District. Given that the medium and high growth options propose to allocate additional land for employment, they are likely to have an impact on the road network and potential mixed effects (minor positive and minor negative) are identified for those options against **SA Objective 13: Sustainable Travel**. However, the effects are uncertain until the location of the sites is known.

**4.131** Negligible effects are expected against **SA Objective 2: Biodiversity and Geodiversity** and **SA Objective 14: Landscape**.

## Option 2: Continue with the Current Approach of Focusing New Employment Land in the District’s Main Economic Centres (Market Harborough/Lutterworth) and Larger Sustainable Settlements

**Table 4.12: Summary of SA findings for Option 2 under medium and high growth options**

SA Objective	Medium	High
SA1: Climatic Factors	+/ ?	+/ ?
SA2: Biodiversity and Geodiversity	-?	-?
SA3: Resources	-	-
SA4: Cultural Heritage	-?	-?
SA5: Air	-?	-?

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SA Objective	Medium	High
SA6: Health and Wellbeing	0	0
SA7: Social Inclusion	+	++
SA8: Services, Facilities and Education	0	0
SA9: Housing	0	0
SA10: Economic Growth	+	+
SA11: Waste	-	-
SA12: Flood Risk	-?	-?
SA13: Sustainable Travel	+	+
SA14: Landscape	-?	-?

**4.132** Option 2 provides most growth within sustainable locations where there should be good access to sustainable transport links and requiring lower levels of car use. However, unless the growth is proposed within the central parts of these towns then development will likely be on the outskirts which is further from the town centres and could still lead to higher reliance on cars, if development is on the outskirts. Therefore, mixed effects (minor positive and minor negative) are expected for the medium and high growth options against **SA Objective 1: Climatic Factors**. The effects are uncertain until the specific sites and the employment areas are known.

**4.133** Option 2 is likely to require the take up of additional land for development in those areas. Any growth proposed through Options B and C could result in negative impacts on biodiversity or wildlife habitats as a result of new development. Misterton Marshes SSSI could be further impacted by development around Lutterworth as well as a LNR which could be negatively affected by development. There is also potential for negative impacts on Great Bowden Borrowpit SSSI. Therefore, minor negative effects are expected for the medium and high growth options in relation to **SA Objective 2: Biodiversity and Geodiversity**. These effects are uncertain as they are dependent on the location of new development.



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**4.134** Option 2 will would focus employment land in the main economic centres (Market Harborough and Lutterworth) and larger sustainable settlements. Therefore, this option is likely to require the take up of additional land for development which could include greenfield land. There may be some opportunities for the take up of brownfield land in Market Harborough but given the limited brownfield sites available this is not considered likely. Any growth proposed through the medium and high growth options is likely to result in the loss of greenfield land to new development. The construction and operation of new employment generating uses will also increase the demand for water, raw materials and energy in Harborough. The medium and high growth options will therefore result in minor negative effects against **SA Objective 3: Resources**.

**4.135** Due to the high concentration of historical assets within Market Harborough and, Lutterworth, particularly Listed Buildings, this distribution of development could have a negative effect on these assets and the historic character of Market Harborough and Lutterworth. Therefore, any growth proposed through the medium and high growth options is likely to result in minor negative effects against **SA Objective 4: Cultural Heritage**. However, the effects are is uncertain until the location of the sites are known.

**4.136** There is potential for the construction and operation of employment uses (depending on the type of use) to impact negatively on air quality. Uses that generate a significant number of trips by both cars and HGVs, will result in localised air quality impacts. However, providing employment opportunities within main economic centres and in larger sustainable settlements may result in new employment uses complementing existing uses and allow opportunities for greater use of public transport to be used where possible. Minor negative effects are therefore expected for the medium and high growth options in relation to **SA Objective 5: Air**. Effects are to some extent uncertain as they will depend on the particular location of employment sites and their proximity to existing areas of poor air quality.

**4.137** Employment generating uses have potential to result in negative effects on people's health and wellbeing during the construction stages of development, with increased traffic congestion and increased air pollution, as well as construction dust, noise and odour. Some employment uses may also

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generate noise and odour problems. However, such effects will depend on the location of specific sites and it is assumed that sites would be built using good construction techniques. Therefore, negligible effects are expected for the two options against **SA Objective 6: Health and Wellbeing**.

**4.138** Option 2 proposes to focus new employment land within the main economic centres and larger sustainable settlements. This will provide employment opportunities in more accessible locations. The medium and high growth options support the allocation of employment land providing opportunities for new jobs and supporting economic growth within Harborough. The high growth option plans for greater growth and would provide the largest variety of employment opportunities and so is likely to have a significant positive effect against **SA Objective 10: Economic Growth**. The medium growth option would also have a significant minor positive effect against **SA Objective 10: Economic Growth**.

**4.139** Option 2 focuses new employment land in Market Harborough and Lutterworth and larger sustainable settlements. The majority of these areas fall within Flood Zone 1 and outside the areas highly vulnerable to flood risk. Parts of Market Harborough centre are at medium to high risk of surface water flooding which is mainly associated with the River Welland. Therefore, there is a chance that development could increase the chances of surface water flooding. However, it is dependent on the exact location of the sites. Therefore, a potential but uncertain minor negative effect is identified for growth both the medium and high growth options in relation to **SA Objective 12: Flood Risk**.

**4.140** Option 2 will focus employment growth to at the most sustainable locations where there is access to public transport links. Market Harborough has a train station with links to Leicester and London. Lutterworth also has a variety of bus routes passing through the town. The medium and high growth options propose to allocate additional land for employment. Therefore, minor positive effects are expected for the medium and high growth options against **SA Objective 13: Sustainable Travel**.

**4.141** Allocating employment land growth sites through the medium and high growth options could result in adverse effects on local landscape character and the quality of landscape. Depending on the scale of development and the specific location of employment sites, effects could be relatively localised or much further reaching. Therefore, there is a degree of uncertainty until the employment site locations are known. Uncertain minor negative effects are therefore identified for the medium and high growth options against **SA Objective 14: Landscape**.

### Option 3: Align New Employment Land Provision with Areas of Significant Housing Growth

**Table 4.13: Summary of SA findings for Option 3 under medium and high growth options**

SA Objective	Medium	High
SA1: Climatic Factors	+/ ?	+/ ?
SA2: Biodiversity and Geodiversity	-?	-?
SA3: Resources	-?	-?
SA4: Cultural Heritage	-?	-?
SA5: Air	+/ ?	+/ ?
SA6: Health and Wellbeing	0	0
SA7: Social Inclusion	+	++
SA8: Services, Facilities and Education	0	0
SA9: Housing	0	0
SA10: Economic Growth	+	++

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SA Objective	Medium	High
SA11: Waste	-	-
SA12: Flood Risk	-?	-?
SA13: Sustainable Travel	+/?	+/?
SA14: Landscape	-?	-?

**4.142** Option 3 will would align employment land provision with areas of significant housing growth. This approach would will help reduce commuting journey times and reliance on the car for commuting, allowing more people to walk or cycle shorter distances to work. In addition, there may be opportunities for public sustainable transport link enhancements through the creation of mixed use development. However, the growth proposed through the medium and high growth options will likely result in some level of increased car use. Therefore, mixed effects (minor positive and minor negative) are expected for the medium and high growth option against **SA Objective 1: Climatic Factors**. The effects are uncertain until the specific sites and the employment areas are known.

**4.143** Option 3 would likely to require the take up of additional land for development. Any growth proposed through the medium and high growth option could result in negative impacts on biodiversity or wildlife habitats as a result of new development. Therefore, minor negative effects are expected for the medium and high growth options against **SA Objective 2: Biodiversity and Geodiversity**. These effects are uncertain as they are dependent on the location of new development. Any growth proposed through the medium and high growth options is likely to result in the loss of greenfield land to new development, which may be high quality agricultural land. The construction and operation of new employment generating uses will also increase the demand for water, raw materials and energy in Harborough. The medium and high growth options will therefore result in uncertain minor negative effects for **SA Objective 3: Resources**.

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**4.144** Option 3 would result in negative impacts on historical assets due to the high concentration of these assets across Harborough. Therefore, any growth proposed through the medium and high growth options could likely to result in negative impacts effects on historical assets resulting in minor negative effects against **SA Objective 4: Cultural Heritage**. However, the effects are uncertain until the location of the sites are known.

**4.145** Aligning employment land provision with areas of significant housing growth could reduce commuting distances, lowering car vehicle-related emissions. Mixed (minor positive and minor negative) effects are therefore expected for the medium and high growth options against **SA Objective 5: Air**. Effects are to some extent uncertain as they will depend on the particular location of employment sites and their proximity to existing areas of poor air quality.

**4.146** Employment-creating uses have potential to result in negative effects on people's health and wellbeing during the construction stages of development, with increased traffic congestion and increased air pollution, as well as construction dust, noise and odour. Some employment uses may also generate noise and odour problems. However, such effects will depend on the location of specific sites and it is assumed that sites would be built using good construction techniques. Therefore, negligible effects are expected for the two growth options against **SA Objective 6: Services, Facilities and Education**.

**4.147** Option 3 proposes to align employment land provision with areas of significant housing growth. This will reduce commuting times and provide employment opportunities that align with housing growth, offering opportunities for those living within an area. The medium and high growth options support the allocation of employment land providing opportunities for new jobs and supporting economic growth within Harborough. The high growth option plans for greater growth and would provide the largest variety of employment opportunities and so is likely to have a significant positive effect against **SA Objective 10: Economic Growth**. The medium growth option would have a minor positive effect against **SA Objective 10: Economic Growth**.

**4.148** Large parts of Harborough District are at medium to high risk of surface water flooding which is mainly associated with the River Welland. Therefore, there is a chance that development could increase the chances of surface water flooding. However, it is dependent on the exact location of the sites. Therefore, a potential but uncertain minor negative and negligible effect is identified for both the medium and high growth options against **SA Objective 12: Flood Risk**.

**4.149** Option 3 will reduce commuting distances and there may be opportunities for improving public sustainable transport links through the creation of mixed use development. Given that the medium and high growth options propose to allocate additional land for employment, they are still likely to have an impact on the road network. Therefore, mixed effects (minor positive and minor negative) are identified for those options in relation to **SA Objective 13: Sustainable Travel**. However, the effects are uncertain until the location of the sites is known.

**4.150** Allocating employment land growth through the medium and high growth options could result in adverse effects on local landscape character and the quality of landscape. Depending on the scale of development and the specific location of employment sites, effects could be relatively localised or much further reaching. Therefore, there is a degree of uncertainty until the employment site locations are known. Potential but uncertain minor negative effects are identified in relation to the medium and high growth options against **SA Objective 14: Landscape**.

## Low Growth Option: Make No Additional Allocations of Employment Land in Harborough District

**4.151** The low growth option proposes to make no employment allocations and therefore negligible effects are expected against the SA Objectives. This option has been considered as a potential growth option as the adopted Harborough

Local Plan is currently delivering enough employment land up to 2041, exceeding the expected forecast.

## Summary

**4.152** The low growth option proposes to make no employment allocations and therefore, is likely to result in negligible effects against the SA objectives. The high growth option performs the best as it plans for greater growth and would provide the largest variety of employment opportunities. The medium and high growth options would result in an equal number of negative effects as a result of employment-related development; however the larger scale of development that would occur under the high growth option could mean that these negative effects are more likely to occur.

**4.153** Large parts of Harborough District are at medium to high risk of surface water flooding which is mainly associated with the River Welland. Therefore, development through Options 1-3 could increase the chances of surface water flooding. Options 1-3 are also all expected to generate significant amounts of waste as a result of the potential for commercial and industrial use. All three options are expected to provide opportunities for new jobs and support economic growth within Harborough District. In addition, the three options are expected to help lower levels of deprivation through providing employment opportunities.

**4.154 Option 1** has the least negative effects as it supports intensifying the density of existing employment uses. This will minimise the take up of new land for development, which could include greenfield land, and the impact on local biodiversity and landscape. Option 1 also offers the opportunity to take advantage of existing sustainable transport options by locating development within the most sustainable locations.

**4.155 Option 2** supports the development of land for employment use which could result in the loss of greenfield land. Therefore, negative effects are expected against a number of SA objectives due to the potential impact as a



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result of take up of greenfield land. However, Option 2 focuses employment development to the main economic centres which includes Market Harborough/Lutterworth and larger sustainable settlements. These locations are the most sustainable and therefore could offer opportunities to take advantage of sustainable transport options. Market Harborough and Lutterworth, in particular, have good public transport links. Overall, Option 2 has the highest number of negative effects, only slightly more than Option 3, due to the potential take up of greenfield land and the impact of employment development on local air quality due to the potential generation of a significant number of vehicle trips.

**4.156 Option 3** supports the development of land for employment use which could result in the loss of greenfield land. Therefore, negative effects are expected against a number of SA objectives due to the potential impact as a result of take up of greenfield land. Aligning employment development with areas of significant housing growth could help to minimise commuting distances and offer opportunities for residents take up active travel opportunities to commute to work.

## Chapter 5

# Sustainability Appraisal of the Refined Housing Distribution Options

**5.1** This chapter presents the SA findings for the refined options for housing distribution (RO1-RO3) that have been identified by Harborough District Council.

**5.2** As described in Chapter 2 and Chapter 4 of this report, six broad distribution options and three growth options were initially considered, and these were appraised in November 2023 with the findings later presented in Chapter 4 of the Issues and Options SA Report and again in Chapter 4 of this SA report. The initial distribution and growth options were then reviewed by the Council taking into account the SA findings, and were developed into three refined options for the level and distribution of housing.

**5.3** The SA of the initial six broad distribution options highlighted the sustainability benefits of large strategic sites, but also the potential for issues in relation to deliverability. Therefore, the Council has taken this into account and included no more than two large strategic sites in any refined option. Initial Option 4 relied on large strategic sites and therefore was only partially taken forward for further consideration as part of the refining of the options. The large strategic sites to be taken forward have been assessed through the Council's Draft Development Strategy and Site Selection Paper, Strategic Housing and Economic Land Availability Assessment 2024 and through the SA. The Council concluded that Land South of Gartree Road which adjoins the Urban Area at Oadby, and Land South of A4303 Lutterworth which adjoins the Market Town of Lutterworth, were considered appropriate large strategic sites. These large strategic sites were therefore taken forward for further testing through the refined options (along with Lutterworth East which is an existing commitment).

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**5.4** In addition, Initial Option 3: Urban Area Focus and Initial Option 5: Market Towns Focus also demonstrated sustainability benefits when assessed through the SA. Given the potential sustainability benefits of development at Large Strategic Sites, followed by development at the Leicester Urban Area and Market Towns, the two selected large strategic sites were combined into a new Refined Urban Area Spatial Option (RO1), and a new Refined Market Towns Spatial Option (RO2) (as one site adjoins the Urban Area and the other adjoins the Market Town of Lutterworth). A third refined option (RO3) was also developed which was a combination (or hybrid) of the refined Urban Area and Market Towns options. Initial Option 1: Local Plan Strategy, Initial Option 2: Proportionate Growth and Initial Option 6: Large Villages did not perform as well and had fewer sustainability benefits identified through the SA. Initial Option 2 had a high number of homes at the lower tiers of the settlement hierarchy and was therefore the least sustainable option.

**5.5** The three refined housing distribution options are:

- Refined Option 1 (RO1): Market Towns Focus (including new Strategic Site adjoining Lutterworth). This option focusses high levels of growth towards Lutterworth and Market Harborough, including a new strategic site at Lutterworth. Most of the remaining growth will be within the Large Villages. A low level of growth is proposed to the Leicester Urban Area.
- Refined Option 2 (RO2): Urban Area Focus (including new Strategic Site adjoining Oadby). This option proposes high levels of growth towards the Leicester Urban Area, including a new strategic site adjoining Oadby. Low levels of growth are proposed to Market Harborough and Lutterworth and the Large Villages.
- Refined Option 3 (RO3): Urban Area and Market Towns Focus (including Strategic Site at Oadby). This option is a combination of Refined Options 1 and 2. It focusses medium levels of growth towards the Leicester Urban Area (including a new strategic site at Oadby), market towns and the Large Villages. This option proposes a high level of growth at Market Harborough and a low level of growth Lutterworth.

**5.6** The three refined housing distribution options have been appraised at a single scale of growth, Refined Option B: Medium Growth. This option would

provide land to accommodate 14,715 homes over the plan period. This growth option is based on Option B: Medium growth which was defined within the Issues and Options Consultation Document but has subsequently been refined since the Issues and Options Consultation in January 2024 by removing any contribution to unmet need post 2036, applying a 15% buffer and not applying the buffer to homes already built. However, the overall residual requirement for the medium option remains relatively unchanged. Initial Option A: Low growth and Initial Option C: High growth were discounted based on local housing need assumptions calculated using the standard method; assumptions around Leicester’s unmet needs and the difficulties in planning for this; assumptions in relation to housing supply buffers; and existing housing completions and commitments.

## SA findings for the Refined Housing Distribution Options

**5.7** Table 5.1 illustrates the SA effects identified for the three refined housing options, using colour-coded symbols to distinguish between significant or minor, positive and negative effects (see Table 2.2 for a key). An explanation of the effects identified for the three options in relation to each SA objective is provided below the table, with a final summary of overall findings presented at the end of this chapter.

**Table 5.1: Summary of the SA findings for the refined options**

SA Objective	Refined Option 1	Refined Option 2	Refined Option 3
SA1: Climatic Factors	--/+	+/	+/
SA2: Biodiversity and Geodiversity	--/+?	--/+?	--/+?
SA3: Resources	?	?	?

SA Objective	Refined Option 1	Refined Option 2	Refined Option 3
SA4: Cultural Heritage	?	?	?
SA5: Air	?	--/+?	--/+?
SA6: Climatic Factors	++	++/-	++/-
SA7: Social Inclusion	+	+	+
SA8: Services, Facilities and Education	+/	++/-	++/-
SA9: Housing	++/-	++/-	++
SA10: Economic Growth	+/	+	+
SA11: Waste	-	-	-
SA12: Flood Risk	-?	-?	-?
SA13: Sustainable Travel	+/	++/-	++/-
SA14: Landscape	?	?	?

## SA Objective 1: Climatic Factors

**5.8** New development will generate new demands for energy and, consequently, this will lead to increased greenhouse gas emissions. The extent of emissions from built development itself is dependent on the proposed scale of growth as well as the design of individual buildings and is unlikely to be significantly affected by the overall spatial strategy. However, the location of development will affect levels of transport-related greenhouse gas emissions, by affecting residents' access to sustainable modes of transport and a range of services within walking or cycling distance.

**5.9** Refined Option 1 directs development mainly towards the market towns of Lutterworth and Market Harborough. Market Harborough has a railway station and rail links with Leicester and Northampton, as well as local bus links.

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Lutterworth is significantly smaller than Market Harborough and does not have a railway station however it has existing bus links. Directing the majority of development to these two towns should therefore provide good access to sustainable transport links, as well as jobs, services and facilities within close proximity, requiring lower levels of car use. However, it may be challenging to orientate growth to existing settlement forms, delivering growth further away from town centres which could lead to a higher reliance on cars. Additionally, although the two market towns are at the same tier of the Settlement Hierarchy, Lutterworth is significantly smaller in size and there are some differences in terms of sustainability. It is likely that residents of Lutterworth may have to travel to meet many of their needs, potentially involving higher reliance on private vehicles. Refined Option 1 also directs a higher quantum of development to the District's large villages (Broughton Astley, Fleckney, Great Glen and Kibworth) than Refined Options 2 and 3. Bringing forward a reasonably high proportion of development in the District's smaller settlements is likely to involve higher reliance on the private car which could increase greenhouse gas emissions. Overall, mixed effects (significant negative / minor positive) are identified for Refined Option 1 in relation to **SA Objective 1: Climatic Factors**.

**5.10** Refined Option 2 would direct the majority of development towards the Leicester Urban Area (Scraptoft/Thurnby/Bushby) and strategic scale development on the fringe of Oadby. Therefore, the main focus of development is within the most sustainable locations where there should be good access to sustainable transport links, as well as jobs, services and facilities within closer proximity and requiring lower levels of car use. Development at the settlement edge, on the urban fringe of Leicester, may deliver growth further away from local centres which could lead a higher reliance on cars. However, the scale of development proposed at these sites would likely incorporate new sustainable transport services, as well as services, facilities and some jobs within close proximity. A small proportion of overall development is proposed at the District's market towns and smaller settlements under this Option, which are in locations more likely to encourage reliance on private vehicles. However, as a lower level of growth is proposed at the market towns, it is likely that this level of growth could be delivered at the existing settlement edges of the market towns. An overall mixed effect (minor positive / minor negative) is identified in relation to **SA Objective 1: Climatic Factors**.

**5.11** Refined Option 3 incorporates elements of Refined Options 1 and 2. Significant additional growth is directed towards Market Harborough with low growth at Lutterworth, reflecting the relative difference in size and services of the two market towns. As set out above, Market Harborough has existing sustainable transport connections including a train station with links to Leicester and London. This option also directs a considerable quantum of growth towards the Leicester Urban Area (Scraptoft / Thurnby / Bushby) and strategic scale development on the fringe of Oadby. These are considered to be the most sustainable locations for development in the District, close to sustainable transport links, jobs, services and facilities, reducing the need to travel. A small proportion of overall development is proposed at the District's market towns and smaller settlements under this Option, which are in locations more likely to encourage reliance on private vehicles. An overall mixed effect (minor positive / minor negative) is identified in relation to **SA Objective 1: Climatic Factors** for Refined Option 3.

## SA Objective 2: Biodiversity and Geodiversity

**5.12** There are no European designated nature conservation sites within Harborough District. There are 14 SSSIs, two Local Nature Reserves (LNR) and 11 priority habitats in Harborough District.

**5.13** Refined Option 1 directs the majority of development towards Lutterworth and Market Harborough, and also proposes moderate growth at the District's larger villages. Development towards the south of the District would fall within a SSSI Impact Risk Zones (IRZ), with the presence of a number of designated sites including Great Bowden Borrowpit SSSI (near Market Harborough), Saddington Reservoir SSSI (near Saddington), Misterton Marches SSSI (near Lutterworth) and the Kilby-Foxton Canal SSSI. Refined Option 1 focuses most development within these areas. There are also a number of Local Wildlife Sites (LWS) around Market Harborough and Lutterworth, as well as Kibworth, Broughton Astley, Fleckney and Great Glen. These biodiversity sites could be adversely affected by the scale of development proposed and the amount of greenfield land take. Development of a strategic site at Lutterworth, may offer better opportunities to incorporate mitigation through habitat creation and



biodiversity enhancements than more piecemeal development. Overall, an uncertain mixed effect (significant negative / minor positive) effect is identified in relation to **SA Objective 2: Biodiversity and Geodiversity**. Effects are uncertain until the specific development sites are known.

**5.14** Refined Option 2 directs the majority of development to the north-west of the District, outside of the IRZ for SSSIs. However, there are a number of LWSs in the area, as well Scraftoft Local Nature Reserve which could be adversely affected by the scale of development proposed and the amount of greenfield land take. The strategic site on the fringe of Oadby contains a number of small LWSs and is partly in the Kilby-Foxton Canal SSSI IRZ for residential development of such a scale. Development of strategic sites, such as at Oadby, may offer better opportunities to incorporate mitigation through habitat creation and biodiversity enhancements than more piecemeal development. This option proposes limited development at the District's market towns and smaller settlements, ensuring less rural and dispersed development which could reduce the potential for negative effects on biodiversity. Overall, an uncertain mixed effect (significant negative / minor positive) is identified in relation to **SA Objective 2: Biodiversity and Geodiversity**. Effects are uncertain until the specific development sites are known.

**5.15** Refined Option 3 incorporates elements of Options 1 and 2, directing majority of development towards Market Harborough, Leicester Urban area and strategic scale development on the fringe of Oadby. For the reasons set out above, an uncertain mixed effect (significant negative and minor positive) is also identified for Option 3.

## SA Objective 3: Resources

**5.16** The majority of land in Harborough District is Grade 3 agricultural land (although the split between Grade 3a and 3b is unknown), with smaller areas of Grade 2 and Grade 4 land. Grade 2 agricultural land is present in small pockets between the A47 and A6 and to the east and south of Lutterworth. All three options propose the overall same quantum of development and will involve the

take up of significant areas of greenfield land on the outskirts of the District's settlements. There may be some opportunities for the take up of derelict and brownfield land within existing settlements but given the limited brownfield sites available this is not likely. New development can result in the use of raw materials and water, both during construction and operation. Therefore, significant negative effects are expected for Refined Options 1, 2 and 3. There is uncertainty attached as effects are dependent on the location of sites, and whether soils are Grade 3a or 3b.

## SA Objective 4: Cultural Heritage

**5.17** In Harborough District, there are 1,355 Listed Buildings. Of these, 22 are Grade I listed, 1,157 are Grade II listed, and 105 are Grade II\* listed. There are also 63 Conservation Areas, plus the Grand Union Canal Conservation Area which passes through the District, 65 Scheduled Monuments and six Parks and Gardens.

**5.18** Refined Option 1 focuses the majority of development at Market Harborough and Lutterworth. Due to the high concentration of historical assets within Market Harborough, Lutterworth and the Kibworths, particularly listed buildings, this level of development could have a significant impact on these assets and the character of Market Harborough, Lutterworth and the Kibworths.

**5.19** Refined Option 2 directs most development towards the Leicester Urban Area. There are concentrations of historic assets within Scraftoft, Thurnby and Bushby, including two Conservation Areas and a number of listed buildings. This refined option also proposes strategic scale development on the fringe of Oadby, which contains a scheduled monument: Stretton Magna deserted village, two fishponds and moated site and a number of listed buildings in the eastern part of the site and at Stretton which could be adversely affected by development.

**5.20** Refined Option 3 includes high levels of development at the Leicester Urban Area, strategic scale development on the fringe of Oadby and at Market

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Harborough and Lutterworth. As set out above, there are a number of historic assets which could be adversely affected by development.

**5.21** Overall, uncertain significant negative effects are identified for all three refined options. Effects for all options are uncertain as they depend on exactly where development is located and how it is designed.

### SA Objective 5: Air

**5.22** There is currently one Air Quality Management Area (AQMA) within Harborough District. Kibworth AQMA was declared in 2017 for exceedances of the annual mean Air Quality Objective for Nitrogen Dioxide (NO<sub>2</sub>). As the primary source of pollution in the AQMA is from road traffic, housing growth within Harborough District could exacerbate air quality issues. It is likely that new development under any of the refined options will increase some use of the private car and cause increased congestion on key routes in Harborough District with associated emissions. The impacts of new housing in Harborough District in relation to reducing the need to travel, encouraging modal shift and reducing congestion will depend largely on the location of new development in relation to sustainable transport links, services and facilities and employment.

**5.23** Refined Option 1 directs a high quantum of growth towards Lutterworth which would potentially increase traffic emissions. Refined Option 1 also directs a higher proportion of growth to the District's smaller settlements (i.e. the larger villages of Broughton Astley, Fleckney, Great Glen and Kibworth) than Refined Options 2 and 3. Kibworth has an AQMA and therefore additional development and increased volumes of traffic in this area could further exacerbate these issues. Additionally, more dispersed growth in the District's rural areas generally is more likely to increase reliance on private vehicles and associated traffic emissions. As such, a significant negative effect is identified for Refined Option 1 in relation to **SA Objective 5: Air**.

**5.24** Refined Option 2 focuses a low proportion of overall growth towards Lutterworth and a low amount of growth at Kibworth. As such, the potential to

exacerbate local air quality issues associated with the existing AQMA is considerably lower than Refined Option 1. Refined Option 2 directs most growth towards the Leicester Urban Area. This concentrates new development in areas of the District that are already more densely populated, with the potential to increase traffic emissions, having a detrimental impact on air quality. However, concentrating most development in the Leicester Urban Area has the potential to reduce reliance on private vehicles, by giving residents greater choice of sustainable modes of transport. This option would deliver very limited development in rural areas where car dependency is likely to be highest. Overall, a mixed effect (significant negative / minor positive) is identified for Option 2 in relation to **SA Objective 5: Air**.

**5.25** Refined Option 3 directs a small proportion of overall growth towards Lutterworth and Kibworth, reducing the potential to exacerbate local air quality issues associated with the existing AQMA. Refined Option 3 directs most growth towards the Leicester Urban Area and Market Harborough. As above, this has the potential to increase traffic emissions and congestions in the District's most densely populated areas. However, these locations are considered to be the most sustainable in reducing the need to travel and reliance on private vehicles. This option would deliver very limited development in rural areas where car dependency is likely to be highest. Overall, a mixed effect (significant negative / minor positive) is identified for Option 3 in relation to **SA Objective 5: Air**.

## SA Objective 6: Health and Wellbeing

**5.26** The effects of the housing growth options on health will depend largely on whether new healthcare-related infrastructure is provided to meet growing need, particularly as this could result in particular pressure on existing facilities in certain areas. However, it is also possible that a higher level of housing growth may provide investment to support the enhancement or provision of new healthcare infrastructure in response to demand. Proximity to open spaces and the opportunity to access services and facilities by active travel means can also have a positive impact on health and wellbeing.

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**5.27** The distribution of growth proposed under Refined Option 1 will continue to support the viability of existing services and facilities, including healthcare related facilities, by focusing new development in Market Harborough and Lutterworth. There will be some development in the more rural parts of Harborough District; however, Market Harborough and Lutterworth which provide good access to healthcare facilities and open space would see the most growth. Open spaces can have a positive impact on health and wellbeing and these market towns may offer good opportunities for walking and cycling day to day. In addition, providing some growth within larger rural villages will help support the viability of the health services in these areas. Overall, significant positive effect is expected for Refined Option 1 in relation to **SA Objective 6: Health and wellbeing**.

**5.28** The distribution of growth proposed under Refined Option 2 will continue to support the viability of existing services and facilities, including healthcare related facilities. The scale of growth proposed in the Leicester Urban Area (Scraptoft / Thurnby / Bushby) and strategic scale development on the fringe of Oadby will likely introduce new healthcare infrastructure into these urban extensions. These areas provide access to existing open space and opportunities for walking and cycling. However, this option will limit the potential for supporting healthcare services in rural areas such as the larger villages, potentially exacerbating health inequalities in rural areas. Overall, a mixed effect (minor negative / significant positive) is expected for Refined Option 1 in relation to SA6: Health and wellbeing.

**5.29** Similarly, the distribution of growth proposed under Refined Option 3 will continue to support the viability of existing services and facilities, including healthcare related facilities, by focusing development at Market Harborough and in the Leicester Urban Area. The scale of growth proposed at Market Harborough, in the Leicester Urban Area (Scraptoft / Thurnby / Bushby) and through strategic scale development on the fringe of Oadby will likely introduce new healthcare infrastructure. These areas provide access to existing open space and opportunities for walking and cycling. However, this option will limit the potential for supporting healthcare services in rural areas such as the large villages, potentially exacerbating health inequalities in rural areas. Overall, a

mixed effect (minor negative / significant positive) is expected for Refined Option 3 in relation to **SA Objective 6: Health and Wellbeing**.

## SA Objective 7: Social Inclusion

**5.30** In 2019, only one LSOA in Harborough fell within the 30% most deprived areas nationally. The highest levels of deprivation are concentrated within the centre of Market Harborough and the rural village of Lubenham. New development offers the opportunity to achieve regeneration as well as enhancement to local service provision. Therefore, development within the District will have a positive effect by offering good quality housing, regeneration, new services and facilities, and lowering levels of deprivation. Refined Option 1 and Refined Option 3 focus a significant proportion of growth to Market Harborough, offering the potential to achieve regeneration as well as enhancement to local service provision within this settlement. Refined Option 2 directs most growth to the Leicester Urban Area (Scraptoft / Thurnby / Bushby) and strategic scale development on the fringe of Oadby, adjoining areas of Leicester City which fall within the 30% most deprived nationally.

**5.31** All spatial options would meet at least the minimum level of housing need in Harborough District and should help to reduce housing-related deprivation and ensure people have the opportunity to live in the area. Overall, minor positive effects are identified for all options in relation to **SA Objective 7: Social Inclusion**.

## SA Objective 8: Services, Facilities and Education

**5.32** New housing growth could help sustain the viability of existing services and facilities but could also increase pressures on existing services, with greater likelihood of adverse impacts on service quality if appropriate provision is not made alongside new development.

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**5.33** Refined Option 1 directs most development towards Market Harborough and Lutterworth, providing good access to existing services and facilities within the market towns, including schools. The scale of development proposed in these locations is likely to introduce new facilities. Additionally, medium growth at the District's large villages will support existing services and facilities, potentially stimulating some service provision in the District's rural areas. However, less growth is directed towards the Leicester Urban Area, which are considered to be the most sustainable in terms of access to existing services and facilities. Overall, a mixed effect (minor positive / minor negative) is identified in relation to SA8: Services, facilities and education.

**5.34** For Refined Option 2, the Leicester Urban Area offer the best accessibility to existing services and facilities. The scale of development focused in the Leicester Urban Area and strategic scale development on the fringe of Oadby is likely to incorporate new local services and facilities, ensuring good access for new and existing residents at the urban edge of Leicester. Limited growth is directed to other areas of the District, such as market towns and rural settlements. While this may be positive in terms of maximising access that new residents have to existing services, it also means that opportunities to stimulate service provision in the District's rural areas are limited. Overall, mixed effects (significant positive / minor negative) are expected for SA8: Services, facilities and education.

**5.35** Refined Option 3 ensures that the majority of development is directed towards Market Harborough and the Leicester Urban Area, which offer the best accessibility to existing services and facilities. The scale of development focused in these areas is also likely to incorporate new local services and facilities. While this refined option is also positive in ensuring access to existing services, it also limits opportunities to stimulate service provision in the District's rural areas. Overall, mixed effects (significant positive / minor negative) are expected for Option 3 in relation to **SA Objective 8: Services, facilities and Education**.



## SA Objective 9: Housing

**5.36** All three Refined Options propose the same overall quantum of growth over the plan period. A broader distribution of houses across the District is more likely to sustain a steady continuum of housing supply in more locations than very large-scale growth focused in one or two locations. However, a more even spread of housing growth may not maximise the capacity and opportunities for development in the main settlements and the most sustainable locations. There may also be an impact on affordable housing delivery due to a broader spread of growth.

**5.37** Refined Option 1 would see almost all the growth at the market towns of Market Harborough and Lutterworth, as well as medium growth at the District's larger villages (Broughton Astley, Fleckney, Great Glen and Kibworth). Limited growth is proposed for the Leicester Urban Area. This refined option would result in some dispersed housing growth across the District, but it would not maximise capacity and opportunities for development at the urban edge of Leicester, potentially one of the most sustainable locations in the District. It would also be challenging to deliver the scale of growth by 2041 at the two market towns. However, all options would meet Harborough's housing need and contribute to Leicester's unmet housing need up to 2036. Overall, a mixed effect (significant positive and minor negative) is identified for Option 1 in relation to **SA Objective 9: Housing**.

**5.38** Refined Option 2 focuses the majority of development at the Leicester Urban Area and strategic scale development on the fringe of Oadby. A smaller scale of growth is proposed at Lutterworth and Market Harborough. Most new development would be focused within two locations in the north-west of the District and it may be difficult to sustain a steady continuum of housing supply and deliver the scale of growth. However, a large quantum of development would be focused within one of the most sustainable locations in the District and all options would meet Harborough's housing need and contribute to Leicester's unmet housing need up to 2036. An overall mixed effect (significant positive / minor negative) is therefore identified for Refined Option 2 in relation to **SA Objective 9: Housing**.

**5.39** Refined Option 3 combines elements of Option 1 and 2, directing majority of growth to the Leicester Urban Area, strategic scale development on the fringe of Oadby and at Market Harborough. This option would result in a more evenly distributed spread of growth across the District's largest and most sustainable settlements. All options would meet Harborough's housing need and contribute to Leicester's unmet housing need up to 2036. An overall significant positive effect is identified for Refined Option 3 in relation to **SA Objective 9: Housing**.

## SA Objective 10: Economic Growth

**5.40** Constructing new housing will have some benefits for growth of the economy in Harborough District through all three distribution options. However, the location of new housing will have different impacts on the local economy depending on how close the new housing development is to existing or new employment opportunities and how accessible these opportunities are.

**5.41** For Refined Option 1, focusing a large proportion of growth within Market Harborough and Lutterworth will mean residents may not have to commute as far to access employment opportunities. However, within the market towns there are few employment sites to accompany the scale of housing growth proposed through this refined option. This could result in an imbalance of housing growth and employment growth. There will be opportunities to make use of sustainable forms of transport such as public transport to travel to work, however Lutterworth does not have a train station, and this refined option also proposes a considerable scale of growth at the District's larger villages which are more dispersed. Therefore, a mixed effect (minor positive / minor negative) is identified in relation to **SA Objective 10: Economic Growth**.

**5.42** Refined Option 2 focuses the majority of development to the Leicester Urban Area and strategic scale development on the fringe of Oadby, meaning residents will not have to commute as far to access employment opportunities within Leicester City. Allocating a good proportion of growth to the south and east of Leicester will provide housing within close proximity of Leicester City with a larger variety of employment opportunities. There will also be more

opportunities to make use of sustainable forms of transport such as public transport to travel to work. Overall, a minor positive effect is identified for this refined option in relation to **SA Objective 10: Economic Growth**.

**5.43** Refined Option 3 directs development to the Leicester Urban Area, strategic scale development on the fringe of Oadby and Market Harborough which has existing employment opportunities and rail links with Leicester and Nottingham. For the reasons set out above, a minor positive effect is also identified for this option in relation to **SA Objective 10: Economic Growth**.

## SA Objective 11: Waste

**5.44** New development will result in the generation of waste, both during construction and occupation of the buildings, but the level of waste generation is unlikely to be influenced by the overall spatial strategy. All refined options are likely to increase the total level of household waste generated within the District although it is possible that the delivery of housing could use sustainable construction techniques that reduce the amount of waste produced, and facilitate recycling through well-designed storage and collection areas. Minor negative effects have been identified for all three Refined Options in relation to **SA Objective 11: Waste**.

## SA Objective 12: Flood Risk

**5.45** The majority of Harborough District falls within Flood Zone 1. There are some areas higher flood risk (Flood Zone 2 and 3) which are mainly associated with the watercourses in the District. Most of the areas proposed for development fall within Flood Zone 1 and outside of areas highly vulnerable to flood risk. Parts of Market Harborough centre, Lutterworth, Broughton Ashely and Kibworth are at medium to high risk of flooding. The River Sence runs along the eastern edge of the Strategic Site on the fringe of Oadby with which falls within Flood Zone 2 and 3. However, the areas of flood risk are generally confined to the course of the river.

**5.46** All three refined options will result in greenfield land take which will likely increase impermeable surfaces across the District and potentially exacerbate risk of flooding. However, this is dependent on the exact location and design of new development, which can incorporate sustainable drainage systems (SuDS) and natural flood risk management measures. Overall, uncertain minor negative effects are identified for all three Refined Options in relation to **SA Objective 12: Flood Risk**.

## SA Objective 13: Sustainable Travel

**5.47** Increasing development across Harborough District will likely result in a higher number of vehicle movements and add pressure to the road network within Harborough District. However, it is expected that new housing delivery will result in an increase in investment to help offset some of these impacts, particularly if larger scale housing development occurs.

**5.48** Refined Option 1 directs the majority of growth to Market Harborough and Lutterworth. As set out above, Market Harborough does have a train station providing links to Leicester and London. There are also bus routes through the large villages. However, Lutterworth is considerably smaller in scale with fewer existing sustainable transport links, local services and facilities. This refined option also proposes a greater quantum of development at the District's larger villages than Refined Options 2 and 3. Dispersed growth within rural parts of Harborough District with the poorest access to sustainable transport is likely to encourage the need to travel and reliance on private vehicles. In addition, the dispersed nature of growth may mean that there are fewer opportunities to improve active travel networks than a more coordinated strategic approach. However, the scale of development proposed at Market Harborough and Lutterworth could incorporate local improvements. For example, there may be the potential to promote and deliver active travel routes within and alongside new development. However, it would be more difficult to deliver new sustainable transport opportunities between new sites on the edge of settlements and the existing town centres. As such, an overall mixed effect (minor negative / minor positive) is identified for Option 1 in relation to **SA Objective 13: Sustainable Travel**.

**5.49** Refined Option 2 focuses the majority of new development at the Leicester Urban Area, in the north-west of the District which are considered to be the most sustainable locations for access to existing jobs, services and facilities. The scale of growth focused in this area also offers the potential to promote and deliver strategic active travel and sustainable transport alongside development. There may be opportunities to generate sustainable transport improvements to Leicester City through this refined option. While new local services and facilities are likely to be incorporated into strategic urban expansions, development at the urban edge may encourage private vehicle use. Only a small proportion of growth is proposed within the District's smaller settlements and rural areas, where residents are likely to be highly reliant on the private car. Overall, a mixed effect (significant positive / minor negative) is identified for Refined Option 2 in relation to **SA Objective 13: Sustainable Travel**.

**5.50** Similarly, Refined Option 3 focuses the majority of growth at the Leicester Urban Area, strategic scale development on the fringe of Oadby and at Market Harborough, with limited development at Lutterworth and smaller settlements. Therefore, this option directs development to the most sustainable locations in the District in terms of access to existing sustainable transport networks, jobs, services and facilities. The scale of urban expansion proposed is also likely to generate sustainable transport improvements and promote and deliver active travel to Leicester City and within Market Harborough. However, it would be difficult to achieve sustainable transport options between new sites on the edge of settlements and the existing town centres. Only a small proportion of growth is proposed within the District's smaller settlements and rural areas, where residents are likely to be highly reliant on the private car. Overall, a mixed effect (significant positive / minor negative) is identified for Refined Option 3 in relation to **SA Objective 13: Sustainable Travel**.

## SA Objective 14: Landscape

**5.51** There are no National Parks or National Landscapes (previously known as Areas of Outstanding Natural Beauty) in Harborough. All three Refined Options propose significant growth at the outskirts of existing settlements within the District, through large urban extensions. There is potential for negative effects

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on the character of nearby villages and increased risk of settlement coalescence. Development at the urban edge could have negative impacts on locally defined Green Wedges and Areas of Separation. For example, the Separation Area between Market Harborough and Great Bowden is at risk, with a high quantum of development proposed in Market Harborough for all refined options. This could have a detrimental impact on the local landscape. However, options which limit rural development (Refined Option 2) may provide some protection to local rural character and reduce the impacts on the countryside.

**5.52** Nevertheless, uncertain significant negative effects are identified for Refined Option 1, 2 and 3 in relation to **SA Objective 14: Landscape**. Effects for all options are uncertain as they are dependent on where development is located and the quality of design of new housing developments.

## Summary

**5.53** In summary, it is considered that Refined Option 3 performs slightly better overall when considered against all SA Objectives.

**5.54** This option combines elements of Refined Option 1 and Refined Option 2, directing the majority of development towards the Leicester Urban Area (Scraptoft / Thurnby / Bushby), strategic scale development on the fringe of Oadby, and the market town of Market Harborough, promoting development at the District's largest and most sustainable settlements. Limited growth is proposed at Lutterworth and within the District's smaller settlements.

**5.55** Option 3 performs similarly to Refined Option 2 when considered against the majority of SA objectives, largely due to the equal scale of overall growth and similar environmental sensitivities at the proposed development locations. However, Refined Option 3 is considered to perform better against SA Objective 9: Housing by spreading development more evenly across the District. This refined option also ensures that opportunities to maximise the potential of Market Harborough as a sustainable settlement in terms of access to public transport connections, local jobs and employment, services and facilities, are

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pursued. It also provides opportunities to deliver good quality housing, new services and regeneration in an area of the District with the highest levels of deprivation (SA Objective 7: Social Inclusion).



## Chapter 6

# Sustainability Appraisal Findings for the Site Options

**6.1** This chapter summarises the SA findings for the reasonable alternative site options that have been considered for allocation in the Harborough Local Plan. Site options were originally subject to SA in October/November 2023 with the findings published in the January 2024 SA Report for the Issues and Options Consultation Document. In parallel with the Issues and Options Consultation, an additional Call for Sites was held and as a result, further alternative site options have been identified and appraised. In addition, a number of the previously considered site options have been re-appraised following a change of proposed use, change in site boundary and/or change in site capacity. A total of 291 residential site options, 54 mixed use site options, 38 employment site options, three retail site options, two Gypsy and Traveller site options and one energy infrastructure site option have now been appraised and the SA findings for all of the site options are presented together in this chapter. Appendix E contains the Council's reasonings for which site options have been identified for allocation. The locations of the site options are mapped in Appendix F. This site option appraisal work will sit alongside the Strategic Housing and Economic Land Availability Assessment (SHELAA). The Council's Site Selection Methodology is also available online.

**6.2** The likely effects of each site option are presented at the end of this chapter in Table 6.1 for residential sites, Table 6.2 for mixed use sites, Table 6.3 for employment sites, Table 6.4 for retail sites, Table 6.5 for energy infrastructure sites and Table 6.6 for Gypsy and Traveller sites. Justification for the identified effects is summarised by each SA objective below.

## **SA Objective 1: Minimise greenhouse gas emissions and develop a managed response to the effects of climate change**

**6.3** SA objective 1 was scoped out of the appraisal of residential, mixed use, Gypsy and Traveller, employment site options and retail site options. The location of development will not affect the achievement of this objective as effects will depend largely on the detailed proposals for sites and their design, which would be influenced by policies in the Harborough Local Plan and details submitted at the planning application stage. The extent to which the location of development sites would facilitate the use of sustainable modes of transport in place of cars is considered separately under SA objective 13, while proximity to services and facilities, which will also influence levels of car use, is considered under SA objective 8. The likely effects of all residential, mixed use and employment site options on this objective are therefore negligible.

**6.4** The one energy infrastructure site option is expected to have significant positive effect as the type of development that would come forward on these sites can help mitigate the effects of climate change and lower greenhouse gas emissions by generating renewable energy.

## **SA Objective 2: Protect, enhance and manage biodiversity and geodiversity**

**6.5** There are no European designated nature conservation sites within Harborough; however, there are 207 Local Wildlife Sites (LWSs) and one Local Nature Reserve (North Kilworth LNR). There are 13 Sites of Special Scientific Interest (SSSIs) that fall either wholly or partially within the District, including one geological SSSI. These largely fall within the east of the District. This

concentration of biodiversity sites has resulted in the majority of residential, mixed use and employment sites being found to have likely negative effects (either minor or significant) on SA objective 2 because of their proximity to locally or nationally designated biodiversity or geodiversity sites.

**6.6** Ten of the residential site options (21/8034, 21/8075, 21/8132, 21/8149, 24/10304, 24/10612, 24/12202, 24/12215, 24/12222, 24/9111), six of the mixed use site options (21/8150, 21/8217, 21/8242, 24/10117, 24/10251, 24/12210) and two employment site options (21/8169 and 24/12226) could have significant negative effects as they contain all or part of a LWS, and some are also within 250m of national biodiversity designations. All of these site options contain a portion and/or the whole LWS:

- Mill on the Soar, Broughton Astley
- Marshy Grassland adjacent to Brook
- Langton hedgerow
- River Welland
- Triangle Grassland and Ash trees
- Willow Pond Grassland 1
- Grassland south of Fleckney Road
- Arable Field Ash Trees
- Wilfrid's Close Ash
- Kibworth Beauchamp
- Scraptoft Netherhall veteran ash 1 and 2
- Scraptoft, Netherhall veteran oak
- Scraptoft LNR
- Scraptoft, golf-course Ash 1, 2 and 3
- Scraptoft golf course crab-apple
- The Causeway grassland

- Mature ash tree (TN7 pLWS C)
- Bushby Spinney
- Willoughby Waterleys headland & Ash
- Willoughby Waterleys Meadow
- Whetstone Gorse Farm West hedgerow
- Grassland south of Fleckney Road
- Arable Field Ash Trees
- Scraptoft golf-course double hedge
- Scraptoft Golf-course toad ponds
- Bushby Spinney
- Mature ash tree (TN7 pLWS C)
- Shawell pits,
- Shawell Pit extension hedges
- Green Lane Spinney Hedgerows

**6.7** In addition, to the list above, the development of a large mixed use site through site option 24/12210 could result in the loss/damage or partial loss/damage of approximately 19 LWSs.

**6.8** A further 177 of the residential site options, 41 of the mixed use site options, 21 of the employment site options, three retail and one energy infrastructure site options could have minor negative effects as they are within 250m of a LWS or are within 250m-1km of a nationally designated biodiversity or geodiversity site. LWSs are spread relatively evenly across Harborough District. Lutterworth is the most constrained settlement when considering the distribution of LWSs. Kibworth (comprising the parishes of Kibworth Beauchamp and Kibworth Harcourt) also has a high density of small LWSs that could be impacted by the high number of site options that surround the outskirts of the village. In addition, The Grand Union Canal Harborough Arm LWS to the North of Market Harborough is the most potentially affected site, being close to nine site options.

**6.9** While proximity to designated sites provides an indication of the potential for an adverse effect, uncertainty exists, as appropriate mitigation may avoid adverse effects and may even result in beneficial effects. In addition, the potential impacts on biodiversity present on each site cannot be determined at this strategic level of assessment. This would be determined once more specific proposals are developed and submitted as part of a planning application. If any of the sites for which likely significant negative effects have been identified are allocated in the Harborough Local Plan, it is recommended that particular consideration is given to whether biodiversity assets can be conserved or enhanced as part of the proposed new development, or whether alternative provision can be made nearby.

## **SA Objective 3: To support efficient use of resources, including soils**

**6.10** The majority of land in Harborough is Grade 3 agricultural land (although the split between Grade 3a and 3b is unknown), with smaller areas of both Grade 2 and Grade 4 land. Grade 2 agricultural land is present in small areas between the A47 and A6 and to the east and south of Lutterworth.

**6.11** Due to the rural nature of Harborough District, 268 residential, 53 mixed use, 35 employment, two Gypsy and Traveller and a retail and energy infrastructure site options are expected to have significant negative effects on this SA objective as they are greenfield land and contain a significant proportion ( $\geq 25\%$ ) of Grade 1, 2 and/or 3 agricultural land. Only three residential site options (21/8177, 24/9016 and 24/9639) located to the east of Leicester is expected to have minor negative effect as it is a greenfield site that contains less than a significant proportion ( $< 25\%$ ) of Grade 1, 2 or 3 agricultural land. The site option falls within land classified as urban under the Agricultural Land Classification. However, 20 residential, one mixed use, two retail and three employment site options are expected to have significant positive effects as they comprise brownfield land, the redevelopment of which represents more efficient use of land in comparison to the development of greenfield sites. These sites are relatively spread across the District with some of the sites located

within Market Harborough, Billesdon, Shawell, East Langton, Magna Park, Thurnby/Busby, Broughton Astley, Kilworth and Foxton.

**6.12** A total of 85 residential, 27 mixed use, one retail, 12 employment and one Gypsy and Traveller site options are located within a Mineral Safeguarding Area (MSA) and are therefore expected to have a minor negative effect due to the potential to sterilise minerals resources. All other residential and mixed use sites are expected to have negligible effects with regards to minerals as the sites do not fall within a MSA, resulting in mixed effects on the SA objective overall.

**6.13** Negative effects associated with the loss of high quality agricultural land will be long-term and permanent and cannot be mitigated. Given the nature of Harborough and the lack of brownfield site options, significant effects on this objective may be unavoidable.

## **SA Objective 4: To conserve and enhance the historic environment including the setting of heritage features**

**6.14** All of the residential, mixed use, employment, Gypsy and Traveller and renewable energy generation site options are expected to have negative effects on SA objective 4 (minor or significant) due to being within at least 1km of a heritage asset. This is not surprising as Harborough District possesses a wealth of historic assets both within the market towns of Harborough and Lutterworth and in the more rural parts of the District. There is a particularly high number of Listed Buildings within Harborough, approximately 1,352, as well as 62 Conservation Areas.

**6.15** The majority of the Listed Buildings in Harborough are located within the existing built up areas of Market Harborough and Lutterworth. The majority of the site options located near Market Harborough and Lutterworth are on the towns' outskirts. This means the majority of the site options are located away from the highest concentration of designated heritage assets. There is also a high number of Listed Buildings within Great Bowden which also contains a Conservation Area. A total of 11 site options are located around Great Bowden. There are also eight residential and four mixed use sites proposed around Kibworth which has three Conservation Areas and a high concentration of Listed Buildings. Out of the 62 Conservation Areas in Harborough District, Ullesthorpe, Bitteswell, Catthorpe, Swinford, Husbands Boworth, Lubenham, Great Bowden, Foxton, Bruntingthorpe, Church Langton, Carlton Curlieu, Illston on the Hill, Stoughton, Hungarton, Slawston, Hallaton and Tugby Conservation Areas have site options falling within them.

**6.16** The potential negative effects on this SA objective are uncertain at this stage as they will depend on factors such as the design of the development and whether there are lines of sight between the development and nearby heritage assets.

## **SA Objective 5: Protect and improve air quality**

**6.17** The majority of the site options are expected to have negligible effects on SA objective 5, as they are not within 100m of the Air Quality Management Area (AQMA) that has been declared in Kibworth. Only two housing sites (24/10501 and 24/9639), one mixed use site (21/8060) and one employment (21/8073) site are expected to have significant negative effects as they are within 100m of the Kibworth AQMA and Rugby AQMA which lies outside of Harborough District within Rugby Borough. One of the housing sites (24/9639) lies in close proximity to the AQMA that covers the majority of Leicester City along Uppingham Road. This AQMA lies outside of Harborough District within Leicester City. If either of those site options are allocated, it will be particularly important to give



consideration to the incorporation of sustainable transport infrastructure to reduce the effects of increased vehicle traffic in areas of already poor air quality.

**6.18** The location of energy infrastructure site options is not considered likely to affect this objective; therefore the likely effects of both of those site options are negligible.

## **SA Objective 6: Safeguard and improve community health, safety and wellbeing**

**6.19** Housing sites that are within walking distance of existing health services and facilities will ensure that residents have good access to healthcare, while close proximity to open spaces and footpaths and cycle routes may encourage residents to lead more active lifestyles. While proximity to healthcare facilities is less relevant when considering employment sites, proximity to open spaces and active travel routes will have positive effects on health.

**6.20** All the site options perform positively against SA objective 6. This is not surprising as Harborough District has an extensive cycle network, including the National Cycle Network, and a Public Rights of Way network covering almost the whole of the District. A total of 69 residential and 12 mixed use site options are likely to have significant positive effects as they are within 720m of a healthcare facility, an area of open space and at least one footpath/cycle path. These site options are spread across Harborough District, located specifically in or near Fleckney, Great Bowden, Billesdon, Ullesthorpe, Husbands Bosworth, Broughton Astley, Kibworth, Great Glen, Busby, Thurnby and a small number of sites at Market Harborough.

**6.21** Similarly, 29 employment sites and three retail sites are likely to have significant positive effects due to their proximity to open spaces and footpaths or cycle routes. These sites are located in or near Broughton Astley, East Langton, Ullesthorpe, Shawell, Lutterworth, Fleckney and Market Harborough.

**6.22** The remaining sites are likely to have minor positive effects against this SA objective as they are within 720m of some but not all of these assets. The majority of these sites are located on the outskirts of Market Harborough, Lutterworth, smaller rural villages and strategic sites to the south east of Leicester.

**6.23** The location of energy infrastructure site options is not considered likely to affect this objective; therefore the effects for both of those site options are negligible.

## **SA Objective 7: Achieve social inclusion and equality for all**

**6.24** SA objective 7 was scoped out of the appraisal of residential, mixed use, employment, Gypsy and Traveller, retail and renewable energy generation site options. The location of new development will affect social inclusion by influencing how easily people are able to access job opportunities, services and facilities etc. However, these factors are assessed under other SA objectives. The likely effects of all site options on this objective are therefore negligible.

## **SA Objective 8: To provide access to services, facilities and education**

**6.25** The Market towns of Market Harborough and Lutterworth are the main focus of services and facilities within Harborough District, although the large villages also provide services and facilities and act as service centres for lower order settlements. Harborough District also borders Leicester City which provides a large variety of services and facilities. Only 28 residential, six mixed use, nine employment and one retail site option are expected to have significant positive effects as they lie within 720m of the built up area of Market Harborough. These sites are expected to have the best access to services and

facilities. The relatively small number of sites with significant positive effects on this SA objective reflects the rural nature of Harborough District.

**6.26** An additional 39 residential, 11 mixed use and nine employment site options are within 720m of the built-up area of Lutterworth or Broughton Astley and therefore are likely to have minor positive effects on this SA objective.

**6.27** A large number of the site options are not located within 720m of the built-up area of Market Harborough, Lutterworth, Broughton Astley, Ullesthorpe, Husbands Bosworth, Fleckney, Kibworth, Great Glen, Houghton on the Hill or Billesdon and so will have minor negative effects. This includes 135 residential, 21 mixed use, 16 employment site options and one retail and one Gypsy and Traveller site option.

**6.28** The remaining site options that are within 720m of the built-up area of Ullesthorpe, Husbands Bosworth, Fleckney, Kibworth, Great Glen, Houghton on the Hill and Billesdon are likely to have negligible effects - this includes 89 residential sites, 16 mixed use sites, one Gypsy and Traveller, four employment and one energy infrastructure site option.

**6.29** In relation to schools, the residential and mixed use site options were considered in relation to their proximity to pre-schools, primary schools, secondary schools or colleges. A total of 157 residential and 27 mixed site options are within 600m of one of either a primary or secondary school or a college and therefore are likely to have minor positive effects. The majority of these sites are located within the more rural parts of Harborough District, Kibworth, Broughton Astley, Fleckney or within the outskirts of Market Harborough, Lutterworth and south east Leicester. Some of the site options within the smaller settlements such as Church Langton and Billesdon have good access to either a primary or secondary school.

**6.30** Only fifteen residential and two of the mixed use site options are expected to have significant positive effects due to being located within 600m of at least two of either a pre-school, a primary school, a secondary school or a college. These site options are located within or near to Broughton Astley, Great

Bowden, Lutterworth, Market Harborough and within the strategic development proposed to the south east Leicester. The majority of the site options are not located within close proximity to a school or college. This includes 119 residential and 26 mixed use site options.

**6.31** This has resulted in the residential and mixed use site options having mixed effects overall. Only nine residential (21/8052, 21/8168, 21/8172, 21/8173, 21/8175, 21/8258, 24/12204, 24/12208 and 24/12218) and one mixed use (24/10711) have significant positive effects overall. These sites are all located within Market Harborough, with good access to services, facilities and schools. In contrast, 76 residential site options and 14 mixed use site options are likely to have minor negative effects overall. The majority of these sites are located to the outskirts of Market Harborough and Lutterworth and also within more rural parts of Harborough District and within the strategic development in south east Leicester.

**6.32** The location of energy infrastructure site options is not considered likely to affect this objective; therefore the effects of both renewable energy generation site options are negligible.

## **SA Objective 9: Provide affordable, sustainable, good-quality housing for all**

**6.33** Minor positive effects are expected for 272 residential site options and 21 mixed use site options, as they would deliver fewer than 500 homes, therefore making some, but not an individually significant, contribution to the total housing requirement of Harborough District. The location of site options will not influence the mix of housing that is provided onsite – this will instead be determined by Harborough Local Plan policies. A total of 33 mixed use and 19 residential site options are expected to have significant positive effects, as they would all deliver 500 homes or more. It is expected that these large mixed use sites will be able to offer a wide mix of housing, including affordable housing, as well as making a good contribution towards local housing needs. There is a large

number of mixed use sites to the south east of Leicester as part of strategic development proposed within this area. There are also a number of mixed use sites around Broughton Astley, Kibworth and Lutterworth. The two Gypsy and Traveller site options are expected to have significant positive effects as they will result in the delivery of Gypsy and Traveller pitches and plots, meeting the needs of these groups.

**6.34** The location of employment, retail and energy infrastructure site options is not considered likely to affect this objective; therefore the effects of all those site options are negligible.

## **SA Objective 10: Support the sustainable growth of the economy and provide good employment opportunities**

**6.35** The majority of the residential site options (220) are located within 600m of either public transport links or key and general employment areas and/or major employment sites and so will have minor positive effects on this SA objective. A total of 45 residential site options are within 600m of public transport links as well as one or more key and general employment area and/or major employment site. These sites provide the best accessibility to employment opportunities and therefore are likely to have significant positive effects. The majority of these best performing residential sites are located near Market Harborough, Lutterworth, Broughton Astley and Fleckney where there are a number of industrial estates and business parks. Market Harborough and Lutterworth have the highest concentration of employment areas and offer the best accessibility to employment opportunities.

**6.36** Only 16 residential site options and one Gypsy and Traveller site option are not within 600m of either public transport links or one or more key and general employment area and/or major employment sites and so would have minor negative effects.

**6.37** The provision of new employment sites is likely to have a positive effect on this objective by ensuring that new job opportunities are provided. Therefore, all employment site options will have positive effects. A total of 19 employment site options are likely to have significant positive effects as they are considered to be larger sites, over 10 hectares. The majority of employment site options are located around Lutterworth including Magna Park with a small number of smaller sites located within Market Harborough. All the mixed use sites are found to have potential but uncertain minor positive effects as there will likely be an element of employment growth through the development of these sites but the proportion is not yet known. There is one retail site option which is expected to result in some level of employment provision. Therefore, this site was assessed as having a potential but uncertain minor positive effect.

**6.38** The location of energy infrastructure site options is not considered likely to affect this objective; therefore the effects of both of those site options are negligible.

## **SA Objective 11: Reduce waste generation and increase levels of reuse and recycling**

**6.39** SA objective 11 was scoped out of the appraisal of residential, mixed use, employment, Gypsy and Traveller, retail and renewable energy generation site options. The location of development will not affect the achievement of this objective as effects will depend largely on factors such as the incorporation of waste management systems and recycling within development site options which would be influenced by policies and details submitted at planning application stage. The likely effects of all site options on this objective are therefore negligible.

## **SA Objective 12: To manage and reduce flood risk from all sources and to protect the quality and quantity of water resources**

**6.40** The majority of Harborough District falls within Flood Zone 1. There are some areas of Flood Zone 2 and 3 which are mainly associated with the watercourses in the District. Therefore, the majority of site options fall within Flood Zone 1 and are at a low risk of flooding. However, the higher levels of surface water flood risk in Harborough have resulted in the majority of site options being found to have a likely significant negative effect. A total of 144 residential, 46 mixed use, 31 employment, two retail, two Gypsy and Traveller and the one energy infrastructure site option are likely to have a significant negative effect as they fall within a 1 in 30 year risk of surface water flooding. These site options lie within Market Harborough, Great Bowden, Kibworth, Broughton Astley, Lutterworth and at south east Leicester. A number of smaller sites lie near the River Welland, which runs through Market Harborough, with associated flood risk. Forty residential, one mixed use and one employment site option fall within a 1 in 100 year risk of surface water flooding and therefore are likely to have a minor negative effect.

**6.41** The relatively low overall flood risk across Harborough District is reflected in the fact that 107 residential, seven mixed use, one retail and six employment site option are likely to have a negligible effect overall against SA objective 12.

**6.42** None of the site options are located within Source Protection Zones, and only a small number of sites contain a water body or watercourse. This is the case for eight residential, two employment and one mixed use site options. These sites are located within more rural parts of Harborough District with some of the sites in Kibworth and Market Harborough. If any of the sites with potential significant negative effects associated with flood risk are taken forwards for allocation in the Harborough Local Plan it is recommended that mitigation



requirements are built into any associated site allocation policies, for example the incorporation of SuDS. Where only part of a site is in an area of higher flood risk, consideration should be given to whether built development can be directed to other parts of the site, with the area of higher flood risk remaining as open space, for example.

## **SA Objective 13: Promote sustainable transport and active travel use**

**6.43** The majority of the residential, mixed use, employment and retail site options are expected to have positive effects on SA objective 13. The majority of positive effects are minor as the site options are located within either 1.8km of a railway station or 450m of a bus stop or cycle path, but not both. This is the case for 256 residential, 43 mixed use, 27 employment, one Gypsy and Traveller and one retail site option. A total of 25 residential, five mixed use and six employment and two retail site options are likely to have significant positive effects as they are located within 1.8km of a railway station and are within 450m of at least one of either a bus stop or a cycle path. These site options are all located within or near Market Harborough and are therefore in close proximity to Market Harborough train station. Only 10 residential, six mixed use and five employment and one Gypsy and Traveller site option are likely to have minor negative effects on this objective as they are located more than 1.8km from a railway station and more than 450m from a bus stop and a cycle route. These site options are generally located further away from town and village centres, in the more rural areas of Harborough District.

**6.44** The location of energy infrastructure site options is not considered likely to affect this objective; therefore a negligible effect was identified for both of those site options.

## SA Objective 14: To conserve and enhance the character and distinctiveness of the landscape

**6.45** There are no National Parks or National Landscapes in Harborough District. The likely effects of the options on the landscape have been assessed based on whether the site options fall within the countryside and are on greenfield land. Reflecting the fact that Harborough is a predominately rural District with the majority of the District being countryside, 232 residential and 46 mixed use site options are on greenfield land. Of these, 18 residential and 33 mixed use site options will comprise of more than 500 homes. The remaining sites fall within the countryside and will be developed for fewer than 500 homes. These site options are likely to have significant negative effects. A total of 38 residential and seven mixed use site options would contain fewer than 500 dwellings and are outside of the countryside but are on greenfield land and so are likely to have minor negative effects.

**6.46** A total of 30 employment site options are over 10ha in size or are between 2-10ha and are in the countryside and on greenfield land. These site options are likely to have a significant negative effect on the landscape. Only five employment and one retail site option is between 2-10ha in size and outside of the countryside but is on greenfield land, resulting in a minor negative effect. A total of 19 residential site, one mixed use and three employment site options were found to have negligible effects as they comprise of previously developed land.

**6.47** The one energy infrastructure site option falls within the countryside and is on greenfield land. Therefore, this site is likely to have significant negative effect. However, the effect on the landscape are uncertain until the specific design of development is known.

## Summary

**6.48** In terms of the most and least sustainable site options, looking across the suite of SA objectives there are no sites that stand out as being overwhelmingly more or less sustainable than other options.

**6.49** Eight site options are expected to have significant negative effects across five or more SA objectives (21/8169, 24/12210, 24/10117, 21/8150, 24/10251, 21/8217, 24/9111 and 24/1222). If any of these site options are taken forward in the Harborough Local Plan, particular consideration should be given to mitigation. This is largely due to the high level of greenfield development, historic assets and Local Wildlife Sites in Harborough district. Of these sites, one site (24/9111) is not expected to have any significant positive effects and so are the most poorly performing sites overall.

**6.50** Nine residential site options, and one employment site option are expected to have significant positive effects across four or more SA objectives and therefore perform very well (21/8121, 21/8157, 24/10249, 24/10249, 24/12215, 24/12204, 24/12208, 24/10680, 24/12218 and 24/9419). Of these, one site option (24/12208) currently has the most significant positive effects and is therefore the best performing site overall.

**6.51** However, the majority of the site options perform negatively against SA objective 4 due to the high number of heritage assets in Harborough. Only five site options (21/8248, 24/10219, 24/10241, 24/12233 and 24/10470) are expected to have a negligible effect due to their distance from a heritage asset. In addition, the majority of sites perform negatively against SA objective 3 due to the high level of greenfield development and the limited number of previously developed land available. However, a total of 26 site options are located on previously developed land and are therefore expected to perform positively. Due to the high level of greenfield development, the majority of site options are also expected to have negative effects on SA objective 14 (Landscape).

**Table 6.1: Summary of SA findings for the Residential Site Options**

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8040	Ashby Magna	West (Grid 5)	Land to east of Gilmorton Road	0	0?	?/0	?	0	+	0	-/-?	+	+	0	0	+	?
24/12181	Ashby Magna	West (Grid 5)	Land adjacent to Church Farm, Gilmorton Road, Ashby Magna, Leicestershire situated between (and including part of) Church Farm and 22 Gilmorton Road	0	0?	?/0	?	0	+	0	-/-?	+	+	0	0	+	?
21/8155	Billesdon	North (Grid 1/ 2)	Land at Gaulby Road	0	-?	?/0	?	0	++	0	0/+?	+	+	0	/0	+	?
21/8171	Billesdon	North (Grid 2)	Land south of Uppingham Road	0	-?	?/0	?	0	++	0	0/+?	+	+	0	/0	+	?
21/8190	Billesdon	North (Grid 2)	Billesdon Depot, South of Gaulby Road	0	-?	++/0	-?	0	++	0	0/-?	+	+	0	0	+	0?
21/8202	Billesdon	North (Grid 2)	Former Lorry Park, Gaulby Road	0	-?	++/0	?	0	++	0	0/+?	+	+	0	0	+	0?
21/8210	Billesdon	North (Grid 2)	Land north of Leicester Road	0	-?	?/0	?	0	++	0	0/+?	+	+	0	0	+	?
21/8215	Billesdon	North (Grid 2)	Land south of Leicester Road	0	-?	?/0	?	0	++	0	0/+?	+	+	0	/0	+	?
21/8266	Billesdon	North (Grid 2)	Land west of Rolleston Road	0	-?	?/0	?	0	++	0	0/+?	+	+	0	/0	+	?
24/12184	Billesdon	North (Grid 2)	Land North of High Acres	0	-?	?/0	?	0	++	0	0/+?	+	+	0	0	+	?
24/9521	Billesdon	North (Grid 2)	Land north of Rolleston Road	0	0?	?/0	?	0	++	0	0/+?	+	+	0	/0	+	?
24/9714	Billesdon	North (Grid 2)	Land to the east of Coplow Lane	0	-?	?/0	?	0	++	0	0/-?	+	+	0	0	+	?
21/8033	Bitteswell	South west (Grid 8)	Land off Ullesthorpe Road	0	0?	?/0	?	0	+	0	+/+?	+	+	0	-/0	+	?
21/8036	Bitteswell	South west (Grid 8)	Land at rear of The Brambles, Ashby Lane	0	-?	?/0	?	0	+	0	+/+?	+	+	0	0	+	?
21/8046	Bitteswell	South west (Grid 8)	Land south of Bitteswell Farm, Ashby Lane	0	-?	?/0	-?	0	+	0	+/+?	+	+	0	0	+	?
21/8219	Bitteswell	South west (Grid 8)	Land off Manor Road	0	-?	?/0	?	0	+	0	+/+?	+	+	0	0	+	?

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8246	Bitteswell	South west (Grid 8)	Land east of Ashby Lane	0	-?	?/0	?	0	+	0	+/+?	+	+	0	/0	+	?
21/8045	Broughton Astley	West (Grid 5)	Land to the east of Broughton Chase	0	-?	?/ ?	-?	0	+	0	+/+?	+	+	0	/0	+	?
21/8096	Broughton Astley	West (Grid 5)	Land to the east of Stemborough Mill	0	0?	?/ ?	?	0	+	0	+/?	+	+	0	-/0	+	?
21/8134	Broughton Astley	West (Grid 5)	Old Mill Road	0	-?	?/0	?	0	+	0	+/+?	+	++	0	/0	+	?
21/8144	Broughton Astley	West (Grid 5)	Land north of Cottage Lane	0	-?	?/0	-?	0	+	0	+/+?	+	++	0	/0	+	?
21/8154	Broughton Astley	West (Grid 5)	Land off Frolesworth Road	0	-?	?/0	-?	0	++	0	+/+?	+	+	0	/0	+	?
21/8158	Broughton Astley	West (Grid 5)	Land off Crowfoot Way	0	-?	?/ ?	-?	0	+	0	+/+?	+	+	0	/0	+	?
21/8218	Broughton Astley	West (Grid 5)	Land east of Frolesworth Road	0	-?	?/0	?	0	++	0	+/+?	+	++	0	/0	+	?
21/8251	Broughton Astley	West (Grid 5)	Land east of Dunton Road	0	-?	?/0	-?	0	+	0	+/?	+	++	0	/0	+	?
21/8252	Broughton Astley	West (Grid 5)	Land east of Dunton Road	0	-?	?/0	-?	0	+	0	+/?	++	++	0	/0	+	?
21/8220	Broughton Astley	West (Grid 5)	Land at Witham Villa, Broughton Road	0	-?	?/0	-?	0	++	0	+/+?	+	++	0	/0	+	?
21/8223	Broughton Astley	West (Grid 5)	"Land south of Dunton Road"	0	-?	?/ ?	?	0	+	0	+/+?	+	+	0	/0	+	?
21/8226	Broughton Astley	West (Grid 5)	Sutton Hill Farm, Coventry Road	0	-?	?/ ?	?	0	+	0	/+?	+	+	0	/0	+	?
21/8263	Broughton Astley	West (Grid 5)	Land west of Frolesworth Road	0	-?	?/0	-?	0	+	0	+/+?	+	+	0	/0	+	?
21/8248	Broughton Astley	West (Grid 5)	Land East of Dunton Road (option 1)	0	-?	?/0	0?	0	+	0	+/?	+	++	0	/0	+	?
21/8249	Broughton Astley	West (Grid 5)	Land East of Dunton Road (Option 2)	0	-?	?/0	-?	0	+	0	+/?	+	++	0	/0	+	?

Chapter 6 Sustainability Appraisal Findings for the Site Options

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8250	Broughton Astley	West (Grid 5)	Land east of Dunton Road (Option 4)	0	-?	?/0	-?	0	+	0	+/?	++	++	0	/0	+	?
21/8159	Broughton Astley	West (Grid 5)	Land off Crowfoot Way (north)	0	-?	?/0	-?	0	+	0	+/+?	+	+	0	0	+	-?
24/10012	Broughton Astley	West (Grid 5)	Land at Witham Villa, Broughton Road	0	-?	?/0	-?	0	++	0	+/+?	+	++	0	/0	+	?
24/10135	Broughton Astley	West (Grid 5)	Land south of Coventry Road	0	-?	?/0	-?	0	++	0	+/+?	+	+	0	-/0	+	?
24/10175	Broughton Astley	West (Grid 5)	Land off Crowfoot Way	0	-?	?/?	-?	0	+	0	+/+?	+	+	0	/0	+	?
24/10554	Broughton Astley	West (Grid 5)	Land off Frolesworth Road	0	-?	?/0	-?	0	++	0	+/+++?	++	+	0	/0	+	?
24/12209	Broughton Astley	West (Grid 5)	Land south of Dunton Road	0	-?	?/?	?	0	+	0	+/+?	+	+	0	/0	+	?
24/12216	Broughton Astley	West (Grid 5)	Garden Centre Adjacent 80 Dunton Road	0	0?	++/-?	-?	0	+	0	+/?	+	+	0	/0	+	0?
21/8265	Bruntingthorpe	West (Grid 6)	Land north of Peatling Parva Road	0	0?	?/0	?	0	+	0	-/-?	+	+	0	0	+	?
24/10241	Bruntingthorpe	West (Grid 6)	Land south of Mere Lane, Upper Bruntingthorpe	0	0?	?/0	0?	0	+	0	-/-?	+	+	0	-/0	+	?
21/8091	Carlton Curliou	North (Grid 1)	Farmyard at Manor Farm	0	0?	?/0	?	0	+	0	-/-?	+	-	0	0	+	?
21/8066	Catthorpe	South west (Grid 8)	Land South of Main Street	0	-?	?/0	?	0	+	0	-/-?	+	+	0	0	+	?
21/8068	Catthorpe	South west (Grid 8)	Land off Lilbourne Lane	0	-?	/0	?	0	+	0	-/-?	+	+	0	0	+	?
21/8070	Catthorpe	South west (Grid 8)	Land north of Lilbourne Lane	0	-?	/0	?	0	+	0	-/-?	+	+	0	0	+	?
21/8077	Catthorpe	South west (Grid 8)	Land off Main Street	0	0?	?/0	?	0	+	0	-/-?	+	+	0	0	+	?
21/8078	Catthorpe	South west (Grid 8)	Land north of Lilbourne Lane (east)	0	-?	?/0	?	0	+	0	-/-?	+	+	0	0	+	?
21/8075	Church Langton	Centre (Grid 3)	Land North of Home Farm, Main Street	0	?	?/0	?	0	+	0	/+?	+	+	0	-/0	+	?



Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8115	Church Langton	Centre (Grid 3)	Land rear of the Hanbury Centre, Stonton Road	0	-?	?/0	?	0	+	0	/+?	+	+	0	0	+	?
21/8128	Church Langton	Centre (Grid 3)	Land East of Church Causeway	0	-?	?/0	?	0	+	0	/+?	+	+	0	/0	+	?
24/10486	Church Langton	Centre (Grid 3)	Land to the East of Stonton Road and West of Church Causeway	0	-?	?/0	?	0	+	0	/+?	+	+	0	/0	+	?
24/9111	Church Langton	Centre (Grid 3)	Land north, west and east of The Causeway, Church Causeway	0	?	?/0	?	0	+	0	/+?	+	+	0	/0	+	?
21/8030	Claybrooke Magna	West (Grid 5)	Land north of Frolesworth Lane	0	0?	?/ ?	?	0	+	0	-/-?	+	+	0	0	+	?
21/8130	Claybrooke Magna	West (Grid 5)	Land at Hallaton Road	0	0?	?/0	?	0	+	0	-/-?	+	+	0	/0	+	?
21/8142	Claybrooke Magna	West (Grid 5)	Land north west of Frolesworth Lane	0	0?	?/ ?	?	0	+	0	-/-?	+	+	0	/0	+	?
21/8125	Craneoe	East (Grid 4)	South of Langton Road	0	-?	?/0	?	0	+	0	-/-?	+	+	0	0	+	?
21/8083	Dunton Bassett	West (Grid 5)	Land off Lutterworth Road	0	-?	?/ ?	-?	0	+	0	-/-?	+	+	0	0	+	?
21/8188	Dunton Bassett	West (Grid 5)	Land at Leire Lane	0	-?	?/ ?	?	0	+	0	/+?	+	+	0	0	+	?
24/10081	Dunton Bassett	West (Grid 5)	Land to the west of Lutterworth Road	0	-?	?/ ?	?	0	+	0	/+?	+	+	0	0	+	?
24/10304	Dunton Bassett	West (Grid 5)	Ellwells Farm, Coopers Lane	0	?	?/0	?	0	+	0	-/-?	+	+	0	0	+	?
21/8160	East Langton	Centre (Grid 3)	Land south of Back Lane	0	-?	?/0	?	0	+	0	-/-?	+	+	0	/0	-	?
21/8161	East Langton	Centre (Grid 3)	Land fronting Back Lane	0	-?	?/0	?	0	+	0	-/-?	+	+	0	/0	-	?
24/10274	East Langton	Centre (Grid 3)	Langton View Stables, Thorpe Langton Road	0	-?	?/0	?	0	+	0	/+?	+	+	0	/0	+	?
24/12199	East Langton	Centre (Grid 3)	Land east of Back Lane	0	-?	?/0	?	0	+	0	-/-?	+	+	0	/0	+	?
21/8055	Fleckney	Centre (Grid 3)	Land to the West of the Longgrey	0	-?	?/0	-?	0	+	0	0/+?	+	+	0	0	+	?
21/8076	Fleckney	Centre (Grid 3)	Land lying north-west of Kibworth Road	0	0?	?/0	-?	0	+	0	0/-?	+	++	0	0	+	?
21/8086	Fleckney	Centre (Grid 3)	Land south of Kilby Road (east)	0	-?	?/0	-?	0	++	0	0/+?	+	+	0	-/0	+	?
21/8087	Fleckney	Centre (Grid 3)	Land North of Kilby Road	0	-?	?/0	-?	0	+	0	0/+?	+	+	0	-/0	+	?



Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8088	Fleckney	Centre (Grid 3)	Land to the east of Fleckney Meadows	0	0?	?/0	?	0	++	0	0/+?	+	++	0	0	+	?
21/8101	Fleckney	Centre (Grid 3)	Land west of Leicester Road	0	-?	?/0	-?	0	+	0	0/+?	+	+	0	0	+	?
21/8166	Fleckney	Centre (Grid 3)	Land to the east of Fleckney Road	0	0?	?/0	-?	0	+	0	0/-?	+	++	0	/0	+	?
21/8174	Fleckney	Centre (Grid 3)	Land Off Burton Way	0	0?	?/0	?	0	++	0	0/+?	+	++	0	/ ?	+	?
21/8205	Fleckney	Centre (Grid 3)	Land south of Bird Cage Cottage, Arnesby Road	0	-?	?/0	-?	0	+	0	0/-?	+	++	0	/0	+	?
21/8216	Fleckney	Centre (Grid 3)	Land South of Kilby Road (west)	0	-?	?/0	-?	0	+	0	0/+?	+	+	0	0	+	?
24/10042	Fleckney	Centre (Grid 3)	Land North of Fleckney Fields	0	-?	?/0	-?	0	+	0	0/+?	+	+	0	0	+	?
24/10140	Fleckney	Centre (Grid 3)	Land off Fleckney Road	0	0?	?/0	-?	0	+	0	0/-?	+	++	0	/0	+	?
21/8072	Foxton	South (Grid 7)	The Market Garden, Langton Road	0	0?	++/0	?	0	+	0	-/-?	+	+	0	/0	+	0?
21/8112	Foxton	South (Grid 7)	Land off North Lane	0	0?	?/0	?	0	+	0	-/-?	+	+	0	/0	+	?
24/8986	Foxton	South (Grid 7)	Land off North Lane	0	0?	?/0	?	0	+	0	-/-?	+	+	0	-/0	+	?
24/10597	Gartree	West (Grid 5)	Land off Gallow Field Road	0	-?	?/0	?	0	+	0	-/-?	++	++	0	/0	+	?
24/10295	Gilmorton	West (Grid 5)	Land off Ullesthorpe Road	0	0?	?/0	?	0	+	0	/+?	+	+	0	0	+	?
24/10513	Gilmorton	West (Grid 5)	Land off Lutterworth Road	0	0?	?/0	?	0	+	0	/+?	+	+	0	0	+	?
21/8127	Glooston	East (Grid 4)	Land off Main Street	0	0?	?/0	?	0	+	0	-/-?	+	+	0	/0	+	?
21/8054	Great Bowden	South (Grid 7)	Land off Dingley Road and Nether Green	0	-?	?/ ?	?	0	++	0	++/+?	+	+	0	/0	++	-?
21/8052	Great Bowden	South (Grid 7)	Land off Bankfield Drive	0	0?	?/ ?	-?	0	+	0	++/++ ?	+	++	0	0	++	-?
21/8029	Great Bowden	South (Grid 7)	Land west of Langton Road	0	-?	?/0	?	0	++	0	/+?	+	+	0	0	++	-?
21/8114	Great Bowden	South (Grid 7)	Land off Welham Lane	0	-?	?/ ?	?	0	++	0	/+?	+	+	0	/0	+	-?
21/8126	Great Bowden	South (Grid 7)	Land south of Dingley Road	0	-?	?/ ?	?	0	++	0	++/+?	+	++	0	/0	++	-?
21/8141	Great Bowden	South (Grid 7)	Land north of Leicester Lane	0	-?	?/0	?	0	+	0	++/-	+	+	0	-/0	++	-?

Chapter 6 Sustainability Appraisal Findings for the Site Options

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8151	Great Bowden	South (Grid 7)	Land north of Dingley Road	0	-?	?/ ?	?	0	++	0	++/+?	+	+	0	0	++	-?
21/8172	Great Bowden	South (Grid 7)	Land south of Main Street	0	-?	?/0	?	0	++	0	++/++ ?	+	+	0	0	++	-?
21/8173	Great Bowden	South (Grid 7)	Land to the rear of the former Top Yard Farm, off Burnmill Road	0	-?	?/0	?	0	++	0	++/++ ?	+	+	0	/0	++	-?
21/8175	Great Bowden	South (Grid 7)	Land off Leicester Lane	0	-?	?/0	?	0	+	0	++/+?	+	+	0	0	++	-?
21/8258	Great Bowden	South (Grid 7)	Land off Bankfield Drive	0	0?	?/ ?	-?	0	+	0	++/+?	+	++	0	0	++	-?
24/10487	Great Bowden	South (Grid 7)	Land off Leicester Lane	0	-?	?/0	?	0	++	0	++/+?	+	+	0	/0	++	-?
24/9425	Great Bowden	South (Grid 7)	Land North of Dingley Road	0	-?	?/ ?	?	0	++	0	++/+?	+	+	0	0	++	-?
21/8028	Great Easton	East (Grid 4)	Paddock behind 22 Broadgate	0	0?	?/0	?	0	+	0	/+?	+	+	0	/0	+	?
21/8051	Great Easton	East (Grid 4)	Land West of Stockerston Lane	0	0?	?/0	?	0	+	0	/+?	+	+	0	/0	+	?
21/8082	Great Easton	East (Grid 4)	Land off Clarkesdale	0	0?	?/0	?	0	+	0	/+?	+	+	0	-/0	+	?
24/10134	Great Easton	East (Grid 4)	Land at Barnsdale, Great Easton	0	0?	?/ ?	?	0	+	0	/+?	+	+	0	/0	+	?
24/12188	Great Easton	East (Grid 4)	Land rear of 2 High Street	0	0?	?/ ?	?	0	+	0	-/-?	+	+	0	/0	+	0?
24/12232	Great Easton	East (Grid 4)	Old Station Yard, Rockingham Road, Great Easton Former Site	0	-?	++/-?	?	0	+	0	-/-?	+	+	0	0	+	0?
21/8044	Great Glen	North (Grid 1)	Land south of London Road	0	-?	?/0	?	0	++	0	0/-?	+	+	0	/0	+	?
21/8131	Great Glen	North (Grid 1)	Land to the north of Great Glen	0	-?	?/0	-?	0	+	0	0/+?	+	-	0	/0	+	?
21/8194	Great Glen	North (Grid 1)	South of London Road and west of Station Road	0	-?	?/0	?	0	++	0	0/-?	+	+	0	/0	+	?
21/8230	Great Glen	North (Grid 1)	Land to the North of London Road and east of Leicester Grammar School	0	-?	?/0	?	0	++	0	0/+?	+	+	0	/0	+	?
21/8232	Great Glen	North (Grid 1)	Land to the North of London Road	0	-?	?/0	?	0	++	0	0/+?	+	+	0	/0	+	?
21/8235	Great Glen	North (Grid 1)	Land North of London Road, East of Leicester Grammar School	0	-?	?/0	?	0	++	0	0/+?	+	+	0	/0	+	?

Chapter 6 Sustainability Appraisal Findings for the Site Options

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8244	Great Glen	North (Grid 1)	Land to the West of Bridgewater Drive and Heron Close	0	-?	?/0	-?	0	++	0	0/+?	+	+	0	/0	+	?
24/12189	Great Glen	North (Grid 1)	Land to the north of Great Glen	0	-?	?/0	-?	0	+	0	0/+?	+	+	0	/0	+	?
24/12190	Great Glen	North (Grid 1)	Land North of Glen House	0	-?	?/0	?	0	++	0	0/-?	+	+	0	0	+	?
21/8176	Great Glen	North (Grid 1)	Land off Old A6 London Road	0	-?	?/0	?	0	++	0	0/-?	+	+	0	0	+	?
24/10277	Great Glen	North (Grid 1)	Land off London Road	0	-?	?/0	?	0	++	0	0/-?	+	+	0	/0	+	?
24/10368	Great Glen	North (Grid 1)	Land off London Road	0	-?	?/0	-?	0	++	0	0/-?	+	+	0	/0	+	?
24/9581	Great Glen	North (Grid 1)	Land lying to the East of Sycamore Close, Stretton Hall	0	-?	?/0	?	0	+	0	-/-?	+	-	0	0	-	?
24/8627	Great Glen	North (Grid 1)	Paddock to the rear of 2 Orchard Lane	0	-?	?/0	?	0	++	0	0/-?	+	+	0	/0	+	?
24/12228	Great Glen	North (Grid 1)	Land on the west side of Stretton Road Great Glen	0	-?	?/0	-?	0	+	0	0/+?	+	-	0	/0	+	?
21/8023	Hallaton	East (Grid 4)	Land at Medbourne Road	0	0?	?/0	?	0	+	0	/+?	+	+	0	/0	+	?
21/8119	Hallaton	East (Grid 4)	Corner of Hunts Lane and North End	0	0?	?/0	?	0	+	0	/+?	+	+	0	0	+	?
21/8253	Hallaton	East (Grid 4)	Land at Cow Close	0	0?	?/0	?	0	+	0	/+?	+	+	0	/0	+	?
21/8255	Hallaton	East (Grid 4)	Land north of Churchgate	0	-?	?/0	?	0	+	0	/+?	+	+	0	0	+	?
21/8256	Hallaton	East (Grid 4)	Land North of Goadby Road	0	0?	?/0	?	0	+	0	/+?	+	+	0	0	+	?
24/9754	Hallaton	East (Grid 4)	Medbourne Road	0	0?	?/0	?	0	+	0	-/-?	+	+	0	/0	+	?
21/8109	Halstead	North (Grid 2)	Land south of Oakham Road	0	0?	?/ ?	?	0	+	0	-/-?	+	+	0	0	+	?
21/8170	Hungarton	North (Grid 1)	Land to the east of Main Street	0	-?	?/0	?	0	+	0	-/-?	+	+	0	0	+	?
21/8198	Hungarton	North (Grid 1)	Land south of Church Paddock, Church Lane	0	-?	?/0	?	0	+	0	-/-?	+	+	0	0	+	?
21/8200	Hungarton	North (Grid 1)	Land to the east of Barley Leas	0	-?	?/0	?	0	+	0	-/-?	+	+	0	-/0	+	?
21/8025	Houghton on the Hill	North (Grid 1)	Land North of Uppingham Road (west)	0	0?	?/0	-?	0	+	0	0/-?	+	+	0	0	+	?

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8047	Houghton on the Hill	North (Grid 1)	South of Uppingham Road	0	0?	?/ ?	-?	0	+	0	0/+?	+	+	0	/0	+	?
21/8135	Houghton on the Hill	North (Grid 1)	Land North of Stretton Lane	0	-?	?/ ?	?	0	+	0	0/+?	+	+	0	0	+	?
21/8148	Houghton on the Hill	North (Grid 1)	Land south of the A47 Uppingham Road, west of Houghton On The Hill	0	0?	?/0	-?	0	+	0	0/-?	+	+	0	-/0	+	?
21/8195	Houghton on the Hill	North (Grid 1)	North of Uppingham Road (east)	0	-?	?/ ?	?	0	+	0	0/-?	+	+	0	/0	+	?
21/8206	Houghton on the Hill	North (Grid 1)	Land to the north of Uppingham Road	0	0?	?/ ?	?	0	+	0	0/-?	+	+	0	-/0	+	?
24/9355	Houghton on the Hill	North (Grid 1)	Land east of Houghton on the Hill, north of A47	0	-?	?/ ?	?	0	+	0	0/-?	+	+	0	/0	+	?
24/9356	Houghton on the Hill	North (Grid 1)	Land east of Houghton on the Hill, south of A47	0	-?	?/0	?	0	+	0	0/-?	+	+	0	/0	+	?
24/9357	Houghton on the Hill	North (Grid 1)	Land east of Houghton on the Hill, north and south of the A47	0	-?	?/ ?	?	0	+	0	0/-?	+	+	0	/0	+	?
24/10480	Houghton on the Hill	North (Grid 1)	Land South of Uppingham Road	0	0?	?/ ?	?	0	+	0	0/+?	+	+	0	/0	+	?
24/9633	Houghton on the Hill	North (Grid 1)	Land south of Uppingham Road, west of Houghton on the Hill	0	-?	?/ ?	-?	0	+	0	0/+?	+	+	0	/0	+	?
24/12224	Houghton on the Hill	North (Grid 1)	Rear of the Old Black Horse, Main Street, Houghton on the Hill	0	0?	?/ ?	?	0	+	0	0/+?	+	+	0	-/0	+	?
21/8064	Husbands Bosworth	South west (Grid 8)	Land east of Welford Road	0	-?	/ ?	?	0	++	0	0/+?	+	+	0	-/0	+	?
21/8181	Husbands Bosworth	South west (Grid 8)	Land west of Welford Road	0	0?	/0	?	0	++	0	0/+?	+	+	0	-/0	+	?
21/8187	Husbands Bosworth	South west (Grid 8)	Husbands Bosworth School Field, Land east of Welford Road	0	-?	?/0	?	0	++	0	0/+?	+	+	0	0	+	?
21/8259	Husbands Bosworth	South west (Grid 8)	Land at Honeypot Lane	0	-?	?/0	?	0	++	0	0/+?	+	+	0	0	+	?
24/9406	Husbands Bosworth	South west (Grid 8)	Land west of Bell Lane and north of Kilworth Road	0	0?	?/0	?	0	++	0	0/+?	+	+	0	0	+	?

Chapter 6 Sustainability Appraisal Findings for the Site Options

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
24/9895	Husbands Bosworth	South west (Grid 8)	Land East of Welford Road	0	-?	?/ ?	?	0	++	0	0/+?	+	+	0	/0	+	?
24/8999	Husbands Bosworth	South west (Grid 8)	Land North West Theddingworth Road	0	-?	?/0	?	0	++	0	0/+?	+	+	0	-/0	+	?
21/8079	Illston on the Hill	North (Grid 1)	Land off Main Street (opposite Straun Cottage)	0	-?	?/0	?	0	+	0	-/-?	+	+	0	0	+	?
21/8050	Keyham	North (Grid 1)	Snows Lane	0	-?	?/0	-?	0	+	0	-/-?	+	+	0	/0	+	?
21/8042	Kibworth	Centre (Grid 3)	Land south of Harborough Road/A6	0	-?	?/0	-?	0	++	0	0/+?	+	++	0	/0	+	?
21/8061	Kibworth	Centre (Grid 3)	Land west of Smeeton Road	0	-?	?/0	?	0	++	0	0/+++?	+	+	0	/0	+	?
21/8113	Kibworth	Centre (Grid 3)	Land adjacent to The Hollies, Fleckney Road	0	-?	?/0	-?	0	+	0	0/-?	+	+	0	0	+	-?
21/8145	Kibworth	Centre (Grid 3)	Land at Birdie Close	0	-?	?/0	-?	0	++	0	0/+?	+	++	0	/0	+	?
21/8149	Kibworth	Centre (Grid 3)	Land off Fleckney Road/Warwick Road	0	?	?/0	-?	0	+	0	0/-?	+	+	0	-/0	+	-?
21/8224	Kibworth	Centre (Grid 3)	Land off Fleckney Road	0	-?	?/0	-?	0	+	0	0/+?	+	+	0	0/ ?	+	-?
21/8237	Kibworth	Centre (Grid 3)	Land north of Wistow Road and west of A6	0	-?	?/0	?	0	+	0	0/+?	++	+	0	/0	+	?
21/8238	Kibworth	Centre (Grid 3)	Land west of Leicester Road	0	-?	?/0	?	0	+	0	0/+?	+	+	0	0	+	?
21/8247	Kibworth	Centre (Grid 3)	Land west of Warwick Road and south of Priory Business Park	0	-?	?/0	?	0	+	0	0/+?	++	+	0	/0	+	?
24/12186	Kibworth	Centre (Grid 3)	Land to the north of Wistow Road	0	0?	?/0	?	0	+	0	0/+?	+	+	0	-/0	+	?
24/12187	Kibworth	Centre (Grid 3)	Land north of Wistow Road	0	-?	?/0	?	0	+	0	0/+?	++	+	0	/0	+	?
21/8123	Kibworth	Centre (Grid 3)	Land North of Wentworth Close	0	-?	?/0	-?	0	++	0	0/+?	+	++	0	-/0	+	?
24/10478	Kibworth	Centre (Grid 3)	Land at Wentworth Close	0	0?	?/ ?	-?	0	+	0	0/+?	++	++	0	/ ?	+	?
24/10519	Kibworth	Centre (Grid 3)	Land north of Wistow Road	0	-?	?/0	?	0	+	0	0/+?	++	+	0	/0	+	?
21/8199	Kibworth	Centre (Grid 3)	Land off Carlton Road	0	-?	?/0	?	0	+	0	0/+?	+	+	0	-/0	+	?
24/10612	Kibworth	Centre (Grid 3)	Land South of Fleckney Road	0	?	?/0	-?	0	+	0	0/+?	+	+	0	-/0	+	?



Chapter 6 Sustainability Appraisal Findings for the Site Options

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
24/10501	Kibworth	Centre (Grid 3)	Land adjacent to Westfield House, Leicester Road	0	0?	?/0	?		+	0	0/+?	+	+	0	0	+	?
24/12202	Kibworth	Centre (Grid 3)	Land at St Wilfrids Close	0	?	?/0	?	0	++	0	0/++?	+	+	0	/ ?	+	-?
24/12220	Kibworth	Centre (Grid 3)	Clarkes of Great Glen Ltd, New Road	0	-?	++/0	-?	0	++	0	0/+?	+	++	0	/0	+	0?
24/12223	Kibworth	Centre (Grid 3)	The Nurseries, Flackney Road	0	-?	++/0	-?	0	+	0	0/+?	+	+	0	0	+	0?
24/10594	Kibworth	Centre (Grid 3)	Land North West of Warwick Road	0	-?	?/0	?	0	+	0	0/+?	+	+	0	/0	+	?
21/8186	Laughton	West (Grid 6)	Land at Church Farm	0	0?	?/0	?	0	+	0	-/-?	+	+	0	-/0	+	?
21/8037	Leire	West (Grid 5)	Land to the south of Frolesworth Road	0	-?	?/ ?	?	0	+	0	-/-?	+	+	0	-/0	+	?
21/8062	Leire	West (Grid 5)	Land to rear of Orchard Cottage, Main Street	0	-?	?/ ?	?	0	+	0	-/-?	+	+	0	0	+	?
21/8097	Leire	West (Grid 5)	South Leicestershire Riding Establishment, Frolesworth Road	0	-?	++/-?	?	0	+	0	-/-?	+	+	0	0	+	0?
21/8262	Leire	West (Grid 5)	Land at Dunton Road	0	0?	?/ ?	?	0	+	0	-/-?	+	+	0	0	+	?
24/12191	Leire	West (Grid 5)	Land off Main Street	0	-?	++/-?	?	0	+	0	-/-?	+	+	0	0	+	0?
21/8057	Little Stretton	North (Grid 1)	Land between Church Farm and Leicester Airport	0	0?	?/0	?	0	+	0	-/-?	+	-	0	-/0	-	?
21/8017	Lubenham	South (Grade 7)	Land south of Laughton Road	0	-?	?/ ?	?	0	+	0	/+?	+	+	0	/ ?	+	?
21/8018	Lubenham	South (Grade 7)	Land east of Theddingworth Road	0	0?	?/ ?	?	0	+	0	/+?	+	+	0	/0	+	?
21/8020	Lubenham	South (Grade 7)	Papillon Hall Farm, Theddingworth Road	0	0?	?/ ?	?	0	+	0	-/-?	+	+	0	/0	+	?
21/8118	Lubenham	South (Grade 7)	Land off The Green	0	-?	?/ ?	?	0	+	0	/+?	+	+	0	/0	+	?
21/8260	Lubenham	South (Grade 7)	Land east of Foxton Road	0	-?	?/ ?	?	0	+	0	-/-?	+	+	0	0	+	?
24/9180	Lubenham	South (Grade 7)	Land to the west of Lubenham	0	0?	?/ ?	?	0	+	0	-/-?	++	+	0	/0	+	?
24/10080	Lubenham	South (Grade 7)	Land south of Laughton Road	0	-?	?/ ?	?	0	+	0	-/-?	+	+	0	/0	+	?
24/12193	Lubenham	South (Grade 7)	Land north of Foxton Road	0	-?	?/ ?	?	0	+	0	/+?	+	+	0	-/0	+	?

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
24/9318	Lutterworth	South West (Grid 8)	Land to the west of Moorbarns Lane	0	0?	?/ ?	-?	0	+	0	+/+?	+	+	0	/0	+	?
21/8034	Lutterworth	South West (Grid 8)	Land off Bitteswell Road	0	?	?/0	?	0	+	0	+/+++?	+	++	0	/0	+	?
21/8111	Lutterworth	South West (Grid 8)	Land south of Woodby Lane	0	0?	?/0	-?	0	+	0	+/+?	++	++	0	/0	+	?
21/8104	Lutterworth	South West (Grid 8)	Land at M1 Junction 20/Swinford Road	0	0?	/ ?	-?	0	+	0	+/ ?	+	++	0	0	+	?
21/8107	Lutterworth	South West (Grid 8)	Land North West of Walcote	0	-?	/ ?	-?	0	+	0	-/-?	+	-	0	/0	+	?
21/8133	Lutterworth	South West (Grid 8)	Land at Moorbarns Lane	0	0?	?/ ?	-?	0	+	0	+/ ?	+	-	0	0	+	?
21/8167	Lutterworth	South West (Grid 8)	Land off Leicester Road	0	-?	?/0	-?	0	+	0	+/+?	+	++	0	/0	+	?
24/10257	Lutterworth	South West (Grid 8)	Land west of Leicester Road	0	-?	?/0	-?	0	+	0	+/ ?	+	++	0	/0	+	?
24/12203	Lutterworth	South West (Grid 8)	Allotments, De Verdon Road	0	0?	?/0	?	0	+	0	+/+++?	+	+	0	0	+	-?
24/9005	Lutterworth	South West (Grid 8)	Spring Farm, Moorebarns Lane	0	0?	?/ ?	-?	0	+	0	+/+?	+	-	0	/0	+	?
24/10332	Lutterworth	South West (Grid 8)	Land off Moorbarns Road	0	0?	?/0	?	0	+	0	+/ ?	++	-	0	/0	+	?
21/8022	Market Harborough	South (Grid 7)	Peatling Lodge Farm	0	-?	?/0	?	0	+	0	-/-?	+	+	0	/ ?	+	?
21/8095	Market Harborough	South (Grid 7)	Land east of Leicester Road	0	-?	?/0	?	0	+	0	++/+?	+	++	0	/0	+	-?
21/8121	Market Harborough	South (Grid 7)	Rockingham Road Industrial Estate (Plot 13)	0	-?	++/-?	?	0	+	0	++/+?	+	++	0	/0	++	0?
21/8132	Market Harborough	South (Grid 7)	Land south of Farndale View	0	?	?/ ?	?	0	+	0	++/-?	+	++	0	/0	+	-?
21/8143	Market Harborough	South (Grid 7)	Land east of Leicester Road and south of Grand Union canal	0	-?	?/0	?	0	+	0	++/+?	+	++	0	/0	++	-?



Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8157	Market Harbour	South (Grid 7)	Land south west of Braybrooke Road	0	-?	?/0	?	0	++	0	++/+?	+	++	0	/ ?	++	-?
21/8168	Market Harbour	South (Grid 7)	Land north of 54 The Ridgeway, Market Harbour	0	0?	?/0	-?	0	+	0	++/++?	+	++	0	0	++	-?
21/8222	Market Harbour	South (Grid 7)	Land north of Gallow Field Road	0	-?	?/0	?	0	+	0	-/-?	++	++	0	/0	+	?
21/8209	Market Harbour	South (Grid 7)	Land south of A6, north of the canal	0	-?	?/0	?	0	+	0	-/-?	++	++	0	/0	+	?
21/8019	Market Harbour	South (Grid 7)	Land west of Harbour Road	0	-?	?/0	?	0	+	0	-/-?	+	++	0	/0	+	?
24/10242	Market Harbour	South (Grid 7)	Harbour Road	0	-?	?/0	?	0	+	0	++/-?	+	++	0	/0	+	?
24/10249	Market Harbour	South (Grid 7)	Land off Compass Way and Eady Drive	0	0?	?/0	-?	0	++	0	++/-?	+	++	0	/0	++	-?
24/12215	Market Harbour	South (Grid 7)	Former Harboro' Rubber Site	0	?	++/0	?	0	+	0	++/+?	+	++	0	/0	++	0?
24/12204	Market Harbour	South (Grid 7)	39, 40, 40a High Street	0	0?	++/0	?	0	++	0	++/+?	+	+	0	0	++	0?
24/12208	Market Harbour	South (Grid 7)	Naseby Square	0	0?	++/0	-?	0	++	0	++/+?	+	++	0	/0	++	0?
24/10098	Market Harbour	South (Grid 7)	Gallow Field Road, due east of HM Gartree Prison	0	-?	?/0	?	0	+	0	-/-?	+	+	0	-/0	+	?
24/10170	Market Harbour	South (Grid 7)	Land to the South of Braybrooke Road	0	-?	?/0	-?	0	+	0	++/+?	+	+	0	/0	++	-?
24/10219	Market Harbour	South (Grid 7)	Land to the South of Harbour Road / South East of Kettering Road	0	-?	?/0	0?	0	+	0	++/-?	+	-	0	/0	++	-?
24/10489	Market Harbour	South (Grid 7)	West of Market Harbour	0	0?	?/ ?	-?	0	+	0	++/-?	++	+	0	/0	+	?
24/10680	Market Harbour	South (Grid 7)	Land east of Dunmore Road	0	0?	?/0	?	0	++	0	++/+?	+	++	0	/0	++	-?
24/12218	Market Harbour	South (Grid 7)	20 Abbey Street	0	0?	++/0	?	0	++	0	++/+?	+	+	0	0	++	0?

Chapter 6 Sustainability Appraisal Findings for the Site Options

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
24/9419	Market Harborough	South (Grid 7)	Land to the east of Dunmore Road	0	0?	?/0	?	0	++	0	++/+?	+	++	0	/0	++	-?
24/12194	Medbourne	East (Grid 4)	Land west of Hallaton Road	0	0?	?/ ?	?	0	+	0	-/-?	+	+	0	0	+	?
24/12195	Medbourne	East (Grid 4)	Land north of Ashley Road	0	0?	?/ ?	?	0	+	0	-/-?	+	+	0	0	+	?
24/12196	Medbourne	East (Grid 4)	Station House, Livery Yard, Main Street	0	0?	?/0	?	0	+	0	-/-?	+	+	0	/0	+	0?
24/10351	Medbourne	East (Grid 4)	Land off B664 Uppingham Road and south of road to Blaston (Field Road)	0	-?	++/-?	?	0	+	0	-/-?	+	-	0	/0	+	?
21/8185	Mowsley	West (Grid 6)	Land at Dag Lane	0	0?	?/0	?	0	+	0	-/-?	+	+	0	0	+	?
21/8084	North Kilworth	South West (Grid 8)	Land south of A4304 Station Road	0	-?	?/0	?	0	+	0	/+?	+	+	0	/0	+	?
21/8063	North Kilworth	South West (Grid 8)	Land north of Station Road	0	0?	?/0	?	0	+	0	-/-?	+	+	0	0	+	?
21/8081	North Kilworth	South West (Grid 8)	Greenfields, Land east of South Kilworth Road	0	-?	?/0	?	0	+	0	/+?	+	+	0	-/0	+	?
21/8261	North Kilworth	South West (Grid 8)	Land at Dag Lane	0	-?	?/0	?	0	+	0	/+?	+	+	0	-/0	+	?
24/10483	North Kilworth	South West (Grid 8)	Land to the south of A4303 Lutterworth Road/Station Road	0	-?	?/0	?	0	+	0	/+?	+	+	0	/0	+	?
24/10567	North Kilworth	South West (Grid 8)	Land to the South of Station Road (Easting: 462231, Northing: 283472)	0	0?	?/0	?	0	+	0	/+?	+	+	0	/0	+	?
24/12198	North Kilworth	South west (Grid 8)	Abattoir site, north of Church Lane	0	0?	++/-?	?	0	+	0	/+?	+	+	0	-/0	+	0?
21/8264	Peatling Parva	West (Grid 6)	Land north of Ashby Road	0	-?	?/0	?	0	+	0	-/-?	+	+	0	0	+	?
24/10305	Peatling Parva	West (Grid 6)	Land off Ashby Road	0	0?	?/ ?	-?	0	+	0	+/ ?	+	+	0	0	+	?
21/8089	Scraptoft	North (Grid 1)	Land north and south of Covert Lane	0	-?	?/ ?	?	0	+	0	-/-?	+	+	0	/0	-	-?
21/8137	Scraptoft	North (Grid 1)	Land north of Covert Lane	0	-?	?/0	-?	0	+	0	-/-?	+	-	0	/0	-	-?
21/8147	Scraptoft	North (Grid 1)	Land north of Covert Lane (east)	0	-?	?/0	-?	0	+	0	-/-?	++	-	0	/0	-	?

Chapter 6 Sustainability Appraisal Findings for the Site Options

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8196	Scraptoft	North (Grid 1)	North of Covert Lane (west)	0	-?	?/ ?	?	0	+	0	-/-?	+	+	0	-/0	+	-?
24/10365	Scraptoft	North (Grid 1)	North of Covert Lane, Scraptoft (land west of St James RFC)	0	-?	++/-?	?	0	++	0	0/-?	+	+	0	-/0	+	0?
24/12222	Scraptoft	North (Grid 1)	Land west of Beeby Road (Scraptoft Golf Club), and land east and west of Hamilton Lane	0	?	?/ ?	?	0	++	0	-/+++?	++	+	0	/0	+	?
21/8227	Scraptoft	North (Grid 1)	Land between Scraptoft and Bushby	0	-?	?/ ?	?	0	+	0	-/+++?	++	+	0	/0	+	?
21/8090	Scraptoft	North (Grid 1)	Land to the east of Beeby Road	0	-?	?/ ?	-?	0	+	0	-/-?	++	+	0	-/0	-	?
21/8043	Skeffington	North (Grid 2)	The Grange, Rolleston Road	0	0?	?/ ?	?	0	+	0	-/-?	+	+	0	0	+	?
21/8129	Slawston	East (Grid 4)	Land off Welham Lane	0	0?	?/0	?	0	+	0	-/-?	+	+	0	0	+	?
21/8041	Smeeton Westerby	Centre (Grid 3)	Land east of Main Street	0	-?	?/0	?	0	++	0	0/+?	+	+	0	0	+	?
21/8184	Sutton in the Elms	West (Grid 5)	Land at Sutton Lane	0	0?	?/0	?	0	+	0	+/?	+	+	0	0	+	?
21/8098	Swinford	South West (Grid 8)	Avon Valley Farm, Stanford Road	0	-?	?/0	?	0	+	0	/+?	+	+	0	0	+	?
21/8099	Swinford	South West (Grid 8)	Avon Valley Farm (west), Land off Stanford Road	0	-?	?/0	?	0	+	0	/+?	+	+	0	/0	+	?
21/8100	Swinford	South West (Grid 8)	Avon Valley Farm (north), Stanford Road	0	-?	?/0	?	0	+	0	/+?	+	+	0	/0	+	?
21/8116	Swinford	South West (Grid 8)	Land off Rugby Road (rear of Playground)	0	-?	?/0	?	0	+	0	/+?	+	+	0	/0	+	?
21/8117	Swinford	South West (Grid 8)	Land south of Rugby Road	0	-?	?/0	?	0	+	0	/+?	+	+	0	0	+	?
21/8165	Swinford	South West (Grid 8)	Land at Shawell Road	0	-?	?/0	?	0	+	0	/+?	+	+	0	0	+	?
21/8203	Swinford	South West (Grid 8)	Land to the south of Shawell Road	0	-?	?/0	?	0	+	0	/+?	+	+	0	0	+	?
21/8204	Swinford	South West (Grid 8)	Land to the south of Kilworth Road	0	0?	?/0	?	0	+	0	/+?	+	+	0	0	+	?

Chapter 6 Sustainability Appraisal Findings for the Site Options

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
24/8585	Swinford	South West (Grid 8)	Land to the west of Lutterworth Road / North of Springfield House	0	0?	?/0	?	0	+	0	/+?	+	+	0	0	+	?
21/8177	Thurnby/Bushby	North (Grid 1)	Land rear of Firs Farm, The Square	0	0?	-/0	?	0	++	0	/+?	+	+	0	0	+	-?
21/8241	Thurnby/Bushby	North (Grid 1)	Land north of the A47, east of Zouche Way	0	-?	?/ ?	-?	0	+	0	-/-?	+	+	0	/0	+	-?
21/8243	Thurnby/Bushby	North (Grid 1)	Charles' Field, Land North of Thurnby Brook	0	-?	?/0	-?	0	+	0	/+?	+	+	0	/0	+	-?
24/12217	Thurnby/Bushby	North (Grid 1)	Telford Way Garages, Telford Way	0	-?	++/0	-?	0	+	0	-/++?	+	+	0	0	+	0?
24/12219	Thurnby/Bushby	North (Grid 1)	787 Uppingham Road	0	0?	++/0	?	0	++	0	/+?	+	+	0	/0	+	0?
24/9016	Thurnby/Bushby	North (Grid 1)	Land rear of Firs Farm	0	0?	-/0	?	0	++	0	/+?	+	+	0	0	+	-?
24/9639	Thurnby/Bushby	North (Grid 1)	Land adjacent to Wintersdale Road	0	-?	-/0	-?		+	0	/+?	+	+	0	-/0	+	-?
24/12225	Thurnby/Bushby	North (Grid 1)	Rear of Rose & Crown, Main Street, Thurnby	0	-?	?/0	?	0	++	0	/+?	+	+	0	/0	+	-?
21/8059	Tilton on the Hill	North (Grid 2)	Windy Ridge, Loddington Road	0	0?	?/0	?	0	+	0	-/-?	+	-	0	/0	-	?
21/8035	Tilton on the Hill	North (Grid 2)	Land West of Melton Road	0	0?	?/ ?	?	0	+	0	-/-?	+	+	0	0	+	?
24/10504	Tilton on the Hill	North (Grid 2)	Land North West of Manor Farm Walk	0	0?	?/ ?	?	0	+	0	-/-?	+	+	0	0	+	?
21/8267	Tugby & Keythorpe	North (Grid 2)	Land south of Uppingham Road	0	0?	?/0	?	0	+	0	/+?	+	+	0	0	+	?
21/8156	Tugby & Keythorpe	North (Grid 2)	Land west of Main Street	0	0?	?/ ?	?	0	+	0	/+?	+	+	0	0	+	?
21/8024	Tugby & Keythorpe	North (Grid 2)	Land off Wood Lane	0	0?	?/0	?	0	+	0	/+?	+	+	0	/0	+	?
21/8026	Tugby & Keythorpe	North (Grid 2)	Land at Hallaton Road	0	0?	?/ ?	?	0	+	0	/+?	+	+	0	0	+	?
24/12200	Tugby & Keythorpe	North (Grid 2)	Harbrook Farm, Tugby	0	0?	++/-?	?	0	+	0	/+?	+	+	0	0	+	0?
24/9612	Tugby & Keythorpe	North (Grid 2)	Land & building on the West Side of Main Street	0	0?	?/ ?	?	0	+	0	/+?	+	+	0	0	+	?

Chapter 6 Sustainability Appraisal Findings for the Site Options

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8094	Ullesthorpe	West (Grid 5)	Land to the rear of South Avenue	0	0?	?/ ?	?	0	+	0	0/+?	+	+	0	0	+	?
21/8102	Ullesthorpe	West (Grid 5)	Land south of Main Street	0	0?	?/ ?	?	0	+	0	0/+?	+	+	0	-/0	+	?
21/8228	Ullesthorpe	West (Grid 5)	Land North of Hall Lane	0	-?	?/ ?	?	0	+	0	0/+?	+	+	0	0	+	?
21/8231	Ullesthorpe	West (Grid 5)	Land off Frolesworth Road	0	0?	?/ ?	?	0	+	0	0/+?	+	+	0	0	+	?
21/8245	Ullesthorpe	West (Grid 5)	Land off Hall Road	0	-?	?/ ?	?	0	+	0	0/+?	+	+	0	-/0	+	?
21/8031	Ullesthorpe	West (Grid 5)	Land off Manor Road	0	0?	?/ ?	?	0	+	0	0/+?	+	+	0	0	+	?
21/8032	Ullesthorpe	West (Grid 5)	Land south of Field View	0	0?	?/0	?	0	++	0	0/+?	+	+	0	0	+	?
21/8180	Ullesthorpe	West (Grid 5)	Land north of Ashby Road	0	-?	?/ ?	?	0	++	0	0/+?	+	+	0	0	+	?
24/12179	Ullesthorpe	West (Grid 5)	Land to the north of Hall Lane	0	-?	?/0	?	0	+	0	0/+?	+	+	0	/0	+	?
24/12180	Ullesthorpe	West (Grid 5)	Land to the south of Main Street	0	0?	?/ ?	?	0	+	0	0/+?	+	+	0	-/0	+	?
24/10649	Ullesthorpe	West (Grid 5)	Land South of Ashby Road	0	0?	?/0	?	0	++	0	0/+?	+	+	0	/0	+	?
21/8039	Walcote	West (Grid 8)	Land north of Lutterworth Road	0	0?	?/0	?	0	+	0	-/-?	+	+	0	-/0	+	?
21/8106	Walcote	West (Grid 8)	Field to West of Chapel Lane.	0	-?	?/0	?	0	+	0	-/-?	+	+	0	/0	+	?
21/8140	Walcote	West (Grid 8)	Land north of Lutterworth Road	0	0?	?/0	?	0	+	0	-/-?	+	+	0	-/0	+	?
21/8182	Walton	West (Grid 6/8)	Land at Park Lane	0	-?	?/0	?	0	+	0	-/-?	+	+	0	-/0	+	?
21/8183	Walton	West (Grid 6/8)	Land South of Mere Lane Upper Bruntingthorpe	0	0?	?/0	-?	0	+	0	-/-?	+	+	0	0	+	?
24/9112	West Langton	South (Grid 7)	Land north of West Langton Road and west of B6047	0	-?	?/0	?	0	+	0	/+?	+	+	0	/0	+	?
24/8632	West Langton	South (Grid 7)	Land west of B6047 and north of West Langton Road	0	-?	?/0	?	0	+	0	/+?	+	+	0	/0	+	?
24/10298	Willoughby Waterleys	West (Grid 5)	Land off Church Farm Lane	0	-?	?/0	?	0	+	0	-/-?	+	-	0	0	+	?
24/9611	Willoughby Waterleys	West (Grid 5)	Land to the rear of Orchard Lea, Main Street	0	-?	?/0	?	0	+	0	-/-?	+	-	0	0	+	?



**Table 6.2: Summary of SA findings for the Mixed Use Site Options**

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8192	Ashby Parva	West (Grid 5)	Land east of Broughton Astley and North of Dunton Bassett and Ashby Magna	0	-?	?/ ?	?	0	+	0	+/+?	++	+?	0	/0	+	?
24/12207	Billesdon	North (Grid 2)	BANP BP10 Gaulby Road	0	-?	++/0	-?	0	++	0	0/+?	+	+?	0	0	+	0?
24/10004	Broughton Astley	West (Grid 5)	Sutton Hill Farm	0	-?	?/ ?	?	0	+	0	/+?	+	+?	0	/0	+	?
21/8139	Bruntingthorpe	West (Grid 6)	Land at Bruntingthorpe	0	0?	?/0	-?	0	+	0	-/-?	+	+?	0	0	+	?
24/10498	Dunton Bassett	West (Grid 5)	Land east of Broughton Astley and North of Dunton Bassett and Ashby Magna	0	-?	?/ ?	?	0	+	0	+/+?	++	+?	0	/0	+	?
24/10207	Fleckney	Centre (Grid 3)	The Grange, Arnesby Road	0	-?	?/0	-?	0	+	0	0/-?	+	+?	0	/ ?	+	?
21/8080	Gilmorton	West (Grid 5/6)	Land north of Mill Lane	0	0?	/0	?	0	+	0	/+?	+	+?	0	0	+	?
21/8146	Gilmorton	West (Grid 5/6)	Land south of Mill Lane	0	-?	/0	?	0	+	0	/+?	+	+?	0	-/0	+	?
24/10711	Great Bowden	South (Grid 7)	Land to the North of Riverside Industrial Estate	0	-?	?/ ?	?	0	++	0	++/+ +?	+	+?	0	/0	++	-?
21/8093	Great Glen	North (Grid 1)	Land at Stretton Hall Farm, Chestnut Drive	0	-?	?/0	?	0	+	0	0/+?	++	+?	0	/0	+	?
21/8197	Great Glen	North (Grid 1)	Land east of Stretton Road	0	-?	?/0	-?	0	+	0	0/+?	++	+?	0	/0	+	?
24/8631	Great Glen	North (Grid 1)	Land south of Gartree Road and Land at Stretton Hall Farm	0	-?	?/0	?	0	+	0	0/+++?	++	+?	0	/0	+	?
21/8254	Hallaton	East (Grid 4)	Land south of Horninghold Road	0	0?	?/0	?	0	+	0	-/-?	+	+?	0	/0	+	?
24/10484	Houghton on the Hill	North (Grid 2)	Land north of A47,	0	-?	?/ ?	-?	0	+	0	0/-?	+	+?	0	/0	+	?
24/10143	Houghton on the Hill	North (Grid 2)	Land north of Uppingham Road	0	-?	?/ ?	?	0	+	0	0/-?	++	+?	0	/0	+	?
24/10206	Houghton on the Hill	North (Grid 2)	Land at New Ingarsby Farm, Uppingham Road	0	-?	?/ ?	?	0	+	0	0/-?	++	+?	0	/0	+	?
21/8162	Kibworth	Centre (Grid 3)	Land off A6	0	-?	?/0	?	0	++	0	0/+?	++	+?	0	/0	+	?

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8060	Kibworth	Centre (Grid 3)	Land north east of Kibworth Harcourt	0	-?	?/0	?		++	0	0/+?	++	+?	0	/0	+	?
21/8236	Kibworth	Centre (Grid 3)	Land north-east of Harborough Road	0	-?	?/0	?	0	++	0	0/-?	+	+?	0	/0	+	?
21/8242	Kibworth	Centre (Grid 3)	Land South of Fleckney Road	0	?	?/0	-?	0	++	0	0/+?	++	+?	0	0	+	?
21/8110	Lutterworth	West (Grid 5)	Land west of Lutterworth	0	-?	?/0	-?	0	+	0	+/+?	+	+?	0	/0	+	?
21/8136	Lutterworth	West (Grid 8)	Land off Moorbarns Lane	0	0?	?/ ?	-?	0	+	0	+/+?	+	+?	0	/0	+	?
21/8152	Lutterworth	West (Grid 8)	North and South of Gilmorton Road (Extension to Lutterworth East SDA)	0	-?	/ ?	-?	0	+	0	+/ ?	++	+?	0	/0	-	?
21/8191	Lutterworth	West (Grid 5)	Land north of Coventry Road	0	-?	?/ ?	-?	0	+	0	+/+?	++	+?	0	/0	+	?
21/8221	Lutterworth	West (Grid 5)	Land west of Lutterworth	0	-?	?/ ?	-?	0	+	0	+/ ?	++	+?	0	/0	+	?
24/10082	Lutterworth	West (Grid 8)	Land north of the A4303, west of Lutterworth	0	-?	?/ ?	-?	0	+	0	+/ ?	++	+?	0	/0	+	?
24/10238	Lutterworth	West (Grid 8)	Land north of the A4303 and west of Lutterworth	0	-?	?/ ?	-?	0	+	0	+/ ?	++	+?	0	/0	+	?
24/12210	Lutterworth	West (Grid 8)	L1 Land East of Lutterworth	0	?	?/ ?	?	0	++	0	+/+?	++	+?	0	/0	+	?
24/10433	Lutterworth	West (Grid 8)	Land south of A4303	0	-?	?/ ?	?	0	+	0	+/+?	++	+?	0	/0	+	?
21/8163	Market Harborough	South (Grid 7)	Land at Gallow Lodge	0	-?	?/0	-?	0	+	0	-/-?	++	+?	0	/0	+	?
21/8164	Market Harborough	South (Grid 7)	Land west of Harborough Road, east of Langton Road	0	0?	?/0	-?	0	+	0	-/-?	+	+?	0	/0	+	?
21/8122	Market Harborough	South (Grid 7)	Market Harborough North, East of Harborough Road	0	-?	?/0	?	0	+	0	++/+?	++	+?	0	/0	+	?
21/8207	Market Harborough	South (Grid 7)	Land south of Braybrooke Road	0	-?	?/0	-?	0	++	0	++/+?	+	+?	0	/0	++	-?
21/8211	Market Harborough	South (Grid 7)	Land north of Frolesworth Road	0	-?	?/ ?	?	0	+	0	-/-?	+	+?	0	0	+	?
21/8233	Market Harborough	South (Grid 7)	Land east of A6	0	-?	?/0	-?	0	+	0	++/+?	++	+?	0	/0	++	?



Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8234	Market Harborough	South (Grid 7)	Land south of Gallow Field Road	0	-?	?/0	?	0	+	0	-/-?	++	+	0	/0	+	?
21/8257	Market Harborough	South (Grid 7)	Land at Little Bowden	0	0?	?/0	?	0	++	0	++/+?	+	+	0	/0	++	-?
24/12212	Market Harborough	South (Grid 7)	Land East of A6	0	-?	?/0	-?	0	+	0	++/+?	++	+	0	/0	++	?
21/8178	Newton Harcourt	North (Grid 1/3)	Land at Newton Harcourt (Newton Croft)	0	-?	?/ ?	?	0	+	0	0/-?	++	+	0	/0	+	?
24/10137	Newton Harcourt	North (Grid 1/3)	Land at Newton Harcourt (known as Newton Croft)	0	-?	?/ ?	?	0	+	0	0/-?	++	+	0	/0	+	?
21/8038	Peatling Parva	West (Grid 6)	Prestlands, Ashby Road	0	-?	?/0	?	0	+	0	-/-?	++	+	0	/0	+	?
24/10053	Scraptoft	North (Grid 1)	Land east of Beeby Road	0	-?	?/ ?	?	0	+	0	-/-?	++	+	0	/0	-	?
24/10117	Scraptoft	North (Grid 1)	Land west of Beeby Road (Scraptoft Golf Club), and land east and west of Hamilton Lane	0	?	?/ ?	?	0	+	0	/+?	++	+	0	/0	+	?
24/10169	Scraptoft	North (Grid 1)	Land south of Covert Lane and land north of Wayside Lodge	0	-?	?/ ?	?	0	+	0	-/-?	+	+	0	/0	-	-?
24/10224	Scraptoft	North (Grid 1)	Land north of Covert Lane	0	-?	?/0	?	0	+	0	-/-?	++	+	0	/0	+	?
24/10229	Scraptoft	North (Grid 1)	Land east of The Woodlands, north of Covert Lane	0	-?	?/0	-?	0	+	0	-/-?	+	+	0	/0	-	-?
24/12211	Scraptoft	North (Grid 1)	Land north of Wayside Lodge, Covert Lane	0	0?	?/ ?	-?	0	+	0	-/-?	+	+	0	/0	-	-?
24/12214	Scraptoft	North (Grid 1)	Land south of Covert Lane	0	-?	?/0	?	0	+	0	-/-?	+	+	0	0	-	-?
24/12235	Scraptoft	North (Grid 1)	Land at Beeby Road	0	-?	?/ ?	?	0	+	0	-/-?	+	+	0	/0	-	-?
21/8229	Stoughton	North (Grid 1)	Farmcare Estate	0	-?	?/ ?	?	0	++	0	0/+?	++	+	0	/0	+	?
21/8150	Thurnby/Bushby	North (Grid 1)	Land South of A47 Uppingham Road	0	?	?/ ?	?	0	++	0	/+?	++	+	0	/0	+	?
21/8240	Thurnby/Bushby	North (Grid 1)	Scraptoft Valley, Land north of A47	0	-?	?/ ?	?	0	+	0	/+?	++	+	0	/0	+	?
24/10251	Thurnby/Bushby	North (Grid 1)	Land South of A47 Uppingham Road	0	?	?/ ?	?	0	++	0	/+?	++	+	0	/0	+	?

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8138	Ullesthorpe	West (Grid 5)	Land off Manor Road	0	-?	?/ ?	?	0	+	0	0/+?	+	+?	0	0	+	?
21/8217	Willoughby Waterleys	West (Grid 5)	Whetstone Pastures Garden Village	0	?	?/0	?	0	+	0	-/-?	++	+?	0	/0	+	?

Table 6.3: Summary of SA findings for the Employment Site Options

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
24/12206	Broughton Astley	West (Grid 5)	Land north of Broughton Way	0	-?	?/0	-?	0	++	0	+	0	+	0	/0	+	?
21/8213	Broughton Astley	West (Grid 5)	Arkwright Hill Business Park, Lutterworth Road	0	0?	?/0	-?	0	+	0	-	0	++	0	/ ?	-	?
24/10536	Catthorpe	South West (Grid 8)	Land north-west of Catthorpe Interchange	0	-?	?/0	-?	0	++	0	-	0	++	0	/0	+	?
24/10522	Cotesbach	South West (Grid 8)	Land Off Rugby Road	0	0?	/ ?	-?	0	++	0	+	0	++	0	/0	+	?
21/8214	East Langton	Centre (Grid 3)	Astley Grange Farm	0	-?	?/0	?	0	++	0	-	0	+	0	/0	-	?
21/8212	Fleckney	Centre (Grid 3)	Land east of Fleckney Road	0	0?	?/0	-?	0	++	0	0	0	+	0	/0	+	?
24/12230	Fleckney	Centre (Grid 3)	Land off Marlborough Drive	0	0?	?/0	-?	0	++	0	0	0	+	0	0	+	?
24/9719	Foxton	South (Grid 7)	The Cattle Market, Foxton Road, Lubenham	0	0?	?/0	-?	0	++	0	-	0	+	0	/0	+	?
21/8053	Great Bowden	South (Grid 7)	Land off Dingley Road	0	-?	?/ ?	?	0	++	0	++	0	+	0	/0	++	-?
24/10642	Kibworth	Centre (Grid 3)	Land South of Priory Business Park	0	0?	?/0	?	0	++	0	0	0	+	0	/0	+	?
21/8105	Lutterworth	South West (Grid 8)	Warren Farm (West)	0	-?	/0	-?	0	++	0	+	0	++	0	/0	+	?
21/8108	Lutterworth	South West (Grid 8)	Warren Farm (East)	0	-?	?/0	-?	0	++	0	+	0	++	0	/0	+	?
21/8179	Lutterworth	South West (Grid 8)	Land south of Lutterworth Road / Coventry Road	0	-?	?/ ?	-?	0	++	0	+	0	+	0	0	+	-?

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8201	Lutterworth	South West (Grid 8)	Land South of George House, Coventry Road	0	-?	?/0	-?	0	+	0	-	0	++	0	/0	+	?
24/10318	Lutterworth	South West (Grid 8)	Land at Gilmorton Road	0	-?	/?	-?	0	++	0	+	0	++	0	/0	-	?
24/9301	Lutterworth	South West (Grid 8)	Land to the west of Moorbarns Lane	0	0?	?/?	-?	0	++	0	+	0	++	0	/0	+	?
24/10491	Lutterworth	South West (Grid 8)	Moorbarns Farm	0	0?	?/?	-?	0	+	0	+	0	++	0	/0	+	?
24/10595	Lutterworth	South West (Grid 8)	Land South of George House, Coventry Road. Land to the South of the A4303	0	-?	?/0	-?	0	+	0	-	0	++	0	/0	+	?
24/12227	Lutterworth	South West (Grid 8)	Land at Mere Lane, Magna Park	0	-?	?/?	-?	0	++	0	0	0	++	0	/0	+	?
21/8027	Market Harborough	South (Grid 7)	Land off Leicester Road	0	-?	?/0	?	0	++	0	++	0	+	0	/0	+	-?
21/8124	Market Harborough	South (Grid 7)	Land adjacent to Bowden Business Village	0	0?	?/0	-?	0	+	0	-	0	+	0	0	+	?
21/8189	Market Harborough	South (Grid 7)	Courtyard Workshops, off Bath Street.	0	0?	++/0	-?	0	++	0	++	0	+	0	0	++	0?
21/8193	Market Harborough	South (Grid 7)	Land at Airfield Business Park	0	-?	++/0	?	0	++	0	++	0	+	0	/0	+	0?
24/10248	Market Harborough	South (Grid 7)	Land east of Northampton Road, north of Harborough Enterprise Centre	0	0?	?/0	?	0	++	0	++	0	+	0	/0	++	?
24/10398	Market Harborough	South (Grid 7)	Land west of Rockingham Road	0	-?	?/?	-?	0	++	0	++	0	+	0	/0	++	?
24/10470	Market Harborough	South (Grid 7)	Land off Kettering Road	0	-?	?/0	0?	0	++	0	++	0	+	0	0	++	?
24/10481	Market Harborough	South (Grid 7)	Land to the north of the A6 and east of the Melton Road Services	0	-?	?/0	-?	0	+	0	-	0	++	0	/0	+	?
24/12205	Market Harborough	South (Grid 7)	MH4 land at Airfield Farm (Wellington Business Park)	0	-?	?/0	?	0	+	0	-	0	++	0	/0	+	?
24/12213	Market Harborough	South (Grid 7)	Land to the north of the A6 and east of the Melton Road Services	0	0?	?/0	-?	0	+	0	-	0	+	0	/0	+	?

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
24/10253	Market Harborough	South (Grid 7)	Land East of Compass Way and Harborough Enterprise Centre	0	0?	?/0	-?	0	++	0	++	0	++	0	/0	++	-?
24/8737	Market Harborough	South (Grid 7)	Land OS 3073, Leicester Road	0	-?	?/0	?	0	+	0	++	0	+	0	/0	+	-?
24/10508	North Kilworth	South West (Grid 8)	Land to the South of Station Road (Easting: 462395, Northing: 283586)	0	0?	?/0	?	0	++	0	-	0	+	0	/0	+	?
21/8073	Shawell	South West (Grid 8)	Land off Watling Street (A5)	0	-?	?/0	-?		++	0	-	0	++	0	0	-	?
21/8074	Shawell	South West (Grid 8)	Land south of Gibbet Lane	0	-?	?/ ?	-?	0	++	0	-	0	++	0	/0	+	?
21/8169	Shawell	South West (Grid 8)	Land off A426 south of Cotesbach	0	?	?/ ?	?	0	++	0	-	0	++	0	/ ?	+	?
24/10255	Shawell	South West (Grid 8)	Land South of Gibbet Lane	0	-?	++/-?	-?	0	++	0	-	0	++	0	/0	+	0?
24/12226	Sutton in the Elms	West (Grid 5)	Land west of Broughton Astley – Sutton in the Elms, Coventry Road	0	?	?/0	-?	0	++	0	+	0	+	0	/0	-	?
21/8208	Ullesthorpe	West (Grid 5)	Land off A5, north of White House Farm	0	0?	?/ ?	-?	0	++	0	-	0	++	0	-/0	+	?

Table 6.4: SA findings for Retail Site Options

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
24/12231	Market Harborough	South (Grid 7)	Commons Car Park	0	-?	++/0	?	0	++	0	++	0	+	0	/0	++	+
24/10240	Market Harborough	South (Grid 7)	St Mary's Road	0	-?	++/0	?	0	++	0	++/++?	0	+	0	/0	++	+
24/10476	Thurnby/Bushby	North (Grid 1)	Land to the North of Uppingham Road	0	-?	?/ ?	-?	0	++	0	-	0	+	0	0	+	-?

**Table 6.5: SA findings for Renewable Energy Generation Site Options**

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8071	Catthorpe	South West (Grid 8)	Land adjacent to M1 J19	++	-?	?/0	-?	0	0	0	0	0	0	0	/0	0	?

**Table 6.6: SA findings for Gypsy and Traveller Site options**

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
24/12233	Gilmorton	South West (Grid 8)	Bonehams Lane, Gilmorton, LE17 5PD	0	0?	?/0	0?	0	+	+	-	++	-	0	/0	-	?
24/12234	Claybrooke Parva	West (Grid 5)	Woodway Lane, Claybrooke Parva	0	0?	?/ ?	?	0	+	0	0	++	+	0	/ ?	+	?

## Chapter 7

# Sustainability Appraisal Findings for the Proposed Submission Draft Local Plan

**7.1** This chapter sets out the SA findings for the Proposed Submission Draft Local Plan, including for the policies individually and then through consideration of the cumulative effects of the Local Plan as a whole.

**7.2** The policy appraisals are grouped by section, as they appear in the Proposed Submission Draft Local Plan. Due to the nature of the Plan, effects are considered to be long-term and permanent, unless stated otherwise.

**7.3** A number of recommendations were made in a draft version of this SA report, which were considered by the Council when preparing the final version of the document. These are set out at the end of the chapter along with the Council's response.

## Vision

**7.4** The vision is a high-level statement of what the Local Plan aims to achieve by 2041. The vision supports the delivery of residential and employment development across Harborough District including affordable housing. The vision also supports enhancements to access to local services, community provision which includes healthcare, education and recreational facilities. The vision supports continued engagement and a proactive approach through Neighbourhood Planning to create well-designed and inclusive places. New development should complement the existing townscape and landscape character while minimising adverse impacts on the natural environment and climate change. Therefore, positive effects are expected across the majority of the SA objectives: **SA Objective 1: Climatic Factors, SA Objective 2: Biodiversity and Geodiversity, SA Objective 4: Cultural heritage, SA**

**Objective 6: Health and Wellbeing, SA Objective 7: Social Inclusion, SA Objective 8: Services, Facilities and Education, SA Objective 9: Housing, SA Objective 10: Economic Growth and SA Objective 14: Landscape.**

## Overall development strategy

**7.5** This section presents the appraisals of the following Harborough Local Plan policies:

- Policy DS01 Development Strategy: Delivering Homes
- Policy DS02 Development Strategy: Creating jobs and diversifying the economy
- Policy DS03 Development Strategy: Tackling climate change and enhancing the natural environment
- Policy DS04 Development Strategy: Preserving and enhancing our Heritage and Rural Character
- Policy DS05 Development Strategy: Supporting Strategic Infrastructure

**7.6** Policy DS01 takes forward Refined Option 3 from the suite of options considered and appraised in Chapter 5. This was considered by the Council to be the most sustainable approach to accommodating the required level of development in Harborough District. The Council considers that this approach minimises the worst impacts of new development and maximises the potential benefits, which is reflected in the SA by the fact that it performed the best of the three options considered. However, the likely effects of Policy DS01 vary slightly from those associated with Refined Option 3 as the policy now includes additional detail which has been taken into account in the appraisal presented below.

**7.7** The likely effects of the policies in relation to each SA objective are shown in Table 7.1 and are described below the table.



**Table 7.1: Summary of SA findings for the Overall Development Strategy Policies**

SA Objectives	Policy DS01	Policy DS02	Policy DS03	Policy DS04	Policy DS05
SA1: Climatic Factors	+/	+/	++	0	+
SA2: Biodiversity and Geodiversity	?	0/-?	++	0	0
SA3: Resources	?	+/	+	0	0
SA4: Cultural Heritage	?	+/ ?	0	++	0
SA5: Air	+/	+/	+	0	+
SA6: Health and Wellbeing	++	+	+	+	+
SA7: Social Inclusion	++	+	+	0	+
SA8: Services, Facilities and Education	++	+	0	0	++
SA9: Housing	++	0	0	0	0
SA10: Economic Growth	0	++	0	0	0
SA11: Waste	-	-	+	0	+
SA12: Flood Risk	-	-	+	0	0
SA13: Sustainable Travel	+	+/	+	0	++
SA14: Landscape	?	0/-?	+	++	0

## Policy DS01 Development Strategy: Delivering Homes

**7.8** Individual site allocations have been appraised under the Key Development Sites policies, in particular Policy SA01: Site Allocation Schedule, Policy SA02:

Land South of Gartree Road Strategic Development Area and Policy SA03:  
North of Market Harborough.

**7.9** Policy DS01 Development Strategy: Delivering Homes is expected to have a significant positive effect in relation to **SA Objective 9: Housing**. The policy outlines a plan to provide 13,182 new dwellings across Harborough District between 2020 and 2041, with a minimum of 6,422 new homes to be delivered in addition to existing housing commitments and completions, and the allowance for windfall. These new homes will largely be concentrated within the established settlements in the settlement hierarchy. The largest allocation of new homes (2,450 homes) will be delivered in the Leicester Urban Area, followed by 1,670 homes in the Market Towns. The policy also permits limited residential development in the Large and Medium Villages, Small Villages, which will help to meet local housing need. As such, the policy facilitates development in appropriate locations, which will contribute balanced distribution of housing across the District.

**7.10** A mixed effect (minor positive and minor negative) is expected in relation to **SA Objective 1: Climatic Factors** as the policy focuses the delivery of new housing predominately at the Leicester Urban Area and Market Harborough, which are in Tier 1 and 2 of the Settlement Hierarchy. These areas benefit from extensive public transport links and services, and therefore by focusing residential development largely in these areas, the potential for using low carbon modes of travel such as walking and cycling is higher. This could reduce dependency on private vehicles and lower associated greenhouse gas emissions, contributing positively to climate change adaptation and resilience. However, given the overall scale of development proposed there will still likely be an increase in vehicle movements in and around Harborough, with the associated emissions. As such, a mixed effect (minor positive and minor negative) is also expected in relation to **SA Objective 5: Air**. A minor positive effect is also expected in relation to **SA Objective 13: Sustainable Transport** as directing most housing growth to the Tier 1 and 2 settlements will likely result in development being located in close proximity to public transport links.

**7.11** The majority of land within Harborough District is classed as being Grade 3 Agricultural Land (although the split between Grade 3a and 3b is unknown).

Therefore, a significant negative effect is expected in relation to **SA Objective 3: Resources** as development proposed through Policy DS01 could result in the take up of greenfield land of which some may be high quality land. The effect is uncertain as it will be dependent on the exact location of new development (which is appraised separately in relation to the relevant policies).

**7.12** The policy is expected to have other negative environmental effects as it will likely require land take up of greenfield land, which could cause habitat loss and impact sensitive landscapes. In addition, new development can increase congestion and reduce air quality levels. Poor air quality can have a negative effect on wildlife and the natural environment. Therefore, significant negative effects are expected in relation to **SA Objective 2: Biodiversity and Geodiversity** and **SA Objective 14: Landscape**. There is also the potential for development to have adverse impacts on the setting of heritage assets. Therefore, a significant negative effect is also identified in relation to **SA Objective 4: Cultural Heritage**. There is a degree of uncertainty for the potential effects on biodiversity and geodiversity, landscape and heritage, as effects will be dependent on the exact scale, location and design of any development and any mitigation or enhancement measures included (as above, specific allocation policies have been appraised separately).

**7.13** Access to community facilities, services, and healthcare is generally more convenient in urban areas. The policy focuses most new residential development in locations adjoining Leicester Urban Area and at Market Towns and Large Villages, which would likely achieve good levels of access for new residents to existing services and facilities, including public open space. A small number of new homes will be delivered in Medium Villages (452) and Small Villages (350). This would ensure a greater spread of development between these settlements, which are located towards the bottom of the Settlement Hierarchy. This could mean that services and facilities are less likely to become overloaded than if the development was focused in the Leicester Urban Area and Market Towns only, and could increase the viability of existing rural facilities. It may also help reduce inequalities in the more deprived rural areas of the District. Overall, therefore, the development distribution provided for by Policy DS01 is expected to have significant positive effects in relation to **SA**

**Objectives 6: Health and Wellbeing, 7: Social Inclusion, and 8: Services, Facilities and Education.**

**7.14** New development will result in the generation of waste, both during construction and occupation of the buildings, but the level of waste generation is unlikely to be influenced by the overall spatial strategy. Therefore, a minor negative effect is expected in relation to **SA Objective 11: Waste**.

**7.15** Harborough District largely falls within Flood Zone 1. However, there are pockets of Flood Zones 2 and 3. A minor negative effect is therefore likely in relation to **SA Objective 12: Flood Risk** as the policy could result in development within areas of higher flood risk. However, it is noted that the allocated sites largely fall outside of these areas of Flood Zone 2 and 3 given that the majority of flood zones within Harborough District are within the centre of Market Harborough and most development is to be located on the edges of towns and villages. The effect identified is uncertain as it will be dependent on the exact location of new development and the proposals for how any residual flood risk is managed, for example the incorporation of SuDS within new developments.

## Policy DS02 Development Strategy: Creating jobs and diversifying the Economy

**7.16** Note that individual site allocations referred to within this policy have been appraised under the Key Development Sites, in particular Policy SA01: Site Allocation Schedule.

**7.17** Policy DS02 Development Strategy: Creating jobs and diversifying the Economy aims to drive job creation and economic diversification in Harborough District by allocating 60 hectares for employment land over the plan period. This requirement will be met through the allocation of at least 16.4 hectares for business uses (offices, light and general industry, and non-strategic storage and distribution) on specific sites, which includes 8.9 hectares in the Market Towns,

5 hectares in the Leicester Urban Area and 3.1 hectares in the Large Villages. In addition, 340,000 sqm of floorspace will be provided for Strategic Distribution for large-scale Warehousing at Magna Park and George House, Coventry Road site. As such, the policy is expected to have a significant positive effect in relation to **SA Objective 10: Economic Growth** by providing an adequate supply of employment land to support economic growth and by promoting the delivery of essential infrastructure to help meet the District's forecast employment needs. Furthermore, the policy supports economic growth within settlements, with a focus on locating major office and leisure development in the District's existing centres, which will enable growth and investment in Town, District and Local Centres, increasing their vitality and viability, and supporting a resilient local economy. The policy also supports leisure development, which will be directed to the Market Towns, District and Local Centres, which helps to boost economic diversity.

**7.18** Policy DS02 is expected to have a mixed effects (minor positive and minor negative) in relation to **SA Objective 1: Climatic Factors** as the policy supports investment in existing employment areas, which includes in the District's Market Towns, where most people live, increasing opportunities for employees to walk and cycle to work. This reduces reliance on the private car and associated greenhouse gas emissions, having a positive effect on air quality. However, the policy also refers to Magna Park as a Strategic Distribution Employment Area, and additional provision of 340,000 sqm will be provided at Magna Park, largely due to the strategic road access advantages. The reliance on road-based access at Magna Park may introduce a potential increase in vehicle traffic, and associated greenhouse gas emissions. Therefore, mixed effects (minor positive and minor negative) are also anticipated in relation to **SA Objective 5: Air** and **SA Objective 13: Sustainable Travel**.

**7.19** Mixed effects (negligible and minor negative) are expected in relation to **SA Objective 2: Biodiversity and Geodiversity** and **SA Objective 14: Landscape** as the policy directs development to locations in Harborough's market towns and large villages where employment uses are already focussed and where sensitive ecological assets are likely to be avoided. However, the development of any new sites, including at Magna Park has the potential to

adversely impact on local biodiversity and sensitive landscapes. The policy stipulates that the Foxton Locks and Grand Union Canal's roles will be enhanced as tourism and leisure attractions. These are two nationally significant heritage assets, and whilst their enhancement will draw visitors and boost the local economy, the focus on enhancing these heritage assets is likely to help to protect and maintain them. In addition, the majority of employment development is directed towards existing employment areas where there is unlikely to be an abundance of heritage assets. However, any new development has the potential to impact on heritage assets given the high number across Harborough District in particular the market towns where some growth is proposed. As such a mixed effect (minor positive and minor negative) is anticipated in relation to **SA Objective 4: Cultural Heritage**. There is a degree of uncertainty for the identified effects for biodiversity and geodiversity, landscape and heritage, as effects will be dependent on the exact scale, location and design of any development and any mitigation or enhancement measures included (site allocation policies are appraised separately).

**7.20** A mixed effect (minor positive and minor negative) is expected in relation to **SA Objective 3: Resources** as the policy supports the reoccupation of vacant units particularly in relation to the delivery of retail and food/beverage establishments, which will regenerate brownfield land. However, the policy will likely still result in the take up of some greenfield land particularly through the proposed development at Magna Park.

**7.21** Policy DS02 is expected to have minor positive effects in relation to **SA Objective 6: Health and Wellbeing** and **SA Objective 7: Social Inclusion** as the policy would increase employment opportunities for all, which can have beneficial effects on people's health and wellbeing, in addition to addressing levels of deprivation. The policy allows for Business Uses outside defined employment zones, prioritising major office and leisure development within established centres and supporting rural areas where compliant with other plan policies. This approach aims to foster economic growth and social inclusion across both urban and rural communities.

**7.22** The policy is expected to have a minor positive effect in relation to **SA Objective 8: Services, Facilities and Education** as it encourages economic



growth in employment areas in the District's Market Towns, the Leicester Urban Area, and Large Villages, where most services and facilities are located. This will mean that employees will have good access to existing services and facilities during lunch breaks and after work. Economic growth in the area may also support the development of additional services and facilities in the District.

**7.23** New development will result in the generation of waste, both during construction and occupation of the buildings, but the level of waste generation is unlikely to be influenced by the overall spatial strategy. Therefore, a minor negative effect is expected in relation to **SA Objective 11: Waste**.

**7.24** Harborough District largely falls within Flood Zone 1. However, there are pockets of Flood Zones 2 and 3. A minor negative effect is likely in relation to **SA Objective 12: Flood Risk** as it could result in development within areas of higher flood risk. However, it is noted that the allocated sites largely fall outside of these areas of Flood Zone 2 and 3 given that the majority of land with higher flood risk falls within the centre of Market Harborough and most development is to be located on the edges of towns and villages. The effect identified is uncertain as it will be dependent on the exact location of new development and the proposals for how any residual flood risk is managed, for example the incorporation of SuDS within new developments (as noted above, site allocation policies are appraised separately).

## Policy DS03 Development Strategy: Tackling climate change and enhancing the natural environment

**7.25** Policy DS03 Development Strategy: Tackling Climate Change and Enhancing the Natural Environment stipulates that development in Harborough should follow a sustainable transport hierarchy, promoting sustainable active travel modes and public transport above use of the private car. This will reduce reliance on fossil fuels and associated greenhouse gas emissions. The policy also supports the creation of multifunctional green and blue infrastructure



networks, that enhance carbon sequestration including through increased tree planting in areas with low tree canopy cover such as Market Harborough. The policy is therefore expected to have a significant positive effect in relation to **SA Objective 1: Climatic Factors**.

**7.26** The policy aims to safeguard the District's nationally and locally designated biodiversity and geodiversity sites, as well as retaining and enhancing existing Green and Blue Infrastructure networks. The policy also ensures that development contributes to the delivery of the national Nature Recovery Network and the Leicestershire, Leicester and Rutland Nature Recovery Strategy. As such, the policy is expected to receive a significant positive effect in relation to **SA Objective 2: Biodiversity and Geodiversity**. The policy also supports the retention of existing green and blue infrastructure including woodland, hedgerows and semi-natural habitats which may provide habitats for wildlife. In addition, watercourse restoration projects are supported which will help to create wetland habitats. A minor positive effect is expected in relation to **SA Objective 3: Resources** as safeguarding biodiversity and geodiversity sites will help to preserve valuable natural resources. Also, the creation, retention, and enhancement of green and blue infrastructure networks such as woodlands, hedgerows, and semi-natural habitats will contribute to resilient ecosystems that support soil health and water quality. Further to this, the policy stipulates that development should optimise the use of natural resources, meeting high environmental standards in sustainable design and construction, which will have further positive effects in relation to **SA Objective 3: Resources**.

**7.27** Enhancing green infrastructure and preserving natural habitats, the policy can have a beneficial effect on **SA Objective 5: Air Quality**, as vegetation help to filter air pollutants, and reduce particulate matter. Additionally, the prioritisation of sustainable active travel modes will further improve air quality through reduced vehicle emissions.

**7.28** The policy is expected to have a minor positive effect in relation to **SA Objective 6: Health and Wellbeing** and **SA Objective 7: Social Inclusion** as safeguarding biodiversity and geodiversity sites, as well as promoting the creation and enhancement of green and blue infrastructure networks fosters

environments in which residents can engage in outdoor activities, supporting physical activity and recreational opportunities. This could also provide increased opportunities for social interaction. Access to natural spaces is linked to improved mental health, and enhanced wellbeing.

**7.29** Policy DS03 is also anticipated to have a minor positive effect in relation to **SA Objective 11: Waste** as the policy stipulates that development in the District should meet high environmental standards in design and construction, with particular emphasis on waste management, as well as water efficiency. As such, the policy is also expected to have a minor positive effect in relation to **SA Objective 12: Flood Risk**. Furthermore, the policy seeks to ensure that development supports watercourse restoration projects, which will enhance water resilience, and help to mitigate flood risk.

**7.30** The policy embeds a sustainable transport hierarchy, which aims to reduce high carbon travel modes in favour of more sustainable alternatives like walking and cycling. This will help to reduce car dependency resulting in a minor positive effect in relation to **SA Objective 13: Sustainable Travel**. The policy is also expected to have a minor positive effect in relation to **SA Objective 14: Landscape** as safeguarding existing green and blue infrastructure networks and providing new networks will enhance the quality of public realm and open spaces, and hence the quality of the local landscape.

**7.31** Negligible effects are expected against the remaining SA objectives.

## Policy DS04 Development Strategy: Preserving and enhancing our Heritage and Rural Character

**7.32** Policy DS04 Development Strategy: Preserving and enhancing our Heritage and Rural Character focuses on the protection and enhancement of the District's historic character, recognising the strategic significance of heritage assets as integral components of the District's character and identity. The policy

also seeks to avoid the gradual erosion of the historic environment caused by piecemeal or cumulative development that could undermine the integrity of Conservation Areas and other heritage sites. As such, a significant positive effect is expected in relation to **SA Objective 4: Cultural Heritage**.

**7.33** The policy seeks to maintain the rural identity of the District. The policy stipulates that development in Areas of Separation must avoid coalescence and preserve the visual and physical separation between neighbouring settlements. This will ensure that towns and villages maintain their unique identity and that the overall landscape character of the area is maintained. The policy also seeks to ensure that the open and undeveloped character of the District's Green Wedges are safeguarded, which will help to retain village identity and settlement separation. A significant positive effect is therefore identified in relation to **SA Objective 14: Landscape**.

**7.34** A minor positive effect is expected in relation to **SA Objective 6: Health and Wellbeing** as the safeguarding of Green Wedges is intended to guide development form, while providing access from urban areas into green spaces and open countryside. This access will encourage outdoor recreation and physical activity, contributing to improved mental and physical health. The policy will also positively impact health and well-being by preserving the rural identity and distinct landscape character of the District, thereby helping to foster a strong sense of place for residents.

**7.35** Negligible effects are expected against the remaining SA objectives.

## Policy DS05 Development Strategy: Supporting Strategic Infrastructure

**7.36** Policy DS05 Development Strategy: Supporting Strategic Infrastructure is expected to have a significant positive effect in relation to **SA Objective 8: Services, Facilities and Education** by supporting new infrastructure that aligns with anticipated housing growth and meets community needs. The policy

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supports the provision and expansion of essential services, including primary and secondary schools, health, sports, and community facilities, and open spaces. Furthermore, the policy stipulates that developers will be required to either provide direct provision or contribute towards the provision of local and strategic infrastructure, ensuring that developments are well-supported. In doing so, the policy will improve accessibility to key local services and facilities and education across the District.

**7.37** A significant positive effect is also expected in relation to **SA Objective 13: Sustainable Transport** as the policy stipulates that new developments should be supported by, and have good access to, infrastructure. In relation to new or extended health provision proposals, these are expected to be well-linked to public transport, cycling and walking routes and be easily accessible to communities they serve. In collaboration with regional authorities, transport impacts of new developments will be addressed through the delivery of Transport Strategies. These strategies, supported by private developers and the public sector, will focus on sustainable travel improvements, such as enhancements to walking, cycling, and public transport, as well as targeted improvements to the Major and Strategic Road Networks respectively. A minor positive effect is anticipated in relation to **SA Objective 1: Climatic Factors** as enhanced infrastructure and emphasis on sustainable transport options are likely to contribute to reduced emissions and help reduce air and noise pollution associated with the use of the private car. Therefore, a minor positive effect is also identified in relation to **SA Objective 5: Air**.

**7.38** Minor positive effects are expected in relation to **SA Objectives 6: Health and Wellbeing** and **SA Objective 7: Social Inclusion** as the policy stipulates that developer contributions will be required to secure infrastructure which is necessary to ensure delivery of community infrastructure, open space and healthcare facilities. This will ensure equal access to services and facilities and reduce health inequalities. A minor positive effect is also anticipated in relation to **SA Objective 11: Waste** as the policy requires development proposals to include a strategy for waste management and recycling.

**7.39** Negligible effects are expected against the remaining SA objectives.

## Key Development Sites

**7.40** This section presents the appraisals of the following Harborough Local Plan policies:

- Policy SA01: Sites Allocations
- Policy SA01: Site Allocation Schedule
- Policy SA02: Oadby Strategic Area Development
- Policy SA03: North of Market Harborough Strategic Development Area

**7.41** The likely effects of the policies and site allocations in relation to each SA objective are described below. Note that Policy SA01 has been appraised in two parts – initially an appraisal of the policy text i.e. the requirements that will apply to all the site allocations, and then an appraisal of the allocated sites by settlement/area.

### Policy SA01: Site Allocations

**7.42** The site allocations are appraised under Policy SA01: Site Allocation Schedule and the housing and employment requirements are set out and appraised under Policy DS01 Development Strategy: Delivering Homes and Policy DS02 Development Strategy: Creating Jobs and Diversifying the Economy.

### Policy SA01: Site Allocation Schedule

**7.43** The sites allocated in the site allocations schedule were originally appraised as options in Chapter 6, taking into account only the site boundaries and not any site-specific proposals or mitigation. Those ‘Policy off’ appraisals of the relevant site options were used as a starting point for the appraisal of this part of Policy SA01 and have been updated to take into account the overarching

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policy requirements set out in Policy SA01: Site Allocation Schedule (appraised above) as well as the site-specific policy requirements in the schedule itself and any minor boundary changes and combining of site options into a larger allocation.

**7.44** A total of 31 sites have been allocated across 15 areas covering Leicester Urban Area, Market towns and large to medium villages. The likely effects of the site allocations are shown by area in Table 7.2 below.

Table 7.2: Summary of SA findings for Policy SA01 site allocations

SA Objective	SA1: Climatic Factors	SA2: Biodiversity and Geodiversity	SA3: Resources	SA4: Cultural Heritage	SA5: Air	SA6: Health and Wellbeing	SA7: Social Inclusion	SA8: Services, Facilities and Education	SA9: Housing	SA10: Economic Growth	SA11: Waste	SA12: Flood Risk	SA13: Sustainable Travel	SA14: Landscape
Thurnby and Bushby (Leicester Urban Area)	+/	+/		-?	+/	++	++	+/	+	+	0	+/--	+/	-
Scraptoft (Leicester Urban Area)	+/	-		-	+/	++	++	++/-	+	+	0	+/--	+/	-
Market Harborough (Market Town)	+/	-	++/--	-	+/	++	++	++/-	+	++	0	+/--	++/-	-
Lutterworth (Market Town)	+/	+/		-	+/	++	++	+/	+	+	0	+/	+/	-
Broughton Astley (Large Village)	+/	+/		-?	+/	++	++	++	+	+	0	+/--	++/-	-
Fleckney (Large Village)	+/	-		-?	+/	++	++	+	+	+	0	+/	+/	-
Great Glen (Large Village)	+/	+/		-	+/	++	++	+	+	+	+	+/--	++/-	-
Kibworth (Large Village)	+/	+/		-	+/	++	++	+/	+	+	0	+/--	+/	-
Billesdon (Medium Village)	+/	-	++/--	-	+/	++	++	+	+	+	0	+/	+/	-
Great Bowden (Medium Village)	+/	+/		-	+/	++	++	+	+	+	+/0	+/	++/-	-
Houghton on the Hill	+/	-		-	+/	++	++	+	+	+	0	+/	+/	-



SA Objective	SA1: Climatic Factors	SA2: Biodiversity and Geodiversity	SA3: Resources	SA4: Cultural Heritage	SA5: Air	SA6: Health and Wellbeing	SA7: Social Inclusion	SA8: Services, Facilities and Education	SA9: Housing	SA10: Economic Growth	SA11: Waste	SA12: Flood Risk	SA13: Sustainable Travel	SA14: Landscape
(Medium Village)														
Husbands Bosworth (Medium Village)	+/	-		-	+/	++	++	+/	+	+	0	+/--	+/	-
Ullesthorpe (Medium Village)	+/	-			+/	++	++	+	+	+	0	+/	+/	-
Magna Park (Strategic Warehousing)	+/	-		-?	+/	+	+	-	0	++	0	+/	+/	-

## Land South of Gartree Road Strategic Development Area

**7.45** The appraisal of OA1: Land south of Gartree Road has been addressed through the appraisal of the separate Policy SA02: Land South of Gartree Road Strategic Development Area.

## Thurnby and Bushby (Leicester Urban Area)

**7.46** The following site allocation is made at Thurnby and Bushby (Leicester Urban Area):

- TB1: Land north of A47 and east of Zouche Way (Site Option 21/8241)

**7.47** A mixed effect (minor positive and minor negative) is expected for Land north of A47 and east of Zouche Way in relation to **SA Objective 2: Biodiversity and Geodiversity** as the site is located within 250m of a number of small Local Wildlife Sites which could be impacted by development at the site. However, Policy SA01 specifies for the site that existing hedgerows and associated trees will be retained and reinforced wherever possible, which will aid in protecting and enhancing Harborough's biodiversity.

**7.48** Land north of A47 and east of Zouche Way comprises of Grade 3 agricultural land (although the split between Grade 3a and 3b is unknown) and also falls within a Minerals Safeguarding Area. Development on this site would therefore result in loss of best and most versatile agricultural land and may sterilise mineral resources and restrict the availability of resources in the District. Therefore, a significant negative effect is expected in relation to **SA Objective 3: Resources**.

**7.49** Land north of A47 and east of Zouche Way is located in close proximity to Thurnby and Bushby Conservation Area which contains a number of Listed

Buildings. Therefore, development of the site has the potential to negatively impact these heritage assets and a potential but uncertain minor negative effect is identified in relation to **SA Objective 4: Cultural Heritage**.

**7.50** Significant positive effects are expected in relation to **SA Objective 6: Health and Wellbeing** and **SA Objective 7: Social Inclusion**. Land north of A47 and east of Zouche Way is located within walking distance (720m) of an area of open space and a footpath/cycle path, which will encourage healthy and active lifestyles and ensure good access to healthcare. Policy SA01: Site Allocation Schedule requires development to enable a high degree of integration and connectivity between new and existing communities, which will enhance health and wellbeing of residents as well as aid in promoting social inclusion and equality.

**7.51** Land north of A47 and east of Zouche Way is not located within 720m of the built-up areas of Market Harborough, Lutterworth, Broughton Astley, Ullesthorpe, Husbands Bosworth, Fleckney, Kibworth, Great Glen, Houghton on the Hill or Billesdon. In addition, the site is more than 600m from any existing school or college. However, the site is located close to the Leicester Urban Area and Oadby and Wigston. Therefore, there is access to services and facilities outside of Harborough District. Therefore, a mixed effect (minor positive and minor negative) is expected in relation to **SA Objective 8: Services, Facilities and Education**.

**7.52** A minor positive effect is expected in relation to **SA Objective 9: Housing** as the site is proposed for residential development, which will help to meet local housing need. However, the site is expected to deliver under 500 homes so will not make an individually significant contribution to meeting Harborough's housing needs. Land north of A47 and east of Zouche Way is located within walking distance of a number of bus stops providing access to public transport links. This access to public transport links could reduce the reliance on the private car, however, development is inevitably likely to result in some increases in private car use. The provision of nearby bus links also offers easy access to employment opportunities. Therefore, a minor positive effect is expected in relation to **SA Objective 10: Economic Growth** as a result of the level of access to employment. Mixed effects (minor positive and minor negative) are

likely in relation to **SA Objective 1: Climatic Factors**, **SA Objective 5: Air** and **SA Objective 13: Sustainable Travel** as despite the inevitable increase in car use, Policy SA01 requires an assessment of transport impacts.

**7.53** The site is located within an area with a 1 in 30 year risk of surface water flooding. Therefore, the site has a high risk of flooding and development of the site could increase the risk of flooding within the area. However, Policy SA01: Site Allocation Schedule requires a site-specific Flood Risk Assessment to ensure that development will not increase flood risk and the integration of flood resilient and sustainable drainage design. Therefore, a mixed effect (significant negative and minor positive) is expected in relation to **SA Objective 12: Flood Risk**.

**7.54** Land north of A47 and east of Zouche Way is a small site; however it is located outside of the countryside on greenfield land. Development of this site will therefore have the potential to negatively impact on the character and distinctiveness of Harborough's landscape and a minor negative effect is expected in relation to **SA Objective 14: Landscape**.

## **Scraptoft (Leicester Urban Area)**

**7.55** The following site allocations are made at Scraptoft (Leicester Urban Area):

- S1: Scraptoft East, Land between Scraptoft and Bushby (Site option 21/8227)
- S2: Land at Beeby Road (Site option 24/12235)

**7.56** The appraisal of S1: Scraptoft East, Land between Scraptoft and Bushby has been addressed through the appraisal of the separate Policy SA04: Scraptoft East.

**7.57** Land at Beeby Road is located within 250m of a number of small Local Wildlife Sites which could be impacted by development at the sites. Therefore,

a minor negative effect is expected in relation to **SA Objective 2: Biodiversity and Geodiversity**.

**7.58** Land at Beeby Road comprises of Grade 3 agricultural land (although the split between Grade 3a and 3b is unknown) and also falls within a Minerals Safeguarding Area. Development of this site would therefore result in loss of best and most versatile agricultural land and may sterilise mineral resources and restrict the availability of resources in the District. Policy SA01 requires a Minerals Assessment to be submitted for the site; however the loss of greenfield land cannot be mitigated. Therefore, a significant negative effect is expected in relation to **SA Objective 3: Resources**.

**7.59** Land at Beeby Road is located in close proximity to Scraftoft Conservation Area which contains a number of Listed Buildings. Therefore, development of this site has the potential to negatively impact these heritage assets. However, the policy requires that the development proposal should respect that the site will form an extension of the gateway into Scraftoft village in the site design. Therefore, an overall minor negative effect is expected in relation to **SA Objective 4: Cultural Heritage**.

**7.60** Significant positive effects are expected in relation to **SA Objective 6: Health and Wellbeing** and **SA Objective 7: Social Inclusion**. The site is located within walking distance (720m) of an area of open space, which will encourage healthy and active lifestyles.

**7.61** The site is not located within 720m of the built-up areas of Market Harborough, Lutterworth, Broughton Astley, Ullesthorpe, Husbands Bosworth, Fleckney, Kibworth, Great Glen, Houghton on the Hill or Billesdon. The site is also not located in close proximity to an existing primary school. However, the site is located in close proximity to the Leicester Urban Area which offers access to a range of services and facilities. Policy SA01: Site Allocations Schedule requires development of Land at Beeby Road to contribute to the reasonable costs of provision of a new two form entry primary school. This will enhance local education provision with the area. Therefore, mixed effects

(significant positive and minor negative) are expected in relation to **SA Objective 8: Services, Facilities and Education**.

**7.62** Land at Beeby Road will deliver 175 new homes; therefore a minor positive effect is expected in relation to **SA Objective 9: Housing**. The site is located within walking distance of a number of bus stops, providing access to public transport links. This access to public transport links could reduce the reliance on the private car, however, development is inevitably likely to result in some increases in private car use. The development of the site is required by Policy SA01 to consider the impacts on traffic on nearby roads. Therefore, a minor positive effect is expected in relation to **SA Objective 10: Economic Growth** as a result of the level of access to employment. Mixed effects (minor positive and minor negative) are likely in relation to **SA Objective 1: Climatic Factors**, **SA Objective 5: Air** and **SA Objective 13: Sustainable Travel**.

**7.63** The site is located within an area with a 1 in 30 year risk of surface water flooding. Therefore, the site has a high risk of flooding and development could increase the risk of flooding within the area. However, Policy SA01: Site Allocation Schedule requires a site-specific Flood Risk Assessment to ensure that development will not increase flood risk and the integration of flood resilient and sustainable drainage design. Therefore, a mixed effect (significant negative and minor positive) is expected in relation to **SA Objective 12: Flood Risk**.

**7.64** Land at Beeby Road is located within the countryside on greenfield land. Development of this site will therefore have the potential to negatively impact on the character and distinctiveness of Harborough's landscape. Therefore, a minor negative effect is expected in relation to **SA Objective 14: Landscape**.

## **Market Harborough (Market Town)**

**7.65** MH1: Land east of Leicester Road and south of Grand Union Canal, MH2: East of Market Harborough Road and MH3: Land south of Gallow Field Road have been appraised via Policy SA03: North of Market Harborough.

**7.66** The following four site allocations are appraised at Market Harborough (Market Town):

- MH5: Land OS3070, Leicester Road (Site option: 24/8737)
- MH6: Compass Point Business Park (24/10248 and 24/10253)
- MH7: St Marys Road (Site option: 24/10240)
- MH8: Commons Car Park (Site option: 24/12231)

**7.67** Minor negative effects are expected for all four site allocations in relation to **SA Objective 2: Biodiversity and Geodiversity** as three of the sites are located within 250m of a number of small Local Wildlife Sites which may be impacted by development at the sites. In particular, the site at Commons Car Park is located next to the River Welland Local Wildlife Site. However, Policy SA01: Site Allocation Schedule requires the development of Commons Car Park to ensure that development is sensitive to the River Welland and its role as a wildlife corridor.

**7.68** Two of the site allocations comprise of Grade 3 agricultural land (although the split between Grade 3a and 3b is unknown). Development of these sites would therefore result in loss of best and most versatile agricultural land, which cannot be mitigated. However, the site allocations at St Marys Road and Commons Car Park will result in the development of brownfield land and therefore will have a positive effect on this SA Objective through the efficient use of land. Therefore, a mixed effect (significant negative and significant positive) is expected in relation to **SA Objective 3: Resources**.

**7.69** Two of the sites (St Marys Road and Commons Car Park) are located in close proximity to Market Harborough Conservation Area which contains a number of Listed Buildings. The site allocation at Commons Car Park falls within the Conservation Area. Therefore, development of these sites has the potential to negatively impact these heritage assets. Along with the sites at St Mary's Road and Land OS3070, Leicester Road, this could have negative impacts on local heritage assets including a number of Listed Buildings. Development of the site at Land OS3070, Leicester Road is required to preserve and enhance the setting of the Grand Union Canal Conservation Area.



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In addition, a Heritage Impact Assessment is required for development of three of the sites (St Marys Road, Commons Car Park and Land OS3070, Leicester Road). Taking account of the mitigation proposed through Policy SA01: Site Allocation Schedule, a minor negative effect is expected overall in relation to **SA Objective 4: Cultural Heritage**.

**7.70** Significant positive effects are expected in relation to **SA Objective 6: Health and Wellbeing** and **SA Objective 7: Social Inclusion**. All the allocated sites are located in close proximity to areas of open space and cycle paths which will encourage healthy and active lifestyles. Site allocations Compass Point Business Park and Commons Car Park are also located in close proximity to a GP surgery/hospital and therefore have good access to existing healthcare facilities. Policy SA01: Site Allocation Schedule requires the development of Land OS3070, Leicester Road to provide necessary noise attenuation to protect residential enmity of occupiers of the adjacent Greenacres Gypsy and Traveller site which will help to minimise any adverse impacts to these residents.

**7.71** Commons Car Park is allocated for mixed use retail development including a net increase in retail floorspace of at least 1000sqm (gross). St Marys Road is allocated for 3000sqm (gross) of mixed use development which includes a mix of leisure, entertainment, tourism and retail uses. Therefore, both these sites will enhance the availability of services and facilities within Market Harborough. St Marys Road and the site at Commons Car Park are located along Market Harborough High Street and therefore have the best access to services and facilities by being centrally located. The remaining allocated sites lie on the edge of Market Harborough, outside of the town boundary, and therefore access to key services and facilities is more limited. Policy SA01: Site Allocation Schedule requires the development of Commons Car Park to provide safe, attractive pedestrian linkages within the site and to the wider town centre. Overall, mixed effects (significant positive and minor negative) are expected in relation to **SA Objective 8: Services, Facilities and Education**.

**7.72** All the sites are allocated solely for employment/retail and leisure development and are therefore not expected to support Harborough in meeting their housing need. Therefore, negligible effects are expected in relation to **SA Objective 9: Housing**. Significant positive effects are expected in relation to

**SA Objective 10: Economic Growth** as the site allocations are expected to support economic growth within Market Harborough providing employment opportunities for those within Market Harborough and across the District.

**7.73** St Marys Road and Commons Car Park are located within close proximity to Market Harborough train station along with a variety of bus stops and cycle path. The remaining site allocations are located in close proximity to a number of bus stops. Therefore, all of these site allocations have good access to public transport links across Market Harborough. The access to public transport links could reduce the reliance on the private car, however, development is inevitably likely to result in some increases in private car use. Policy SA01: Site Allocation Schedule requires the development of Commons Car Park to provide safe, attractive pedestrian linkages within the site and to the wider town centre. Mixed effects (minor positive and minor negative) are therefore likely in relation to **SA Objective 1: Climatic Factors, SA Objective 5: Air** and mixed (significant positive and minor negative) effects for **SA Objective 13: Sustainable Travel** as Policy SA01 requires site allocations to prioritise sustainable travel opportunities within development of the site.

**7.74** All of the site allocations are located entirely within an area with a 1 in 30 year risk of surface water flooding. Therefore, the sites have a high risk of flooding and development of the sites could increase the risk of flooding within the area. However, Policy SA01: Site Allocation Schedule requires a site-specific Flood Risk Assessment to ensure that development will not increase flood risk and the integration of flood resilient and sustainable drainage design. Therefore, a mixed effect (significant negative and minor positive) is expected in relation to **SA Objective 12: Flood Risk**.

**7.75** Land OS3070, Leicester Road and Compass Point Business Park are located on greenfield land but are outside of the countryside. The remaining two site allocations are located within the urban area of Market Harborough and therefore are not expected to impact on local landscape. Policy SA01: Site Allocation Schedule requires the layout and design of MH6: Compass Point Business Park to be in keeping with the scale, character and appearance of the Compass Point Business Park. Therefore, a minor negative effect is expected in relation to **SA Objective 14: Landscape**.

## Lutterworth (Market Town)

**7.76** The following three site allocations are appraised at Lutterworth (Market Town):

- L1: Land off Leicester Road (Site option 21/8167)
- L2: Land at M1 Junction 20/Swinford Road (Site option 21/8104)
- L3: Land south of Lutterworth Road / Coventry Road (Site option 21/8179)

**7.77** A mixed effect (minor positive and minor negative) is expected for all three site allocations in relation to **SA Objective 2: Biodiversity and Geodiversity** as two of the sites (Land off Leicester Road and Land south of Lutterworth Road / Coventry Road) are located within 250m of a number of small Local Wildlife Sites and so development at the site may harm Harborough's natural assets and biodiversity. However, development at Land off Leicester Road is required to incorporate appropriate mitigation for impacts on Bittesby Brook Local Wildlife Site and Land south of Lutterworth Road / Coventry Road is expected to retain green corridors and a 10m buffer between Bitteswell Brook and the development. In addition, Policy SA01 requires the enhancement of a potential wildlife site near the former railway line as part of the development of Land at M1 Junction 20/Swinford Road.

**7.78** All of the site allocations comprise of Grade 3 agricultural land (although the split between Grade 3a and 3b is unknown). Development of these sites would therefore result in loss of best and most versatile agricultural land which cannot be mitigated. Two of the site allocations (Land at M1 Junction 20/Swinford Road and Land south of Lutterworth Road / Coventry Road) fall within Mineral Safeguarding Areas and may sterilise mineral resources. Therefore, a significant negative effect is expected in relation to **SA Objective 3: Resources**.

**7.79** All sites are located in close proximity to either Lutterworth or Bitteswell Conservation Area which contains a large number of Listed Buildings. Therefore, development of these sites has the potential to negatively impact

these heritage assets. Policy SA01: Site Allocation Schedule requires Land off Leicester Road to respond positively to the setting of Bitteswell Conservation Area and other nearby heritage assets and must avoid negatively impacting its setting. Therefore, a minor negative effect is expected in relation to **SA Objective 4: Cultural Heritage**.

**7.80** Significant positive effects are expected in relation to **SA Objective 6: Health and Wellbeing** and **SA Objective 7: Social Inclusion**. All these allocated sites are located in close proximity to areas of open space and cycle paths which will encourage healthy and active lifestyles. Development of Land at M1 Junction 20/Swinford Road requires potential noise and vibration from the adjacent M1 to be assessed and mitigated, which will minimise adverse impacts on existing and new residents.

**7.81** All of these allocated sites are located within close proximity of Lutterworth which offers an array of services and facilities. However, only Land off Leicester Road is located close to a school, secondary school. Therefore, mixed effects (minor positive and minor negative) are expected in relation to **SA Objective 8: Services, Facilities and Education**.

**7.82** Only Land south of Lutterworth Road / Coventry Road is allocated solely for employment and therefore is not expected to contribute to Harborough's housing need. Land off Leicester Road and Land at M1 Junction 20/Swinford Road are expected to deliver a total of 320 homes. Therefore, a minor positive effect is expected in relation to **SA Objective 9: Housing**. A minor positive effect is also expected in relation to **SA Objective 10: Economic Growth** as Land south of Lutterworth Road / Coventry Road is expected to support economic growth within Lutterworth, providing employment opportunities for those within Lutterworth and across the District.

**7.83** All of these site allocations are located within close proximity of a variety of bus stops and cycle paths. Therefore, all site allocations have good access to public transport links across Lutterworth. The access to public transport links could reduce the reliance on the private car, however, development is inevitably likely to result in some increases in private car use. Mixed effects (minor

positive and minor negative) are therefore likely in relation to **SA Objective 1: Climatic Factors, SA Objective 5: Air** and **SA Objective 13: Sustainable Travel**.

**7.84** Only Land off Leicester Road is located within an area with a 1 in 30 year risk of surface water flooding. Therefore, the site has a high risk of flooding and development of the site could increase the risk of flooding within the area. However, Policy SA01: Site Allocation Schedule requires a site-specific Flood Risk Assessment to ensure that development will not increase flood risk and the integration of flood resilient and sustainable drainage design. Therefore, a mixed effect (significant negative and minor positive) is expected in relation to **SA Objective 12: Flood Risk**.

**7.85** All three site allocations are located on greenfield land with only one site allocation (Land south of Lutterworth Road / Coventry Road) outside of the countryside. Policy SA01: Site Allocation Schedule requires development of Land off Leicester Road to respect the Area of Separation which will ensure individual settlement identity remains. In addition, Policy SA01 requires development of Land south of Lutterworth Road / Coventry Road to provide adequate and appropriate landscaping buffer. Therefore, a minor negative effect is expected in relation to **SA Objective 14: Landscape**.

## **Broughton Astley (Large Village)**

**7.86** The following site allocation is appraised at Broughton Astley (Large Village):

- BA1: Land off Frolesworth Road (Site option 24/10554)

**7.87** A mixed (minor positive and uncertain minor negative) effect is identified for site allocation BA1: Land off Frolesworth Road in relation to **SA Objective 2: Biodiversity and Geodiversity** as the site is within 250m of a number of Local Wildlife Sites and so development at the site may harm Harborough's natural assets and biodiversity. However, Policy SA01: Site Allocation Schedule specifies that any development must respect and protect the nearby Local

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Wildlife Site with appropriate mitigation measures. This will help to protect the nearby Local Wildlife Site from development. In addition, sufficient evidence must be provided to ensure that drainage associated with development will not cause significant impact on the Narborough Bog SSSI.

**7.88** Land off Frolesworth Road comprises Grade 3 agricultural land (although the split between Grade 3a and 3b is unknown) and therefore development of this site would result in the loss of best and most versatile agricultural land which cannot be mitigated. Policy SA01: Site Allocation Schedule requires the submission of a Contaminated Land Assessment which will address any potential risks and mitigation arising from agricultural development on parts of the site. However overall, a significant negative effect is expected in relation to **SA Objective 3: Resources**.

**7.89** Land off Frolesworth Road is located in close proximity to two Listed Buildings - the Grade II listed Church of St Mary and Broughton Astley War Memorial. Therefore, development of the site has the potential to negatively impact these heritage assets. Policy SA01: Site Allocation Schedule requires the submission of a Heritage Impact Assessment which will help to minimise adverse impacts on nearby heritage assets. Therefore, an uncertain minor negative effect is identified in relation to **SA Objective 4: Cultural Heritage**.

**7.90** Significant positive effects are expected in relation to **SA Objective 6: Health and Wellbeing** and **SA Objective 7: Social Inclusion**. Land off Frolesworth Road is located within walking distance (720m) of a healthcare facility, an area of open space and footpath/cycle path, which will encourage healthy and active lifestyles and ensure good access to healthcare. In particular, two Public Rights of Way crosses the site which must be incorporated into development proposals.

**7.91** A significant positive effect is expected in relation to **SA Objective 8: Services, Facilities and Education** as the site is within 720m of the built-up area of Broughton Astley and within 600m of a number of existing primary schools and a community college. In addition, Policy SA01: Site Allocation



Schedule requires the development to contribute to the reasonable costs of provision of primary and secondary expansion.

**7.92** A minor positive effect is expected in relation to **SA Objective 9: Housing** as Land off Frolesworth Road makes provision for over 475 dwellings, which will contribute to meeting Harborough's housing needs. A minor positive effect is also expected in relation to **SA Objective 10: Economic Growth** as a result of the level of access to employment. The site is located in close proximity to a number of bus stops which will provide easier access to employment opportunities.

**7.93** Land off Frolesworth Road is located within walking distance of a number of bus stops, providing access to public transport links. In addition, two Public Rights of Way crosses the site which is required to be incorporated into the development proposal. The access to public transport links could reduce the reliance on the private car, however, development is inevitably likely to result in some increases in private car use. Policy SA01: Site Allocation Schedule requires impacts on local roads to be mitigated including improvements to a number of junctions which could be seen to facilitate car use. However, the policy also requires footpath improvements along with extending existing bus services. Therefore, mixed effect (minor positive and minor negative) are likely in relation to **SA Objective 1: Climatic Factors**, **SA Objective 5: Air** and significant positive and minor negative effect in relation to **SA Objective 13: Sustainable Travel** as Policy SA01 requires site allocations to prioritise sustainable travel opportunities within development of the site.

**7.94** Land off Frolesworth Road is located entirely within an area with a 1 in 30 year risk of surface water flooding. Therefore, the site has a high risk of flooding and development of the site could increase the risk of flooding within the area. However, Policy SA01: Site Allocation Schedule requires a site-specific Flood Risk Assessment to ensure that development will not increase flood risk and the integration of flood resilient and sustainable drainage design. Therefore, a mixed effect (significant negative and minor positive) is expected in relation to **SA Objective 12: Flood Risk**.



**7.95** Land off Frolesworth Road is a large site delivering 475 dwellings and outside of the countryside on greenfield land. Development of this site will therefore have the potential to negatively impact on the character and distinctiveness of Harborough's landscape. Policy SA01 requires development to respect and maintain the physical and visual separation between settlements and consider the use of appropriate boundary treatments which will help to maintain settlement identities. Overall, a minor negative effect is expected in relation to **SA Objective 14: Landscape**.

## **Fleckney (Large Village)**

**7.96** The following two site allocations are appraised at Fleckney (Large Village):

- F1: Land north of Kilby Road and land west of Longgrey (Site options: 24/10042, 21/8087 and 21/8055)

**7.97** A minor negative effect is expected for Land north of Kilby Road and land west of Longgrey in relation to **SA Objective 2: Biodiversity and Geodiversity** as the site is located within 250m of a number of small Local Wildlife Sites and so development there may harm Harborough's natural assets and biodiversity.

**7.98** The site comprises of Grade 3 agricultural land (although the split between Grade 3a and 3b is unknown). Development of this site would therefore result in loss of best and most versatile agricultural land which could not be mitigated. An overall significant negative effect is expected in relation to **SA Objective 3: Resources**.

**7.99** Land north of Kilby Road and land west of Longgrey is located in close proximity to a small number of Grade II and II\* Listed Buildings. Therefore, development of this site has the potential to negatively impact these heritage assets. Policy SA01: Site Allocation Schedule requires a Heritage Impact Assessment to be submitted as part of the development proposal. Therefore, a potential but uncertain minor negative effect is identified in relation to **SA Objective 4: Cultural Heritage**.

**7.100** Significant positive effects are expected in relation to **SA Objective 6: Health and Wellbeing** and **SA Objective 7: Social Inclusion**. The site is located in close proximity to areas of open space and cycle paths which will encourage healthy and active lifestyles and ensure good access to healthcare. Policy SA01 also requires the delivery of green infrastructure through development which will provide opportunities for physical activity and social interaction.

**7.101** The site is located within close proximity to Fleckney which offers some services and facilities, but these are expected to be limited. Land north of Kilby Road and land west of Longgrey is located in close proximity to a primary school providing good access to education. Overall, a minor positive is expected in relation to **SA Objective 8: Services, Facilities and Education**.

**7.102** . Land north of Kilby Road and land west of Longgrey is expected to deliver 150 homes to help meet Harborough's housing need. Therefore, a minor positive effect is expected in relation to **SA Objective 9: Housing**. The site is located within close proximity to a number of bus stops, providing access to public transport links. The access to public transport links could reduce the reliance on the private car, however, development is inevitably likely to result in some increases in private car use. Therefore, a minor positive effect is also expected in relation to **SA Objective 10: Economic Growth** due to the access to jobs that these links would provide.

**7.103** Land north of Kilby Road and land west of Longgrey is located within close proximity to a variety of bus stops and cycle paths. Therefore, the site has good access to public transport links. The access to public transport links could reduce the reliance on the private car, however, development is inevitably likely to result in some increases in private car use. Policy SA01: Site Allocation Schedule requires cycling and pedestrian access via Longgrey to the east of the site to be integrated into the site's design. This will provide active travel routes into the existing village.. Mixed effects (minor positive and minor negative) are likely in relation to **SA Objective 1: Climatic Factors**, **SA Objective 5: Air** and **SA Objective 13: Sustainable Travel**.

**7.104** Only part of Land north of Kilby Road and land west of Longgrey is located within an area with a 1 in 30 year risk of surface water flooding. Therefore, the site has some risk of flooding and development of the site could increase the risk of flooding within the area. However, Policy SA01: Site Allocation Schedule requires a site-specific Flood Risk Assessment to ensure that development will not increase flood risk and the integration of flood resilient and sustainable drainage design. Therefore, a mixed effect (minor negative and minor positive) is expected in relation to **SA Objective 12: Flood Risk**.

**7.105** Land north of Kilby Road and land west of Longgrey is located on greenfield land within the countryside. Policy SA01: Site Allocation Schedule requires structural planting to help to mitigate potential impacts on the wider countryside setting of Fleckney to the north and west.. Overall a minor negative effect is expected in relation to **SA Objective 14: Landscape**.

## Great Glen (Large Village)

**7.106** The following site allocation is appraised at Great Glen (Large Village):

- GG1: Land north of London Road and east of Leicester Grammar School (Site option 21/8230)

**7.107** A mixed effect (minor positive and minor negative) is expected for Land north of London Road and east of Leicester Grammar School in relation to **SA Objective 2: Biodiversity and Geodiversity** as the site is within 250m of a number of Local Wildlife Sites and so development at the site may harm Harborough's natural assets and biodiversity. However, Policy SA01: Site Allocation Schedule requires evidence that drainage for the site and development will not cause significant impact on Kilby Foxton Canals SSSI. The policy also requires semi-natural habitats to be preserved which may act as wildlife habitats.

**7.108** Land north of London Road and east of Leicester Grammar School comprises of Grade 3 agricultural land (although the split between Grade 3a and 3b is unknown) and therefore development of this site would result in loss

of best and most versatile agricultural land which cannot be mitigated. Therefore, a significant negative effect is expected in relation to **SA Objective 3: Resources**.

**7.109** Land north of London Road and east of Leicester Grammar School is located in close proximity to a number of Listed Buildings, particularly to the south west of the site within Great Glen. Therefore, development of the site has the potential to negatively impact these heritage assets. Policy SA01: Site Allocation Schedule requires a Heritage Impact Assessment to assess impact on neighbouring assets including Stretton Hall and its associated listed structures and the setting of other assets including row of GII Almshouses (Cricks Retreat) and Grade II 39 London Road. In addition, development should avoid encroaching upon the setting of Stretton Hall while preserving the views of listed buildings along London Road. Taking into account this mitigation an overall minor negative effect is expected in relation to **SA Objective 4: Cultural Heritage**.

**7.110** Significant positive effects are expected in relation to **SA Objective 6: Health and Wellbeing** and **SA Objective 7: Social Inclusion**. Land north of London Road and east of Leicester Grammar School is located within walking distance (720m) of a healthcare facility, an area of open space and at least one footpath/cycle path, which will encourage healthy and active lifestyles and ensure good access to healthcare. Policy SA01: Site Allocation Schedule also requires development to promote active travel and require the delivery of a new sports/community hub and associated pitches which will enhance health and wellbeing of residents as well as aid in promoting social inclusion and equality.

**7.111** A minor positive effect is expected in relation to **SA Objective 8: Services, Facilities and Education** as the site is not within a larger town but is within 600m of a primary school. Therefore, the site has moderate access to existing services and facilities. Policy SA01: Site Allocation Schedule requires development to deliver a new sports/community hub and associated pitches which will enhance local sports provision within the area to meet the need of local residents.

**7.112** A minor positive effect is expected in relation to **SA Objective 9: Housing** as the site is proposed for residential development, which will help to meet local housing need. However, the site is expected to deliver fewer than 500 homes. The site is within walking distance of a number of bus stops which provide bus links to Leicester City. Therefore, the site will provide good access to employment opportunities. A minor positive effect is also expected in relation to **SA Objective 10: Economic Growth** as a result of the level of access to employment.

**7.113** Land north of London Road and east of Leicester Grammar School is located within an area with a 1 in 30 year risk of surface water flooding. Therefore, the site has a high risk of flooding and development of the site could increase the risk of flooding within the area. However, Policy SA01: Site Allocation Schedule requires a site-specific Flood Risk Assessment to ensure that development will not increase flood risk and the integration of flood resilient and sustainable drainage design. Therefore, a mixed effect (significant negative and minor positive) is expected in relation to **SA Objective 12: Flood Risk**.

**7.114** Land north of London Road and east of Leicester Grammar School is located within walking distance of a number of bus stops providing access to public transport links. The access to public transport links could reduce the reliance on the private car, however, development is inevitably likely to result in some increases in private car use. Policy SA01: Site Allocation Schedule requires impacts on the A6 corridor to be mitigated and the submission of a Transport Assessment which could be seen to facilitate use of the private car. The Policy also supports improvements to local highways and parking at Leicester Grammar School which could encourage the use of the private car. However, the policy also requires the integration of an existing Public Right of Way which could support continued use of active travel routes. Therefore, mixed effects (minor positive and minor negative) are likely in relation to **SA Objective 1: Climatic Factors, SA Objective 5: Air** and significant positive and minor negative effects in relation to **SA Objective 13: Sustainable Travel** as Policy SA01 requires site allocations to prioritise sustainable travel opportunities within development of the site.

**7.115** A minor positive effect is expected in relation to **SA Objective 11: Waste** as Policy SA01: Site Allocation Schedule states that the proposed development should not prejudice the continued operations at nearby waste facilities.

**7.116** Land north of London Road and east of Leicester Grammar School is a small site (providing fewer than 500 dwellings) but is located within the countryside on greenfield land. Development of this site will therefore have the potential to negatively impact on the character and distinctiveness of Harborough's landscape. A minor negative effect is expected in relation to **SA Objective 14: Landscape**.

## **Kibworth (Large Village)**

**7.117** The following site allocations are appraised at Kibworth (Large Village):

- K1: Land west of Warwick Road and south of Priory Business Park (Site option 21/8247)
- K2: Land south and west of Priory Business Park (Site option 24/10642)

**7.118** A mixed effect (minor positive and minor negative) is expected for both site allocations in relation to **SA Objective 2: Biodiversity and Geodiversity** as both site allocations are located close to a small number of Local Wildlife Sites. In addition, Land west of Warwick Road and south of Priory Business Park is located within 500m of the Kilby-Foxton Canal SSSI. Policy SA01: Site Allocation Schedule requires an environment assessment for this site to evaluate the impact of development of the site on the SSSI.

**7.119** Both site allocations comprise of Grade 3 agricultural land (although the split between Grade 3a and 3b is unknown). Development of these sites would therefore result in loss of best and most versatile agricultural land which cannot be mitigated. Therefore, a significant negative effect is expected in relation to **SA Objective 3: Resources**.



**7.120** Both site allocations are located in close proximity to the Grand Union Canal, Kibworth Harcourt and Kibworth Beauchamp Conservation Areas and therefore development of these sites has the potential to negatively impact the setting of these conservation areas and any Listed Buildings contained within. However, Policy SA01: Site Allocation Schedule requires any heritage assets within or near Land west of Warwick Road and south of Priory Business Park to be protected and preserved. This includes Railway Company Boundary Marker on Warwick Road, the character and setting of Grand Union Canal Conservation Area, Kibworth Harcourt and Kibworth Beauchamp Conservation Areas and the Motte in Hall Field Scheduled Monument. In addition, an Archaeological Evaluation is required given the potential for archaeological remains on the site. As a result of the mitigation proposed through Policy SA01, a minor negative effect is expected in relation to **SA Objective 4: Cultural Heritage**.

**7.121** Significant positive effects are expected in relation to **SA Objective 6: Health and Wellbeing** and **SA Objective 7: Social Inclusion** as both site allocations are located in close proximity to areas of open space, cycle paths and a number of health facilities which will encourage healthy and active lifestyles and ensure access to essential health facilities. Policy SA01: Site Allocation Schedule requires a noise impact assessment to address potential impacts and mitigation requirements associated with the railway for Land west of Warwick Road and South of Priory Business Park. This will minimise any adverse impacts on new residents. Both allocated sites are located close to Kibworth which provides some access to services and facilities. In addition, Land west of Warwick Road and south of Priory Business Park is located in close proximity to a primary school with Policy SA01: Site Allocation Schedule requiring contributions to support the expansion of primary and secondary education. Therefore, a mixed effect (minor positive and minor negative) is expected in relation to **SA Objective 8: Services, Facilities and Education**.

**7.122** Land west of Warwick Road and south of Priory Business Park is allocated for housing and therefore a minor positive effect is expected in relation to **SA Objective 9: Housing** as development of the site will deliver 475 homes helping to meet Harborough District's housing needs. A minor positive effect is expected in relation to **SA Objective 10: Economic Growth** as Land south and



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west of Priory Business Park is expected to deliver employment opportunities particularly a mix of business, light industrial and retail development which will support economic growth within Harborough District.

**7.123** Both site allocations are located within close proximity to a variety of bus stops and cycle paths. Therefore, both site allocations have good access to public transport links. The access to public transport links could reduce the reliance on the private car, however, development is inevitably likely to result in some increases in private car use. Neither site is located within 100m of the Kibworth AQMA and therefore are not expected to significantly impact on this AQMA. Policy SA01: Site Allocation Schedule requires highway mitigation, particularly along Warwick Road railway bridge and the A6 corridor.

Improvements to the highway network could enhance travel routes for buses, pedestrian and cyclists. However, highway mitigation may be seen to encourage the use of the private car. In addition, the design of the development should not adversely impact the operational railway safety. Policy SA01 also requires the delivery of a new cycleway to the development and the extension of the footway on the south side of Wistow Road to the Wistow Road/Warwick Road roundabout at Land south and west of Priory Business Park. This will enhance active travel routes from the site to Kibworth Beauchamp village centre. Mixed effect (minor positive and minor negative) are therefore likely in relation to **SA Objective 1: Climatic Factors, SA Objective 5: Air** and **SA Objective 13: Sustainable Travel**.

**7.124** Both site allocations are located within an area with a 1 in 30 year risk of surface water flooding. Therefore, the sites have a high flood risk and development of the sites could increase the risk of flooding within the area. However, Policy SA01: Site Allocation Schedule requires a site-specific Flood Risk Assessment to ensure that development will not increase flood risk and the integration of flood resilient and sustainable drainage design for Land west of Warwick Road and south of Priory Business Park. Development of the site at Land south and west of Priory Business Park is required to follow a sequential approach to the site layout to avoid areas with the highest risk of surface water flooding. Therefore, a mixed effect (significant negative and minor positive) is expected in relation to **SA Objective 12: Flood Risk**.

**7.125** Both site allocations are located on greenfield land within the countryside. Policy SA01: Site Allocation Schedule requires adequate and appropriate landscaping along the railway corridor, to the south and west of Land south and west of Priory Business Park to minimise adverse landscape impact. Therefore, a minor negative effect is expected in relation to **SA Objective 14: Landscape**.

## **Billesdon (Medium Village)**

**7.126** The following three site allocations are appraised at Billesdon (Medium Village):

- B1: Land at Gaulby Road (Site option 21/8155)
- B2: Billesdon Depot south of Gaulby Road (Site option 24/12207)
- B3: Former Lorry Park Gaulby Road (Site option 21/8202)

**7.127** A minor negative effect is expected for these three site allocations in relation to **SA Objective 2: Biodiversity and Geodiversity** as all three site allocations are located adjacent to the Billesdon Woodland Pool Nature Reserve and so development may harm Harborough's natural assets and biodiversity. However, Policy SA01: Site Allocation Schedule requires development of the three site allocations to provide sufficient evidence that drainage will not cause significant impact to the Kilby Foxton Canals SSSI.

**7.128** Land at Gaulby Road is the only site allocation at Billesdon that comprises Grade 3 agricultural land (although the split between Grade 3a and 3b is unknown). Development of this site would therefore result in loss of best and most versatile agricultural land which could not be mitigated. The remaining two site allocations (Billesdon Depot south of Gaulby Road and Former Lorry Park Gaulby Road) consist of brownfield land and therefore represent the most efficient use of land. Policy SA01: Site Allocation Schedule requires a Contaminated Land Assessment for Billesdon Depot south of Gaulby Road and Former Lorry Park Gaulby Road. Therefore, an overall mixed (significant negative and significant positive) effect is expected in relation to **SA Objective 3: Resources**.

**7.129** All of these sites are located in close proximity to Billesdon Conservation Area which contains a large number of Listed Buildings. A small part of Land at Gaulby Road falls within the Conservation Area. Therefore, development of these sites has the potential to negatively impact these heritage assets. Policy SA01: Site Allocation Schedule requires a Heritage Impact Assessment to be submitted for all three site allocations to minimise any adverse impacts on the Conservation Area and associated heritage assets. Taking into account mitigation proposed through Policy SA01, a minor negative effect is expected in relation to **SA Objective 4: Cultural Heritage**.

**7.130** Significant positive effects are expected in relation to **SA Objective 6: Health and Wellbeing** and **SA Objective 7: Social Inclusion**. All these allocated sites are located in close proximity to areas of open space, cycle path and a healthcare facility in Billesdon which will encourage healthy and active lifestyles and ensure good access to healthcare. Policy SA01: Site Allocation Schedule requires any impact of development of the three site allocations on adjoining Local Green Space to be minimised. The three allocated sites are located within close proximity to Billesdon which offers some services and facilities, but these are expected to be limited. However, all three site allocations are located in close proximity to a primary school. Overall, a minor positive effect is expected in relation to **SA Objective 8: Services, Facilities and Education**.

**7.131** The three site allocations will deliver a total of 63 homes in Billesdon which will make a modest contribution to Harborough's housing needs. Land at Gaulby Road and Billesdon Depot south of Gaulby Road will support self-build or custom build plots. In addition, there will be 18 affordable First Homes at Land at Gaulby Road. Therefore, a minor positive effect is expected in relation to **SA Objective 9: Housing**. A minor positive effect is expected in relation to **SA Objective 10: Economic Growth** as all three site allocations are located in close proximity to a number of bus stops which will provide easier access to employment opportunities.

**7.132** All of these site allocations are located within close proximity to a variety of bus stops and cycle paths and so have good access to public transport links. The access to public transport links could reduce the reliance on the private car,

however, development is inevitably likely to result in some increases in private car use. Policy SA01: Site Allocation Schedule requires the integration of the Public Right of Way into the design of Land at Gaulby Road which will support continued use of active travel modes. Mixed effects (minor positive and minor negative) are likely overall in relation to **SA Objective 1: Climatic Factors, SA Objective 5: Air** and **SA Objective 13: Sustainable Travel**.

**7.133** Only a small part of Land at Gaulby Road is located within an area with a 1 in 30 year risk of surface water flooding. Therefore, the site has some risk of flooding although it may be possible to avoid locating built development in that part of the site. However, Policy SA01: Site Allocation Schedule requires a site-specific Flood Risk Assessment to ensure that development will not increase flood risk and the integration of flood resilient and sustainable drainage design for Land at Gaulby Road and Billesdon Depot south of Gaulby Road. Therefore, a mixed effect (minor negative and minor positive) is expected in relation to **SA Objective 12: Flood Risk**.

**7.134** Only the site allocation at Land at Gaulby Road is located on greenfield land within the countryside. The two other site allocations (Billesdon Depot south of Gaulby Road and Former Lorry Park Gaulby Road) are located on brownfield land and therefore are not expected to negatively impact the local landscape. Policy SA01: Site Allocation Schedule requires appropriate structural landscaping and the retention of boundary trees and hedges to minimise impacts on the surrounding landscape for the development of Billesdon Depot south of Gaulby Road and Former Lorry Park Gaulby Road, respectively. Overall, a minor negative effect is expected in relation to **SA Objective 14: Landscape**.

## Great Bowden (Medium Village)

**7.135** The following site allocation is appraised at Great Bowden (Medium Village):

- GB1: Land north of Dingley Road (Site option 21/8151)
- GB2: Land off Dingley Road and Nether Green (Site option 21/8054)

**7.136** A mixed effect (minor positive and minor negative) is expected for both site allocations in relation to **SA Objective 2: Biodiversity and Geodiversity** as the sites are located within 250m of a number of small Local Wildlife Sites in Great Bowden. Therefore, development of the site may harm Harborough's natural assets and biodiversity. However, Policy SA01: Site Allocation Schedule specifies that existing mature hedgerows and trees that bound parts of the sites should be retained and incorporated into the design. In addition, appropriate mitigation should be considered to avoid adverse impacts on The Great Bowden Borrowpit SSSI along with ecological investigation into newts on the western edge of the site. It also requires that the wildlife corridor adjacent to the sites should be protected and enhanced. These measures will help to protect and enhance Harborough's natural assets and biodiversity.

**7.137** Both site allocations comprise of Grade 3 agricultural land (although split between Grade 3a and 3b is unknown) and therefore development of this site would result in loss of best and most versatile agricultural land which cannot be mitigated. In addition, the sites are located within a Mineral Safeguarding Area, which may restrict the availability of resources in the District, however, Policy SA01: Site Allocation Schedule requires a Minerals Assessment to be submitted along with the development proposal, which will aid in mitigating harm to resources. Overall, a significant negative effect is expected in relation to **SA Objective 3: Resources** due to the loss of high quality agricultural land.

**7.138** Both site allocations are located in close proximity to Great Bowden Conservation Area which contains a large number of Listed Buildings. Therefore, development of the sites has the potential to negatively impact these heritage assets. Policy SA01: Site Allocation Schedule requires development of both site allocations to respect and preserve the setting of the Conservation Area and the heritage assets within. In addition, appropriate assessment and mitigation is required in relation to known archaeological remains within the vicinity of Land off Dingley Road and Nether Green. As a result of this mitigation proposed through Policy SA01, a minor negative effect is expected in relation to **SA Objective 4: Cultural Heritage**.

**7.139** Significant positive effects are expected in relation to **SA Objective 6: Health and Wellbeing** and **SA Objective 7: Social Inclusion**. Land off Dingley

Road and Nether Green is located within walking distance (720m) of a healthcare facility, an area of open space and at least one footpath/cycle path, which will encourage healthy and active lifestyles and ensure good access to healthcare. Policy SA01: Site Allocation Schedule requires a Noise Impact Assessment for Land off Dingley Road and Nether Green to address potential impacts associated with the A6. This will help to ensure adverse impacts of the development on residential amenity are minimised.

**7.140** A minor positive effect is expected in relation to **SA Objective 8: Services, Facilities and Education**. Land off Dingley Road and Nether Green is not located within 720m of the built-up areas of Market Harborough, Lutterworth, Broughton Astley, Ullesthorpe, Husbands Bosworth, Fleckney, Kibworth, Great Glen, Houghton on the Hill or Billesdon, meaning that the site has limited access to key services and facilities. However, Land north of Dingley Road is located within 720m of Market Harborough and therefore has good access to services and facilities. In addition, both site allocations are within 600m of a primary school in Great Bowden.

**7.141** A minor positive effect is expected in relation to **SA Objective 9: Housing** as the allocation of both sites will deliver approximately 100 homes, making a modest contribution to Harborough's housing requirements. A minor positive effect is also expected in relation to **SA Objective 10: Economic Growth** as both sites are within walking distance of a number of bus stops providing good access to employment opportunities.

**7.142** A mixed effect (minor positive and negligible) in relation to **SA Objective 11: Waste** as Policy SA01: Site Allocation Schedule requires the proposed development at Land off Dingley Road and Nether Green to not prejudice the continued operation of the nearby waste facilities.

**7.143** Land off Dingley Road and Nether Green is located within an area with a 1 in 30 year risk of surface water flooding and therefore development could result in flood risk. However, Policy SA01: Site Allocation Schedule requires a site-specific Flood Risk Assessment to ensure that development will not increase flood risk and the integration of flood resilient and sustainable drainage



design for site allocations. Therefore, a mixed effect (minor negative and minor positive) is expected in relation to **SA Objective 12: Flood Risk**.

**7.144** Both site allocations are located within walking distance of a number of bus stops and Market Harborough train station, providing access to public transport links. The access to public transport links could reduce the reliance on the private car, however, development is inevitably likely to result in some increases in private car use. Therefore, mixed effects (minor positive and minor negative) are expected in relation to **SA Objective 1: Climatic Factors, SA Objective 5: Air** and significant positive and minor negative effects in relation to **SA Objective 13: Sustainable Travel**.

**7.145** Both allocated sites are located outside of the countryside but are on greenfield land, which increases the chance of development having a negative impact on the character of Harborough's landscapes. Therefore, an overall minor negative effect is expected in relation to **SA Objective 14: Landscape**.

## Houghton on the Hill (Medium Village)

**7.146** The following two site allocations are appraised at Houghton on the Hill (Medium Village):

- HH1: Land north of Uppingham Road (Site option: 21/8206)
- HH2: Land north of Stretton Lane (Site option: 21/8135)

**7.147** Minor negative effect is expected for **SA Objective 2: Biodiversity and Geodiversity** as both site allocations are located close to a small number of Local Wildlife Sites. Policy SA01: Site Allocation Schedule requires existing mature hedgerows and trees to be retained as part of the development of Land north of Stretton Lane.

**7.148** Both site allocations comprise of Grade 3 agricultural land (although the split between Grade 3a and 3b is unknown). Development of these sites would therefore result in the loss of best and most versatile agricultural land which



cannot be mitigated. Policy SA01 does encourage consideration of development density and efficient use of the site. In addition, both sites fall within the Mineral Safeguarding Area and therefore development of these sites could impact on the sterilisation of these mineral resources. Policy SA01: Site Allocation Schedule requires the submission of a Mineral Assessment as part of the development proposals for both sites. Overall, a significant negative effect is expected in relation to **SA Objective 3: Resources**.

**7.149** Both site allocations are located in close proximity to Houghton on the Hill Conservation Area which contains a large number of Listed Buildings. Policy SA01: Site Allocation Schedule requires development of Land north of Stretton Lane to respect the character and setting of nearby listed buildings. In addition, the submission of a Heritage Impact Assessment is required. Therefore, a minor negative effect is expected in relation to **SA Objective 4: Cultural Heritage**.

**7.150** Significant positive effects are expected in relation to **SA Objective 6: Health and Wellbeing** and **SA Objective 7: Social Inclusion**. Both allocated sites are located in close proximity to areas of open space and a cycle path in Houghton on the Hill, which will encourage healthy and active lifestyles. Policy SA01: Site Allocation Schedule requires a Noise Impact Assessment to be submitted as part of Land north of Uppingham Road which could help to minimise any adverse impacts on the amenity of existing and new residents. Both allocated sites are located outside of any of the main settlements in Harborough District and therefore access to services and facilities is expected to be limited. However, Land north of Stretton Lane is located in close proximity to a primary school. Overall, a minor positive effect is expected in relation to **SA Objective 8: Services, Facilities and Education**.

**7.151** These two site allocations will deliver a total of 104 homes in Houghton on the Hill which will make a modest contribution to Harborough District's housing needs. Land north of Stretton Lane will be developed solely for affordable housing provision. Therefore, a minor positive effect is expected in relation to **SA Objective 9: Housing**. A minor positive effect is also expected in relation to **SA Objective 10: Economic Growth** as the two site allocations are located in close proximity to a number of bus stops which will provide easier access to employment opportunities.

**7.152** Both site allocations are located within close proximity to a variety of bus stops and cycle paths. Therefore, both site allocations have good access to public transport links. The access to public transport links could reduce the reliance on the private car, however, development is inevitably likely to result in some increases in private car use. Policy SA01: Site Allocation Schedule requires existing Public Rights of Way to be integrated as part of development of both sites. This will ensure continued access to active travel routes. Mixed effects (minor positive and minor negative) are therefore likely in relation to **SA Objective 1: Climatic Factors, SA Objective 5: Air** and **SA Objective 13: Sustainable Travel**.

**7.153** Only a small part of Land north of Uppingham Road is located within an area with a 1 in 30 year risk of surface water flooding. Therefore, the site has some risk of flooding and development of the site could increase the risk of flooding within the area although it may be possible to locate built development outside of that part of the site. Therefore, Policy SA01: Site Allocation Schedule requires a site-specific Flood Risk Assessment to ensure that development will not increase flood risk and the integration of flood resilient and sustainable drainage design for Land north of Uppingham Road. Overall, a mixed effect (minor positive and minor negative) is expected in relation to **SA Objective 12: Flood Risk**.

**7.154** Both site allocations are located on greenfield land within the countryside so could impact upon the landscape. Policy SA01: Site Allocation Schedule requires housing development as part of Land north of Uppingham Road to be located on the eastern part of the site and relate to the existing built form of Houghton on the Hill. Therefore, an overall minor negative effect is expected in relation to **SA Objective 14: Landscape**.

## **Husbands Bosworth (Medium Village)**

**7.155** The following site allocation is appraised at Husbands Bosworth (Medium Village):

- HB1: Land east of Welford Road (Site option: 24/9895)

**7.156** A minor negative effect is expected for site allocation HB1: Land east of Welford Road in relation to **SA Objective 2: Biodiversity and Geodiversity** as the site is within 250m of Husband's Bosworth, Butt Lane hedgerow Local Wildlife Site. Therefore, development at the site has the potential to negatively impact this wildlife site.

**7.157** Land east of Welford Road comprises Grade 3 agricultural land (although the split between Grade 3a and 3b is unknown) and therefore development of this site would result in loss of best and most versatile agricultural land which cannot be mitigated. Policy SA01 does encourage consideration of development density and efficient use of the site. In addition, the site is within a Mineral Safeguarding Area, which may restrict the availability of resources in the District. However, Policy SA01: Site Allocation Schedule requires the submission of a Mineral Assessment as part of the development proposal. Overall, a significant negative effect is expected in relation to **SA Objective 3: Resources**.

**7.158** Land east of Welford Road is located close proximity to Husbands Bosworth Conservation Area which contains a large number of Listed Buildings. Therefore, development at the site has the potential to negatively impact on the Conservation Area and the heritage assets contained within. However, Policy SA01: Site Allocation Schedule requires a Heritage Impact Assessment to be submitted as part of the development proposal. Therefore, a minor negative effect is expected in relation to **SA Objective 4: Cultural Heritage**.

**7.159** Significant positive effects are expected in relation to **SA Objective 6: Health and Wellbeing** and **SA Objective 7: Social Inclusion**. Land east of Welford Road is located within walking distance (720m) of a healthcare facility, an area of open space and at least one footpath/cycle path, which will encourage healthy and active lifestyles and ensure good access to healthcare. Policy SA01: Site Allocation Schedule requires the submission of a Noise and Dust Impact Assessment which will minimise potential adverse impacts on existing and new residents.

**7.160** A mixed effect (minor positive and minor negative) is expected in relation to **SA Objective 8: Services, Facilities and Education** as Land east of Welford Road is not located within 720m of the built-up areas of Market Harborough, Lutterworth, Broughton Astley, Ullesthorpe, Husbands Bosworth, Fleckney, Kibworth, Great Glen, Houghton on the Hill or Billesdon, meaning that the site does not have good access to key services and facilities. However, the site is within 600m of a primary school in Husbands Bosworth.

**7.161** A minor positive effect is expected in relation to **SA Objective 9: Housing** as the site is proposed for residential development and would be expected to deliver 105 homes, making a modest contribution to local housing needs. A minor positive effect is also expected in relation to **SA Objective 10: Economic Growth** as the site is within walking distance of a number of bus stops, providing good access to employment opportunities.

**7.162** Land east of Welford Road is located within an area with a 1 in 30 year risk of surface water flooding and therefore development could result in flood risk. However, Policy SA01: Site Allocation Schedule requires a site-specific Flood Risk Assessment to ensure that development will not increase flood risk and the integration of flood resilient and sustainable drainage design. Therefore a mixed effect (significant negative and minor positive) is expected in relation to **SA Objective 12: Flood Risk**.

**7.163** Land east of Welford Road is located within walking distance of a number of bus stops providing access to public transport links. The access to public transport links could reduce the reliance on the private car, however, development is inevitably likely to result in some increases in private car use. Policy SA01: Site Allocation Schedule requires the Public Right of Way to be integrated into the site layout which will protect a key active travel route. Overall, mixed effects (minor positive and minor negative) are likely in relation to **SA Objective 1: Climatic Factors, SA Objective 5: Air** and **SA Objective 13: Sustainable Travel**.

**7.164** Land east of Welford Road is within the countryside on greenfield land and development there will therefore likely negatively impact the character of

Harborough's landscape. Policy SA01: Site Allocation Schedule requires impacts on the wider landscape to be mitigated through structural landscaping and development should be located on the northern and western parts of the site adjacent to existing development. Views from the Public right of Way should also be retained. Overall, a minor negative effect is expected in relation to **SA Objective 14: Landscape**.

## Ullesthorpe (Medium Village)

**7.165** The following two site allocations are appraised at Ullesthorpe (Medium Village):

- U1: Land south of Ashby Road (Site option: 24/10649)
- U2: Land north of Ashby Road (Site option): 21/8180

**7.166** A minor negative effect is expected for these site allocations in relation to **SA Objective 2: Biodiversity and Geodiversity** as Land north of Ashby Road is located close to a small number of Local Wildlife Sites. The Local Wildlife Sites are situated on the edge of a golf course and cover a small pocket of trees. Policy SA01: Site Allocation Schedule requires a catchment zone to be created around the Croft Pastures SSSI and any drainage associated with development must not cause significant impact to the designated site.

**7.167** Both site allocations comprise Grade 3 agricultural land (although the split between Grade 3a and 3b is unknown). Development of these sites would therefore result in loss of best and most versatile agricultural land which cannot be mitigated. Policy SA01 does encourage consideration of development density and efficient use of the site. In addition, Land north of Ashby Road falls within the Mineral Safeguarding Area and therefore development of these sites could impact on the sterilisation of these mineral resources. Policy SA01: Site Allocation Schedule requires a Mineral Assessment to be submitted in relation to Land north of Ashby Road. Overall, a significant negative effect is expected in relation to **SA Objective 3: Resources**.

**7.168** Both site allocations are located in close proximity to Ullesthorpe Conservation Area which contains a small number of Listed Buildings. Therefore, a significant negative effect is expected in relation to **SA Objective 4: Cultural Heritage**.

**7.169** Significant positive effects are expected in relation to **SA Objective 6: Health and Wellbeing** and **SA Objective 7: Social Inclusion**. Both allocated sites are located in close proximity to areas of open space and a cycle path which will encourage healthy and active lifestyles. Both allocated sites are located outside of any of the main settlements in Harborough District and therefore access to services and facilities is expected to be limited. However, both allocated sites are located in close proximity to a primary school. As set out in Policy SA01, site allocations are required to identify provision of community infrastructure on site or offsite. Therefore, an overall minor positive effect is expected in relation to **SA Objective 8: Services, Facilities and Education**.

**7.170** Both site allocations will deliver a total of 80 homes in Ullesthorpe which will make a modest contribution to Harborough District's housing needs. Therefore, a minor positive effect is expected in relation to **SA Objective 9: Housing**. A minor positive effect is also expected in relation to **SA Objective 10: Economic Growth** as both site allocations are located in close proximity to a number of bus stops which will provide easier access to employment opportunities.

**7.171** Both site allocations are located within close proximity to a variety of bus stops and cycle paths. Therefore, both site allocations have good access to public transport links. The access to public transport links could reduce the reliance on the private car, however, development is inevitably likely to result in some increases in private car use. Policy SA01 requires site allocations to prioritise sustainable travel opportunities within development of the site. Mixed effects (minor positive and minor negative) are therefore likely in relation to **SA Objective 1: Climatic Factors**, **SA Objective 5: Air** and **SA Objective 13: Sustainable Travel**.



**7.172** Only a small part of Land south of Ashby Road is located within an area with a 1 in 30 year risk of surface water flooding. Therefore the site has some risk of flooding and development of the site could increase the risk of flooding within the area, although it may be possible to locate development outside of that part of the site. However, Policy SA01: Site Allocation Schedule requires a site-specific Flood Risk Assessment to ensure that development will not increase flood risk and the integration of flood resilient and sustainable drainage design. Therefore a mixed effect (minor negative and minor positive) is expected in relation to **SA Objective 12: Flood Risk**.

**7.173** Both site allocations are located on greenfield land within the countryside and so could impact upon the landscape. However, Policy SA01: Site Allocation Schedule requires impacts on the wider landscape to be mitigated through structural landscaping, particularly views from Lutterworth Road to the south and from Ashby Road and Ullesthorpe Golf Course. In relation to Land south of Ashby Road, development should be located on the western part of the site adjacent to existing development. Therefore, an overall minor negative effect is expected in relation to **SA Objective 14: Landscape**.

## **Magna Park (Strategic Warehousing)**

**7.174** The following two site allocations are appraised as Magna Park (Strategic Warehousing):

- MP1: Land south of George House, Coventry Road (Site option: 24/10595)
- MP2: Land at Mere Lane, Magna Park (Site option: 24/12227)

**7.175** A minor negative effect is expected for both site allocations in relation to **SA Objective 2: Biodiversity and Geodiversity** as both site allocations are located close to a small number of Local Wildlife Sites. The Local Wildlife Sites are largely associated with Magna Park. Policy SA01: Site Allocation Schedule requires an Ecological Impact Assessment to address potential impacts and mitigation measures in relation to the development at Land at Mere Lane, Magna Park.



**7.176** Both site allocations comprise of Grade 3 agricultural land (although the split between Grade 3a and 3b is unknown). Development of these sites would therefore result in loss of best and most versatile agricultural land which cannot be mitigated. In addition, part of Land at Mere Lane, Magna Park falls within the Mineral Safeguarding Area and therefore development of this site could impact on the sterilisation of these mineral resources. However, Policy SA01: Site Allocation Schedule requires the submission of a Mineral Assessment as part of the development proposal. Overall, a significant negative effect is expected in relation to **SA Objective 3: Resources**.

**7.177** Land at Mere Lane, Magna Park is located approximately 450m from Ullesthorpe Conservation Area and therefore development of this site has the potential to negatively impact the setting of this conservation area. Land south of George House, Coventry Road is also located in close proximity to a small number of Grade II and II\* Listed Buildings that fall outside of Harborough District. Policy SA01: Site Allocation Schedule requires a Heritage Impact Assessment to be submitted in relation to development at Land at Mere Lane, Magna Park to ensure impacts on the significance of heritage assets can be appropriately mitigated. Taking into account mitigation proposed through Policy SA01, an overall uncertain minor negative effect is expected in relation to **SA Objective 4: Cultural Heritage**.

**7.178** Minor positive effects are expected in relation to **SA Objective 6: Health and Wellbeing** and **SA Objective 7: Social Inclusion** as both site allocations are located in close proximity to cycle paths only which will encourage healthy and active lifestyles. Policy SA01: Site Allocation Schedule requires development of Land at Mere Lane, Magna Park to include appropriate acoustic and visual screen buffer to mitigate acoustic and visual impacts on existing residential properties. This will help to minimise adverse impacts on existing residents. The submission of a Noise and Light Impact Assessment is also expected. Both allocated sites are located outside of any of the main settlements in Harborough District and therefore access to services and facilities is expected to be limited. Overall, a minor negative is expected in relation to **SA Objective 8: Services, Facilities and Education**.

**7.179** Both site allocations are allocated for employment development and therefore a negligible effect is expected in relation to **SA Objective 9: Housing**. A significant positive effect is expected in relation to **SA Objective 10: Economic Growth** as both site allocations are expected to deliver significant employment opportunities at Magna Park which will support economic growth within Harborough District.

**7.180** Both site allocations are located within close proximity to a variety of bus stops and cycle paths. Therefore, both site allocations have good access to public transport links. The access to public transport links could reduce the reliance on the private car, however, development is inevitably likely to result in some increases in private car use and there may be additional vehicle movements associated with commercial operations at the sites. Policy SA01: Site Allocation Schedule requires a Transport Assessment in relation to the development of Land at Mere Lane, Magna Park. This will help to mitigate any potential impacts on the existing transport network. In addition, Air Quality Assessment is also required. Mixed effects (minor positive and minor negative) are therefore likely in relation to **SA Objective 1: Climatic Factors**, **SA Objective 5: Air** and **SA Objective 13: Sustainable Travel**.

**7.181** Both site allocations are located within an area with a 1 in 30 year risk of surface water flooding. However, the extent of surface water flooding only covers small portions of the sites and it may be possible to locate built development outside of those areas. Therefore, the sites have some risk of flooding and development of the sites could increase the risk of flooding within the area. However, Policy SA01: Site Allocation Schedule requires a site-specific Flood Risk Assessment to ensure that development will not increase flood risk and the integration of flood resilient and sustainable drainage design. Therefore, a mixed effect (minor negative and minor positive) is expected in relation to **SA Objective 12: Flood Risk**.

**7.182** Both site allocations are located on greenfield land within the countryside and so could impact upon the landscape. Policy SA01: Site Allocation Schedule requires the design and layout of Land at Mere Lane, Magna Park to be informed by a Landscape and Visual Impact Assessment to minimise any

adverse impacts on the local landscape. Overall, a minor negative effect is expected in relation to **SA Objective 14: Landscape**.

## Policy SA02: Land South of Gartree Road Strategic Development Area

**7.183** This policy allocates the Land South of Gartree Road Strategic Development Area (appraised originally in Chapter 6 as site option 24/8631). The likely effects of the site allocation, taking into account the policy requirements detailed in Policy SA02: Land South of Gartree Road Strategic Development Area, are shown in Table 7.3 below.

**Table 7.3: Summary of SA findings for Policy SA02: Land South of Gartree Road Strategic Area Development**

SA Objectives	Policy SA02
SA1: Climatic Factors	+
SA2: Biodiversity and Geodiversity	+/
SA3: Resources	
SA4: Cultural Heritage	+
SA5: Air	+/
SA6: Health and Wellbeing	++
SA7: Social Inclusion	++
SA8: Services, Facilities and Education	++
SA9: Housing	++
SA10: Economic Growth	+
SA11: Waste	0

SA Objectives	Policy SA02
SA12: Flood Risk	+/-
SA13: Sustainable Travel	++
SA14: Landscape	+/?

**7.184** Land South of Gartree Road is within commuting distance of an Air Quality Management Area (AQMA) within Leicester City. Therefore, new development would be likely to exacerbate existing air quality issues, as a result of an increase in numbers of cars on the road and associated emissions. However, Policy SA02: Land South of Gartree Road Strategic Development Area supports the delivery and enhancement of sustainable transport links, stating that there must be provision for a frequent (minimum 15-minute) zero carbon bus service connecting the site to the wider service network as well as other public transport solutions. Further to this, the policy stipulates that high-quality safe cycle and pedestrian routes must be provided throughout the development to link residential areas with the key facilities on site. This is likely to reduce dependency on private vehicles, and lower associated greenhouse gas emissions, which will contribute to climate change mitigation. As such, a minor positive effect is identified in relation to **SA Objective 1: Climatic Factors** and a mixed effect (minor positive and minor negative) is identified in relation to **SA Objective 5: Air**.

**7.185** Land South of Gartree Road is located within 250 metres of Local Wildlife Sites and therefore development could have a negative impact on these sites. However, the policy requires development to provide an extensive and integrated network of managed public open space; green spaces; green and blue infrastructure; and, ecological corridors. Particular attention is required to be given to the enhancement of the River Sence and Wash Brook Corridors landscape and habitat through the restoration works and the creation of wetlands. Additionally, the policy states that development must retain and enhance existing woodland, spinneys, and hedgerows throughout the site. Additionally, any development must demonstrate that drainage arrangements will not cause significant impacts to the Kilby Foxton Canals SSSI. As such, a

mixed effect (minor positive and minor negative) is anticipated in relation to **SA Objective 2: Biodiversity and Geodiversity**.

**7.186** Land South of Gartree Road comprises greenfield land which includes Grade 3 agricultural land (although the split between Grade 3a and 3b is unknown). Land South of Gartree Road is also within 300 metres of a mineral consultation area, and therefore the development of the site has the potential to sterilise minerals resources. The Policy requires a Contaminated Land and Unexploded Ordinance Assessment to address potential risks arising from agricultural development and the former MoD land which forms part of the site. However, overall Policy SA02 is likely to have a significant negative effect in relation to **SA Objective 3: Resources**.

**7.187** Land South of Gartree Road is within 250 metres of multiple historic assets including Listed Buildings, both nationally and locally listed. However, Policy SA02 provides mitigation measures to not only preserve but also enhance the setting of nearby designated and non-designated heritage assets, stating that a Heritage Impact Assessment will be required to inform development, and that development should respect heritage assets and the sensitive views towards Stretton Magna Deserted Medieval Village, St Giles Church, Stretton Hall and other listed buildings and structures. The Policy also requires no development to take place within the Stretton Magna Deserted Medieval Village and states that an appropriate buffer for this site must be provided. As such, a potential minor positive effect is recorded in relation to **SA Objective 4: Cultural Heritage** although this is uncertain until more specific development proposals come forward for the site.

**7.188** Policy SA02 is expected to have a significant positive effect in relation to **SA Objective 6: Health and Wellbeing**. Although the Land South of Gartree Road site is over 720 meters from the nearest existing healthcare facility, it is within 100 meters of open green space and within 720 meters of multiple bus stops, schools, and cycling routes. The site is also within easy walking distance of a Public Right of Way. Additionally, Policy SA02 plans to enhance community infrastructure for the new neighbourhood, including primary healthcare facilities, a community hall, leisure facilities, sports pitches, and other outdoor recreational areas. This combination of accessibility and new amenities will

greatly support residents' health and well-being. The Policy also requires a noise impact assessment which will minimise adverse impacts on residential amenity.

**7.189** A significant positive effect is expected in relation to **SA Objective 7: Social Inclusion** as, although the site is not located within close proximity to a GP surgery, the policy requires the provision of health care provision, through a new Primary Health Centre to be located within or adjacent to the new Local District Centre. This will ensure that residents have equitable access to essential healthcare services within their community. The policy also seeks to establish community infrastructure which is designed to foster inclusion, such as the addition of a community hall, and leisure spaces. Furthermore, the policy supports the provision of Travelling Showpeople accommodation within the new neighbourhood, which will help to promote good relations between different groups, reducing isolation and deprivation.

**7.190** Land South of Gartree Road is not within close proximity to an existing town centre within Harborough District, so could limit access to services and facilities, although Oadby and Wigston town centres are located in close proximity. However, the site benefits from close proximity to several schools and essential services, including a post office and library and the development of this strategic site provides opportunities for the provision of new services and facilities to support residents. Additionally, the area is well-connected with multiple bus stops and convenient access to the A6, supporting good transportation links and connectivity to nearby facilities and amenities within and outside of Harborough District. Policy SA02 also supports the phased delivery of community infrastructure, including a new Local District Centre which will provide local shopping facilities such as retail, services and food and drink facilities. Further to this, Policy SA02 supports the delivery of an eight form entry secondary school and five forms of entry primary school provision including early years provision. As such, the policy is expected overall to have a significant positive effect in relation to **SA Objective 8: Services, Facilities and Education**.

**7.191** As outlined in Policy SA02, 4,000 new homes will be delivered in total at Land South of Gartree Road. This will include 3,150 within Harborough District.



A significant positive effect is therefore expected in relation to **SA Objective 9: Housing**. Further to this, the policy seeks to create a community in which people of all ages have good access to high quality homes that meet housing needs including the delivery of affordable homes, older persons housing, and Travelling Showpeople accommodation, contributing towards this overall significant positive effect.

**7.192** Policy SA02 allocates 5 hectares of employment land at Land South of Gartree Road. The integration of employment space within the site is likely to have a positive effect on SA Objective 10: Economic Growth. Further to this, the policy supports the development of a new Local District Centre which will contain retail, service, and food and drink facilities within a mix of small units, thereby supporting local business and enhancing the area's economic viability. As such, the policy is expected to have a minor positive effect in relation to **SA Objective 10: Economic Growth**.

**7.193** Land South of Gartree Road is at risk from ground water flooding. The site is also partly within Flood Zone 3 and some areas have a 1 in 100 year risk of surface water flooding. However, Policy SA02 stipulates that development must enhance the River Sence Corridor landscape and habitat, through the restoration of natural vegetation and the creation of wetlands, which would enhance biodiversity as well as provide flood resilience. The policy also requires a site-specific Flood Risk Assessment to ensure that development will not increase flood risk and the integration of flood resilient and sustainable drainage design. As such, a mixed effect (minor positive and minor negative) is anticipated in relation to **SA Objective 12: Flood Risk**.

**7.194** Land South of Gartree Road is located within 450 metres of multiple bus stops, as well as cycle routes, providing convenient public transport and active travel options. However, the closest railway station is over 1,800 metres away. The policy requires the development to include comprehensive sustainable transport, linking existing networks to provide good connectivity into Leicester city centre. Furthermore, the policy seeks to facilitate walking, cycling, and the use of public transport through the provision of high-quality safe cycle and pedestrian routes throughout the development, to link residential areas within the key facilities on site. Walking may also be encouraged through the



requirement within the policy to provide public open space and ecological corridors. In addition, the Policy requires a frequent (minimum 15-minute) zero carbon bus services connecting the site to the wider service network. Therefore, the policy is expected to have a significant positive effect in relation to **SA Objective 13: Sustainable Transport**.

**7.195** The majority of Land South of Gartree Road is located within the countryside, and therefore development of the site is likely to have an effect on the surrounding landscape. However, Policy SA02 contains extensive landscape-related mitigation, requiring development to respect and maintain a physical and visual separation between the village of Great Glen and the urban area of Oadby to prevent coalescence and protect the individual character and identity of each settlement. This will help to maintain the overall landscape character of the area. The policy also states that landscaping should be designed to reduce the overall visual sensitivity and to screen potential views to the development and particularly visually sensitive areas, which will further aid in mitigating the effects of development on the landscape. As such the policy is expected to have a mixed (minor positive and minor negative effect) in relation to **SA Objective 14: Landscape** although this is uncertain until more specific development proposals for the site are known.

## Policy SA03: North of Market Harborough

**7.196** A total of three sites have been allocated in Policy SA03: North of Market Harborough, being MH1: Land East of Leicester Road and South of Grand Union Canal (site option 21/8143), MH2: East of Market Harborough Road (site option 21/8122) and MH3: Land south of Gallow Field Road (site option 21/8234). The likely effects of the strategic development area are shown in Table 7.4 below. The policy has been appraised as a whole, noting that certain parts of the policy apply to the three composite site allocations individually.

**Table 7.4: Summary of SA Findings for Policy SA03: North of Market Harborough**

SA Objectives	Policy SA03
SA1: Climatic Factors	+/
SA2: Biodiversity and Geodiversity	--/+
SA3: Resources	
SA4: Cultural Heritage	--/+
SA5: Air	+/
SA6: Health and Wellbeing	++
SA7: Social Inclusion	++
SA8: Services, Facilities and Education	++
SA9: Housing	+
SA10: Economic Growth	0
SA11: Waste	0
SA12: Flood Risk	+/
SA13: Sustainable Travel	++
SA14: Landscape	--/+

**7.197** All three site allocations are located in close proximity to a number of existing bus stops and Land east of Leicester Road and south of Grand Union Canal (site MH1) is located within 1.8km of Market Harborough train station. Therefore, all three site allocations have good access to existing public transport links which could support the transition away from the private car. This is likely to lower associated greenhouse gas emissions, which will contribute to climate change mitigation and improve air quality. Despite this, given the scale of development proposed an increase in the use of the private car is inevitably expected. However, Policy SA03 requires a Transport Assessment to be

submitted for each site which will include the provision of sustainable transport measures to better connect the sites to Market Harborough train station. In addition, appropriate and safe highway, footway, cycleway connections should be included that are permeable through the cluster of sites and North of Market Harborough that provides connections to a range of services and facilities. As such, overall mixed effects (minor positive and minor negative) are identified in relation to **SA Objective 1: Climatic Factors** and **SA Objective 5: Air**. A significant positive effect is also expected in relation to **SA Objective 13: Sustainable Travel** given the significant transport enhancements proposed.

**7.198** The Grand Union Canal Harborough Arm Local Wildlife Site lies adjacent to Land east of Leicester Road and south of Grand Union Canal (MH1) and East of Market Harborough Road (MH2). Land south of Gallow Field Road (MH3) is also located within 250m of this Local Wildlife Site. However, Policy SA03 requires development to maximise opportunities for strategic green and blue infrastructure along the Grand Union Canal which could provide enhancements to existing wildlife habitats or the creation of new ones. Specifically, Land East of Leicester Road and South of Grand Union Canal (MH1) is required to provide appropriate mitigation to minimise any adverse impacts on Grand Union Canal Local Wildlife Site. The development of East of Market Harborough Road (MH2) should ensure the retention of existing wooded character of the Market Harborough settlement edge. These wooded areas may support wildlife and therefore this policy requirement will protect these habitats. As such, a mixed effect (minor positive and significant negative) is anticipated in relation to **SA Objective 2: Biodiversity and Geodiversity**.

**7.199** All three site allocations comprise greenfield land which includes Grade 3 agricultural land (although the split between Grade 3a and 3b is unknown). Therefore, the development of these sites will result in the significant loss of greenfield land. Policy SA03 requires the submission of a Contaminated Land Assessment for the development of Land south of Gallow Field Road (MH2) and Land East of Leicester Road and South of Grand Union canal (MH1). However overall, a significant negative effect is expected in relation to **SA Objective 3: Resources**.

**7.200** The Grand Union Canal Conservation lies adjacent to Land east of Leicester Road and south of Grand Union Canal (MH1) and East of Market Harborough Road (MH2). In addition, both site allocations are also located in close proximity to Great Bowden Conservation Area which contains a large number of Listed Buildings. Land south of Gallow Field Road (MH3) is also located in close proximity to the Grand Union Canal Conservation Area. Therefore, development of these sites has the potential to negatively impact the setting of these Conservation Areas and any heritage assets contained within. There is some mitigation in the policy, as Policy SA03 requires opportunities for strategic green and blue infrastructure along the Grand Union Canal Conservation Area and towpath to be maximised. For Land east of Leicester Road and south of Grand Union canal (MH1) development is required to be informed by a Heritage Impact Assessment and should reflect the setting of the Conservation Area. In relation to East of Market Harborough Road (MH2) and Land south of Gallow Field Road (MH3), a Heritage Impact Assessment should be submitted to respect the setting of the Conservation Area. As such, a mixed effect (minor positive and significant negative) is recorded in relation to **SA Objective 4: Cultural Heritage**.

**7.201** Development of the three site allocations will incorporate a new 3-form entry primary school and secondary school. This will enhance education provision within Market Harborough to ensure it meets the demands of growth. Development proposals are also required to provide new areas of open space including sports pitches and other outdoor recreational facilities which could offer opportunities of physical activity and social interaction. Policy SA03 also supports healthcare infrastructure through the expansion of existing facilities or the inclusion of a new health centre. This will ensure health facilities meet the demand as a result of new growth in Market Harborough. This will have a positive impact on mental and physical health and wellbeing. The mitigation provided through Policy SA03 will ensure that all three site allocations have good access to a range of services and facilities. This is particularly important as East of Market Harborough Road (MH2) and Land south of Gallow Field Road (MH3) are located further from Market Harborough and therefore have limited access to existing facilities. The site at East of Market Harborough Road (MH2) is also required to provide cemetery provision. Noise, odour and lighting impact assessments are required for East of Market Harborough Road (MH2)

and Land south of Gallow Field Road (MH3) which will help to minimise any adverse impacts on new and existing residents. Overall, significant positive effects are expected in relation to **SA Objective 6: Health and Wellbeing**, **SA Objective 7: Social Inclusion** and **SA Objective 8: Services, Facilities and Education**.

**7.202** As outlined in Policy SA03, 1,700 new homes will be delivered in across three site allocations (around 1,350 in this plan period). A significant positive effect is therefore expected in relation to **SA Objective 9: Housing**. Further to this, East of Market Harborough Road (MH2) will include the provision of older persons housing in the form of a retirement home, extra care or residential care housing.

**7.203** Policy SA03 supports the development of retail which could have enhance the area's economic viability. However, the level of employment generated is not expected to be significant and therefore a negligible effect is likely in relation to **SA Objective 10: Economic Growth**.

**7.204** Across all three site allocations there are areas at risk of 1 in 30 year risk of surface water flooding. However, the sites do not fall within any fluvial flood risk zones. Policy SA03 aims to maximise opportunities for strategic green and blue infrastructure along the Grand Union Canal which could help to mitigate some of the flood risk associated with new greenfield development. The policy also requires a site-specific Flood Risk Assessment to ensure that development will not increase flood risk and the integration of flood resilient and sustainable drainage design. As such, a mixed effect (minor positive and minor negative) is anticipated in relation to **SA Objective 12: Flood Risk**.

**7.205** The three site allocations are located on greenfield land with parts of the site allocations located within the countryside. Therefore, development of the sites is likely to have an effect on the surrounding landscape. Policy SA03 requires development to be of high quality design that enhances the gateway to Market Harborough which could have a positive impact on the townscape and create a strong boundary edge to Market Harborough. The policy also requires development proposals to respect and maintain the visual separation of the

sites and Great Bowden to prevent settlement coalescence. Consideration should also be given to the separation between Lubenham and Foxton Areas of Separation. Development at Land east of Leicester Road and south of Grand Union Canal (MH1) should retain the existing wooded character of the settlement edge of Market Harborough. Historic ridges and furrows should also be protected. As such the policy is expected to have mixed effect (minor positive and significant negative) in relation to **SA Objective 14: Landscape**.

**7.206** A negligible effect is expected in relation to **SA Objective 10: Waste**.

## Policy SA04: Scraftoft East

**7.207** This policy allocates the Land between Scraftoft and Bushby (appraised originally in Chapter 6 as site option 21/8227). The likely effects of the site allocation, taking into account the policy requirements detailed in Policy SA04: Scraftoft East, are shown in Table 7.5 below.

**Table 7.5: Summary of SA Findings for Policy SA04: Scraftoft East**

SA Objectives	Policy SA04
SA1: Climatic Factors	+/
SA2: Biodiversity and Geodiversity	-
SA3: Resources	
SA4: Cultural Heritage	-
SA5: Air	+/
SA6: Health and Wellbeing	++
SA7: Social Inclusion	++
SA8: Services, Facilities and Education	++/-

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SA Objectives	Policy SA04
SA9: Housing	++
SA10: Economic Growth	+
SA11: Waste	0
SA12: Flood Risk	+/-
SA13: Sustainable Travel	+/-
SA14: Landscape	-

**7.208** Land between Scraptoft and Bushby is located within 250m of a number of small Local Wildlife Sites which could be impacted by development at the sites. In particular, the site contains the Station Lane grassland and Scraptoft Local Wildlife Site. Therefore, a minor negative effect is expected in relation to **SA Objective 2: Biodiversity and Geodiversity**.

**7.209** The site comprises of Grade 3 agricultural land (although the split between Grade 3a and 3b is unknown) and also fall within a Minerals Safeguarding Area. Development of this site would therefore result in loss of best and most versatile agricultural land and may sterilise mineral resources and restrict the availability of resources in the District. Policy SA04 requires a Minerals Assessment to be submitted for the site; however the loss of greenfield land could not be mitigated. Therefore, a significant negative effect is expected in relation to **SA Objective 3: Resources**.

**7.210** Land between Scraptoft and Bushby is located in close proximity to Scraptoft Conservation Area which contains a number of listed buildings. Therefore, development of this site has the potential to negatively impact these heritage assets. Policy SA04 requires the design of the development to respect and respond positively to heritage assets and their settings including the Scraptoft Conservation Area and the Church of All Saints. In addition, a Heritage Impact Assessment is required to be submitted as part of the development proposal. As a result of the mitigation proposed through Policy



SA04, an overall minor negative effect is expected in relation to **SA Objective 4: Cultural Heritage**.

**7.211** Significant positive effects are expected in relation to **SA Objective 6: Health and Wellbeing** and **SA Objective 7: Social Inclusion**. The site is located within walking distance (720m) of an area of open space, which will encourage healthy and active lifestyles and ensure good access to healthcare.

**7.212** The site is not located within 720m of the built-up areas of Market Harborough, Lutterworth, Broughton Astley, Ullesthorpe, Husbands Bosworth, Fleckney, Kibworth, Great Glen, Houghton on the Hill or Billesdon although Land between Scraftoft and Bushby is located within 600m of an existing primary school. Therefore, the site allocation has limited access to existing key services, facilities and educational facilities. However, as set out in Policy SA04, development of the site will require the creation of a new two form primary school with early years provision. This will enhance local education provision with the area. Therefore, mixed effects (significant positive and minor negative) are expected in relation to **SA Objective 8: Services, Facilities and Education**.

**7.213** Land between Scraftoft and Bushby will deliver 950 homes; therefore a significant positive effect is expected in relation to **SA Objective 9: Housing**. The site is located within walking distance of a number of bus stops, providing access to public transport links. The access to public transport links could reduce the reliance on the private car, however, development is inevitably likely to result in some increases in private car use. The provision of nearby bus links also offers easy access to employment opportunities. Policy SA04 requires traffic issues on the south-eastern side of Leicester's highway network to be addressed which will help to reduce congestion levels and vehicle idling. Therefore, a minor positive effect is expected in relation to **SA Objective 10: Economic Growth**. Mixed effects (minor positive and minor negative) are likely in relation to **SA Objective 1: Climatic Factors**, **SA Objective 5: Air** and **SA Objective 13: Sustainable Travel** as despite the inevitable increase in traffic from development, Policy SA04 requires site allocations to prioritise sustainable travel opportunities within development of the site.

**7.214** Land between Scraftoft and Bushby is located entirely within an area with a 1 in 30 year risk of surface water flooding. Therefore, the site has a high risk of flooding and development of the site could increase the risk of flooding within the area. However, Policy SA04 requires a site-specific Flood Risk Assessment to ensure that development will not increase flood risk and the integration of flood resilient and sustainable drainage design. In addition, development within 8 metres of the Thurnby Brook tributary should be avoided. Therefore, a mixed effect (minor negative and minor positive) is expected in relation to **SA Objective 12: Flood Risk**.

**7.215** The site is located within the countryside on greenfield land. Development of this site will therefore have the potential to negatively impact on the character and distinctiveness of Harborough's landscape. However, Policy SA04 requires part of the Green Wedge at Scraftoft East, Land between Scraftoft and Bushby to be maintained. Therefore, an overall minor negative effect is expected in relation to **SA Objective 14: Landscape**.

**7.216** A negligible effect is expected in relation to **SA Objective 10: Waste**.

## Strategic policies for housing

**7.217** This section presents the appraisals of the following Harborough Local Plan policies:

- Policy HN01 Housing Need: Affordable Homes
- Policy HN02 Housing Need: Mix of New Homes
- Policy HN03 Housing Need: Housing Type and Density
- Policy HN04 Housing Need: Supported and Specialist Housing
- Policy HN05 Housing Need: Self and Custom Build Housing
- Policy HN06 Housing Need: Gypsy and Traveller and Travelling Showpeople Accommodation

**7.218** The likely effects of the policies in relation to each SA objective are shown in Table 7.6 and described below the table.

**Table 7.6: Summary of SA findings for the Strategic Policies for Housing**

SA Objectives	Policy HN01	Policy HN02	Policy HN03	Policy HN04	Policy HN05	Policy HN06
SA1: Climatic Factors	0	0	0	0	0	+/
SA2: Biodiversity and Geodiversity	0	0	0	0	0	-/0
SA3: Resources	+?	0	+	0	0	
SA4: Cultural Heritage	0	0	0	0	0	-
SA5: Air	0	0	+	0	0	+/
SA6: Health and Wellbeing	+	+	+	+	+	+
SA7: Social Inclusion	+	++	+	+	+	+
SA8: Services, Facilities and Education	0	0	+	0	0	+/
SA9: Housing	++	++	+	++	++	++
SA10: Economic Growth	0	0	0	0	0	+/
SA11: Waste	0	0	0	0	0	+

SA Objectives	Policy HN01	Policy HN02	Policy HN03	Policy HN04	Policy HN05	Policy HN06
SA12: Flood Risk	0	0	0	0	+	
SA13: Sustainable Travel	0	0	+	0	0	+/
SA14: Landscape	0	0	+	0	0	

## Policy HN01 Housing Need: Affordable Homes

**7.219** Policy HN01: Housing need: Affordable Homes is expected to have a significant positive effect on **SA Objective 9: Housing** as it directly addresses the need for affordable housing provision in Harborough District. The policy mandates that 40% of all housing in development of 10 or more dwellings be designated as affordable, which will significantly increase the availability of affordable housing for residents. New affordable housing should be well designed and integrated with market housing to create mixed communities.

**7.220** The policy states that developers are expected to make efficient use of land. This is likely to have a minor positive uncertain effect in relation to **SA Objective 3: Resources** as encouraging land efficiency supports more sustainable development practices, which may potentially reduce land consumption. The effect is recorded as uncertain as specific methods for achieving efficient land use are not articulated.

**7.221** Minor positive effects are expected in relation to **SA Objectives 6: Health and Wellbeing** and **7: Social Inclusion** as the provision of affordable housing is supported by this policy, which is expected to deliver integrated neighbourhoods and provide housing for all in the District. Additionally, the policy stipulates that contributions will not be sought from sheltered housing, extra care housing, self-build or custom housebuilding developments, and as such the policy encourages the development of specialised housing types that

address unique community needs. This approach promotes social inclusion by accommodating varied housing requirements.

**7.222** Negligible effects are expected against the remaining SA objectives.

## Policy HN02 Housing Need: Mix of New Homes

**7.223** Policy HN02 Housing Need: Mix of New Homes requires development proposals for housing to deliver an appropriate mix of housing types, tenures, and sizes, taking into account the latest evidence on housing needs in the District. Therefore, a significant positive effect is expected in relation to **SA Objective 9: Housing** as the policy will ensure that development proposals meet the local need and include a mix of house sizes and types. The policy also stipulates that all homes will be expected to meet accessible and adaptable (M4(2) technical standards) subject to site suitability, and all major residential developments will be expected to contribute to wheelchair accessibility. This is likely to have a significant positive effect in relation to **SA Objective 7: Social Inclusion** and minor positive effect in relation to **SA Objective 6: Health and Wellbeing** by accommodating diverse housing needs particularly for vulnerable groups and enhancing accessibility of homes.

**7.224** Negligible effects are expected against the remaining SA objectives.

## Policy HN03 Housing Need: Housing Type and Density

**7.225** Policy HN03 Housing Need: Housing Type and Density is expected to have a minor positive effect in relation to **SA Objective 3: Resources**. The policy provides minimum residential densities within the District, which includes higher residential densities of 40 dwellings per hectare within the Leicester Urban Area, Market Harborough, and Lutterworth Town Centre, and a lower residential density of 30 dwellings per hectare elsewhere. These minimum

residential densities promote efficient land use, helping to meet housing needs without excessively expanding the proportion of built up land in the District.

**7.226** The policy is also expected to have a minor positive effect in relation to **SA Objective 5: Air** as the policy permits higher residential development in the District's towns, particularly Market Harborough and the Leicester Urban Area, which reflect the better access to public transport, and other services and facilities. As such, this approach is likely to reduce reliance on private vehicles by offering residents the opportunity to make use of a variety of sustainable transport options. This will reduce traffic congestion and vehicle emissions, contributing to improved air quality across the District. The policy is therefore also likely to have minor positive effects in relation to **SA Objectives 1: Climatic Factors** and **13: Sustainable Transport**.

**7.227** The policy encourages higher-density residential development in areas including the Leicester Urban Area, which have more availability of public transport and other services and facilities. This is likely to have a minor positive effect in relation to **SA Objective 6: Health and Wellbeing** as more people will have easier access to services and facilities, which will support more walkable communities having positive effects on mental and physical health and wellbeing. This is also expected to have a minor positive effect in relation to **SA Objective 7: Social Inclusion** and **SA Objective 8: Services, Facilities and Education** as higher density development in areas with existing services promotes equitable access to amenities.

**7.228** A minor positive effect is expected in relation to **SA Objective 9: Housing** as the policy provides minimum residential densities to optimise density and meet housing needs.

**7.229** The policy is expected to have a minor positive effect in relation to **SA Objective 14: Landscape** as the approach to minimum residential densities, emphasising higher density development in the District's towns and urban centres, will reduce pressure to expand into rural areas, helping to preserve the District's natural landscapes and maintain the character of surrounding countryside areas. Furthermore, the policy stipulates that higher densities may

be permitted in locations with good public transport accessibility, subject to respecting the character of the settlement, which will further ensure that new residential development preserves the existing character of the District.

**7.230** Negligible effects are expected against the remaining SA objectives.

## Policy HN04 Housing Need: Supported and Specialist Housing

**7.231** Policy HN04 Housing Need: Supported and Specialist Housing is expected to have a significant positive effect in relation to **SA Objective 9: Housing** as the policy supports the development of supported and specialist forms of housing in appropriate locations which meet an identified need, providing an appropriate mix of types and tenures of properties to address the demand of specialist groups. The policy stipulates that specialist housing for older people will be required as an integral part of all residential development of 100 dwellings or more at a rate of at least 10% of all dwellings proposed, providing the site offers a suitable location for the provision of this type of accommodation. This will ensure that the housing needs of older residents are addressed within larger developments, enabling older residents to access suitable, supportive environments within their communities. As such, minor positive effects are expected in relation to **SA Objectives 6: Health and Wellbeing** and **7: Social Inclusion**. The policy also states that proposals for specialist accommodation development should demonstrate that it has a design, layout and access suitable for occupation by the specific specialist group for whom it is intended, which meet the support and care needs of the residents and enable them to retain their independence, which will improve residents' mental and physical wellbeing.

**7.232** Negligible effects are expected against the remaining SA objectives.



## Policy HN05 Housing Need: Self and Custom Build Housing

**7.233** Policy HN05: Housing Need: Self and Custom Build Housing is expected to have a significant positive effect in relation to **SA Objective 9: Housing** as the policy supports the principle of self and custom built dwellings. The policy stipulates that all development of 40 dwellings (gross) or more must provide at least 10% of the site capacity as self and custom build plots. The policy also outlines clear criteria for situations where a reduced level of provision may be justified, or if plots on developments of 40 dwellings or more remain unsold. By establishing these guidelines, the policy ensures that the provision of self and custom build opportunities is balanced with the overall development strategy, while still promoting greater housing choice and flexibility within the District. This is also likely to have minor positive effects in relation to **SA Objective 6: Health and Wellbeing** and **SA Objective 7: Social Inclusion** as the provision of self and custom build plots within development of 40 dwellings or more will enable people to design their homes in ways that address their individual accessibility requirements. For example, this could reduce inequalities in relation to age and disability. Also, the inclusion of self and custom build plots within larger developments is likely to enhance social cohesion and foster a diverse community characterised by a variety of dwelling types. Further to this, the policy stipulates that where outline permission is sought for multiple plots on sites for custom and self-build homes, the applicant must demonstrate that each plot will be provided with sufficient space in order to build without compromising neighbouring properties and their amenity and the amenity of future occupiers. This will support a high standard of living which promotes the wellbeing of the occupiers and neighbours.

**7.234** The policy states that where outline permission is sought for multiple plots on sites for custom and self-build homes, the applicant must demonstrate that each plot will be provided with water, surface and foul drainage, broadband connection, and electricity supplies available at the plot boundary. This is likely to have minor positive effect in relation to **12: Flood Risk**.

**7.235** Negligible effects are expected against the remaining SA objectives.

## Policy HN06 Housing Need: Gypsy and Traveller and Travelling Showpeople Accommodation

**7.236** Policy HN06 is expected to have a significant positive effect in relation to **SA Objective 9: Housing** as the policy supports the delivery of a minimum of five Gypsy and Traveller pitches and 53 Travelling Showpeople plots to meet the specific housing needs of these communities. This provision will be distributed across four existing sites: Land south of Gartree Road, North of Magna Park, Bonehams Lane and Wells Close, Woodway Lane. Each of these sites have been appraised as site options within Chapter 6 of this SA Report.

**7.237** The appraisal of North of Magna Park and Land south of Gartree Road was undertaken under Policy SA01: Site Allocation Schedule and Policy SA02: Land South of Gartree Road Strategic Development Area respectively and therefore the appraisal of each of these sites has been taken into consideration in relation to the scoring against each SA Objective.

**7.238** Mixed effects (minor negative and negligible) are expected in relation to **SA Objective 2: Biodiversity and Geodiversity**. The sites at Woodway Lane and Bonehams Lane are not located in close proximity to any Local Wildlife Sites and are therefore not expected to have an impact on local biodiversity.

**7.239** The sites at Woodway Lane and Bonehams Lane comprise of Grade 3 agricultural land (although the split between Grade 3a and 3b is unknown). Development of these sites would therefore result in loss of best and most versatile agricultural land which cannot be mitigated. In addition, part of North of Magna Park and Woodway Lane falls within the Mineral Safeguarding Area and therefore development of these sites could impact on the sterilisation of these mineral resources. Therefore, a significant negative effect is expected in relation to **SA Objective 3: Resources**.

**7.240** The site at Wells Close, Woodway Lane is located within close proximity to Claybrooke Parva Conservation Area which contains a number of listed buildings. Therefore, there is potential for the development of these sites to have an adverse impact on local heritage assets. The site at Bonehams Lane is not located in close proximity to any heritage assets. Therefore, an overall minor negative effect is expected in relation to **SA Objective 4: Cultural Heritage**.

**7.241** The policy supports new Gypsy and Traveller sites and extensions to existing sites which are in a sustainable location with reasonable proximity to a small village. This requirement is likely to encourage sustainable travel, while reducing transport related emissions, including carbon dioxide emissions. However, the site at Bonehams Lane is not located near public transport links and could increase the use of the private car. As such a mixed effect (minor positive and minor negative) is identified in relation to **SA Objective 1: Climatic Factors**, **SA Objective 5: Air** and **SA Objective 13: Sustainable Transport**.

**7.242** The site at Woodway Lane is located in close proximity to an area of open space and a number of Public rights of Way and cycle Lanes, whereas the site at Bonehams Lane is only located near a cycle lane. This could provide opportunities for active travel and recreation. Policy HN06 is expected to have a minor positive effect in relation to **SA Objective 6: Health and Wellbeing** as well as **SA Objective 7: Social Inclusion** as the policy supports the development that will not have an unacceptable impact on existing neighbouring residential amenity. This will resultingly improve the mental and physical health and social wellbeing of the inhabitants and promote good relations between different groups, reducing isolation and deprivation.

**7.243** The site at Woodway Lane is within 720m of the built-up area of Ullesthorpe, Husbands Bosworth, Fleckney, Kibworth, Great Glen, Houghton on the Hill and Billesdon and therefore there will be some access to services and facilities. The site at Bonehams Lane is not located within 720m of the built-up areas of any settlement type and therefore access to services and facilities is expected to be limited. The policy requires new Gypsy and Traveller sites to be located in sustainable locations within safe walking distance to a settlement. The mitigation proposed through the policy results in an overall mixed effect

(minor positive and minor negative) in relation to **SA Objective 8: Services, Facilities and Education**.

#### **7.244**

**7.245** The site at Woodway Lane is located in close proximity to a number of bus stops which could provide access to employment opportunities. However, the site at Bonehams Lane is not located near public transport links and therefore development of the site is unlikely to enhance opportunities to access employment opportunities. Therefore, a mixed effect (minor positive and minor negative) is expected in relation to **SA Objective 10: Economic Growth**.

**7.246** A minor positive effect is expected in relation to **SA Objective 11: Waste** as Policy HN06 requires suitable waste storage and disposal.

**7.247** The sites at Woodway Lane and Bonehams Lane are located within an area with a 1 in 30 year risk of surface water flooding. Therefore, a significant negative effect is expected in relation to **SA Objective 12: Flood Risk**.

**7.248** The sites at Woodway Lane and Bonehams Lane are located within the countryside on greenfield land. Development of these this site will therefore have the potential to negatively impact on the character and distinctiveness of Harborough's landscape. Policy HN06 requires development to incorporate appropriate landscaping and be of suitable quality design. A significant negative effect is expected in relation to **SA Objective 14: Landscape**.

## **Directing development to the right place**

**7.249** This section presents the appraisals of the following Harborough Local Plan policies:

- Policy AP01: Development in Settlements
- Policy AP02: Development in Town, District and Local Centres

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- Policy AP03 Development in the Countryside (Residential)
- Policy AP04: Development in the Countryside (Commercial/ Non-Residential)
- Policy AP05: Locating Renewable and Low-Carbon Energy Development

**7.250** The likely effects of the policies in relation to each SA objective are shown in Table 7.7 and described below the table.

**Table 7.7: Summary of SA findings for the Directing Development to the Right Place policies**

SA Objectives	Policy AP01	Policy AP02	Policy AP03	Policy AP04	Policy AP05
SA1: Climatic Factors	+/	0	-	+	++
SA2: Biodiversity and Geodiversity	+/	0	+/	+/	+/
SA3: Resources	+/	+	+/	+/	0
SA4: Cultural Heritage	0	+	0	0	+
SA5: Air	+/	0	-	0	+
SA6: Health and Wellbeing	+	+	+	+	+
SA7: Social Inclusion	+	0	0	+	0
SA8: Services, Facilities and Education	+	++	-	+	0
SA9: Housing	+	0	+	0	0
SA10: Economic Growth	+	+	+	++	0
SA11: Waste	0	0	0	+	0
SA12: Flood Risk	0	0	0	0	0

SA Objectives	Policy AP01	Policy AP02	Policy AP03	Policy AP04	Policy AP05
SA13: Sustainable Travel	+/	+	-	+/	0
SA14: Landscape	+	+	+	+	+

## Policy AP01: Development in Settlements

**7.251** A mixed effect (minor positive and minor negative) is identified in relation to **SA Objective 1: Climatic Factors** for Policy AP01: Development in Settlements, as the policy provides a framework for development within the existing built-up area of settlements in the settlement hierarchy. The policy guides development within the five tiers of the settlement hierarchy, and as such most development would be located within already developed areas, which benefit from existing public transport links and services. This will reduce dependency on private vehicles, and lower associated greenhouse gas emissions, contributing to climate change mitigation measures. However, the policy does allow for some development in lower tiers of the settlement hierarchy, which includes small villages, as well as development on land adjoining the existing built-up areas of settlements identified in Tiers 1 to 5, although this is subject to requirements. As these settlements are more isolated, they may increase reliance on private vehicles, which may see an increase in greenhouse gas emissions. As such, a mixed effect (minor positive and minor negative) is also expected in relation to **SA Objective 5: Air** and **SA Objective 13: Sustainable Transport**.

**7.252** A mixed effect (minor positive and minor negative) is expected in relation to **SA Objective 2: Biodiversity and Geodiversity**, as the policy focuses most development within the settlement hierarchy, which is likely to occur in more urban areas, which generally have fewer biodiversity sites and features. The policy also provides safeguards to ensure that development adjoining settlements is achieved in a way that prevents settlements from expanding unchecked into surrounding countryside. These safeguards include requirements, such as for development to address local housing need, or comprise a form of rural residential or business development. However, some

development would still occur on greenfield land which could have higher biodiversity value. Policy AP01 permits residential development in the countryside which comprises replacement or subdivision of an existing residential dwelling or conversion of a rural building for housing. By encouraging the efficient use of existing structures, the policy helps to minimise the need for new land development, thereby reducing soil disruption and degradation. However, the policy also permits residential development where it comprises affordable housing on small sites in rural areas, and development of accommodation for full-time workers directly related to rural businesses in the countryside. This could lead to the take up of greenfield land which could consist of high quality agricultural land. As such, the policy is expected to have mixed effect (minor positive and minor negative) in relation to **SA Objective 3: Resources**.

**7.253** The policy provides a framework for new development for residential, business, or community uses in areas which align with the settlement hierarchy. This approach will ensure that the majority of new residents are able to access nearby services and facilities such as healthcare and schools as well as jobs which is likely to support community cohesion and public health in the District. The policy also permits some residential development in areas adjoining sustainable settlements, which will ensure the creation of sustainable communities that reflect the size and service provision of each settlement. A minor positive effect is therefore expected in relation to **SA Objectives 6: Health and Wellbeing, SA Objective 7: Social Inclusion, and SA Objective 8: Services, Facilities and Education**.

**7.254** A minor positive effect is expected in relation to **SA Objective 9: Housing**, as the policy seeks to meet housing needs within established settlements in the settlement hierarchy. The policy also permits some residential development in areas adjoining sustainable settlements, particularly where it meets local housing need, and provides housing necessary to contribute to meeting the specific targets for housing in Small Villages. This policy facilitates development in appropriate locations, which will contribute a more balanced distribution of housing across the District. A minor positive effect is also expected in relation to **SA Objective 10: Economic Growth** as the



policy stipulates that development will be permitted within the existing built-up area where it is a development for business or community use.

**7.255** A minor positive effect is expected in relation to **SA Objective 14: Landscape**, as the policy seeks to maintain the rural character of the District by ensuring that development within the settlement hierarchy respects the form and character of the existing settlement, and, as far as possible, retains existing natural boundaries within and around the settlement.

**7.256** Negligible effects are expected against the remaining SA objectives.

## Policy AP02: Development in Town, District and Local Centres

**7.257** Policy AP02: Development in Town, District and Local Centres is expected to have a significant positive effect in relation to **SA Objective 8: Services, Facilities and Education**, as the policy supports development for retail, leisure, and other main town centre development within town, district and local centres. This includes supporting day and night time uses. The policy ensures that such development is appropriately scaled and designed to reflect the role and function of the centres, while protecting the vitality of the area by preventing an overconcentration of non-town centre uses and maintaining active frontages at ground level. The policy also seeks to protect the retail character of the Market Harborough Primary Shopping Area and Lutterworth by limiting the loss of ground-floor retail space and requiring a Retail Impact Assessment for retail and leisure development. This will ensure that town and local centres maintain a balanced and vibrant retail environment, providing retail, leisure, and entertainment facilities.

**7.258** A minor positive effect is expected in relation to **SA Objective 6: Health and Wellbeing**, as the policy supports vibrant town and local centres by permitting development that reflects the size, role, and function of the centres. The policy also states that in the Market Harborough Primary Shopping Area,

proposals which would result in the loss of retail floorspace at ground floor level, will only be permitted where it can be demonstrated that there is no significant adverse impact on the vitality and viability of the centre as a whole. This will ensure that the centres remain hubs of activity, that are conducive to social interaction.

**7.259** A minor positive effect is expected in relation to **SA Objective 10: Economic Growth**, as the policy supports development for retail, leisure, and other main town centre development. As such, the policy promotes economic vitality in urban environments, supporting businesses and job creation at locations where a high number of residents are able to access. A minor positive effect is also expected in relation to **SA Objective 14: Landscape**, as the policy seeks to ensure that development protects and enhances the existing character of the town and local centre through scale and design. Further to this, in relation to the Market Harborough Primary Shopping Area, proposals which would result in the loss of retail floorspace at ground floor level must provide an active frontage at ground floor level that is in line with the design of the building, the street scene, and its setting. This will help to maintain visual cohesion with the surrounding townscape.

**7.260** A minor positive effect is expected in relation to **SA Objective 3: Resources** as Policy AP02 supports development within town and local centres which could minimise the level of greenfield development and land take up in other areas. The policy will also ensure that development proposals will preserve or enhance the unique local character and distinctiveness of the historic environment in town, district and local centres. Therefore, a minor positive effect is expected in relation to **SA Objective 4: Cultural Heritage**.

**7.261** A minor positive effect is expected in relation to **SA13: Sustainable Transport** as supporting development for retail, leisure, and other main town centre development within town and local centres could encourage the use of sustainable modes of transport such as walking, cycling and the use of public transport. This could reduce the reliance on the private car to travel.

**7.262** Negligible effects are expected against the remaining SA objectives.

## Policy AP03: Development in the Countryside (Residential)

**7.263** Policy AP03: Development in the Countryside (Residential) is likely to have a minor negative effect in relation to **SA Objective 1: Climatic Factors**, as the policy permits residential development in the countryside where it comprises of affordable housing on small sites in rural areas, as well as the replacement or subdivision of an existing residential dwelling or conversion of a rural building for housing. The policy also permits the development of accommodation for full-time workers directly related to rural businesses in the countryside. This is most likely to only be accessible by private car. Therefore, potential increases in associated greenhouse gas emissions are likely, although this would be at a very small scale. As such, minor negative effects are also anticipated in relation to **SA Objective 5: Air**, and **SA Objective 13: Sustainable Travel**.

**7.264** A mixed effect (minor negative and minor positive) is expected in relation to **SA Objective 2: Biodiversity and Geodiversity**, as the policy permits new development in the countryside, which has the potential to disrupt existing habitats, and cause ground disturbance – particularly in the short-term during construction. However, the policy does provide stringent conditions regarding development within Areas of Separation and Green Wedges and restricts residential development in the countryside to specific needs, such as affordable housing and accommodation for rural workers, which could help to mitigate some of the negative impacts of development, and protect important biodiversity areas.

**7.265** Mixed effects (minor positive and minor negative) are expected in relation to **SA Objective 3: Resources** as Policy AP03 provides protection for Green Wedges and Areas of Separation which will protect areas of greenfield land from development. However, the policy does permit development outside of Green Wedges and Areas of Separation under certain circumstances. This could result in the loss of greenfield land which could be high quality agricultural land.

**7.266** A minor positive effect is expected in relation to **SA Objective 6: Health and Wellbeing** as the provision of affordable housing in rural areas, and the development of accommodation for rural workers can help to provide stable homes for local residents, particularly those on lower incomes or working in rural industries. Access to affordable housing can reduce housing stress, and therefore improve mental health, although this impact would be limited to a small number of people due to the narrow scope of the policy.

**7.267** Policy AP03 is likely to have a minor negative effect in relation to **SA Objective 8: Services, Facilities and Education**, as the introduction of residential development and accommodation for workers in the countryside could place pressure on local services and facilities, including healthcare and public transport, which are often limited in rural communities.

**7.268** A minor positive effect is expected in relation to **SA Objective 9: Housing**, as the policy seeks to provide affordable housing and accommodation for rural workers, which will help to meet local housing need, and support local communities. A minor positive effect is also expected in relation to **SA Objective 10: Economic Growth**, as the provision of accommodation of full-timer workers directly related to rural businesses in the countryside is likely to support employment within these areas, diversify the job market, and promote growth of Harborough-based businesses and local produce and commodities.

**7.269** A minor positive effect is anticipated in relation to **SA Objective 14: Landscape** as the policy restricts development in the countryside, allowing only residential development and accommodation for rural workers, with stringent conditions to limit the scale of development to maintain the openness and character of the countryside. Where residential development is permitted, it is expected to enhance its immediate setting where it involves the re-use of a redundant or disused rural building.

**7.270** Negligible effects are expected against the remaining SA objectives.

## Policy AP04: Development in the Countryside (Commercial/ Non-Residential)

**7.271** Policy AP04: Development in the Countryside (Commercial/ Non-Residential) is expected to have a minor positive effect in relation to **SA Objective 1: Climatic Factors**, as the policy stipulates that development in the countryside, excluding in Green Wedges and Areas of Separation, will be permitted for renewable energy production, which will support renewable energy generation and mitigating the impacts of climate change.

**7.272** The policy is expected to have a mixed effect (minor positive and minor negative) in relation to **SA Objective 2: Biodiversity and Geodiversity**, as the policy restricts development within Areas of Separation and Green Wedges, which will reduce habitat fragmentation. The policy states that within Green Wedges development must retain or create additional green networks between the countryside and open space within the urban areas and benefits biodiversity. This will encourage the integration of natural environments into urban areas, allowing urban areas to benefit from increased biodiversity. However, the policy does allow certain types of development within rural areas which could negatively impact local biodiversity and wildlife habitats.

**7.273** A minor positive effect in relation to **SA Objective 6: Health and Wellbeing** is likely as the policy supports accessible green spaces for residents, which will encourage outdoor recreation and physical activity. The policy also supports development in the countryside for outdoor sport and recreation and ancillary buildings such as school playing fields, which will help to encourage physical activity, and increase opportunities for recreation, thereby supporting mental and physical health and wellbeing. Furthermore, by supporting forms of non-residential development in the countryside, including outdoor recreation and rural services, the policy helps to address the needs of people living in rural areas, supporting access to services which are often limited due to distances from urban centres. As such, minor positive effects are anticipated in relation to **SA Objective 7: Social Inclusion** and **SA Objective 8: Services, Facilities and Education**.

**7.274** Mixed effects (minor positive and minor negative) are expected in relation to **SA Objective 3: Resources** as Policy AP04 provides protection for Green Wedges and Areas of Separation which will protect areas of greenfield land from development. However, the policy does permit development outside of Green Wedges and Areas of Separation under certain circumstances. This could result in the loss of greenfield land which could be high quality agricultural land.

**7.275** A significant positive effect is expected in relation to **SA Objective 10: Economic Growth** as the policy supports certain forms development within the countryside, which includes rural services enterprises, tourist attractions and facilities, agriculture, horticulture, and woodland management. This includes supporting the promotion and management of Foxton Locks and the Grand Union Canal as a tourism and leisure attraction. This is likely to help support the rural economy and allow for the diversification of rural businesses.

**7.276** The policy is expected to have a minor positive effect in relation to **SA Objective 11: Waste** as the policy permits minerals and waste development in the countryside, as well as the conversion and re-use of permanent and substantial buildings, which will reduce the need for new construction materials and minimise demolition waste.

**7.277** The policy is expected to have a mixed effects (minor positive and minor negative) in relation to **SA Objective 13: Sustainable Travel** as it permits tourist attractions and facilities in the countryside where they are in locations accessible by public transport and provide appropriate facilities for pedestrians and cyclists, thereby encouraging visitors to use sustainable transport options. The policy also supports development including rural service enterprises, and outdoor sport and recreation and ancillary buildings, which will enable rural residents to access services, recreational activities, and employment opportunities closer to home, reducing the need for long-distance travel to urban centres. However, any development within rural areas is likely to increase the use of the private car given that public transport links will likely be limited.



**7.278** A minor positive effect is expected in relation to **SA Objective 14: Landscape**, as the policy supports certain forms of non-residential development which are designed to be compatible with the surrounding landscape, such as agricultural, horticulture, woodland management, equestrian uses, and the conversion or re-use of permanent and substantial buildings. The policy also provides stringent conditions for development within Areas of Separation and Green Wedges which seek to prevent the merging of settlements and protect the distinct identities of rural communities.

**7.279** Negligible effects are expected against the remaining SA objectives.

## Policy AP05: Locating Renewable and Low-Carbon Energy Development

**7.280** Policy AP05: Locating Renewable and Low-Carbon Energy Development is expected to have a significant positive effect in relation to **SA Objective 1: Climatic Factors** as the policy promotes the adoption of sustainable energy solutions, specifically through development for renewable and low-carbon energy development. These clean energy sources will reduce reliance on fossil fuels, aid in mitigating climate change, and help the District to achieve net-zero. In addition, a reduction in emissions would result in improved air quality in the District, resulting in a minor positive effect in relation to **SA Objective 5: Air**.

**7.281** The policy is expected to have a mixed effects (minor positive and minor negative) in relation to **SA Objective 2: Biodiversity and Geodiversity** as it seeks to ensure that development for renewable and low-carbon energy provide measures to mitigate any adverse impacts on the built and natural environment resulting from the construction, operation and decommissioning of any equipment or associated infrastructure. This is likely to minimise ecological disruption, and therefore help to preserve local biodiversity. However, supporting the development of renewable and low carbon development has the potential to negatively impact on local biodiversity and wildlife habitats. A minor positive effect is also anticipated in relation to **SA Objective 6: Health and Wellbeing** as the policy ensures the mitigation of any adverse impacts, which



could include effects on visual and residential amenity. Furthermore, the policy states that such development must not contribute to an unacceptable cumulative visual impact when considered in conjunction with nearby developments and permitted proposals. By addressing the visual impacts, the policy could potentially reduce stressors associated with visual clutter.

**7.282** A minor positive effect is expected in relation to **SA Objective 14: Landscape** as the policy states that development for renewable and low-carbon energy generation will be permitted where they include measures to mitigate adverse impacts on the built and natural environment. This will help to maintain the distinctiveness of landscape and townscape character. There is also the potential for minor positive effects in relation to **SA Objective 2: Biodiversity and Geodiversity** and **SA Objective 4: Cultural Heritage** as mitigating against any adverse impacts on the built and natural environment could help to protect any local biodiversity and/or heritage assets including archaeological remains.

**7.283** Negligible effects are expected against the remaining SA objectives.

## Development standards

**7.284** This section presents the appraisals of the following Harborough Local Plan policies:

- Policy DM01: High Quality Inclusive Design
- Policy DM02: Amenity and Wellbeing
- Policy DM03: Heritage Asset Conservation and Design Standards
- Policy DM04: Landscape Character and Sensitivity
- Policy DM05: Green and Blue Infrastructure and Open Space
- Policy DM06: Transport and accessibility
- Policy DM07: Managing Flood Risk
- Policy DM08: Sustainable Drainage

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- Policy DM09: Sustainable Construction and Climate Resilience
- Policy DM10: Biodiversity and Geodiversity Protection and Enhancement
- Policy DM11: Managing Impacts on Land and Water Quality
- Policy DM12: Protection and Enhancement of Community Facilities
- Policy DM13: Existing Business Uses – Retention and Redevelopment
- Policy DM14: Shopfront Design
- Policy DM15: Outdoor Advertising and Signage Design
- Policy DM16: Telecommunications Infrastructure

**7.285** The likely effects of the policies in relation to each SA objective are shown in Table 7.8 and described below the table.

**7.286**

Table 7.8: Summary of SA findings for the Development Standards Policies

SA Objectives	Policy DM01	Policy DM02	Policy DM03	Policy DM04	Policy DM05	Policy DM06	Policy DM07	Policy DM08	Policy DM09	Policy DM10	Policy DM11	Policy DM12	Policy DM13	Policy DM14	Policy DM15	Policy DM16
SA1: Climatic Factors	+	0	0	0	+	+	+	+	++	+	0	0	0	0	0	0
SA2: Biodiversity and Geodiversity	+	0	0	0	++	0	0	+	+	++	+	0	+	0	0	0
SA3: Resources	0	0	0	0	0	0	0	0	+	0	++	0	0	0	0	0
SA4: Cultural Heritage	+	0	++	+	0	0	0	0	0	0	0	0	0	+	++	+
SA5: Air	+	+	0	0	+	++	0	0	+	+	0	0	0	0	0	0
SA6: Health and Wellbeing	+	++	0	0	++	+	+	+	0	+	0	++	0	+	+	+
SA7: Social Inclusion	++	+	0	0	++	+	0	0	0	0	0	+	0	0	0	0
SA8: Services, Facilities and Education	0	+	0	0	0	0	0	0	0	0	0	++	0	0	0	0
SA9: Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SA10: Economic Growth	0	0	0	0	0	0	0	0	0	0	0	+	++	+	0	0
SA11: Waste	+	0	0	0	0	0	0	0	+	0	0	0	0	0	0	0
SA12: Flood Risk	0	0	0	0	+	0	++	++	+?	0	++	0	0	0	0	+
SA13: Sustainable Travel	+	0	0	0	+	++	0	0	0	0	0	0	+	0	0	0

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SA Objectives	Policy DM01	Policy DM02	Policy DM03	Policy DM04	Policy DM05	Policy DM06	Policy DM07	Policy DM08	Policy DM09	Policy DM10	Policy DM11	Policy DM12	Policy DM13	Policy DM14	Policy DM15	Policy DM16
SA14: Landscape	+	+	+	++	+	0	0	0	0	0	0	+	+	+	0	+

## Policy DM01: High Quality Inclusive Design

**7.287** Policy DM01: High Quality Inclusive Design is likely to have a significant positive effect in relation to **SA Objective 7: Social Inclusion**, as the policy promotes inclusive design which is easy to use for all, including for elderly and people with accessibility issues. The emphasis of the policy on high-quality open space and links to wider green infrastructure, which is convenient, is likely to support social interaction through increased outdoor interaction, increased levels of pedestrian activity, and increased access to greenspaces. This would improve community wellbeing and reduce inequalities, particularly for the most vulnerable groups. A minor positive effect is expected in relation to **SA Objective 6: Health and Wellbeing** as the policy promotes the development of buildings which ensure a good quality of experience for occupants and users, as well as seeks to reduce crime by enhancing natural surveillance. This will likely contribute to the creation of cohesive neighbourhoods.

**7.288** A minor positive effect is expected in relation to **SA Objective 1: Climatic Factors** as the policy requires development to incorporate water and energy efficiency measures into the design of new buildings. This will help new developments to adapt to climate change. A minor positive effect is expected in relation to **SA Objective 2: Biodiversity and Geodiversity** as the policy aims to protect existing natural assets. This could ensure the protection of local habitats and ecosystems. The policy also seeks to ensure that development respects and enhances the context and characteristics of the individual site, street scene and the wider local environment. Therefore, a minor positive effect in relation to **SA Objective 4: Cultural Heritage** is expected as the policy promotes the preservation of local identity, which will help to protect heritage assets. The policy permits development which ensures safe and accessible movement for all users by promoting sustainable public transport and active travel modes such as walking and cycling. This will contribute positively to **SA Objective 5: Air**, by reducing reliance on cars, lowering emissions, and encouraging the uses of cleaner, more environmentally friendly transport options.

**7.289** A minor positive effect is expected in relation to **SA Objective 11: Waste**, as the policy promotes development which incorporates sufficient provision for utilities, including the storage of refuse and recycling. This will reduce visual clutter and ensure that waste facilities are incorporated into development, encouraging disposal and recycling practices.

**7.290** The policy also seeks to promote sustainable and active travel options such as walking and cycling, and as such the policy supports healthier lifestyles, reduces car reliance, and ensures safe, accessible movement for all users. By encouraging sustainable transport options, like walking and cycling, the policy will likely have a minor positive effect in relation to **SA Objective 13: Sustainable Transport**.

**7.291** Policy DM01 is likely to have a minor positive effect in relation to **SA Objective 14: Landscape** as the policy encourages high-quality design which respects the context and characteristics of the individual site, street scene and the wider local environment.

**7.292** Negligible effects are expected against the remaining SA objectives.

## Policy DM02: Amenity and Wellbeing

**7.293** Policy DM02 is likely to have a significant positive effect in relation to **SA Objective 6: Health and Wellbeing**, as the implementation of requirements for design quality and mitigating potential nuisances like noise, odour, and air pollution, will promote healthy and safer environments for residents and the wider community. The policy also sets out the requirement for Health Impact Assessment (HIA) for a number of types of development, ensuring that health and wellbeing considerations are integrated into the planning process. Further to this, the policy requires development to align with the capacity of existing utilities, with major developments only permitted where adequate broadband infrastructure is made available to all residents and/or users of the development. This will help to support digital accessibility, enhanced connectivity, and social equity. The policy also requires development to provide

appropriate open space and green infrastructure which would provide opportunities for physical activity and social interaction. Therefore, minor positive effects are expected in relation to **SA Objective 7: Social Inclusion** and **SA Objective 8: Services, Facilities and Education** by ensuring equal access to essential services and utilities across communities.

**7.294** A minor positive effect is expected for Policy DM02: Amenity and Wellbeing in relation to **SA Objective 5: Air**, as the policy sets out clear requirements for design quality to protect the wellbeing of occupiers. This includes preventing adverse impacts on neighbouring uses by ensuring that air pollution is mitigated to an appropriate standard, which promotes improved local air quality.

**7.295** A minor positive effect is expected in relation to **SA Objective 14: Landscape**, as the policy stipulates that development must adopt appropriate screening or similar measures where appropriate to prevent adverse impacts on the character and appearance of the locality and on neighbouring uses. This approach will help to ensure that new developments are integrated with the existing environment.

**7.296** Negligible effects are expected against the remaining SA objectives.

## Policy DM03: Heritage Asset Conservation and Design Standards

**7.297** Policy DM03: Heritage Asset Conservation and Design Standards is likely to result in a significant positive effect for **SA Objective 4: Cultural Heritage**, as the policy sets out how the Council will conserve and enhance designated and non-designated heritage assets and their settings, respectively. Development will be permitted where it achieves a high standard of design in areas with high heritage value. Development that will adversely affect any designated heritage asset and/or its setting will be subject to a comprehensive assessment and should demonstrate an understanding of the significance of the



asset. Additionally, development within or affecting a Conservation Area or affecting the significance of a non-designated heritage asset will be expected to preserve or enhance the character and appearance of the area while considering the scale of any potential harm or loss and the significance of the heritage asset. It is also likely that protecting and enhancing the significance, character, appearance and setting of the asset will indirectly help protect the District's townscape including local identity.

**7.298** Negligible effects are expected against the remaining SA objectives.

## Policy DM04: Landscape Character and Sensitivity

**7.299** Policy DM04: Landscape Character and Sensitivity sets out that development must be located and designed in a way which is sensitive to its landscape setting and character area. Development should avoid the loss of or harm to important landscape features, safeguard public views, skylines, and landmarks, and provide restoration or mitigation for any damaged features and/or landscapes. The latest landscape evidence should guide these considerations to maintain visual and environmental quality. This will have a significant positive effect in relation to **SA Objective 14: Landscape**, by ensuring that development respects and enhances the existing landscape and settlement character.

**7.300** A minor positive effect is also anticipated in relation to **SA Objective 4: Cultural Heritage** as the policy promotes development which avoids the loss of, or substantial to harm, features of importance within the landscape including heritage assets. This could help to provide protection to heritage assets within Harborough District.

**7.301** Negligible effects are expected against the remaining SA objectives.

## Policy DM05: Green and Blue Infrastructure and Open Space

**7.302** A significant positive effect is expected for Policy DM05: Green and Blue Infrastructure and Open Space against **SA Objective 2: Biodiversity and Geodiversity** as the policy requires all developments to contribute the creation of high-quality, multi-functional green and blue infrastructure. This includes the strategic use of trees and other planting to provide shade, and as noise and pollution barriers/absorption measures. The policy also facilitates the creation and enhancement of links between new developments and surrounding recreational networks and facilities, which will further support wildlife corridors and ecological connectivity.

**7.303** A minor positive effect is expected in relation to **SA Objective 1: Climatic Factors**, as promoting tree planting and other planting will result in mitigation and reduced impacts of multiple risks associated with a changing climate. Tree planting will provide benefits in relation to providing shade with increasing temperatures. The policy also promotes the retention and enhancement of the green infrastructure network, which is likely to have further positive effects in relation to **SA Objective 1: Climatic Factors**, as well as **SA Objective 5: Air**, as vegetation can help to reduce heat associated with rising summer temperatures, provide shading, and reduce poor air quality through storing carbon dioxide emissions.

**7.304** The policy also seeks to enhance access to publicly accessible open space, as well as safeguard and provide open space and outdoor sport and recreation facilities. This is likely to have significant positive effects in relation to **SA Objectives 6: Health and Wellbeing**, and **SA Objective 7: Social Inclusion** as this provide areas for physical activity, increase opportunities for recreation and provide spaces for social interaction, thereby resulting in positive effects on mental and physical health and wellbeing. The policy has the potential to achieve more equitable access to open space, with benefits to public health for all sections of the community. The policy also ensures that new open space or outdoor sport and recreation facilities will be accessible and for a

range of ages. This will ensure that open space and facilities are available for all residents, no matter of ability. The policy also protects Local Green Spaces and ensure they retain their openness. These Local Green Spaces are also safeguarded from new development unless specific policy criteria are met.

**7.305** The policy's commitment for all development to contribute to creating high-quality multifunctional green and blue infrastructure, particularly through the use of trees and other planting has the potential to alleviate flood risk. Green infrastructure act as natural buffers, reducing the volume and speed of water entering drainage systems. As such, a minor positive effect is anticipated in relation to **SA Objective 12: Flood Risk**.

**7.306** The policy encourages development proposals to provide linkages with surrounding recreational networks and facilities, which is likely to enhance connectivity of the active travel network and promote walking and cycling. A minor positive effect is therefore anticipated in relation to **SA Objective 13: Sustainable Transport**.

**7.307** A minor positive effect is expected in relation to **SA Objective 14: Landscape** as safeguarding and providing new open and green space, as well as providing high-quality green and blue infrastructure will enhance the quality of public realm and open spaces, and hence the quality of the local landscape.

**7.308** Negligible effects are expected against the remaining SA objectives.

## Policy DM06: Transport and Accessibility

**7.309** Policy DM06: Transport and Accessibility is expected to have a significant positive effect in relation to **SA Objective 13: Sustainable Transport** because it seeks to ensure that all new developments are designed to support the safe, efficient, and convenient movement of all highway users, including bus passengers, cyclists, and pedestrians. In particular, the policy states that all major development must provide accessible cycle parking, as well as incorporating measures to facilitate and encourage safe access by cycle and

foot along with protection of, connection to and extension, where practicable, of existing pedestrian, cycle and equestrian routes. This will help to reduce the need to travel and encourage sustainable and active alternatives to motorised vehicles. Encouraging walking, cycling and use of public transport will encourage the transition away from private car use, which is likely to decrease congestion, reduce emissions and improve air quality. Therefore, a minor positive effect is expected in relation to **SA Objective 1: Climatic Factors**. Major developments are also required to make provision for Car Club spaces, and EV charging points which will further enhance the accessibility of sustainable transport options and support the transition to electric vehicles. The policy also ensures that major developments include mitigation for any adverse impacts on air quality, especially in Air Quality Management Areas. Therefore, significant positive effect is expected in relation to **SA Objective 5: Air**.

**7.310** Minor positive effects are expected in relation to **SA Objective 6: Health and Wellbeing** and **SA Objective 7: Social Inclusion** as the policy stipulates that major development, where appropriate, must contribute to provision for the transport needs of specific groups in the community, such as the elderly and those with disabilities. By promoting active travel modes, the policy is likely to have beneficial effects on people's health and wellbeing by encouraging physical activity and increasing pedestrian interactions. This focus on accessibility not only facilitates mobility for all residents but also fosters social connections and community engagement.

**7.311** Negligible effects are expected against the remaining SA objectives.

## Policy DM07: Managing Flood Risk

**7.312** Policy DM07: Managing Flood Risk is expected to have a significant positive effect in relation to **SA Objective 12: Flood Risk** because development will be prioritised in Flood Zone 1. A site-specific flood risk assessment will be required for major developments in Flood Zone 1, as well as development in Flood Zones 2 and 3. Furthermore, development in these higher-risk areas will only be permitted if appropriate mitigation, flood

management, and flood resilience measures are implemented. In addition, any development within Flood Zones 2, 3a and 3b should contribute to actively reducing flood risk through avoidance, reduction, management and mitigation. The policy also stipulates that development in these zones must incorporate flood resilience measures to allow for the increased risk of flooding associated with climate change. For these reasons, a minor positive effect is also expected in relation to **SA Objective 1: Climatic Factors**. Mitigating flood risk is also expected to help protect people's health and wellbeing and their communities. Therefore, a minor positive effect is also expected against **SA Objective 6: Health and Wellbeing**.

**7.313** Negligible effects are expected against the remaining SA objectives.

## Policy DM08: Sustainable Drainage

**7.314** Policy DM08: Sustainable Drainage is expected to have a significant positive effect in relation to **SA Objective 12: Flood Risk**, as the policy requires all developments to implement measures for effective surface water management. The policy states that all major development must incorporate Sustainable Drainage Systems (SuDS) and take account of the drainage hierarchy. The design and layout of the SuDS is also expected to take into account the hydrology of the site and ensure no negative effects on local water quality. The use of SuDS will help to mitigate flood risk, as well as protect water quality. A minor positive effect is also expected in relation to **SA Objective 1: Climatic Factors** as the use of SuDS will help to manage extreme weather impacts associated with climate change, such as heavy rainfall. Policy DM08 is also expected to have a minor positive effect in relation to **SA Objective 2: Biodiversity and Geodiversity**, as the policy seeks to utilise nature-based SuDS which incorporate surface water management features, such as green and blue infrastructure wherever possible. This will maximise multifunctional benefits for biodiversity including potentially the creation of new habitats. Mitigating flood risk is also expected to help protect people's health and wellbeing and therefore a minor positive effect is also expected against **SA Objective 6: Health and Wellbeing**.

**7.315** Negligible effects are expected against the remaining SA objectives.

## Policy DM09: Sustainable Construction and Climate Resilience

**7.316** Policy DM09: Sustainable Construction and Climate Resilience is expected to have a significant positive effect in relation to **SA Objective 1: Climatic Factors** as the central aim of the policy is to ensure that all new developments contribute to climate change mitigation and adaptation. The policy states that all development must, where feasible, minimise carbon emissions, not only during the construction phase but throughout the building's lifecycle. This includes through integrating passive design measures such as natural ventilation and optimal building orientation, which deliver cooling without increasing carbon emissions. Further to this, the policy states that all new-build residential developments must achieve at least a three star rating under the BRE Home Quality Mark scheme, and similarly all non-residential and mixed-use developments over 1,000 sqm are required to achieve a post-construction 'Excellent' rating under BREEAM New Construction 2018 (or equivalent scheme). The policy also requires a whole life-cycle assessment to be undertaken for major development. The measures further ensure that new development contributes to climate change mitigation and adaptation.

**7.317** A minor positive effect is expected in relation to **SA Objective 3: Resources**, as the policy seeks to ensure that the demolition of existing buildings is only justified where it optimises resource use in comparison to their retention and re-use, and where buildings are retained, they integrate measures to make these more energy and resource efficient. In addition, developments should demonstrate how the reuse of demolition and construction waste has been incorporated.

**7.318** The policy is expected to have a minor positive effect in relation to **SA Objective 5: Air Quality**, as the minimisation of embodied carbon during both construction and the development's lifecycle, through use of low-carbon construction materials and integration of passive design measures, will support

the reduction of pollutants associated with construction, notably particulate matter.

**7.319** The policy stipulates that all development, where feasible, should demonstrate how waste will be minimised during construction and during the operation of development. Therefore, a minor positive effect is expected in relation to **SA Objective 11: Waste**.

**7.320** The policy could have a minor positive effect on **SA Objective 12: Flood Risk** as development must be supported by a water efficiency statement that outlines measures to reduce water consumption, reuse water, or offset its use, which could lead to less pressure on local water sources. However, this is uncertain as the exact design of developments and the scale of water efficiency measures are not known at this stage.

**7.321** Negligible effects are expected against the remaining SA objectives.

## Policy DM10: Biodiversity and Geodiversity Protection and Enhancement

**7.322** A significant positive effect is expected for Policy DM10: Biodiversity and Geodiversity Protection and Enhancement against **SA Objective 2: Biodiversity and Geodiversity** as it requires all qualifying developments to deliver 10% measurable biodiversity net gain. This will ensure the delivery of new habitats for wildlife and or enhancements to existing habitats. The policy also requires develop to avoid adverse impact on existing biodiversity and geodiversity features. Further to this, development must help protect and improve priority species and their habitats; irreplaceable habitats; green and blue infrastructure assets; riparian zones and watercourses; geodiversity assets; and, include appropriate measures to manage construction impacts on wildlife habitats. The policy is also likely to have a minor positive effect in relation to **SA Objective 1: Climatic Factors**, as the policy requires all development to include measures that support the adaptation of local flora and



fauna to climate change. Additionally, the policy's support for protecting and enhancing habitats and local ecosystems will further enhance the District's carbon sequestration and storage. Moreover, by enhancing green infrastructure and preserving natural habitats, the policy can have a beneficial effect on **SA Objective 5: Air Quality**, as vegetation help to filter air pollutants, and reduce particulate matter.

**7.323** The policy is expected to have a minor positive effect in relation to **SA Objective 6: Health and Wellbeing** because it seeks to improve the natural environment, which has the potential to enhance people's health and wellbeing by providing attractive surroundings, improving air quality and encouraging outdoor recreational activities.

**7.324** Negligible effects are expected against the remaining SA objectives.

## Policy DM11: Managing Impacts on Land and Water Quality

**7.325** Policy DM11: Managing Impacts on Land and Water Quality is expected to have a significant positive effect in relation to **SA Objective 3: Resources**, as the policy prioritises development on agricultural land not identified as the best and most versatile. For any development proposed on higher-quality agricultural land, a thorough assessment is required to evaluate its impact on agricultural productivity. Additionally, mitigation measures, such as soil conservation techniques and landscape buffering, must be implemented to minimise adverse effects. A significant positive effect is also expected in relation to **SA Objective 12: Flood Risk**, as the policy seeks to protect water resources, and provide water services. Specifically, the policy stipulates that development will be permitted where it does not adversely affect the quality of any water course into which the surface water emanating from new development flows.

**7.326** A minor positive effect is expected in relation to **SA Objective 2: Biodiversity and Geodiversity**, as the policy seeks to ensure that development, wherever possible, contributes to an enhanced water environment and its associated ecology. Further to this, for previously developed sites, any necessary decontamination will be identified and carried out according to an agreed plan, ensuring contaminants are not relocated to areas where they could harm the environment, including water bodies or wildlife habitats.

**7.327** Negligible effects are expected against the remaining SA objectives.

## Policy DM12: Protection and Enhancement of Community Facilities

**7.328** Policy DM12: Protection and Enhancement of Community Facilities is expected to have a significant positive effect in relation to **SA Objective 8: Services, Facilities and Education** because it seeks to protect, retain, and enhance the provision, quality, and accessibility of existing community, education, and cultural facilities. The policy permits development leading to the loss of such facilities only when it can be demonstrated that they are no longer viable or fit for purpose. A significant positive effect is also anticipated in relation to **SA Objective 6: Health and Wellbeing**, as the policy seeks to ensure that development proposals protect, retain, or enhance essential community, educational, and cultural facilities, which will support the physical and mental health of the local community. The protection of such facilities encourages social interaction, and therefore a minor positive effect is also expected in relation to **SA Objective 7: Social Inclusion**.

**7.329** The policy supports the diversification of activities to maintain the viability of developments. In relation to public houses, diversification may include conversions or extensions to provide bed and breakfast or other guest accommodation. This is likely to have a minor positive effect in relation to **SA Objective 10: Economic Growth** as it promotes the adaptive reuse of facilities,

which will help to retain important community assets whilst contributing to the local economy.

**7.330** Negligible effects are expected against the remaining SA objectives.

## Policy DM13: Existing Business Uses – Retention and Redevelopment

**7.331** Policy DM13: Existing Business Uses – Retention and Redevelopment is likely to have a significant positive effect in relation to **SA Objective 10: Economic Growth** as it protects existing sites and premises in business and employment-generating use, which will help to maintain a diverse and resilient economy. The policy also permits development within a number of sites, which include Bruntingthorpe Proving Ground, Bruntingthorpe Industrial Estate, North of Gartree Road and Leicester Airport.

**7.332** A minor positive effect is expected in relation to **SA Objective 2: Biodiversity and Geodiversity** as the policy states that changes in land use or re-development for non-employment purposes will not be permitted unless the current location has severe environmental or amenity problems that cannot be fixed. This will ensure that existing ecosystems and habitats are safeguarded from inappropriate development. In relation to the area of Bruntingthorpe Proving Ground, development must be assimilated into the landscape setting by retaining, replacing and/or enhancing existing perimeter tree planting, which is likely to promote biodiversity, as well as helping to maintain visual continuity with the surrounding area. As such, a minor positive effect is also expected in relation to **SA Objective 14: Landscape**. The policy aims to ensure that any development within the Bruntingthorpe Industrial Estate or the complex north of Gartree Road, respectively, is permitted only if the design, materials, and massing of the proposed structures do not adversely affect the character and appearance of the area. This approach emphasises the importance of maintaining the visual and contextual integrity of the surrounding environment, with a likely minor positive effect in relation to **SA Objective 14: Landscape**.

**7.333** A minor positive effect is expected in relation to **SA Objective 13: Sustainable Travel** as the policy requires a Travel Plan to be implemented to increase access to any new development at North Gartree Road and Bruntingthorpe Industrial Estate. The aim of the Travel Plan is to minimise the use of the private car and to encourage other forms of more sustainable travel. The policy also requires development at Bruntingthorpe Proving Ground, Bruntingthorpe Industrial Estate, North of Gartree Road and Leicester Airport to not have an unacceptable impact on highway safety and the road network.

**7.334** Negligible effects are expected against the remaining SA objectives.

## Policy DM14: Shopfront Design

**7.335** Policy DM14: Shopfront Design is likely to result in a significant positive effect for **SA Objective 4: Cultural Heritage**. The policy stipulates that shopfront development must respect the character and visual amenity of the area, particularly in relation to Conservation Areas and Listed Buildings. It emphasises ensuring that alterations to shopfronts on Listed Buildings preserve their special architectural or historical character, and that changes in Conservation Areas demonstrate an understanding of the area's significance and aim to preserve or enhance its character and appearance, which will help to maintain the historical integrity of these areas.

**7.336** A minor positive effect is expected in relation to **SA Objective 6: Health and Wellbeing**, as the provision of engaging shopfront development which promotes active frontages, and compliments the unique character of the area, will create attractive, and engaging environments that benefit residents, visitors, and businesses. A minor positive effect is also expected in relation to **SA Objective 10: Economic Growth**, as well-designed and engaging shopfronts can enhance the appeal of commercial areas, and encourage foot traffic, which will help to support the economic vitality of town centres.

**7.337** Policy DM01 is likely to have a minor positive effect in relation to **SA Objective 14: Landscape** as the policy encourages shopfront development which respects the context, characteristics, and visual amenity of the area.

**7.338** Negligible effects are expected against the remaining SA objectives.

## Policy DM15: Outdoor Advertising and Signage Design

**7.339** Policy DM15: Outdoor Advertising and Signage Design is likely to have a minor positive effect in relation to **SA Objective 4: Cultural Heritage**, as the policy seeks to ensure that outdoor advertising respects the character and appearance of individual buildings and the street scene. The policy stipulates that advertising materials must be simple and proportionate, using traditional styles and materials, particularly in Conservation Areas and on Listed Buildings. The policy also requires avoidance of the obstruction of architectural features. This will ensure that advertising enhances the character and appearance of buildings and areas, particularly in sensitive locations.

**7.340** A minor positive effect is expected in relation to **SA Objective 6: Health and Wellbeing** as the policy promotes outdoor advertising which avoids visual clutter and inappropriate placement, particularly near conservation areas, on listed buildings, and near residential areas. Further to this, the policy seeks to remove redundant signs; ensure lighting is subtle and unobtrusive and supports to maintain a clean, attractive environment. This will contribute to a more aesthetically pleasing surrounding, which reduces visual stress and promotes the mental health and overall quality of life of residents and visitors.

**7.341** Negligible effects are expected against the remaining SA objectives.

## Policy DM16: Telecommunications Infrastructure

**7.342** Policy DM16: Telecommunications Infrastructure is likely to have a minor positive effect in relation to **SA Objective 6: Health and Wellbeing**, as the policy seeks to ensure that telecommunications infrastructure will be designed to avoid adverse effects on visual amenity and ensures that the outcomes of community consultations — especially with sensitive developments such as schools, nurseries, and hospitals — are taken into account. This approach will help to safeguard the wellbeing of residents and vulnerable groups by addressing concerns and minimising potential adverse effects. The policy also makes provision for all masts and additions to existing masts to meet International Commission on Non-Ionizing Radiation Protection (ICNIRP) standards, which will safeguard public health, as well as minimise the need for future retrofitting or replacement which will reduce potential waste. The installation of telecommunications infrastructure could help to better connect residents through enhanced digital connectivity, particularly in rural areas. Therefore, a minor positive effect is expected in relation to **SA Objective 7: Social Inclusion**.

**7.343** Further to this, the policy requires provision to be made for the prompt removal of obsolete or unused telecommunications equipment and restoration of sites to their former condition, which encourages the disposal or recycling of outdated infrastructure. Therefore, a minor positive effect is anticipated in relation to **SA Objective 11: Waste**.

**7.344** A minor positive effect is expected in relation to **SA Objective 4: Cultural Heritage** as the policy requires development to avoid any unacceptable impact on the historic environment. A minor positive effect is also expected in relation to **SA Objective 14: Landscape**, as proposals for telecommunications infrastructure will be accepted provided that intrusive visual impact on the surroundings and street clutter can be avoided or mitigated, minimising size and scale and camouflaging appearance. Unacceptable impacts on the health and vigour of trees are also to be avoided.

**7.345** Negligible effects are expected against the remaining SA objectives.

## Monitoring and delivery

**7.346** This section presents the appraisals of the following Harborough Local Plan policy:

- Policy IM01: Monitoring and review of the Local Plan

### Policy IM01: Monitoring and review of the Local Plan

**7.347** Policy IM01 is expected to have negligible effects on all 14 of the SA Objectives as it focuses on the monitoring of the Local Plan through the preparation of an Annual Monitoring Report. Monitoring will be undertaken through the key indicators sets out in the Monitoring Framework.

## Cumulative Effects

**7.348** This section presents an assessment of the likely cumulative, secondary and synergistic effects of the Proposed Submission Draft Local Plan as a whole, against each of the 14 SA objectives.

**7.349** Tables 7.9-7.14 below presents a summary of the likely effects of the policies in the Proposed Submission Draft Local Plan, including site allocations.



**Table 7.9: Summary of SA findings for the Policies and Site Allocations in the Proposed Submission Draft Local Plan – Overall development strategy**

Policies	SA1: Climatic Factors	SA2: Biodiversity and Geodiversity	SA3: Resources	SA4: Cultural Heritage	SA5: Air	SA6: Health and Wellbeing	SA7: Social Inclusion	SA8: Services, Facilities and Education	SA9: Housing	SA10: Economic Growth	SA11: Waste	SA12: Flood Risk	SA13: Sustainable Travel	SA14: Landscape
Policy DS01	+/	?	?	?	+/	++	++	++	++	0	-	-	+	?
Policy DS02	+/	0/-?	+/	+/ ?	+/	+	+	+	0	++	-	-	+/	0/-?
Policy DS03	++	++	+	0	+	+	+	0	0	0	+	+	+	+
Policy DS04	0	0	0	++	0	+	0	0	0	0	0	0	0	++
Policy DS05	+	0	0	0	+	+	+	++	0	0	+	0	++	0

**Table 7.10: Summary of SA findings for the Policies and Site Allocations in the Proposed Submission Draft Local Plan - Key development sites**

Policies	SA1: Climatic Factors	SA2: Biodiversity and Geodiversity	SA3: Resources	SA4: Cultural Heritage	SA5: Air	SA6: Health and Wellbeing	SA7: Social Inclusion	SA8: Services, Facilities and Education	SA9: Housing	SA10: Economic Growth	SA11: Waste	SA12: Flood Risk	SA13: Sustainable Travel	SA14: Landscape
Thurnby and Bushby (Leicester Urban Area)	+/	+/		-?	+/	++	++	+/	+	+	0	+/--	+/	-
Scraptoft (Leicester Urban Area)	+/	-		-	+/	++	++	++/-	+	+	0	+/--	+/	-
Market Harborough (Market Town)	+/	-	++/--	-	+/	++	++	++/-	+	++	0	+/--	++/-	-
Lutterworth (Market Town)	+/	+/		-	+/	++	++	+/	+	+	0	+/	+/	-

Chapter 7 Sustainability Appraisal Findings for the Proposed Submission Draft Local Plan

Policies	SA1: Climatic Factors	SA2: Biodiversity and Geodiversity	SA3: Resources	SA4: Cultural Heritage	SA5: Air	SA6: Health and Wellbeing	SA7: Social Inclusion	SA8: Services, Facilities and Education	SA9: Housing	SA10: Economic Growth	SA11: Waste	SA12: Flood Risk	SA13: Sustainable Travel	SA14: Landscape
Broughton Astley (Large Village)	+/	+/		-?	+/	++	++	++	+	+	0	+/--	++/-	-
Fleckney (Large Village)	+/	-		-?	+/	++	++	+	+	+	0	+/	+/	-
Great Glen (Large Village)	+/	+/		-	+/	++	++	+	+	+	0	+/--	++/-	-
Kibworth (Large Village)	+/	+/		-	+/	++	++	+/	+	+	0	+/--	+/	-
Billesdon (Medium Village)	+/	-	++/--	-	+/	++	++	+	+	+	0	+/	+/	-
Great Bowden (Medium Village)	+/	++/-		-	+/	++	++	+/	+	+	+/0	+/	++/-	-
Houghton on the Hill (Medium Village)	+/	+/		-	+/	++	++	+	+	+	0	+/	+/	-
Husbands Bosworth (Medium Village)	+/	+/		-	+/	++	++	+/	+	+	0	+/--	+/	-
Ullesthorpe (Medium Village)	+/	-			+/	++	++	+	+	+	0	+/	+/	-
Magna Park (Strategic Warehousing)	+/	-		-?	+/	+	+	-	0	++	0	+/	+/	-
Policy SA02	+	+/		+	+/	++	++	++	++	+	0	+/	++	+/

Policies	SA1: Climatic Factors	SA2: Biodiversity and Geodiversity	SA3: Resources	SA4: Cultural Heritage	SA5: Air	SA6: Health and Wellbeing	SA7: Social Inclusion	SA8: Services, Facilities and Education	SA9: Housing	SA10: Economic Growth	SA11: Waste	SA12: Flood Risk	SA13: Sustainable Travel	SA14: Landscape
Policy SA03	+/	--/+		--/+	+/	++	++	++	+	0	0	+/	++	--/+
Policy SA04	+/	-		-	+/	++	++	++/-	++	+	0	+/	+/	-

Table 7.11: Summary of SA findings for the Policies and Site Allocations in the Proposed Submission Draft Local Plan - Strategic policies for housing

Policies	SA1: Climatic Factors	SA2: Biodiversity and Geodiversity	SA3: Resources	SA4: Cultural Heritage	SA5: Air	SA6: Health and Wellbeing	SA7: Social Inclusion	SA8: Services, Facilities and Education	SA9: Housing	SA10: Economic Growth	SA11: Waste	SA12: Flood Risk	SA13: Sustainable Travel	SA14: Landscape
Policy HN01	0	0	+?	0	0	+	+	0	++	0	0	0	0	0
Policy HN02	0	0	0	0	0	+	++	0	++	0	0	0	0	0
Policy HN03	0	0	+	0	+	+	+	+	+	0	0	0	+	+
Policy HN04	0	0	0	0	0	+	+	0	++	0	0	0	0	0
Policy HN05	0	0	0	0	0	+	+	0	++	0	0	+	0	0
Policy HN06	+/	-/0		-	+/	+	+	+/	++	+/	+		+/	

**Table 7.12: Summary of SA findings for the Policies and Site Allocations in the Proposed Submission Draft Local Plan - Directing development to the right place**

Policies	SA1: Climatic Factors	SA2: Biodiversity and Geodiversity	SA3: Resources	SA4: Cultural Heritage	SA5: Air	SA6: Health and Wellbeing	SA7: Social Inclusion	SA8: Services, Facilities and Education	SA9: Housing	SA10: Economic Growth	SA11: Waste	SA12: Flood Risk	SA13: Sustainable Travel	SA14: Landscape
Policy AP01	+/	+/	+/	0	+/	+	+	+	+	+	0	0	+/	+
Policy AP02	0	0	+	+	0	+	0	++	0	+	0	0	0	+
Policy AP03	-	+/	+/	0	-	+	0	-	+	+	0	0	-	+
Policy AP04	+	+/	+/	0	0	+	+	+	0	++	+	0	+/	+
Policy AP05	++	+/	0	+	+	+	0	0	0	0	0	0	0	+

**Table 7.13: Summary of SA findings for the Policies and Site Allocations in the Proposed Submission Draft Local Plan - Development standards**

Policies	SA1: Climatic Factors	SA2: Biodiversity and Geodiversity	SA3: Resources	SA4: Cultural Heritage	SA5: Air	SA6: Health and Wellbeing	SA7: Social Inclusion	SA8: Services, Facilities and Education	SA9: Housing	SA10: Economic Growth	SA11: Waste	SA12: Flood Risk	SA13: Sustainable Travel	SA14: Landscape
Policy DM01	+	+	0	+	+	+	++	0	0	0	+	0	+	+
Policy DM02	0	0	0	0	+	++	+	+	0	0	0	0	0	+
Policy DM03	0	0	0	++	0	0	0	0	0	0	0	0	0	+
Policy DM04	0	0	0	+	0	0	0	0	0	0	0	0	0	++
Policy DM05	+	++	0	0	+	++	++	0	0	0	0	+	+	+

Chapter 7 Sustainability Appraisal Findings for the Proposed Submission Draft Local Plan

Policies	SA1: Climatic Factors	SA2: Biodiversity and Geodiversity	SA3: Resources	SA4: Cultural Heritage	SA5: Air	SA6: Health and Wellbeing	SA7: Social Inclusion	SA8: Services, Facilities and Education	SA9: Housing	SA10: Economic Growth	SA11: Waste	SA12: Flood Risk	SA13: Sustainable Travel	SA14: Landscape
Policy DM06	+	0	0	0	++	+	+	0	0	0	0	0	++	0
Policy DM07	+	0	0	0	0	+	0	0	0	0	0	++	0	0
Policy DM08	+	+	0	0	0	+	0	0	0	0	0	++	0	0
Policy DM09	++	+	+	0	+	0	0	0	0	0	+	+	0	0
Policy DM10	+	++	0	0	+	+	0	0	0	0	0	0	0	0
Policy DM11	0	+	++	0	0	0	0	0	0	0	0	++	0	0
Policy DM12	0	0	0	0	0	++	+	++	0	+	0	0	0	+
Policy DM13	0	+	0	0	0	0	0	0	0	++	0	0	+	+
Policy DM14	0	0	0	+	0	+	0	0	0	+	0	0	0	+
Policy DM15	0	0	0	++	0	+	0	0	0	0	0	0	0	0
Policy DM16	0	0	0	+	0	+	0	0	0	0	0	+	0	+

**Table 7.14: Summary of SA findings for the Policies and Site Allocations in the Proposed Submission Draft Local Plan - Monitoring and delivery**

Policies	SA1: Climatic Factors	SA2: Biodiversity and Geodiversity	SA3: Resources	SA4: Cultural Heritage	SA5: Air	SA6: Health and Wellbeing	SA7: Social Inclusion	SA8: Services, Facilities and Education	SA9: Housing	SA10: Economic Growth	SA11: Waste	SA12: Flood Risk	SA13: Sustainable Travel	SA14: Landscape
Policy IM01	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## SA Objective 1: Minimise greenhouse gas emissions and develop a managed response to the effects of climate change

**7.350** The Proposed Submission Draft Local Plan includes a number of ambitious and aspirational policies seeking to mitigate and adapt to climate change. Policy DS03 Development Strategy: Tackling climate change and enhancing the natural environment is the overarching development strategy policy that aims to mitigate and adapt to the effects of climate change. Renewable and low-carbon energy generation, including wind energy development, is supported under Policy AP05: Locating Renewable and Low-Carbon Energy Development supporting the transition towards net zero. Policy DM09: Sustainable Construction and Climate Resilience aims to minimise carbon emissions from development construction and integrate energy and water efficiency measures into new development. There is also a policy dedicated to mitigating flood risk and utilising SuDS (Policy DM07: Managing Flood Risk and Policy DM08: Sustainable Drainage).

**7.351** All of the sites allocated in the Proposed Submission Draft Local Plan under the Key development Sites section, both residential, mixed-use and employment, are considered to have mixed effects on this SA objective as the allocated sites are located within areas where there is access to public transport links but development is likely to result in higher levels of private car use. However, effects of new development will depend largely on the detailed design proposals for each site, rather than by the location of sites. The overall scale of development proposed through the Local Plan will inevitably result in increased carbon emissions from buildings, commercial activities and road traffic, despite the strong mitigation built into the Plan.

**7.352** Overall, the Proposed Submission Draft Local Plan is expected to have a cumulative mixed significant positive and minor negative effect (++/-) on **SA Objective 1: Climate Change**.



## SA Objective 2: Protect, enhance and manage biodiversity and geodiversity

**7.353** The large-scale housing, mixed-use and employment growth proposed through the Proposed Submission Draft Local Plan could have negative effects on biodiversity, particularly where development is proposed on greenfield land. The individual development sites allocated in the Harborough Local Plan under the Key Development Sites section have been assessed against this objective on the basis of their proximity to internationally and nationally designated biodiversity or geodiversity sites and proximity to Local Wildlife Sites. A large proportion of the sites allocated were found to have potential minor negative effects on biodiversity due to the widespread Local Wildlife Sites within Harborough District. However, there are potential opportunities to promote habitat connectivity as Policy SA01: Site Allocation Schedule requires new developments to include green infrastructure as part of the development proposals. Alongside the SA, a separate Habitats Regulations Assessment of the Proposed Submission Draft Local Plan has been undertaken to consider the potential for the Local Plan to impact upon European designated biodiversity sites. Due to the potential for likely significant effects, Rutland Water SPA and Ramsar site were screened in for impacts relating to recreation and water quantity and quality and these effects were therefore considered further through an Appropriate Assessment. Taking into consideration the mitigation provided by policies within the Local Plan, no adverse effects on the integrity of Rutland Water SPA and Ramsar site are expected.

**7.354** The Proposed Submission Draft Local Plan includes various policies which specifically aim to protect and enhance biodiversity, and so may serve to mitigate the potential adverse impacts of the new development proposed. Policy DS03 Development Strategy: Tackling climate change and enhancing the natural environment aims to safeguard national and locally designated biodiversity and geodiversity sites while supporting the retention and enhancement of green and blue infrastructure. The creation of green and blue infrastructure is further supported through Policy DM05: Green and Blue Infrastructure and Open Space. Policy DM10: Biodiversity and Geodiversity

Protection and Enhancement ensures that new development contributes towards protecting and improving biodiversity and geodiversity.

**7.355** Overall, the Proposed Submission Draft Local Plan is expected to have a cumulative mixed minor positive and minor negative (+/-) on SA Objective 2: Biodiversity and Geodiversity.

## SA Objective 3: To support efficient use of resources, including soils

**7.356** Due to the high level of greenfield development proposed within the Proposed Submission Draft Local Plan and the associated loss of soils, negative effects on this objective are expected. However, pockets of brownfield development are proposed, particularly around Market Harborough, which promotes the most efficient use of land. A number of policies within the Harborough Local Plan do provide protection of greenfield land from development or support the efficient use of resources. Policy DM09: Sustainable Construction and Climate Resilience seeks to ensure that the demolition of existing buildings is only justified where it optimises resource use in comparison to their retention and re-use, and where buildings are retained, they must integrate measures to make these more energy and resource efficient. Policy DM11: Managing Impacts on Land and Water Quality states that development should be focused on land of low agricultural value in the first instance. Policy AP02: Development in Town, District and Local Centres supports development within the main town centres of Market Harborough which could support the redevelopment of brownfield land and minimise the loss of greenfield land. In addition, Policy AP01: Development in Settlements, Policy AP03: Development in the Countryside (Residential) and Policy AP04: Development in the Countryside (Commercial/Non-Residential) provide additional protection of Green Wedges and Areas of Separation.

**7.357** However, most of the sites allocated in the Proposed Submission Draft Local Plan compromise greenfield land and their development would result in the loss of the best and most versatile agricultural land (although the split

between Grade 3a and 3b is unknown), with likely adverse effects on this objective which would be long-term and permanent effects which could not be mitigated.

**7.358** Overall, the Draft Local Plan is expected to have a cumulative mixed minor positive and significant negative (+/--) effect on SA Objective 3: Resources.

## SA Objective 4: To conserve and enhance the historic environment including the setting of heritage features

**7.359** The large-scale housing and mixed-use development that is proposed in the Proposed Submission Draft Local Plan could have negative effects on the cultural heritage of Harborough District, for example by impacting upon the setting of heritage assets. In Harborough District, there are over 1,352 Listed Buildings, with the majority located in Market Harborough and Lutterworth. There are also 63 Conservation Areas, plus the Grand Union Canal Conservation Area which passes through the District, 73 Scheduled Monuments and 12 Parks and Gardens.

**7.360** Due to the extent of heritage assets across Harborough District, most site allocations are located within close proximity of a heritage asset, indicating that development of these sites has the potential to cause harm to the significance of the historic environment/heritage asset, and that their development is considered likely to have adverse effects on the historic environment. However, this effect is also dependent on factors such as the design of development which is not yet known.

**7.361** A number of policies address the protection and enhancement of the historic environment and so should help mitigate the potential negative effects of new development on cultural heritage. In particular, Policy DS04 Development Strategy: Preserving and enhancing our Heritage and Rural

Character and Policy DM03: Heritage Asset Conservation and Design Standards aims to protect heritage assets and the overall integrity of Conservation Areas. Policy DM01: High Quality Inclusive Design does not explicitly protect the historic environment, but sensitive and high quality development is likely to help protect heritage assets and their settings. In addition, Policies DM14: Shopfront Design and DM15: Outdoor Advertising and Signage Design gives consideration to preserving Listed Buildings and integrity of Conservation Areas when alterations are proposed.

**7.362** Overall, the Proposed Submission Draft Local Plan is expected to have a cumulative mixed minor positive and minor negative but uncertain effect (+/-?) on SA Objective 4: Cultural Heritage.

## SA Objective 5: Protect and improve air quality

**7.363** The likely cumulative effects of the Proposed Submission Draft Local Plan on SA Objective 5: Air are closely linked to levels of car use. The overall scale of development to be delivered through the Local Plan will inevitably result in an increase in road traffic, although it is noted that the majority of allocated sites are not located within close proximity of an AQMA where increases in emissions may be most harmful.

**7.364** In addition, numerous policies seek to reduce the need to travel, which will have the effect of minimising air and noise pollution from car use. These policies will help to mitigate the potential negative effects of the overall scale of growth proposed. This includes Policy DM06: Transport and Accessibility and Policy DS05 Development Strategy: Supporting Strategic Infrastructure. In addition, a number of policies within the Strategic Policies for Housing section, including Policy HN03 Housing Need: Housing type and density and Policy HN06 Housing Need: Gypsy and Traveller and Travelling Showpeople Accommodation encourage development to be located near services and facilities and sustainable transport links which could minimise the need to travel and the associated emissions. In addition, a number of Local Plan policies support the creation and enhancement of green infrastructure and tree planting

which can have positive benefits on air quality. These include Policy DM01: High Quality Inclusive Design, Policy DM02: Amenity and Wellbeing, Policy DM05: Green and Blue Infrastructure and Open Space, Policy DM09: Sustainable Construction and Climate Resilience and Policy DM10: Biodiversity and Geodiversity Protection and Enhancement.

**7.365** Overall, the Proposed Submission Draft Local Plan is expected to have a cumulative mixed minor positive and minor negative effect (+/-) on SA Objective 5: Air.

## SA Objective 6: Safeguard and improve health, safety and wellbeing

**7.366** The Proposed Submission Draft Local Plan includes a number of policies that will combine to improve the health and wellbeing of local people, both directly and indirectly. In particular, Policy DM12: Protection and Enhancement of Community Facilities ensures the protection and enhancement of community facilities across the District and Policy DM02: Amenity and Wellbeing will ensure that development has no adverse impact on the wellbeing of residents. Policy DM05: Green and Blue Infrastructure and Open Space supports the provision of green infrastructure and areas for recreation within development proposals. Policy DS01 Development Strategy: Delivering Homes supports the delivery of homes within sustainable locations that are within close proximity to areas of open space and active travel routes.

**7.367** Other Local Plan policies will address health and wellbeing indirectly, in particular those that seek to increase walking and cycling and the protection and enhancement of the natural environment, e.g. through biodiversity net gain. Ecosystems rich in biodiversity have the capacity to remove pollutants from the air and increasing levels of walking and cycling, often facilitated through green infrastructure delivery, also has the potential to reduce use of the private car and associated pollutants, which can be damaging to human health. This includes DM06: Transport and Accessibility and DM10: biodiversity and Geodiversity Protection and Enhancement.

**7.368** The sites allocated were initially assessed against this SA objective on the basis of the access they will provide to existing healthcare facilities and open space. The number of sites that would deliver a considerable amount of new homes whilst also being within close proximity to these services was fairly substantial. The overall scale of growth proposed through the Harborough Local Plan could put pressure on those existing healthcare facilities such as GP surgeries.

**7.369** Overall, the Proposed Submission Draft Local Plan is expected to have a cumulative significant positive (++) effect on SA Objective 6: Health and Wellbeing.

## SA Objective 7: Achieve social inclusion and equality for all

**7.370** The Proposed Submission Draft Local Plan includes a number of policies that will ensure equality for all and social cohesion, both directly and indirectly. In particular, Policy DM12: Protection and Enhancement of Community Facilities ensures the protection and enhancement of community facilities across the District, offering places for social interaction. Policies such as Policy HN02 Housing Need: Mix of New Homes, Policy HN04: Housing Need: Supported and Specialist Housing and Policy HN06 Housing Need: Gypsy and Traveller and Travelling Showpeople Accommodation support the delivery of housing and accommodation to meet minority groups and ensure suitable accommodation is available for all.

**7.371** There are numerous policies that are not directly aimed at improving community cohesion and safety, but which support the delivery of public open space and well-integrated development that incorporates walking and cycling, and which will help deliver cohesive neighbourhoods and opportunities for outdoor interactions. These include Policy DS05 Development Strategy: Supporting Strategic Infrastructure, Policy DM01: High Quality Inclusive Design, Policy DM05: Green and Blue Infrastructure and Open Space, DM06: Transport

and Accessibility and Policy DM10: Biodiversity and Geodiversity Protection and Enhancement.

**7.372** Achieving regeneration through new development may help to promote a sense of ownership and community cohesion amongst residents. Although this will depend on the detailed proposals for sites and their design, the location of development will affect social deprivation and economic inclusion by influencing how easily people are able to access job opportunities and decent housing in a given area. For this reason, areas which are identified as most deprived are often those which benefit more from the achievement of regeneration. Sites allocated that fall within an area within the 20% most deprived were therefore considered to have a minor positive effect against this objective. All the sites allocated through Policy SA01: Site Allocation Schedule performed well in relation to this objective as the allocated sites are located in close proximity to areas of open space and footpath/cycle routes which provides opportunities for social interaction. A number of the allocated sites, particularly around Market Harborough, have good access to existing services and facilities and a small number of the site allocations are required to deliver community facilities which will have a positive impact of community cohesion and offering places for social interaction.

**7.373** Overall, the Proposed Submission Draft Local Plan is expected to have a cumulative significant positive effect (++) on SA Objective 7: Social Inclusion.

## SA Objective 8: To provide access to services, facilities and education

**7.374** The overall scale of growth proposed through the Harborough Local Plan could put increased pressure on local services, facilities and education, if appropriate provision is not made as part of new developments. While most of the increased pressure will come from residential development, the development of mixed-use sites will also increase pressure for transport infrastructure, as well as some types of services and facilities. However, the Proposed Submission Draft Local Plan makes provision for the delivery of new



services, facilities and education through Policy DS05 Development Strategy: Supporting Strategic Infrastructure, Policy DM12: Protection and Enhancement of Community Facilities and Policy AP02: Development in Town, District and Local Centres.

**7.375** The sites allocated for residential, employment and mixed-use development were initially assessed against this objective by considering their proximity to the built up areas of Market Harborough, Lutterworth, Broughton Astley as well as a number of large and medium villages, in addition to primary and/or secondary schools. Sites for employment use were only assessed in relation to their distance to market towns and a number of other settlements including large and medium villages. Approximately half the allocated sites are located in close proximity to the built-up areas of Market Harborough, Lutterworth, Broughton Astley as well as a number of large and medium villages. Similarly, half the residential and mixed use allocated sites are located in close proximity to a primary and/or secondary school. A small number of sites allocated through Policy SA01: Site Allocation Schedule require financial contribution for the or delivery of education provision.

**7.376** Overall, the Proposed Submission Draft Local Plan is expected to have a cumulative minor positive effect (+) on SA Objective 8: Services, Facilities and Education.

## SA Objective 9: Provide affordable, sustainable, good-quality housing for all

**7.377** The Harborough Local Plan will deliver a total of 13,182 new homes over the Plan period, as detailed in Policy DS01 Development Strategy: Delivering Homes. Policy SA01: Site Allocations allocates 23 sites for residential development across Harborough District. One of the site allocations (SOA1: Land South of Gartree Road) will deliver approximately 4,000 new homes with 3,150 homes in Harborough District and the remaining 850 in neighbouring Oadby and Wigston. Policies within the Strategic Policies for Housing section support the delivery of a range of housing including affordable housing (Policy

HN01 Housing Need: Affordable Homes), specialist housing and homes for older people (Policy HN04 Housing Need: Supported and Specialist Housing) and meeting Gypsy and Traveller need through Policy HN06 Housing Need: Gypsy and Traveller and Travelling Showpeople Accommodation.

**7.378** Overall, the Proposed Submission Draft Local Plan is expected to have a cumulative significant positive effect (++) on SA Objective 9: Housing.

## SA Objective 10: Support the sustainable growth of the economy and provide employment opportunities

**7.379** The Proposed Submission Draft Local Plan supports employment development and the creation of jobs for a diverse range of business sectors, through Policy DS02 Development Strategy: Creating jobs and diversifying the Economy. This will include the delivery of delivery of employment commitments and completions a minimum of 15.6 hectares of land for Business Uses (Office and Light Industry (E(g)(i)-(iii), General Industry (B2) and non-strategic Storage and Distribution (B8). Policies AP01: Development in Settlements, APO2: Development in Town, District and Local Centres, AP03: Development in the Countryside (Residential) and AP04: Development in the Countryside (Commercial/Non-Residential) support economic growth and job creation across a range of settlement tiers including development with rural areas to support the rural economy.

**7.380** A number of sites allocated within the Proposed Submission Draft Local Plan are allocated solely for employment use. These sites range in scale from small employment growth sites under 5ha to large strategic employment development at Magna Park which includes approximately 97 hectares of employment land.

**7.381** Overall, the Proposed Submission Draft Local Plan is expected to have a cumulative significant positive effect (++) on SA Objective 10: Economic Growth.

## SA Objective 11: Reduce waste generation and increase levels of reuse and recycling

**7.382** The overall scale of growth proposed through the Local Plan will inevitably result in an increase in waste generated within Harborough. However, the effects of sites allocated in the Proposed Submission Draft Local Plan on minimising waste and managing its sustainably will depend on factors such as the incorporation of waste management systems and recycling within sites. However, the Local Plan includes some mitigation in relation to waste generation, through Policy DM09: Sustainable Construction and Climate Resilience which requires development to demonstrate how waste is minimised.

**7.383** Overall, the Proposed Submission Draft Local Plan is expected to have a cumulative minor negative effect (-) on SA Objective 11: Waste.

## SA Objective 12: To manage and reduce flood risk from all sources and to protect the quality and quantity of water resources

**7.384** The majority of Harborough District falls within Flood Zone 1 although there are some areas of higher flood risk (Flood Zone 2 and 3) which are mainly associated with the watercourses in the District. Parts of Market Harborough centre, Lutterworth, Broughton Ashely and Kibworth are at medium to high risk of flooding. The River Sence runs along the eastern edge of the Strategic Site on the fringe of Oadby with which falls within Flood Zone 2 and 3. However, the areas of flood risk are generally confined to the course of the river. The overall scale of development resulting from the Local Plan could increase the risk of

flooding in the District, particularly as much of it will be on greenfield land. However, most of the sites allocated for development fall within Flood Zone 1 and are outside of areas highly vulnerable to flood risk.

**7.385** The site allocations were initially assessed against SA Objective 12: Flood Risk on the basis of which flood zone they fall within and whether they are at risk of surface water flooding, as well as whether they contain a water body or water course, or fall within a Source Protection Zone. Due to the high level of surface water flooding risk across Harborough District, the allocated sites had the potential for significant negative effects. However, Policy SA01: Site Allocation Schedule requires the majority of the site allocations to submit a Flood Risk Assessment and consider sustainable urban drainage as part of the development proposal to help minimise increase flood risk associated with development.

**7.386** In addition, the Proposed Submission Draft Local Plan includes a number of policies seeking to mitigate flood risk, in particular Policy DM07: Managing Flood Risk and Policy DM08: Sustainable Drainage. A number of policies (Policy DS03 Development Strategy: Tackling climate change and enhancing the natural environment, Policy DM01: High Quality Inclusive Design and Policy DM05: Green and Blue Infrastructure and Open Space) support the enhancement and creation of green and blue infrastructure which could help to mitigate flood risk.

**7.387** Overall, the Proposed Submission Draft Local Plan is expected to have a minor negative effect (-) on SA Objective 12: Flood Risk.

## SA Objective 13: Promote sustainable transport use and active travel

**7.388** The Proposed Submission Draft Local Plan includes numerous policies seeking to reduce the need to travel and increase levels of walking, cycling and the use of public transport. These policies will help to mitigate the potential

negative effects of the overall scale of growth proposed in the Harborough Local Plan, which could lead to increased traffic in the area. In particular, Policy DS05 Development Strategy: Supporting Strategic Infrastructure supports new and improved infrastructure to support development. The Policy also encourages the co-location of services and facilities to sustainable transport links and this is further supported through Policy DM06: Transport and accessibility which requires major development to submit a Transport Assessment and ensure the efficient movement of all highway users which includes bus passengers, cyclists and pedestrians.

**7.389** The sites allocated were initially assessed against SA Objective 13 on the basis of their proximity to sustainable transport links. Almost all of the sites allocated were found to be within close proximity of bus stops and/or cycle path. In addition, the strategic site allocation policies make provision for the incorporation of sustainable transport links as part of the development.

**7.390** Overall, the Proposed Submission Draft Local Plan is expected to have a cumulative minor positive (+) effect on SA Objective 13: Sustainable Travel.

## SA Objective 14: To conserve and enhance the character and distinctiveness of the landscape

**7.391** There are no National Parks or National Landscapes in Harborough. Harborough District is located within four National Character Areas which cover a range of landscapes. The large-scale new development to be delivered through the Harborough Local Plan could have adverse effects on the character and quality of the landscape; however, it also offers opportunities to achieve enhancements through high quality and appropriately located new development which may benefit the townscape. Most of the allocated sites are located on greenfield land with some falling outside of defined settlement boundaries and in the countryside.

**7.392** The Proposed Submission Draft Local Plan incorporates a policy that specifically aims to conserve and enhance the quality and character of the landscape (Policy DM04: Landscape Character and Sensitivity). Policies relating to the provision of green infrastructure will also benefit the overall character and appearance of the area (e.g. Policy DM05: Green and Blue Infrastructure and Open Space), while policies requiring high quality design will also provide mitigation (e.g. Policy DM01: High Quality Inclusive Design). A number of policies within the Directing development to the Right Place provide additional protection for Green Wedges and Areas of Separation which will prevent settlement coalescence and local landscape character.

**7.393** However, due to the scale of development proposed on greenfield land, the Proposed Submission Draft Local Plan is expected to have a cumulative minor negative (-) effect on SA Objective 14: Landscape.

## Summary of Cumulative Effects of the Publication Plan

**7.394** Table 7.10 summaries the likely cumulative effects of the Proposed Submission Draft Local Plan on each of the 14 SA objectives, as described above.

**Table 7.15: Summary of cumulative effects of the Proposed Submission Draft Local Plan**

SA Objectives	Publication Plan
SA1: Climatic Factors	++/-
SA2: Biodiversity and Geodiversity	+/
SA3: Resources	--/+
SA4: Cultural Heritage	+/?

SA Objectives	Publication Plan
SA5: Air	+/
SA6: Health and Wellbeing	++
SA7: Social Inclusion	++
SA8: Services, Facilities and Education	+
SA9: Housing	++
SA10: Economic Growth	++
SA11: Waste	-
SA12: Flood Risk	-
SA13: Sustainable Travel	+
SA14: Landscape	-

## In-combination Effects

**7.395** Consideration has been given to the extent to which the content of neighbouring Local Authority Plans could lead to in-combination effects with the Harborough Local Plan. Potential in-combination effects tend to relate to any large-scale new developments that are located in close proximity to the Harborough District boundary.

**7.396** The Rugby Local Plan 2011-2031 allocates a number of large residential and employment allocations to the north of Rugby Town. This equates to a total of 2,100 homes and 7.5ha of employment land. This significant level of development to the north of Rugby town could potentially result in in-combination effects with the significant level of development proposed around Lutterworth within the Harborough Local Plan. However, any development around Rugby Town is likely to rely on services/facilities and infrastructure within Rugby Town. The Rugby Borough Council is at the early stages of



producing its new Local Plan and therefore any new sites to be allocated are currently unknown.

**7.397** Blaby District Local Plan proposes development largely around Kirby Muxloe, for a total of 750 dwellings, and across a number of smaller sites around Leicester Forest East and Kirby Muxloe. A large employment allocation of 33ha is proposed around Enderby. The large- scale development at Kirby Muxloe will support the delivery of services and facilities or financial contributions to enhance existing services and facilities to ensure there is available infrastructure to meet the needs of the development. In addition, given the close proximity of site allocations to Leicester City, development of these sites is more likely to impact on the availability of services/facilities and infrastructure within Leicester City rather than Harborough District. Work on the new Local Plan is currently under review following the changes to the NPPF.

**7.398** Leicester City Council adopted its Core Strategy in 2014. Leicester City is the closest major city to Harborough District and lies to the north east/east of the District. The Core Strategy proposed half the residential growth within Leicester in Strategic Regeneration Areas with a large portion of growth proposed at Ashton Green to the north of the city. The Strategic Regeneration Areas are all located within Leicester City. Significant employment growth was also proposed within the city centre and at Abbey Meadows Science and Innovation Park located in the northern part of the city. The large- scale employment growth proposed through the Core Strategy has the potential for positive in-combination effects on Harborough District through the provision of employment opportunities that could support growth in Harborough District.

**7.399** The new Leicester City Local Plan which is currently going through under examination. The Leicester Local Plan 2020 to 2036 supports the delivery of 20,730 dwellings within the plan period, some of which will be delivered through five strategic sites. The majority of the growth is located to the north, west and east of Leicester City. Any remaining housing development is through smaller sites located throughout the city. Approximately 29ha of employment sites land is proposed, largely to the north of Leicester City, with some development in the city centre. Given the connections between Harborough District and Leicester City there is the potential for positive in-combination effects as a result of growth

within the city. Any employment growth within the city could provide further job opportunities to support the planned growth in Harborough District.

**7.400** The Borough of Oadby and Wigston is located to the south east of Leicester City and north west of Harborough District. The adopted Borough of Oadby and Wigston Local Plan 2011-2031 makes provision for the delivery of 2,960 new homes with the residential allocations largely consisting of smaller allocations on the edge of Oadby and Wigston, as well as a large allocation to the south of Wigston as part of a strategic growth area. A very small level of employment growth is proposed. The site allocations are located in close proximity to Harborough District, particularly the strategic development to the south of Wigston. However, given the close proximity of Oadby and Wigston Borough to Leicester City, growth in these areas is more likely to impact the city rather than Harborough District.

**7.401** Oadby & Wigston Borough Council are currently progressing their its new Local Plan, with the Regulation 19 consultation planned for early 2025. The plan makes provision for 5,040 homes and includes a strategic cross-boundary allocation which extends within Harborough District (allocated as policy SA02 in the Harborough Local Plan). While there may be both positive and negative effects as a result of this cross-boundary allocation, they will occur as a result of the allocation as a whole and are not considered to be cumulative effects.

**7.402** Charnwood Borough lies to the north of Leicester City, with largely rural areas along the boundary between Charnwood Borough and Harborough District. Charnwood Borough Council submitted the Charnwood Local Plan 2021-2037 for examination in 2021 and is currently consulting on Main Modifications to the Local Plan. The submitted Charnwood Local Plan 2021-2037 makes provision for the delivery of approximately 19,461 homes. The majority of the homes will be delivered within the Leicester Urban Area on the north of the city and around Loughborough urban centre. Therefore, large scale development within these areas is likely to impact Loughborough and Leicester City, being key centres, rather than Harborough District given the distance between settlements in Harborough and proposed development in Charnwood Borough. A large employment allocation of 81.8ha is proposed with 73ha of development at the Loughborough Science and Enterprise Park. This

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employment allocation is unlikely to have an impact on Harborough District given the distance from the District. However, there could be some potential for employment opportunities for residents of Harborough District.

**7.403** The adopted Melton Local Plan 2011-2036 makes provision for 6,125 homes along with 51ha of employment land. The majority of residential allocations and employment development are through the North and South Melton Mowbray Sustainable Neighbourhood. Development of the Sustainable Neighbourhood is located around the outskirts of Melton Mowbray which is a key settlement in Melton Borough. The creation of a sustainable neighbourhood will also deliver key infrastructure to support the housing and employment allocations. Therefore, this large- scale development is not expected to impact Harborough District. The remainder of the allocations are small residential and employment development located within Melton Mowbray and other service centres. These sites are not expected to have cumulative effects with development taking place in Harborough. Melton Borough Council is currently working towards Regulation 19 consultation of their new Local Plan. The Council has so far only published the Issues and options Consultation Document which does not allocated any sites.

**7.404** The adopted Local Plan for Rutland County consists of the Core Strategy DPD and the Site Allocations and Policies DPD. A total of nine sites are allocated for residential development within the Site Allocations DPD consisting of a total of 184 dwellings. The employment requirement was also low at only 2.24ha. The number of sites allocated and the small size of the development sites means that in-combination effects with development in Harborough District are not expected. Rutland County Council has recently published the Regulation 19 Local Plan which will cover up to 2041. A total of 1,182 dwellings are proposed through allocations in Oakham, Uppingham, Stamford and a number of larger villages. None of these sites are located in close proximity to Harborough District. Given Rutland County's location between Leicester City and Peterborough, any development within Rutland will likely rely on the services/facilities and infrastructure within these two main centres.

**7.405** North Northamptonshire lies to the south east of Harborough District. The North Northamptonshire Joint Core Strategy 2011-2031 sets a housing

requirement of 35,000 homes. The majority of the growth is focused around the key settlements of Corby, Rushden, Kettering and Wellingborough. Corby, Kettering and Wellingborough are relatively large settlements and therefore any new residential development will likely rely on the services/facilities and infrastructure within these settlements. Wellingborough and Rushden are located the furthest from Harborough District but are located in close proximity to Northampton, a larger town. Employment growth is also proposed in Corby, Kettering, Wellingborough and in East Northamptonshire aligning with housing growth. Therefore, no in-combination effects are expected between the North Northamptonshire Joint Core Strategy 2011-2031 and the Harborough Local Plan. North Northamptonshire Council is currently reviewing its Local Plan, extending the plan period to 2041. The Council is currently working towards publishing a Draft Plan for consultation and therefore there is no indication of the potential site allocations.

**7.406** West Northamptonshire lies to the south of Harborough District and is largely rural apart from the major town of Northampton and the smaller town of Daventry and Towcester. The West Northamptonshire Joint Core Strategy Local Plan (Part 1) provides the strategic framework to guide the preparation of Part 2 Local Plans. The Settlements and Countryside Local Plan (Part 2) for Daventry District 2011-2029 allocates a total of 4,620 dwellings which will largely be located on the outskirts of Daventry town particularly through Daventry South West. The majority of employment growth is proposed at Daventry which aligns with housing growth. Given the distance of Daventry from Harborough District and its closer proximity to Rugby town and Northampton, no in combination effects are expected. The Northampton Local Plan Part 2 2011-2029 allocates a total of 3,821 dwellings. The majority of the allocations consist of smaller sites with roughly four larger allocations located on the outskirts of Northampton. The majority of employment allocations are located within Northampton and around the outskirts of the town. Therefore, no in-combination effects with development in Harborough are expected as development within and around Northampton will likely rely on the services/facilities and infrastructure within the town. The South Northamptonshire Part 2 Local Plan 2011-2029 proposes the majority of development near Brackley and Towcester town. A high level of growth is also proposed in the more rural areas. Brackley and Towcester town lie in the most

southernly point of West Northamptonshire located a significant distance from Harborough District.

**7.407** West Northamptonshire Council is currently working on preparing a new Local Plan with a Regulation 18 Local Plan having been published. The Regulation 18 Local Plan makes provision for 39,150 new homes. The majority of allocations within the Regulation 18 Local Plan have already been allocated through the West Northamptonshire Joint Core Strategy, Daventry Local Plan (Part 2), Northampton Local Plan (Part 2) and the South Northamptonshire Local Plan (Part 2). The two new site allocations are for 4,100 homes on the edge of Northampton and therefore these sites will likely rely on services/facilities and infrastructure within Northampton. The majority of the employment growth is also proposed around Northampton, Daventry and Towcester. Therefore, no in-combination effects are expected between the West Northamptonshire Joint Core Strategy, Daventry Local Plan (Part 2), Northampton Local Plan (Part 2), the South Northamptonshire Local Plan (Part 2) and the Regulation 18 Local Plan and the Harborough Local Plan.

## Duration of Effects

**7.408** The Draft Local Plan sets out how growth will be planned, facilitated and managed over the Plan period up to 2041. Effects may be experienced in the short-term (defined for this SA as over the next five years), medium-term (defined as over the next 10 years), or long-term effects (defined as over the whole Plan period and beyond). Given the nature of the policies in the Proposed Submission Draft Local Plan, it is difficult to be precise about when, where and in what form all the effects will arise, and how one effect might relate to another. However, it is possible to draw some broad conclusions about the nature and interrelationship of the effects that the SA has identified.

**7.409** Most of the effects will be long-term, in that the Proposed Submission Draft Local Plan aims to facilitate and manage growth and associated infrastructure that will last over time. There will be some temporary and short- or

medium-term effects during site preparation, construction or operation (see below).

**7.410** The effects which have been identified in the appraisal of the Proposed Submission Draft Local Plan, both positive and negative, are likely to increase over time, as the policies in the plan are implemented, and more developments are delivered in Harborough District.

## Short-term Effects

**7.411** The effects of the Proposed Submission Draft Local Plan in the short-term are mostly related to the initial impacts of commencing development early in the Plan period. These will include the removal of vegetation, soil, and provision of infrastructure required. Such works could have negative impacts on biodiversity, health and well-being, amenity of local communities (possible disruption to rights of way, traffic flows, noise generation, vibration, dust etc.), soil quality, and the landscape. However, these impacts are temporary in nature, and some may be minimised through good design, adherence to the policies in the Proposed Submission Draft Local Plan or reversed through restoration measures in the long-term.

## Medium-term Effects

**7.412** Medium-term positive effects relate to the employment and economic benefits of development, new communities and district centres. Negative effects in the medium-term include the implications of having greater densities of residents and workers in parts of Harborough District on health and well-being, the amenity of local communities (e.g. noise, increased traffic etc.), and on environmental quality. However, these impacts should be avoided or mitigated through the adherence to the policies in the Proposed Submission Draft Local Plan when planning proposals are assessed and determined by the Council.

## Long-term Effects

**7.413** Long-term, permanent benefits that would result from the Proposed Submission Draft Local Plan include the provision of sufficient homes, new service, facilities and infrastructure and employment opportunities to meet Harborough District's needs. New developments will also enable flood alleviation schemes, habitat creation and biodiversity enhancement, recreation enhancement as well and the conservation of the Harborough District's landscapes and historic environment. Long-term, permanent negative impacts of the Proposed Submission Draft Local Plan are potentially: loss of habitats and areas of Best and Most Versatile Agricultural Land; and climate change implications of the energy required to power new homes and businesses and vehicle movements to and from sites.

## Recommendations

**7.414** A number of recommendations were made in a draft version of this SA report, which were considered by the Council before finalising the Proposed Submission Draft Local Plan for consultation. The recommendations made are listed below along with information about how the Council has responded to these recommendations (where appropriate the SA findings have been updated in this final SA report to consider the updated policy wording).

### Vision

#### Recommendations

- The vision could specifically reference improvements to sustainable transport connections across Harborough District.



## Harborough District Council's response

**The Vision states that transport infrastructure will be developed for each new community alongside sustainable travel options including walking, cycling and bus provision. Policy DS03 Development Strategy: Tackling climate change and enhancing the natural environment**

### Recommendations

- Policy DS03 could explicitly reference achieving biodiversity net gain.

## Harborough District Council's response

**7.415** Reference included in criterion d and also included in DM10. This also addresses a similar comment by Natural England.

## **Policy SA01: Site Allocations**

### Recommendations

- Policy SA01 could require that the site allocations will not have an adverse effect on flood risk and require appropriate mitigation where new development is located on an areas of flood risk.
- The policy could reference a requirement for appropriate waste management within site allocations.

## Harborough District Council's response

- Appropriate flood risk and requirements for site specific flood risk assessments have been included in the Site Allocation Schedule.

## Policy SA01: Site Allocation Schedule

### Recommendations

- Mitigation for surface water flooding could be required in relation to the following site allocations:
  - B1: Land at Gaulby Road
  - HH1: Land north of Uppingham Road
  - HB1: Land east of Welford Road
  - U1: Land south of Ashby Road
  - MP1: Land south of George House, Coventry Road (Site option: 24/10595)
  - MP2: Land to the north of Magna Park
  - GG1: Land north of London Road and east of Leicester Grammar School
  - TB1: Land north of A47 and east of Zouche Way
  - S1: Scruptoft East, Land between Scruptoft and Bushby
  - S2: Land at Beeby Road
  - MH5: Land OS3070, Leicester Road
  - MH6: Compass Point Business Park
  - MH7: St Marys Road (Site option: 24/10240)
  - MH8: Commons Car Park
  - BA1: Land off Frolesworth Road

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- F1: Land north of Kilby Road and land west of Longgreay
- K1: Land west of Warwick Road and south of Priory Business Park
- K2: Land south and west of Priory Business Park

### Harborough District Council's Response

- Appropriate requirements included in the policy.

## **Policy SA03: North Market Harborough**

### Recommendations

- Policy SA03 could include reference to flood risk management to mitigate potential adverse impacts.
- Policy SA03 could include mitigation in relation to waste management.

### Harborough District Council's response

- Appropriate requirements included in the policy.

## **Policy HN04 Housing need: Specialist Housing**

### Recommendations

- Policy HN04 relates to specialist forms of accommodation in appropriate locations - the policy could specify what that means, i.e. locations that are well-served by public transport or within walking distance of community facilities.

## Harborough District Council's response

**We consider it appropriate to assess each development proposal for specialist forms of accommodation on a case by case basis depending on the nature of specialist provision. Policy AP02: Development in Town and Local centres**

### Recommendations

- Policy AP02 could include a criterion relating to the protection of heritage assets given the high number of listed buildings within Harborough's town and local centres.

## Harborough District Council's response

**Criterion added stating 'It preserves or enhances the unique local character and distinctiveness of the historic environment in these centres'. Policy AP05: Locating Renewable and Low-Carbon Energy Development**

### Recommendations

- Policy AP05 could specifically refer to the protection of soils within criterion 1. A), and could require that renewable and low carbon energy

developments are directed to lower quality agricultural land where possible.

## Harborough District Council's response

**DM11 sufficiently addresses preservation of high quality soils. We do not feel additional text is required in seeking to minimise repetition of policy wording. Policy DM16: Telecommunications Infrastructure**

## Recommendations

- Policy DM16 could reference the historic environment, e.g. stating that proposals for telecommunications infrastructure will also be accepted provided that the installation is designed to avoid any unacceptable impact the historic environment, character and appearance of the area.

## Harborough District Council's response

**7.416** Criterion added 'The installation is designed to avoid any unacceptable impact on the historic environment, including harm to the health or vigour of trees'.

## Policy DM10: Biodiversity and Geodiversity Protection and Enhancement

### Recommendation

- Policy DM10 could make direct reference to mandatory biodiversity net gain requirements, and how the policy supports this.

### Harborough District Council's response

- As above, BNG now referred to in criteria 1 and 2. Comment also raised by Natural England.

#### **How environmental and sustainability considerations have been integrated into the new Harborough Local Plan**

The Sustainability Appraisal has been conducted in such a way that it meets the requirements of the EU Strategic Environment Assessment Directives (including through EU exit legislation) and UK Government guidance on the preparation of Sustainability Appraisals. As required by the regulations, the Sustainability Appraisal has been developed through an iterative process and has informed decision making at every stage of developing the Harborough Local Plan.

The initial informative stage of the Sustainability Appraisal was the Scoping process. This included a review of other relevant plans, programmes and strategies that have an influence on sustainability and provide the policy context for the Local Plan. The social, environmental and economic baseline was established which identified the key sustainability issues to be addressed and provided the basis from which the potential effects of the Local Plan could be assessed. The Scoping process has been updated as

the plan has developed over time. The original Scoping consultation took place from August 2023 and the key elements of the Scoping Report (i.e. the baseline information, review of plans, policies and programmes and key sustainability issues) have been reviewed and updated as appropriate in the SA Reports prepared at each stage of plan preparation since then.

### **How the Sustainability Appraisal has been taken into account**

The policies and sites within the Local Plan, as well as the reasonable alternative options, have been subject to Sustainability Appraisal throughout the development of the Local Plan. Each option and policy has been assessed against the social, environmental and economic objectives in the SA framework in order to establish the likely positive and negative effects. Where significant negative effects were found, potential mitigation measures were identified wherever possible. The results of the appraisals were used to inform the decision-making process and, along with other factors, to establish appropriate options to take forward into the Local Plan. Each stage of developing the Local Plan has included undertaking Sustainability Appraisal to take account of new evidence and new policy options. These updates helped further refine the options to include in the Local Plan.

The Sustainability Appraisal Report includes the individual appraisals for each policy option taken forward into the Local Plan as well as the reasonable alternative options considered. The SA Report also includes an overview of all of the policies included in the Proposed Submission Draft Local Plan to show the cumulative impact of the policies (see Chapter 7).

Where appropriate, recommendations have been made in the SA regarding specific amendments that could be made to policies to minimise the potential negative effects identified or provide more robust mitigation for the effects of other Local Plan policies. At each stage of plan-making, the SA



was initially undertaken on the basis of a draft version of the consultation document so that there was an opportunity to feed any such recommendations back to the Council before the current iteration of the Plan was finalised. The SA has then been updated to reflect the final consultation document, and to explain how recommendations made previously have been addressed. For the current stage of plan-making, this information is provided in Chapter 7.

### **How the results of consultation have been taken into account**

The SEA Regulations require that opinions expressed by consultees be taken into account during the development of a plan before the plan is adopted. The Sustainability Appraisal was consulted on alongside consultation on the draft Local Plan at each stage. Comments and representations were taken into account and used to further refine the Sustainability Appraisal, as detailed in Appendix A.

### **The reasons for choosing the Proposed Submission Draft (Regulation 19) Local Plan, in light of reasonable alternatives considered**

The Local Plan sets the spatial vision of the place that Harborough will become by 2041 and is supported by five overarching development objectives. The vision and strategic objectives are framed by the Council's corporate plan and are considered to provide a robust framework for the preparation of the Proposed Submission Draft Local Plan.

The approach within the Local Plan has been developed with the aim of delivering the spatial vision, informed by a range of evidence-base studies and the Sustainability Appraisal.

#### **Level of growth**

The Local Plan sets out to meet Harborough's evidence-based needs. The objectively assessed housing need (OAN) for Harborough, using the Government's standard method, would be 534 dwellings per annum, or 11,214 over the Local Plan period. However, neighbouring Leicester City has an unmet housing need, and the Leicester and Leicestershire authorities have agreed a Statement of Common Ground (SoCG) apportioning that unmet need arising between 2020 and 2036 amongst the surrounding Districts/Boroughs. The SoCG suggests that Harborough's housing requirement should be increased by 123 homes per year between 2020 and 2036, and this is the figure taken forward into Policy DS01.

The NPPF permits departing from the standard method if exceptional circumstances justify an alternative approach which reflects demographic trends and market signals. A lower housing figure than the standard method is not considered to be a reasonable option for Harborough as there is land available to meet the OAN and no circumstances exist that would justify not planning to meet that evidence-based need. As explained in Chapter 4, a higher than OAN figure was tested through the SA (Option C), as well as the option of meeting only Harborough's own needs and not contributing to the unmet need from Leicester City (Option A). However, the Council has rejected these options in favour of the evidence-based approach (referred to in the SA as Option B: medium growth). Low Growth (Option A) was rejected because it does not make provision for unmet need from Leicester City, and the NPPF requires needs that cannot be met within neighbouring areas to be taken into account in establishing the amount of housing to be planned for. Low Growth (Option A) was therefore rejected as it is not justified or consistent with the NPPF. High Growth (Option C) was rejected because there is no justification for making further upwards adjustments (on top of the unmet need contribution) and High Growth (Option C) has the most negative impacts against the SA objectives with comparable positive impacts compared to Medium Growth (Option B). High

Growth (Option C) was therefore rejected as it is not justified or consistent with the NPPF/PPG.

The level of employment growth planned for is also based on the evidence. The Local Plan seeks to support a stronger and more resilient local economy by making provision for identified needs to create jobs and maintain vibrant centres. The *Harborough Local Housing and Employment Land Evidence (2024)* identifies a total employment land need of 60.2ha, which is the figure taken forward into the Proposed Submission Draft Local Plan. This Study sits alongside the sub-regional evidence base and identifies an employment need for Harborough that is slightly higher than the Leicester and Leicestershire ('L&L') *Housing & Economic Needs Assessment ('HENA')*, and associated *Housing and Employment Distribution Papers*, which were published in 2022.

The Leicester and Leicestershire HENA Employment Distribution Paper (June 2022) was reviewed earlier in the plan-making process to understand Leicester's unmet need for employment land. It established that up to 2036 there should be no increase to Harborough's employment requirement to contribute towards Leicester City's needs; therefore the employment figure taken forward in the Local Plan is based only on meeting Harborough's needs.

As explained in Chapter 4, alternative options for the quantum of employment growth were appraised in the SA – low, medium and high growth. The first option was to make no additional allocations of employment land in Harborough, and this option was rejected by the Council as it would mean that the evidence-based requirement for employment land would not be met. Alternatively, a medium and a high growth option were appraised as 'in principle' options (no specific figures were attributed to each). The high growth option was rejected as only limited allocations were required to meet identified employment needs and

provide flexibility and choice across a range of locations. Allocating land for employment significantly above identified needs could mean negative effects against the SA objectives are more likely to occur and a high level of growth significantly above the demand for employment land is unlikely to be deliverable. The medium growth option was therefore taken forward as the preferred option, as it meets identified employment needs and provides flexibility and choice across a range of locations (in-line with the NPPF and emerging Local Plan Objectives) at a scale of growth that is considered deliverable over the plan period.

### Distribution of growth

In terms of the location of new housing, an updated Settlement Hierarchy Assessment (October 2023) was produced to identify the most sustainable settlements in Harborough District. Taking account of the settlement hierarchy, six broad options for the distribution of the growth required to 2041 were identified by the Council and subject to SA in the context of the three alternative levels of growth referred to above (low, medium and high). At the same time, three alternative options for the distribution of employment growth were considered, again in the context of the alternative levels of growth outlined above.

Following the appraisal of the strategic and growth options and the Issues and Options consultation, the initial distribution and growth options were reviewed taking into account the SA findings for those options and were refined into three more specific options:

- Refined Option 1 (RO1) - Market Towns Focus (including new Strategic Site adjoining Lutterworth).
- Refined Option 2 (RO2) - Urban Area Focus (including new Strategic Site adjoining Oadby).

- Refined Option 3 (RO3) - Urban Area and Market Towns Focus (including Strategic Site at Oadby).

The three refined housing distribution options were considered at a single scale of growth, medium growth as defined within the Issues and Options Consultation Document (although it was subsequently refined by removing any contribution to Leicester's unmet need post 2036, applying a 15% buffer and not applying the buffer to homes already built). These options were subject to SA by LUC prior to drafting the Proposed Submission Draft Local Plan. The approach taken forward in the Local Plan represents Refined Option 3: Urban Area & Market Town Focus (including Strategic Site adjoining Oadby). This option combines elements of Refined Options 1 and 2. The SA indicates that Refined Option 3 performs slightly better than the other refined options and has a more even spread of growth at the higher tiers of the settlement hierarchy, making this option the most deliverable over the plan period.

As explained in Chapter 4, alternative options for the location of employment growth were appraised in the SA:

- Option 1: Intensifying the density of employment uses in existing employment areas in appropriate and sustainable locations.
- Option 2: Continue with the current approach of focussing new employment land in the District's main economic centres (Market Harborough, Lutterworth) and larger sustainable settlements.
- Option 3: Align new employment land provision with areas of significant housing growth.

Option 1 was rejected because it would not meet identified employment land needs. Options 2 and 3 were combined and taken forward as the preferred option to ensure identified employment needs were met. The combination of the two options provides flexibility and choice in the employment supply across a range of sustainable locations (including

meeting an identified gap in provision towards the Leicester Urban Area) and aligns the employment provision with existing and future residential development. This approach complies with the NPPF, draft Local Plan Objectives and enables employment land to be delivered in sustainable locations that are attractive to the employment market.

#### Site options

At each stage of the SA, reasonable alternative options for specific development site allocations have been considered using a consistent approach which is proportionate to the scope of the SA process. The SA findings for the individual site options have been considered by the Council alongside its own site assessment work to inform decision making. A site-by-site list of the options considered and the Council's reasons for selecting or rejecting each option can be found in Appendix E of this report.

#### Other key policy objectives and issues

The various stages of developing the Sustainability Appraisal have provided an iterative and rational method for refining the options considered throughout the Local Plan process. Based on the overarching objectives of the Local Plan policies and informed through the supporting evidence and the Sustainability Appraisal, the policy framework seeks to ensure the delivery of appropriate housing, enabling sustainable economic growth, enhancing and protecting the environment, supporting strong and healthy communities and delivering infrastructure. The various Sustainability Appraisal reports published during the preparation of the plan have shown that reasonable and alternative options have been considered and evaluated.

**Measures that are to be taken to monitor the significant environmental effects of the implementation of the plan**

A monitoring framework is included in the Sustainability Appraisal Report. This enables the significant effects of implementing the Local Plan sites and policies to be assessed and compared to those predicted in this Sustainability Appraisal Report. It helps to ensure that any unforeseen adverse effects can be identified, and remedial action taken if required.



## Chapter 8

# Monitoring

**8.1** The SEA Regulations require that “the responsible authority shall monitor the significant environmental effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action” and that the environmental report should provide “a description of the measures envisaged concerning monitoring”. Monitoring proposals should be designed to provide information that can be used to highlight specific issues and significant effects, and which could help decision-making.

**8.2** Monitoring should be focused on the significant sustainability effects that may give rise to irreversible damage (with a view to identifying trends before such damage is caused) and the significant effects where there is uncertainty in the SA and where monitoring would enable preventative or mitigation measures to be taken. Indicators have therefore been included for all SA objectives for which potential significant effects have been identified in the SA. These indicators were originally developed and included as part of the SA Scoping Report produced by LUC for Harborough District Council. The proposed monitoring framework was updated at the Issues and Options stage and has again been updated as part of preparing this report.

**8.3** The data used for monitoring in many cases will be provided by outside bodies. Information collected by other organisations (e.g. the Environment Agency) can also be used as a source of indicators. It is therefore recommended that the Council continues the dialogue with statutory environmental consultees and other stakeholders that it has already commenced and works with them to agree the relevant sustainability effects to be monitored and to obtain information that is appropriate, up to date and reliable.

## Proposed SA Monitoring Framework

### SA Objective 1

- Minimise greenhouse gas emissions and develop a managed response to the effects of climate change

#### Indicators

- Reduction in Carbon emissions.
- 
- Number of planning permissions leading to loss of Green Wedge Land.
- Number of development permissions contrary to policy.
- Number of developments incorporating renewable energy.

### SA Objective 2

- Protect, enhance and manage biodiversity and geodiversity

#### Indicators

- Net gain in biodiversity as per DEFRA metric.
- BNG offsetting - developer contributions.
- Number of planning permissions leading to loss of Green Wedge Land.
- Net loss of any extent of a nationally or locally designated biodiversity or geodiversity asset arising from development that is permitted.
- Net gain in biodiversity as per DEFRA metric.

## SA Objective 3

- To support efficient use of resources, including soils

### Indicators

- Percentage of new development on brownfield land.

## SA Objective 4

- To conserve and enhance the historic environment including the setting of heritage features

### Indicators

- Area of Green Wedges designated
- Area of Strategic Areas of Separation
- Number of additions to Local List of NDHAs

## SA Objective 5

- Protect and improve air quality

### Indicators

- Air quality – latest AQMA readings and year on year trends.

## SA Objective 6

- Safeguard and improve health, safety and wellbeing

## Indicators

- Number of major planning completions accompanied by a Health Impact Assessment
- Average life expectancy.
- Obesity rates.

## SA Objective 7

- Achieve social inclusion and equality for all

## Indicators

- Number of wards in the most 50% deprived nationally.

## SA Objective 8

- To provide access to services, facilities and education

## Indicators

- Infrastructure delivery in line with the latest version of the IDP (Infrastructure Delivery Plan)
- Annual total of Section 106 Financial contributions received.
- Annual total of developer contributions towards community infrastructure.
- Community projects supported by funds from Section 106 developer contributions.
- Gains and losses to Open Space Areas or Playing Pitches.
- Telecommunications development permitted and completed.

- Number of healthcare facilities permitted and completed (improved or established).

## SA Objective 9

- Provide affordable, sustainable, good-quality housing for all

### Indicators

- Net additional dwellings permitted and completed.
- Number of affordable homes permitted and completed.
- Number of specialist housing dwellings for older people (Use Class C2) completed.
- Number of Gypsy and Traveller residential pitches delivered.
- Number of Travelling Showpeople plots delivered.
- Number of Self-build plots permitted and completed. Rolling percentage new homes completed, measured against last 3 years of rolling housing requirement (Housing Delivery Test result)
- 5 Year Housing Land Supply - For the purposes of monitoring 5 Year Housing Land Supply (5YHLS) the Authority will base housing requirement on the residual based on delivery since the start of the 2020 to 2041 plan period. This is to ensure that Development Management decisions are taken on a plan-led basis until strategic policies are found to require updating as a product of any future statutory review.

## SA Objective 10

- Support the sustainable growth of the economy and provide employment opportunities

### Indicators

- Net additional employment floor space permitted and developed.
- Loss of B2, B8, or E(g)(ii) class floorspace permitted and completed.
- Development permitted and completed in the Countryside for uses specified in Policy AP04, clauses 1a-i
- Net loss of retail floorspace in Market Harborough Primary Shopping Area (policy AP02).

## SA Objective 12

- To manage and reduce flood risk from all sources and to protect the quality and quantity of water resources

### Indicators

- Recorded flood events.
- Number of major developments permitted contrary to Environment Agency flooding advice.

## SA Objective 13

- Promote sustainable transport use and active travel

## Indicators

- Bus patronage.
- Number of new developments granted planning permission with policy-compliant cycle parking provision.
- Number of developments with an active Travel Plan.

## SA Objective 14

- To conserve and enhance the character and distinctiveness of the landscape

## Indicators

- Percentage of development on brownfield land.
- Change in quality of landscape character and condition.
- Area of Green Wedges designated.
- Area of Strategic Areas of Separation.



## Chapter 9

# Conclusion and Next Steps

**9.1** The SA of the Proposed Submission Draft Local Plan has been undertaken to accord with current best practice and the guidance on SA/SEA as set out in the National Planning Practice Guidance. SA objectives developed at the Scoping stage of the SA process have been used to undertake a detailed appraisal of the policies and site allocations included in the Proposed Submission Draft Local Plan as well as the reasonable alternative options considered. A large number of site options has been identified, including through two Call for Sites exercises, and subject to SA from early on in the plan-making process. This has enabled the Council to select sites for allocation on the basis of a robust assessment of the sustainability credentials of each site, as well as other planning factors.

**9.2** The Proposed Submission Draft Local Plan sets out detailed policies to address strategic and non-strategic issues in the plan area, as well as identifying specific site allocations for residential, mixed use and employment development. Due to the overall scale of development proposed in the Proposed Submission Draft Local Plan and the generally rural nature of much of Harborough District, adverse effects have inevitably been identified in relation to some of the SA objectives, in particular relating to biodiversity, flood risk, the landscape and soil resources. Some of these effects have the potential to be significant. However, the development proposed will meet the identified need for housing and economic development in Harborough District, benefiting the social and economic sustainability topics considered.

**9.3** The overall development strategy, which directs most growth to the larger settlements within the District and the area around Leicester City, will minimise impacts on rural areas and will provide new residents with good access to the jobs, services and facilities in those locations, although rural areas are not overlooked by the Plan. In addition, there is a suite of strong development management policies in the Local Plan that will help to mitigate the potential adverse effects of new development.

**9.4** Infrastructure to support the housing and employment growth should be planned in and delivered in advance or alongside new development, and this is being addressed through Policy DS05 Development Strategy: Supporting Strategic Infrastructure. There are also measures in the Plan to promote active travel and the use of other sustainable forms of public transport which should help to reduce road travel overall, vehicle emissions and therefore air pollution and greenhouse gas emissions. Delivering a significant amount of the required development through the strategic allocations at the Land South of Gartree Road and North of Market Harborough will enable the creation of new communities, with services, facilities and employment opportunities delivered alongside housing. This will further support the delivery of sustainable development and minimise the potential adverse impacts of growth, although it is recognised that residual impacts on the landscape in particular will inevitably remain.

## Next Steps

**9.5** This SA Report will be available for consultation alongside the Proposed Submission Draft Local Plan during Spring 2025. The responses received in relation to the Proposed Submission Draft Local Plan and this SA Report will be reviewed and considered before the Local Plan is submitted for Examination.

LUC

February 2025