



Harborough Local Plan: Options Consultation: Sustainability Appraisal

Second interim SA Report: appraising
options for strategic distribution
growth

February 2016



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Appendix I: Map of the options

Appendix II: The SA Framework

The page features three thin, black, intersecting lines that create a series of geometric shapes, including triangles and quadrilaterals, across the white background. The lines are thin and black, with one line running diagonally from the top-left towards the bottom-right, another running diagonally from the top-right towards the bottom-left, and a third running diagonally from the top-left towards the bottom-right, crossing the other two.

Introduction

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1 INTRODUCTION

- 1.1.1 AECOM has been commissioned by Harborough District Council to undertake a sustainability appraisal (SA) in support of the emerging Harborough Local Plan (the 'Plan').
- 1.1.2 The Plan will set the strategy for Harborough over the next 15 years, outlining how many new homes and jobs there should be and where they should be located.
- 1.1.3 SA is undertaken alongside the plan making process to ensure that the Plan is informed by an appraisal of the likely effects on the economy, communities and the environment. Looking at different ways in which the Plan could be delivered (options and alternatives) is a key part of this appraisal process.
- 1.1.4 The Council published a Scoping Report in October 2014 (prepared by URS now AECOM), which set out the key issues that should be the focus of the SA and the methodologies that would be used.
- 1.1.5 Following this, an interim SA Report was prepared by AECOM which appraised a range of alternatives relating primarily to housing and employment growth and distribution. This interim SA Report was consulted upon alongside the Council's 'Options Consultation' paper in Sept-Oct 2015. The Council is currently in the process of analysing consultation responses, the SA findings to date and other new evidence and is now working towards the publication of a draft Plan.
- 1.1.6 Three growth scenarios for the expansion of strategic distribution land provision were presented in the Council's Options Consultation Paper (Published in September 2015). The SA undertaken at this time did not contain an appraisal of these three options as it was considered beneficial to gather further evidence to support the appraisal; not least because strategic distribution employment has a large travel to work catchment area straddling counties and regions.
- 1.1.7 The Council has been working jointly with neighbouring Leicestershire authorities to develop evidence on the strategic distribution sector (since 2013). It has also collaborated with them, and other neighbouring authorities¹, more recently to obtain data and discuss potential approaches to strategic distribution. Further information has also been received relating to three planning applications for strategic distribution land expansion on the edge of Magna Park. This has enabled the Council to gather further information necessary to enable the reasonable alternatives for strategic distribution to be appraised through the SA process.
- 1.1.8 This second interim SA report, which supplements the earlier interim report, sets out a discussion of alternatives, (including consideration of each planning application individually and in combinations), followed by a sustainability appraisal.

¹ A proforma was sent to the following stakeholders requesting information to assist in the appraisal process; Daventry District Council, Blaby District Council, Corby Borough Council, Melton Borough Council, Oadby and Wigston Borough Council, Rugby Borough Council, Wellingborough District Council, Northampton Borough Council, South Northamptonshire Joint Planning Unit, North Northamptonshire Joint Planning Unit, Leicestershire County Council. Warwick District Council, Coventry City Council, Hinckley and Bosworth Borough Council, Leicester City Council, North West Leicestershire District Council, Charnwood Borough Council, Kettering Borough Council, West Northamptonshire Joint Planning Unit, Rutland County Council, Northamptonshire County Council.

- 1.1.9 The Council has published this second interim SA Report for consultation, and the findings will feed into the draft Plan, as well as informing decisions being made on each live planning application.
- 1.1.10 It should be noted that this interim SA Report does not constitute an 'SA Report' as defined by the SEA Regulations (*i.e. the SA Report that should be prepared and consulted upon alongside the draft Local Plan at Regulation 19 stage of the Planning Regulations*). Rather, this interim SA report documents the current stages of SA that have been undertaken to help influence the plan-making process (in relation to the issue of strategic distribution). It is not a legal obligation to consult upon interim SA findings, but it is helpful to aid in decision making, as well as achieving effective and transparent consultation.



Consideration of Alternatives

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2 CONSIDERATION OF ALTERNATIVES

2.1 Background

- 2.1.1 There is a need to plan for increased provision of strategic distribution employment land (i.e. units greater than 9,000m² that are typically used for strategic warehouses, logistics and distribution). Harborough has a prominent profile for such strategic distribution through Magna Park. The district is part of a wider area known as the 'Golden Triangle' which has established a distinct competitive advantage in the logistics sector and continues to experience high demand for large warehousing units
- 2.1.2 The Leicester and Leicestershire Employment Land Study (published in 2008, updated 2013), identified the amount of employment space needed for office, industrial and strategic distribution in Harborough by calculating the number of new jobs needed and converting this into amounts of land required. This study identified a deficit/requirement for strategic distribution land for several districts including Harborough District. However, it also recommended further research on the sector and recognized that strategic distribution provision ought to be planned for at a sub-regional (HMA) level. Its recommendation led to the joint commissioning of the more recent and specialist Leicester & Leicestershire Strategic Distribution Sector Study (2014), whose forecast for strategic distribution supersedes the Employment Land Study.
- 2.1.3 The Leicester and Leicestershire Strategic Distribution Sector Study (SDSS) (2014) is the key piece of evidence demonstrating future need for strategic distribution. The study recommends that 107 ha of new land for strategic distribution at non-rail served sites and 115 ha of new land at rail-served sites needs to be brought forward across the Leicestershire housing market area (HMA) during the plan period to 2031. The HMA requirement is not broken down by district; however some 'key areas of opportunity', principally the M1 corridor south of Leicester (non-rail served only), impact on Harborough district.
- 2.1.4 The options, or reasonable alternatives, have therefore been determined in this context; i.e. that Harborough ought to consider how it can contribute to the Leicestershire target of 107 ha of non-rail served sites outlined in the 2014 study. Calls for sites by the Council, before and after the SDSS, resulted in a number of sites being put forward through the plan-making process for potential strategic distribution to help deliver the HMA target for non-rail served sites. Equally relevant is the fact that three live planning applications, one full and two outline, have been received by the Council since the last call for sites each proposing to deliver differing scales of growth on the edge of Magna Park.
- 2.1.5 These three applications (listed below) relate to the same sites that were submitted during the call for sites:
- 15/00919/FUL
 - 15/00865/OUT
 - 15/01531/OUT
- 2.1.6 Given that each of these proposed developments would contribute significantly to or exceed the provision of 107 ha in the Leicestershire HMA, it is unrealistic not to take account of the inter-relationships between the HMA (and other neighboring authorities) when determining an appropriate scale of growth for Harborough.

- 2.1.7 Existing strategic distribution accommodation at Magna Park is located at the border of Harborough district, and has a large travel to work area (TTWA) which straddles counties and regions.
- 2.1.8 Clearly, higher levels of growth here could have significant effects in Harborough, but the effects beyond the District could also be important when assessing the benefits and constraints. Decisions made in Harborough about the scale of growth could therefore have implications for other Leicestershire authorities (as well as in neighbouring authorities outside Leicestershire e.g. Rugby Borough, Daventry District).
- 2.1.9 In light of these factors, the Council has explored a range of alternatives for addressing strategic distribution needs in Harborough; as well as considering how these alternatives fit within the context of the HMA and wider area. The focus of the appraisal is upon the immediate effects within Harborough; but a high level assessment of the wider implications has also been undertaken.

2.2 The reasonable alternatives

- 2.2.1 The reasonable alternatives (*as identified in the Options Consultation Document*) are presented in **Table 2.1** below and presented as maps in **Appendix I**, outlining the scale of growth and assumptions for each. Options A to C relate to the three live planning applications.

Table 2.1: The reasonable alternatives for non-rail served distribution sites

	Scale of growth	Corresponding planning applications	Rationale and assumptions
Option A	55ha (100,844 sq m of B8) Site area amended to 37ha to reflect the operational site area.	Relates to planning application 15/00919/FUL.	Redefinition of footprint of Magna Park (approx. 20% increase) to provide limited land for expansion and encompass adjacent areas covered by recent consents. Broadly adheres to SDSS recommended criteria & sequential order for new site selection. Scale of growth would support a geographical choice of sites in HMA and contribute to (40%), but not exceed total non-rail served requirement identified for the HMA in the SDSS.
Option B	88ha (278,209 sq m of B8)	Aligned with planning application 15/00865/OUT	Presents an alternative location for a new distribution park. Growth at a higher scale than option A, but a lower scale than C. Makes a significant contribution (82%) towards total non-rail served requirement identified for Leicestershire in the SDSS. Adheres to SDSS recommended criteria for new site selection. Based on developer site submission.
Option C	c232 ha (432,425 sq m of B8, 9,000sq m of B1 4000 sq m of D1 105 ha of 'green infrastructure')	Relates to planning application 15/01531/OUT and encompasses 15/00919/FUL	Substantial extension of Magna Park. Option C (which encompasses the site for option A) would deliver a scale of growth broadly in line with historic rates of growth at Magna Park (provided that the development was completed within the plan period) and would significantly exceed the total non-rail served requirement identified for the HMA in the SDSS. Adheres to SDSS recommended criteria & sequential order for new site selection. Based on developer site submission.

2.3 Alternatives discarded

- 2.3.1 The Council has considered a wider range of alternatives than those presented in **Table 2.1**. However, these alternatives were considered to be unreasonable in the context of the SA / Local Plan. The outline reasons for rejecting such alternatives are presented below.

Provision of strategic distribution facilities at other locations within the HMA (i.e. no growth in Harborough / at Magna Park)

- 2.3.2 The SDSS identifies a requirement for new land in the HMA and identifies 'Key Areas of Opportunity' within the HMA where it recommends new sites might be located. The study also places extensions to existing sites, where they meet the criteria for commercially attractive sites (*which it identifies*), highest in its recommended sequential order of site selection.

- 2.3.3 The Leicester and Leicestershire Strategic Planning Group consider that authorities should examine their own response to the SDSS study. Limited progress has been made to date to implement its recommendations; given the differing Local Plan timescales of authorities. It is therefore not clear to what extent or where other authorities may contribute to the delivery of rail-served and non-rail served requirements for strategic distribution land. Although there are some recently consented schemes and some authorities have expressed intent to meet their own needs, it is considered unreasonable to rely on provision being made in full elsewhere in the HMA.

- 2.3.4 Harborough district is impacted by some of the 'Key Areas of Opportunity'. Magna Park is an existing distribution park, within one of the Key Areas of Opportunity, which broadly meets the criteria for commercially attractive sites and is in a location with good access to the strategic highway network. Sites, including on the edge of Magna Park, have been proposed which broadly fit the geographic parameters and site selection criteria recommended by the SDSS and which are potentially deliverable. It is therefore considered unreasonable to consider an option of no growth in the district & / or in the vicinity of Magna Park.

Provision of strategic distribution facilities at other locations within Harborough (i.e. instead of at Magna Park)

- 2.3.5 Proposals for growth on the edge of Magna Park have been submitted to the Council. Magna Park is a successful existing distribution park which is potentially capable of extension. Sites in other locations have been proposed on the edge of Shawell village and adjoining the M1 Junction 20 (which forms part of a site for a proposed SDA at Lutterworth). Although, both are within an identified 'Key Area of Opportunity' neither are as appropriate in terms of location and SDSS recommended site selection criteria (e.g. size, location away from incompatible land-uses), as potential alternatives on the edge of Magna Park. It is judged that these sites are less attractive, are potentially less deliverable and are therefore unreasonable to consider as alternative locations for strategic distribution growth.

Provision of strategic distribution to exceed full HMA needs (107ha) in Harborough (i.e. no growth elsewhere in the HMA).

- 2.3.6 A combination of two or more of the proposed options (A, B and C identified in **Table 2.1** and **Appendix I**) into a single larger scale option was considered (by the Council) to be unreasonable. Such options would exceed need as identified by the SDSS, could potentially limit geographic choice across the HMA, and in deliverability terms could affect the sufficiency of pipeline supply by locating all provision in one location. The Council has also not been advised of any un-met need by neighbouring authorities, to justify such an option.

- 2.3.7 However, despite these options being determined as unreasonable (and hence not being identified as reasonable alternatives in the Options Consultation Document), the Council deemed that it would be helpful to assess the implications of such options in light of three live applications being submitted.
- 2.3.8 It is possible that more than one of these applications could be permitted, and thus an appraisal of the in-combination effects of the three individual applications can help to inform the development management process (see **Table 2.2** below).
- 2.3.9 It should be noted that option C also fits into this category (*as it would substantially exceed full HMA needs*). However, option C was not discarded as unreasonable in the Options Consultation Document to reflect the reality of the live planning application that had been submitted that involved this higher level of growth at Magna Park.

2.4 Alternatives tested to support the development management process

- 2.4.1 Combinations of the three reasonable alternatives are presented in Table 2.2 below. These involve different combinations of the individual options and are appraised, not to support the consideration of Local Plan options consulted on, but to support the consideration of live planning applications.

Table 2.2 Alternative growth and distribution combinations

	Scale of growth	Corresponding planning applications	Rationale and assumptions
Combination A+B	125ha (379,053 sq m of B8)	Relates to 15/00919/FUL 15/00865/OUT	A combination of options A and B has been appraised to support the development management process (i.e. to help identify the sustainability implications of consenting both applications). Supposes 2 (of 3) planning applications and a higher level of growth which would exceed delivery of full non rail-served sites requirement across Leicestershire (identified as 107 ha in the SDSS).
Combination B+C	320ha (710,634 sq m of B1/B8)	Relates to 15/00865/OUT 15/01531/OUT and encompasses 15/00919/FUL	A combination of options B and C has been appraised to support the development management process (i.e. to help identify the sustainability implications of consenting both applications). Supposes 3 (of 3) planning applications and maximises growth at / on edge of Magna Park. The scale of growth represents 3 times the requirement for non-rail served sites in Leicestershire and would substantially exceed past rates of growth should the developments be completed within the plan period up to 2031.

- 2.4.2 A combination of options A+C is not considered as a discrete alternative in this interim SA Report, because the site for option A forms part of the larger site Option C.

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Appraisal Methodology

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3 APPRAISAL METHODOLOGY

3.1.1 The appraisals undertaken for each option determine the nature and significance of effects against the Sustainability Objectives (*guided by sub-criteria*) established in the SA Framework (see **Appendix II**). The effects have been grouped into six SA Topics, which were identified in the Scoping Report. The relevant SA Objectives for each topic are listed beside the SA topic in **Table 3.1** below.

Table 3.1: SA Topics and corresponding SA Objectives

SA Topic	Factors covered and corresponding SA objective
1. Natural Environment	<i>Biodiversity (SA1), water quality (SA2), soil and agricultural land (SA2)</i>
2. Built and Natural Heritage	<i>Landscape & settlement character (SA3), heritage (SA3)</i>
3. Health and Wellbeing	<i>Recreation and open space (SA4), communities (SA4), air quality (SA4), access to services (SA5), Amenity / wellbeing (SA 4)</i>
4. Resilience to Climate Change	<i>Flooding (SA6), green infrastructure / resilience (SA6)</i>
5. Housing and Economy	<i>Housing delivery (SA7), Economy (SA8)</i>
6. Resource Use	<i>Resource use and efficiency (SA9), carbon emissions (SA9)</i>

3.1.2 For each of the six SA topics an appraisal table has been completed (see **Table 3.2**) which presents a score for different elements of the topic (*reflecting the SA objectives*). These individual elements are then considered together to establish an **overall score** for each of the six SA topics.

3.1.3 When determining the significance of any effects, a detailed appraisal of factors has been undertaken to take account of:

- the scale and nature of development;
- the sensitivity of receptors; *and*
- the likelihood of effects occurring.

3.1.4 Taking these factors into account allowed 'significance scores' to be established using the system outlined below.

Major positive	✓✓✓	Minor negative	×	Insignificant effects	-
Moderate positive	✓✓	Moderate negative	××	Uncertain effects	?
Minor positive	✓	Major negative	×××		

- 3.1.5 If effects are determined to be significant, then a tick or cross is recorded. If effects are uncertain then a question mark is recorded. This will be a red question mark if the effect is potentially negative and a green question mark if the effect is potentially positive.
- 3.1.6 To differentiate between the extent of effects; a minor, moderate or major effect can be scored. This allows for a more detailed comparison and differentiation between the options that are determined to have a significant effect. Both positive and negative effects could be determined against the same individual factor or SA topic to reflect the potential for different effects on different communities². For example, job creation is likely to have a positive effect upon the health and wellbeing of communities within a large travel to work area, but there could be negative implications on wellbeing for some communities in close proximity to Magna Park (for example due to amenity issues).
- 3.1.7 The overall scores are not simply a 'totting up' of the number of ticks or crosses under each individual factor. In the example below Option C is predicted to have a minor negative effect against factor A, and a moderate negative effect on factor B. The overall score is a moderate negative effect, as the negative effects are not considered likely to have a major effect on the SA Topic when considered together.
- 3.1.8 Similarly, combination A+B on the example is predicted to have a positive effect on one factor and a negative effect upon another. These do not necessarily cancel each other out to have a neutral effect. Rather, the overall score demonstrates that there would be mixed effects upon the SA Topic. The rationale for the overall scores is made clear in the discussions.

Table 3.2: Appraisal table template / example

SA TOPIC....					
Nature of effects <i>A discussion of the nature of effects is presented including the magnitude, frequency and permanence.</i>					
Sensitivity of receptors <i>A discussion of the underlying conditions, and the sensitivity of receptors (i.e. the environment, human health, and material assets)</i>					
Likelihood of effects <i>A discussion of the probability of effects occurring, taking into account proposed/potential mitigation.</i>					
Significance <i>A discussion of the significance of effects taking into account all of the above factors.</i>					
Summary / overall score					
Options	A	B	C	A+B	B+C
<i>Factor A</i>	-	-	x	x	-
<i>Factor B</i>	-	-	xx	✓	-
<i>Overall score</i>	-	-	xx	x✓	-

² This differs from the appraisals undertaken on the nine strategic housing/employment options that were presented in the previous interim SA Report (October 2015). Only a positive or a negative score was recorded for each SA topic in the settlement level appraisals. This is because both positive and negative effects were unlikely to occur for a single settlement.



Appraisal findings

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4 APPRAISAL FINDINGS

- 4.1.1 The tables below present an appraisal of each reasonable alternative against the six SA Topics set out in **Table 3.1**. Each SA Topic comprises one or more sustainability objectives, which have been scored separately and then brought together to present an 'overall score' against each SA Topic. To demonstrate how the appraisal accords with the SEA Regulations, the tables have been arranged so that a transparent discussion is provided of the nature of effects, sensitivity of receptors, likelihood of effects occurring and then how these factors combine to determine the significance of effects.

Natural Environment (SA Objectives 1 and 2)

Nature of effects

Biodiversity: Vegetation clearance is likely to be required in the development of all site options; this has the potential for loss or disturbance of wildlife habitats (i.e. hedgerows, trees and grassland). Option A and Option B would have fewer effects due to the lower scale of development, whilst alternatives Option C, Combination A+B and Combination B+C would be more likely to involve a greater amount of clearance and/or disturbance.

Soils: Development of each site option would result in the permanent loss of agricultural land. Option A would involve the loss of approximately 50 hectares of Grade 3b land. Option B would involve c88 hectares. Option C would involve the loss of 170 ha of Grade 3B land (*though a portion of this would be developed as a country park / landscaping*). Combination A+B would involve the loss of 138 ha of Grade 3b land. Combination B+C would involve the loss of 258ha of grade 3b land.

Water quality: For Option A, an existing watercourse is located approximately 500m to the west of the site. Existing watercourses run through and adjacent to the site boundary for Option B. For option C, an existing watercourse runs through zone 1 of this proposed development and a separate watercourse runs adjacent to zone 2. The water quality of these watercourses could be negatively affected. For example, increased runoff caused by the development of these site options could have a negative effect on water quality; particularly during construction phases where spillages of hydrocarbons, sediment and other pollutants could occur.

Sensitivity of receptors

Biodiversity: There are no designated areas on or adjacent to any of the site options. All of the habitats present on the sites are widespread both on a local and national level, and none of them are considered to be rare. Nonetheless, existing watercourses run through and adjacent to each of the sites. These existing watercourses may be home to local species of importance. Indeed, for option C great crested newts and bats have been recorded within the site, which are susceptible to effects during construction.

Established hedgerows are often important habitat for a variety of species; vegetation clearance would result in the loss of local habitat and therefore has the capacity to damage the population of local species of significance.

Soils: Each site option falls within land classified as Grade 3 (mostly 3b). Each option would involve the loss of agricultural land that is currently in use as arable fields. Combinations of individual options would therefore lead to greater losses.

Water quality: Water quality is currently very good, and thus this is considered to be of high importance / sensitivity.

Natural Environment (SA Objectives 1 and 2)

Likelihood of effects

Biodiversity: Although there are no designated habitats on or within the immediate vicinity of each proposed site; the ecological value of these areas could be decreased due to development of green field land and the loss of mature hedges, trees and foraging habitats. Mitigation and enhancement measures have been proposed to protect and enhance habitats and species (for example construction management plans), which should help to ensure significant negative effects on biodiversity are avoided.

Soils: Loss of land would be unavoidable. There would be little scope to mitigate the loss of this agricultural land.

Water quality: The incorporation of SuDs into option B and option C ought to have a positive/mitigating effect on water quality and species that rely upon aquatic habitats.

Significance of effects

Biodiversity: Although some effects upon wildlife are inevitable due to disturbance during construction; the proposed mitigation and enhancement measures for each site application ought to ensure that significant effects on biodiversity do not arise. For example, each proposal seeks to minimise the loss of habitat and introduce new green infrastructure to mitigate the loss of hedges, trees and arable land. To ensure that connectivity for wildlife both on and off site is maintained, and where possible, enhanced, it will be essential to ensure that both the retained habitats and the significant areas of proposed habitat creation are appropriately managed and maintained in the long-term. Subject to this being secured in all cases, none of the options are predicted to have a significant effect on biodiversity.

Soils: For each alternative there will be loss of substantial amounts (over 50ha) of agricultural land. This land is classified as Grade 3b and currently used for farming in some areas (i.e. at the site associated with option A). Negative effects are predicted for all five options in this respect. Whilst large areas of agricultural land would be lost, the effects are not considered to be significant in the context of Harborough's agricultural land resources (i.e. it contains many areas classified as Grade 3b, and areas of higher quality Grade 1, 2 and 3a agricultural land). However, to aid in comparison between options, it is reasonable to conclude that the largest individual site (option C) would have a greater negative effect compared to the smaller individual site (option A). A combination of all three individual site applications, would have a greater negative effect due to the increased scale of loss involved and thus a minor (significant) negative effect is predicted to reflect this.

Water quality: There is potential for significant negative effects upon water quality as a result of major spillages during construction. However, the likelihood of this occurring is low. Operational effects are not predicted to be significant for any of the proposed developments on their own or in combination (though it is reasonable to assume that higher rates of growth could lead to the discharge of higher concentrations / amounts of pollutants to nearby watercourses. No significant effects are predicted.

Summary / overall score

Overall **options A-C** are predicted to have insignificant effects upon the natural environment. This reflects the lack of significant effects upon the different sustainability factors of biodiversity, soil and water resources. A combination of B+C is predicted to have a minor significant negative effect overall, which reflects the cumulative loss of agricultural land.

Options	A	B	C	A+B	B+C
Biodiversity	-	-	-	-	-
Soil and agricultural land	-	-	-	-	×
Water quality	-	-	-	-	-
Overall score	-	-	-	-	×

Built and Natural Heritage (SA Objective 3)

Nature of effects

Heritage: Development associated with options A and C has the potential for negative effects on the setting of Bittesby Deserted Medieval Village (this is also the case for combinations of the options A+B, and B+C). Development associated with Option B could affect the setting of several farm buildings, which could be of local importance to the character of the countryside (this would also be the case for combinations of the options A+B and B+C). An increase in traffic and development could also have negative implications for the setting of heritage assets such as conservation areas and/or listed buildings in Ullesthorpe, Bitteswell, Claybrooke Magna and other villages in the vicinity of Magna Park along key routes including Cotesbach, Wibtoft and Willey.

Landscape: Development of greenfield land will occur in areas of countryside that could affect the character of the landscape during construction and operation of the site (through new buildings, increased lighting and traffic/access). The scale of development is relatively contained for option A but more substantial for options B and C. Options D and E which combine the individual site applications would have the same effects outlined above, but the cumulative effects of two or three developments coming forward would lead to more widespread change to the character of the countryside around Magna Park. Growth which involves the site associated with option B could be perceived as reducing the 'gap' between Magna Park and the south west of the Lutterworth built area (Though it should be noted that the proposed development area does not fall within the area of separation between Lutterworth and Magna Park). Therefore, there could be negative implications for landscape character arising from option B, combination A+B and Combination B+C.

Sensitivity of receptors

Heritage: A Scheduled Monument (Bittesby Deserted Medieval Village) falls within the boundary of the site associated with option C (Zone1). This feature lies 500m to the west of the boundary for site associated with option A. Ullesthorpe village lies to the north of the developments proposed under option A and C, with Willey to the south, Bitteswell to the east and Claybrook Parva to the north west. Development therefore has the potential to affect views from areas of land around these villages including from parts of the Bittesby Medieval Village Scheduled Monument, from a part of the Ullesthorpe Moat Scheduled Monument, St Peter's Church, Claybrooke Parva, the church of St Leonard, Willey and some windows within the Grade II Ullesthorpe Windmill (as well as various public rights of way and open space).

Bittesby House is a non-designated heritage asset within close proximity to the sites associated with option A and C. This building is considered to have local value to heritage and its setting is contributed to by agricultural land in the surrounding area. There are no designated heritage assets within a 500m buffer of the site associated with option B.

Landscape: Each of the individual development sites would involve development in the 'countryside'. Though no areas are formally designated, each contains features of local value such as trees, mature hedges and watercourses. Each site falls within the landscape character area 'Lutterworth Lowlands', which the Council's published landscape character study suggests is generally capable of accepting some development (when compared with other areas within the district). The environmental statements accompanying each planning application suggest that the landscape has moderate to low sensitivity.

Likelihood of effects

Heritage: Effects on designated heritage assets are unlikely for option B, though there would be a loss of several farm buildings in this area. For options A and C, there is likely to be intrusion to the setting of the Bitteswell Medieval Village Scheduled Monument during construction and operation. Mitigation measures are proposed to offset these effects, but the scale of growth means that a residual effect would be likely (particularly for option C which is larger scale and involves development closer to the Scheduled Monument). Both Options A and C would involve the loss of the former lodge to Bittesby House and Emmanuel Cottages (to enable the widening of the A5). In addition Option C would involve the loss of Bittesby House itself. HGV routing plans are likely to be enforced that divert increased HGV traffic away from villages and towns. Therefore, effects on the setting of Conservation Areas and Listed Buildings is unlikely.

Landscape: Mitigation measures have been proposed for planning applications at each of these individual site applications. This involves building height restrictions, tree planting within and at site margins that in the long term should assimilate new developments into the existing development and reduce visual intrusion from surrounding areas. Nevertheless, visual intrusion is still likely to occur during construction phases.

Built and Natural Heritage (SA Objective 3)

Significance

Heritage: Option A would lead to adverse effects on Bittesby House (which is considered to be of local heritage importance by the planning authority). Whilst the loss of this asset would be important from a local perspective, the strategic effects are not considered to be significant. For option B heritage assets would be unlikely to be directly affected by development, and thus insignificant effects are predicted. Option C is predicted to have a minor (significant) negative effect on heritage, as the scale of development would permanently alter the setting of a Scheduled Monument. Although landscaping and tree planting will help to screen the development in the longer term, the openness of the surrounding countryside will be affected, and negative effects are likely to remain upon the setting of the Scheduled Monument. The in-combination effects of options A and B are not predicted to lead to any further negative effects on heritage compared to the options when considered individually. The in-combination effects of B and C on heritage are not predicted to be significantly different compared to these options when considered individually. Therefore, a minor significant negative effect upon heritage is predicted.

Landscape: Option A would lead to some visual intrusion during construction. However, in the long-term these effects would be minimal as planted trees matured. Therefore, no significant effects are predicted. The scale of development under options B and C would see significant loss of open countryside and introduce increased levels of lighting, traffic and noise. Although mitigation is proposed to minimise these effects, the development would nevertheless have adverse effects on the character of the countryside during construction. A minor significant negative effect is predicted for option B as there would be a change to the openness of the countryside between Magna Park and Lutterworth. Although mitigation measures are proposed such as 'buffer zones' and tree planting, negative effects would remain during both construction and operation of the development. In the longer term as trees and vegetation mature, the development would be better assimilated into the existing development at Magna Park and so visual impacts would be limited to locally specific view-points. For Option C, the proposed 'Bitteswell Country Park' has the potential to enhance landscape value in the longer term, and improve access to the countryside (*and heritage features such as the Scheduled Monument*) through improvements to public rights of way. Consequently, a minor (significant) positive effect is predicted to reflect these elements of the proposal. The in-combination effects of options A and B are not predicted to lead to any further negative effects on landscape compared to the options when considered individually. The increased scale of growth involved under a combination of B and C is predicted to have a moderate (significant) negative effect on landscape due to cumulative effects upon levels of noise, light and traffic, views along the A5, and the general 'rural' feel of the area would be further eroded. A minor positive effect is also recorded for combination B+C to reflect the proposed Bitteswell Country Park.

Summary / overall score

Overall, **option A** is predicted to have insignificant effects upon the built and natural environment. This reflects the limited effects on landscape and only localised effects upon non statutory heritage assets. Overall, **option B** is predicted to have a minor (significant) negative effect on the built and natural environment; which is mostly attributable to effects upon landscape. Overall, **option C** is predicted to have mixed effects. A positive effect upon landscape is recorded to reflect the proposals for a new country park. However, a minor significant negative effect is predicted to reflect changes to the setting of the Scheduled Monument. The overall score for **combination A +B** is a significant negative effect (*to reflect negative effects on landscape under option B*). The cumulative effects on heritage are not significant. Overall, a significant moderate negative effect is predicted upon the built and natural environment for **combination B+C**. This reflects minor negative effects upon heritage assets and moderate negative effects upon landscape character. It is not predicted that the minor negative effects upon heritage and the moderate negative effects upon landscape would (in-combination) constitute a major significant negative effect when considering the overall effects on built and natural heritage.

Option	A	B	C	A+B	B+C
Heritage	-	-	x	-	x
Landscape	-	x	✓	x	xx✓
Overall score	-	x	x✓	x	xx✓

Health and Wellbeing (SA objectives 4 and 5)

Nature of effects

Recreation and open space: For option A there is an area of informal open space to the north east of the proposal site, the indicative layout plan suggests that this area would remain, but the setting of this area could be changed. For option B there are no existing formal areas of open space on the proposed site, nor do any public rights of way cross the site. For option C, a number of public footpaths and bridleways cross the site. The experience of using these sites could be affected by development. However, there are proposals to enhance open space provision through the creation of a Country Park and other open spaces as suggested within the indicative layout.

Communities: Development would improve job opportunities (and thus improve wellbeing) and access to employment within Harborough, in particular Lutterworth, which has strong links to Magna Park. Job creation would also support communities in the Leicestershire HMA and other neighbouring authorities. The higher the scale of growth, the more prominent the effects are likely to be, and thus option A would have the least effect and a combination of options B+C the greatest. Effects on community cohesion are not anticipated as the developments proposed would not have direct effects on the built environment in any villages/towns.

Amenity/wellbeing: An increase in local noise and dust levels is likely to be generated by the increase in vehicles to and from any of the sites both during the construction and operation of the developments. The effects would be more prominent at higher scales of growth.

Accessibility: Increased HGV and car traffic could affect trip times to and from Magna Park at peak times. Increased vehicles could also have an effect on pedestrians and cyclists using these routes. There could be increased use of minor / B roads (e.g. B4027) by HGVs when congestion / incidents occur on the A5. The logistics academy proposed under option C could help to improve access to educational facilities.

Air quality: Increased traffic could lead to exceedances of air quality standards. However, the scale of growth is not predicted to lead to significant changes to air quality for options A, B or C individually or cumulatively. However, there is potential for increased traffic to pass through Lutterworth.

Sensitivity of receptors

Recreation and open space: Option A and Option B do not contain formal open space, nor are they intersected by public rights of way, footpaths or bridleways. Option C is intersected by public footpaths and areas of open space used for informal recreation.

Communities: Levels of deprivation in Harborough (and the HMA in general) are low compared to the national average. There are low rates of unemployment in Harborough and HMA / wider area.

Amenity/wellbeing: For Option A, a number of farm houses and residences off the A5 have been identified as the closest noise sensitive receptors. For option B, the residential property at Glebe Farm Cottage is likely to incur an increase in noise and disturbance from the development. For option C Cross in Hand Farmhouse, Liberty's Hotel and Moorbarns Farm have been identified as the closest noise sensitive receptors.

Accessibility: Public transport access to Magna Park is reasonable in the daytime, with links from surrounding settlements of Lutterworth, Market Harborough, Leicester and Rugby. Public transport access late at night and earlier in the morning is lacking, and therefore workers on some shifts (*for example typical 6am-2pm shifts and 2pm-10pm shifts*) would struggle to access Magna Park by public transport. Access to Magna Park by public transport has also been reported as an issue for job seekers without access to a car³. Whilst the Logistics academy could improve access to education, this would be somewhat reliant on improvements to public transport, especially if younger students (*who are less likely to own their own car*) are to benefit.

Air quality: There is an Air Quality Management Area designated on the high street in Lutterworth. Air quality in surrounding villages such as Ullesthorpe, Bitteswell, Willey and Cotesbach does not pose particular problems.

Likelihood of effects

Recreation and open space: For option A and B effects on recreation are unlikely given that the proposed development is on agricultural land that is not used for formal recreation. Although there are public rights of way and bridleways crossing through the site for option C, a scheme of enhancement is proposed that would have a positive effect on recreation by enhancing public rights of way and establishing a new country park.

Communities: Although deprivation in Harborough (and Leicestershire in general) is low, increased job

³ Leicestershire County Council (2014) Transport Access Project: Stage 1-Background Analysis

Health and Wellbeing (SA objectives 4 and 5)

opportunities can only be positive for people/communities in need of employment. The increase in job opportunities is likely to be a benefit to the local population of Harborough.

However, population projections (SNPP, 2011) actually estimate that there will be a slight decrease in the working age (15-64) population by 2031. An increase in job opportunities could therefore lead to greater in-migration or longer travel to work distances.

There are pockets of deprivation in Market Harborough – the communities here could benefit from job opportunities as Magna Park is accessible from Market Harborough by public transport (*albeit infrequently and not directly or at off-peak times*). Other communities with public transport access to Magna Park within 30minutes include Ullesthorpe, Bittesby, Gilmorton, North/South Kilworth, Husbands Bosworth. Communities in parts of Hinckley and Rugby could also benefit from increased job opportunities, without needing to rely upon a car (which many people in areas of deprivation do not have) as there are public transport routes to these areas (though not outside of 'peak times'). The benefits to people with access to a car would spread further afield.

Amenity/wellbeing: The noise assessment submitted for the application under option A demonstrates that there would be no significant effects on the closest residential receptors. The noise assessment under option C demonstrates that there would be no significant operational impacts, but a minor temporary adverse effect during construction.

A HGV routing Plan is currently in place for existing users of Magna Park. This would be expanded to include new businesses, helping to reduce effects on villages and towns. However, HGVs that are not covered by the routing agreement (as well as private vehicles) could still be displaced onto minor B roads due to an increase in traffic overall. Options B and C include provision for on-site HGV parking facilities, which should help to offset any increase in on-highway parking. This is likely to be positive with respect to the amenity and safety of nearby roads.

Accessibility: Construction effects from any of the alternatives are unlikely to have a significant effect on the local road network or public transport; though disruption to pedestrians and cyclists is likely. Highway improvements proposed in support of each alternative will be designed to accommodate the increase in HGVs and traffic. Access to Magna Park is predominantly by private car and this is likely to continue. A Travel Plan has been proposed for the application associated with option C, which will encourage cycling and car sharing. Whilst this is positive, it is unlikely to have a major influence on travel patterns. The most beneficial measure would be to enhance public transport provision, particularly 'out of daytime hours'.

The Environmental Statements submitted under the planning applications that relate to options B and C predict that increased development could put pressure on existing bus services. It is unclear at this stage whether new or enhanced services could be secured to offset this effect. Therefore, option B and C are recorded as having negative effects on existing services. A combination of options A and B or options B and C could also have negative effects as the amount of growth would be even higher than option B alone. Though higher scales of growth may be more likely to create the economies of scale required to support new bus services, it is unknown at this stage whether new services could be secured. Therefore, negative effects are predicted.

Air quality: Higher levels of development (i.e. under C and E) are more likely to lead to increased traffic through Lutterworth along the A426, particularly if there are traffic incidents on the M1. However, the number of trips passing through Lutterworth is not predicted to be significant given the strong access links to Magna Park on the M1 and the A5.

Significance

Recreation and open space: – Effects upon sensitive open space are unlikely to occur for option A or B and so neutral effects are predicted. For option C (and thus a combination of B+C), the creation of a new country park should have positive effects for surrounding communities (despite new warehouse development affecting the views from current public footpaths), constituting a minor significant positive effect for the District. Access to a new country park via foot is not likely to be realistic for most communities given that this would take over 30minutes (and thus the effects are predicted to be minor). However, the benefits for Ullesthorpe, Bitteswell and Ashby Parva could be more positive given that these settlements are the closest to the proposed park.

Communities: Each option is predicted to have a positive effect on wellbeing by increasing the numbers of jobs available to residents in Harborough and surrounding areas. Although deprivation is relatively low in Harborough / Leicestershire, there are communities that could benefit through improved access to jobs across a range of occupations.

Health and Wellbeing (SA objectives 4 and 5)

Option A is unlikely to have significant effects in Harborough given the relatively low level of jobs likely to be taken by residents (and in particular those from deprived communities). When considering the effects across the Leicestershire HMA and wider regions, the effects would be greater. Option B is predicted to have a minor (significant) positive effect, as it would deliver a greater scale of growth. Given the substantially higher scale of growth, option C is predicted to have a moderate positive effect, whilst B+C would have a major positive effect. Though A+B would be more beneficial than option B alone, the effects would be less pronounced than option C, and thus a minor significant positive effect is predicted also.

Amenity/wellbeing: Although there could be some localised effects on the amenity of residents under each of the alternatives, these are not predicted to be significant during operation and certainly not from a strategic perspective (i.e. for the District).

Accessibility: Each alternative is likely to create disruption to cyclists and pedestrians during construction phases; but these effects are not predicted to be significant for any option. With regards to public transport, development under option B is predicted to have minor negative effects, as there could be overcrowding (*though new or enhanced facilities may be secured to offset this*). The same effects would be likely for option C, though the higher scale of growth constitutes a moderate significant negative effect. For combination B+C, which would involve higher growth still, a major significant negative effect is predicted. Though a combination of A+B would potentially lead to more prominent effects than option B alone, the effects are not as pronounced as for option C, and thus a minor significant negative effect is predicted also. Although Option C could improve access to education, this would be limited to those with a car unless public transport is improved. Therefore, uncertain effects are predicted for Option C (and B+C) in this respect.

Air quality: It is likely that car use will continue to be the dominant mode of travel, but highways improvement packages proposed for each development should ensure that congestion and air quality issues are minimised.

Summary / overall score

For **option A** the overall effects upon health and wellbeing are predicted to be neutral. No significant effects are anticipated with regards to recreation, amenity or accessibility. Though the creation of jobs is positive, the scale of growth would be unlikely to have a profound effect on areas of most need.

For **option B**, the overall effects are mixed. Whilst there would be a positive effect upon health by helping to provide jobs (which could help to tackle deprivation) there would be potential negative effects on accessibility by putting pressure on public transport (which is not ideal to begin with). These effects do not 'cancel each other out' because some communities may be affected by accessibility issues yet not be affected by new job creation (for example, people who already have a job but rely upon public transport).

For **option C**, the overall effects are mixed. There would be positive effects on health by helping to provide a substantial number of jobs, and by delivering a new country park.

However, there would be potential negative effects upon accessibility. These positive effects do not 'cancel out' the negative effects, as they relate to different aspects of health / wellbeing. The positive effects for *Ullesthorpe, Bitteswell, Claybrooke Magna/Parva, Ashby Parva* and *Lutterworth* are likely to be major, as communities could benefit from improved recreational facilities by foot, as well as improved job opportunities. However, for the District overall, only a moderate positive effect is predicted as the benefits would be less pronounced to the majority of communities.

The effects of **combination A+B** are similar to option B alone, though the increased amount of employment land would be more beneficial with regards to job provision.

The effects of **combination B+C** are similar to option C, but the much larger scale of growth would mean that the overall effects on health and wellbeing are major. Conversely, the negative effects on accessibility would be more pronounced.

Option	A	B	C	A+B	B+C
Recreation and open space	-	-	✓	-	✓
Communities	-	✓	✓✓	✓	✓✓✓
Accessibility	-	✗	? ✗✗	✗	? ✗✗✗
Air quality	-	-	-	-	-
Amenity / wellbeing	-	-	-	-	-
Overall score	-	✓✗	✓✓✗✗	✓✗	✓✓✓✗✗✗

Resilience (to climate change) (SA objective 6)

Nature of effects

Flooding: New development is likely to increase surface water run-off by reducing permeable land and increasing hard-standing. This could lead to local surface water flooding or contribute to increased flood risk downstream. The greater scale of development associated with Option C, Combination A+B and B+C presents a greater likelihood that effects would arise compared to Option A and Option B.

Green infrastructure / resilience: Green infrastructure has a role to play in improving resilience to climate change by providing areas of shade and minimising urban heat island effects. The loss of green infrastructure under options A, B and C is not expected to have an effect on resilience to climate change as it is not within the urban area and unlikely to have an effect.

Sensitivity of receptors

Flooding: The proposed site under option A falls entirely within Flood Zone 1. There are no historical records of fluvial flooding on the site, but there may be areas at risk of low/medium surface water flooding. The proposed site under option B falls almost entirely within Flood Zone 1, although there is an area of flood zone 3 running adjacent to the eastern boundary of the site (partially dissecting the site). Surface water flooding is considered to be low and confined to the route of watercourses. A watercourse with surrounding areas of flood zone 2/3 dissects the proposed site for option C. This site also has the potential for groundwater flooding. Downstream of each site option, the Ordinary Watercourses that accept surface water feed into a larger watercourse that is tributary of the River Soar. This watercourse runs northerly through the Medieval Village of Bittesby.

Green infrastructure / resilience: Communities do not rely upon the open / green space that would be lost to provide areas of shade / refuge from hot weather.

Likelihood of effects

Flooding: Given the classification as flood zone 1, development is unlikely to be located in areas at risk of fluvial flooding for options A and B. Mitigation measures proposed are predicted to minimise any increased risk of onsite or offsite surface water flooding as a result of development. A watercourse runs through the site for option C, but it is unlikely that development would be located in areas at direct risk of flooding. There is potential for flooding on this site, but recommended mitigation measures would help to minimise flood risk. Consultation feedback from the Lead Local Flood Risk Authority suggests that there is disparity between the discharge rates in the submitted scheme (for option C) compared to the FRA. To ensure that negative effects do not occur, development should ensure that surface water run off does not exceed greenfield rates.

Green infrastructure / resilience: No effects are likely.

Significance

Flooding: None of the options are predicted to have a significant effect on flood risk. The proposed uses are of low vulnerability (though disruption to logistics would be an issue), and the risk of flooding is minimal for option A and B. Flood risk is more of an issue for option C (and thus combination B+C as well) given that it is dissected by a watercourse. However, proposed development would avoid these areas. Mitigation measures proposed for option A and B are predicted to minimise changes to surface water run off rates, and thus flood risk both onsite and downstream is not predicted to be significantly affected by these developments. An uncertain (negative) effect is predicted for option C (and thus combination B+C), as there is uncertainty whether the proposals would maintain surface water run off at 'greenfield rates'.

Summary / overall score

As discussed above, only **option C** and **combination B+C** is likely to have potential negative effects on flood risk. Uncertain effects are recorded at this stage.

Option	A	B	C	A+B	B+C
Flooding	-	-	?	-	?
Green infrastructure / resilience	-	-	-	-	-
Overall score	-	-	?	-	?

Housing and Economy (SA objectives 7 and 8)

Nature of effects

Economy: Growth at Magna Park would have significant benefits to the local economy in Harborough as well as on a regional and national scale (at larger scales of growth under option C, D and E). As well as jobs created in construction and at the site during operation, there is also likely to be knock-on benefits for local businesses in Harborough, helping to improve the vitality of nearby village centres including Ullesthorpe, Lutterworth, Bitteswell, and Claybrooke Magna. Jobs at Magna Park would be generated across a range of occupations, including a proportion of high quality jobs, which would benefit the local and wider workforce in the area. Development of all site options would lead to the loss of agricultural land, some of which is in use. This could have negative implications for the rural economy.

Housing: Increased provision of job opportunities would necessitate some increase in housing to ensure that dwellings and employment are well balanced. The distribution of housing could also be influenced by large scale employment growth at Magna Park. It is likely that the majority of new jobs could be taken by residents already accommodated in a dwelling (either in Harborough or elsewhere), but there is likely to be a need for new dwellings to support higher levels of employment growth (for options C and B+C in particular). This may be due to new residents moving to the area or existing residents starting their own households (especially if they secure employment through increased job opportunities). For option B and especially option C, it is possible that the current level of housing being planned for across the Leicester and Leicestershire HMA and other neighbouring authorities would be insufficient to meet increased employment provision. A combination of options B+C has the greatest potential to lead to an imbalance in jobs and housing, and thus negative effects on housing choice and supply are possible in Harborough.

Sensitivity of receptors

Economy: Supporting evidence to the planning application for option C sets out the 'economic case' for expansion at Magna Park. The socio-economic assessment accompanying the site application calculates that the total net number of operational jobs to Harborough would be 1,088, and for Leicestershire 3,360. There would be a further 1,634 construction jobs. An assessment of labour supply is also presented, showing that across 16 districts (*within a 'reasonable distance' to work area for Magna Park*) there is a surplus unused labour force of approximately 120,000 people. Further assessment demonstrates that there is a potential labour supply of people that are currently unemployed that could fill all the estimated new jobs at almost all occupational levels proposed. This is positive as it suggests that the jobs created could be supported by existing residents in need of employment. However, it is important to factor in other employment opportunities that will arise and are being planned for within Local Authority Plans and Strategic Economic Plans. A cursory look at employment land requirements and job creation targets in the HMA / wider area, which factor in strategic distribution to an extent, shows that there is expected to be approximately 160,000 new jobs created up to around 2031⁴. Clearly it is important to factor these job opportunities into the equation as there will be a need for a suitable labour pool to support jobs growth across all sectors in the wider economy.

Housing: The district economy (specifically at Magna Park) is somewhat reliant on a contribution from in-commuters from other parts of the Leicester and Leicestershire HMA and other adjoining districts. Therefore, it will need to attract workers from neighbouring areas. This suggests that housing growth ought to be increased in Harborough and/or neighbouring authorities in the TTWA to meet a significant increase in jobs at Magna Park. Responses gathered from neighbouring authorities demonstrate that the Local Authorities which have a relationship with Magna Park have not yet factored in the need to provide housing to meet higher levels of employment growth at Magna Park (such as for option C and combinations A+B and B+C).

⁴ Leicester and Leicestershire HMA (45,000 fte jobs), Coventry and Warwickshire HMA (77,600 fte jobs), Kettering (8,100 fte jobs), and the West Northamptonshire Adopted Core Strategy (28,500 fte jobs).

Housing and Economy (SA objectives 7 and 8)

Likelihood of effects

Each of the site options are afforded good road links to surrounding towns and so residents in the main towns of Harborough (*and surrounding areas such as Rugby, Hinckley, Leicester and Coventry*) ought to have good access to job opportunities. However, travel by car is most likely, particularly for longer distance commuters.

In their response to Harborough Council's request for information on the implications of strategic distribution growth within Harborough, the following Local Authorities made comments about the potential implications on the economy/housing:

Rugby Planning Authority - Consider that option A is unlikely to have a significant impact on Rugby Borough in respect of jobs provision and / or altering existing commuting patterns. However, for option B (and more so for Option C) there is concern that delivery of employment growth at this level (and in one location) could have implications on housing need for the Leicestershire HMA and also for the Warwickshire and Coventry HMA. This could lead to a disparity in employment and homes.

Daventry Planning Authority - There is no specific evidence, as yet, to indicate that any option would affect Daventry. However large-scale provision (Option C, combination A+B, and B+C) could potentially affect the delivery of DIRFT III (*which is served by both road and rail*) through the provision of alternative strategic distribution sites for prospective tenants.

North West Leicestershire Planning Authority – Consider that large scale growth at Magna Park could have an effect on economic factors through competition with existing and planned sites in North West Leicestershire. The greater the provision made in Harborough, the more likely the impact, although to what extent is difficult to judge at this stage.

Northampton Borough Planning Authority – Consider that a large scale allocation at Magna Park may affect the delivery of DIRFT III which it could be argued is more sustainable because of the rail connection. The greater the scale of development proposed at Magna Park the greater the delivery risk for DIRFT III.

Significance

Economy: Option A is predicted to have a minor positive (significant) effect on the economy in Harborough through the creation of an estimated 216 jobs (full time equivalent once operational) in new business and 144 jobs in construction. An estimated further 696 operational jobs would also be generated in Leicestershire.

Option B is predicted to have a moderate positive (significant) effect to the economy in Harborough through the creation of an estimated 3500 jobs. The proposed development makes a substantial contribution to the needs (ha of land) identified for the Leicester and Leicestershire HMA.

Option C is predicted to have a major positive (significant) effect on the economy in Harborough (and the HMA⁵) by exceeding projected need for strategic distribution provision (which is 107 hectares⁶). Over 1000 full time equivalent operational jobs would be provided for local residents in Harborough as well as over 3000 jobs in the wider Leicestershire area. Over 1600 construction jobs would also be generated.

Housing: For option A, the level of growth generated would not be predicted to create significant additional pressure for housing either locally (i.e. close to Magna Park) or across the district. This option is therefore broadly compatible with all nine of the housing and employment options presented in the Options Consultation document. Whilst there will clearly be benefits to distributing more homes towards settlements with good links to Magna Park (such as Lutterworth), it would not be 'essential' at the scale of growth under option A.

⁵ It should be noted that some HMA authorities have indicated intent to contribute towards non-rail served strategic distribution need to 2031 (107ha). In addition the adjacent authorities of Rugby and Daventry have indicated no 'un-met' need for warehouse provision. Therefore, whilst meeting needs in full at Harborough would be positive, it could affect the economic aspirations of a number of authorities.

⁶ identified in SDSS

Housing and Economy (SA objectives 7 and 8)

For option B, the level of growth generated would not be predicted have a significant effect on overall housing needs for the HMA or for Harborough.

However, there could be higher demand for housing in settlements close to Magna Park such as Lutterworth and Ullesthorpe. In this respect, option B would be most compatible with those housing and employment options that include a Strategic Development Area (SDA) in Lutterworth (i.e. Options 6, 8 and 9 in the Options consultation document).

For option C, the increase in employment opportunities (more than double identified needs for the HMA) could lead to an increased need for housing provision overall for Harborough⁷, as well as having a more profound effect upon the distribution of housing; particularly if more sustainable patterns of travel are to be encouraged (i.e. housing within close proximity to Magna Park and / or accessible by public transport). Option C could therefore have moderate negative (significant) effects upon housing provision. It is currently unclear whether housing targets are sufficient to support higher levels of land provision and job creation under this option. Any effects could be mitigated to an extent by ensuring that the distribution strategy for Harborough directs sufficient housing growth to Lutterworth and surrounding settlements. However, a HMA wide assessment of strategic distribution growth options and consequences for housing needs, which takes account of the large TTWA for such developments, would be beneficial, as there may also be implications for housing delivery in neighbouring authorities. The distribution of housing under this option would fit best with options 6, 8 and 9 in the Options Consultation (October 2015). However, there would be a need to re-examine how housing would best be distributed in light of the need to promote sustainable patterns of travel. The need to meet higher levels of growth overall would also need to be addressed.

Summary / overall score

Overall, **option A** is predicted to have a minor significant effect for housing and economy. This reflects positive effects generated under the economy. The effects on housing provision (quantum and distribution) are negligible.

Overall **option B** is predicted to have a moderate significant positive effect for housing and economy. This reflects positive effects generated under the economy. The effects on housing provision (quantum and distribution) are greater than for option A, but still predicted to be insignificant.

Overall, **option C** is predicted to have mixed effects, with a major significant positive effect on the economy, but a moderate significant negative effect on housing provision.

Combination A+B would have similar effects to option B. Although the level of employment land provision and estimated job creation is slightly higher, the effects are still recorded as moderately positive, as the benefits would be less pronounced compared to option C. A minor significant negative effect is predicted to reflect a potential imbalance in housing.

Combination B+C would have similar effects to option C, though the increased level of employment land provision (an additional 90 hectares compared to option C), would lead to even more pronounced effects upon housing provision and distribution. Due to the substantial increase in housing that could be needed to support this level of employment growth, this option does not align particularly well with any of the nine housing and employment options (in the Options Consultation Document, October 2015).

Option	A	B	C	A+B	B+C
Housing	-	-	xx	x	xxx
Economy	✓	✓✓	✓✓✓	✓✓	✓✓✓
Overall score	✓	✓✓	✓✓✓xx	✓✓x	✓✓✓xxx

⁷ In the Leicester and Leicestershire HMA, the authorities are planning to meet housing needs to match projected population growth and this takes account of 'economic factors'. The provision of further strategic distribution development is factored into these projections (to an extent). However, housing targets may not be sufficient in light of significantly higher levels of growth in strategic distribution.

Resource Use (SA objective 9)

Nature of effects

Resource use and efficiency: Development would increase resource use (energy, water and minerals) within the local area as more business units would be requiring power, water and raw materials to operate. However this would be the case wherever development occurs. If strategic distribution needs were delivered in other locations (i.e. surrounding authorities), then there would be an increase in resource use there instead. Naturally, with higher levels of growth, the demand for resources would be greater, and so a combination of options B+C would have the most prominent effects, and option A the least.

Greenhouse gas emissions: Development associated with each option would be likely to cause an increase in travel (and thus greenhouse gas emissions) from workers vehicles and service vehicles to and from the sites. The magnitude of effects would be lowest for Option 1 and highest for combination B+C.

Sensitivity of receptors

Resource use and efficiency: Development would increase resource use within the local area as more business units would be requiring power and water supplies and material inputs to operate.

Greenhouse gas emissions: Access to Magna Park is predominantly by car. Businesses using Magna Park generate significant numbers of HGV trips.

Likelihood of effects

Resource use and efficiency: The planning application associated with option A commits to achieving BREEAM 'Excellent' for new buildings. This ought to improve the resource efficiency of development. Only outline applications have been submitted for proposals associated with option B and option C. However, the design and access statement for development under option B outlines that development would seek to achieve BREEAM 'Very Good'. The design access statement for option C outlines that the development will seek to incorporate a range of renewable energy technologies as well as seeking efficiency in design. Whilst these are positive signs, there is uncertainty around effects, because things could change before a full application is submitted.

Greenhouse gas emissions: Due to the out of town location of the sites it is likely that the majority of visits to the site would be made by private transport (thus increasing energy use from transport).

Significance

Resource use and efficiency: Option A is predicted to have a minor (significant) positive effect, as the detailed planning application commits to achieving BREEAM 'Excellent'. This ought to ensure that resource use is minimised for new development. Development proposed under option B would seek to achieve BREEAM 'very good' which is positive. However, this would be less positive compared to option A, which commits to BREEAM 'excellent', and so the effects are not predicted to be significant. For option C, the bulk of the development has only been submitted in outline form. However, the design and access statement demonstrates commitment to achieving a resource efficient development. Should the measures outlined in the DAS be achieved then a moderate (significant) positive effect would be anticipated with regards to resource efficiency. However, it is uncertain whether this would occur, as details could change. Positive effects are predicted for combination A+B and Combination B+C to reflect the fact that the proposed development under option A would come forward under these alternatives (thus a portion of development would be expected to achieve BREEAM 'excellent'). For combination A+B, the bulk of development would only seek to achieve BREEAM 'very good', and so no further positive effects are identified compared to option A. It is recommended that any development at Magna Park ought to seek to achieve BREEAM 'Excellent'.

Greenhouse gas emissions: Greenhouse gas emissions from transport are likely to increase due to the nature of businesses using Magna Park, as well as the use of private vehicles to access the site for employment. The effects are not predicted to be significant for option A or B, as development would not exceed identified needs in the HMA, and would still leave scope for other authorities to deliver strategic distribution land. Therefore, the needs for the HMA are unlikely to be substantially exceeded. A moderate significant negative effect is predicted for option C, as identified needs for the HMA would be exceeded (before taking into account further sites across the HMA).

Resource Use (SA objective 9)

Given that neighbouring Local Authorities have indicated that they intend to deliver an element of strategic distribution land too, this could lead to an over-provision in the HMA, with a consequent increase in greenhouse gas emissions.

With regard to greenhouse gas emissions from transport, combination A+B is predicted to have a minor (significant) negative effect, as (similarly to option C) it would exceed the identified need for the HMA. Combination B+C is predicted to have a major (significant) negative effect with regards to emissions from transport, as it would lead to a significant over-supply of employment land, which would be likely to lead to substantial increases in emissions both within Harborough and for the HMA.

Summary / overall score

Overall, **option A** is predicted to have a minor positive effect on resource use. This reflects the high standards of design that would be delivered and the fact that greenhouse gas emissions would not be predicted to increase significantly within Harborough or across the HMA.

Overall, **option B** is predicted to have a neutral effect on the baseline position for resource use. Whilst greenhouse gas emissions from transport would not be expected to increase significantly⁸, the 'sustainability' of the development would be lower than for option A.

Overall, **option C** is predicted to have a minor (significant) negative effect on resource use. This option would lead to an increase in transport related emissions in Harborough, and possibly for the HMA, but the high standards of design would help to offset this to an extent.

Overall, a **combination of A+B** is predicted to have a neutral effect. Though some positives would be generated from the delivery of BREEAM excellent (for the option A element), there would be a substantial increase in traffic emissions that would offset this positive effect.

Overall a **combination of B+C** is predicted to have a moderate negative effect. Whilst this option would be likely to see a large development achieving high standards of sustainability in design, these positive effects would be offset by a substantial increase in traffic emissions.

Option	A	B	C	A+B	B+C
<i>Resource use and efficiency</i>	✓	-	✓?	✓	✓?
<i>Greenhouse gas emissions</i>	-	-	xx	x	xxx
<i>Overall appraisal</i>	✓	-	x	-	xx

⁸ In the context of the identified needs for strategic distribution land this option is not likely to lead to a significant oversupply across the HMA.



Conclusions

05

5 CONCLUSIONS

5.1.1 This section presents a summary of the appraisal findings of the strategic distribution options for Harborough as well as an appreciation of the broad implications of each option for the wider area. The section concludes by outlining some key findings and what this means for the next stages of plan making.

5.1.2 It should be noted that the appraisal takes into account the likelihood of effects generating a significant change in the 'baseline position' for each SA topic/objective. Therefore, whilst there may be localised effects for certain individuals or communities, these may not be 'significant' from a district-wide perspective (for example, the loss of open space may have implications for informal recreation, but this is not likely to be significant in the context of access to open space across the district).

5.2 Effects upon Harborough

Table 5.1 Summary of appraisal findings for Harborough

	A	B	C	A+B	B+C
Natural Environment (SA Objectives 1 and 2)	-	-	-	-	x
Built and Natural Heritage (SA Objective 3)	-	x	x✓	x	xx✓
Health and Wellbeing (SA Objectives 4 and 5)	-	x✓	x✓✓	x✓	xx✓✓✓
Resilience (to climate change) (SA objective 6)	-	-	?	-	?
Housing and Economy (SA objectives 7 and 8)	✓	✓✓	xx✓✓✓	x✓✓	xxx✓✓✓
Resource Use (SA objective 9)	✓	-	x	-	xx

5.2.1 The appraisal demonstrates that Option A is unlikely to have any significant negative effects for Harborough across the range of sustainability factors. Conversely, this option is only likely to have minor positive effects upon the economy in Harborough as the number of jobs created that are likely to be taken by Harborough residents is relatively modest.

5.2.2 Option B would have a more pronounced positive effect upon the economy and health/wellbeing compared to Option A owing to the increased number of jobs created. However, the higher scale and location of growth is predicted to have negative effects upon public transport services and landscape character (though mitigation could minimise these effects). The proposals submitted under Option B are less positive in terms of resource use, as the proposals outline that BREEAM 'very good' would be sought rather than 'excellent' (*which is sought for Option A and Option C [in part]*). The possibility of achieving BREEAM 'Excellent' for the development under Option B ought to be explored should this be granted permission.

- 5.2.3 Option C would have major positive effects upon the economy through the increased numbers of jobs created, and this ought to have benefit upon wellbeing for communities within Harborough that are accessible to Magna Park. However, the substantial increase in jobs could mean that demand for local housing increases, and it is currently unclear whether housing targets are high enough to support this level of growth.
- 5.2.4 This scale of growth could also have more profound implications for the distribution of homes in Harborough; particularly if housing is to be provided with good public transport access to Magna Park.
- 5.2.5 Though the development under Option C would have negative effects on the setting of a Scheduled Monument, mitigation measures as well as the creation of a country park ought to have positive effects by improving access to the countryside and to the Scheduled Monument itself.
- 5.2.6 A combination of Option A and Option B, presents the potential for cumulative and synergistic effects. With regards to the natural environment, built and natural heritage, and climate change no further effects are predicted (than Option B considered individually). However, the larger scale of growth could lead to a slight mismatch between housing provision and jobs, and thus a significant minor negative effect is predicted.
- 5.2.7 A combination of Option B and Option C, presents the potential for cumulative and synergistic effects. Though insignificant effects are predicted for the natural environment under Options B and C individually, the cumulative effects of both developments are considered to be a minor significant negative effect. This is due to the large scale loss of agricultural land, some of which is in use. Similarly, the cumulative effects of two large scale developments upon the 'rural feel' of the area would lead to more pronounced negative effects upon landscape.
- 5.2.8 A combination of Options B and C would have the most prominent positive effects upon the economy as a significant number of jobs would be generated within Harborough and the HMA (by significantly exceeding the identified need for strategic distribution land). Whilst this would have major positive effects upon wellbeing through job creation, there could be a shortage of housing (particularly locally) to meet this level of provision. This scale of growth would also put pressure on public transport services that would need to be resolved to avoid negative effects.
- 5.2.9 To support the scale of growth under Option C a combination of A+B and B+C (or indeed other proposals involving high levels of growth that exceed identified needs for the HMA of 107ha), it may be necessary to undertake further exploration of housing needs for Harborough (and the HMA). In order to achieve sustainable patterns of growth, the distributional strategy for housing would also need to be skewed towards settlements that have good links to Magna Park by public transport. The effects upon housing need and distribution would be more pronounced the larger the scale of growth; and so a combination of Options B + C would have the greatest impact, followed by Option C then a combination of A+B.

5.3 Broad implications for the 'wider area'

5.3.1 Table 5.1 summarises the effects of each option against Harborough's SA Framework. The effects are therefore focused on the implications for Harborough. However, it is recognised that the provision of strategic distribution land could have effects upon the HMA and wider area. Therefore, Table 5.2 below outlines the broad implications of each option for the 'wider area'; focusing largely on the HMA, but recognising links to other neighbouring authorities that fall outside of the Leicester and Leicestershire HMA, yet are within the travel to work area for Magna Park.

5.3.2 It is important to note that this section does not present an objective comparison of options as such; rather it demonstrates the broad implications for the wider region of delivering different scales of growth within Harborough (ranging from partial delivery of needs in Harborough under Option A to significant exceedance of needs under Combination B+C).

5.3.3 The symbols allocated to each option against the SA topics do not reflect an objective score, rather they illustrate whether the approach is likely to have:

broadly positive implications 	broadly negative implications 
broadly neutral implications 	uncertain implications 

5.3.4 Both positive and negative implications may be recorded to reflect the possibility of different implications geographically, or against different elements of the SA topic. For example, an alternative could have positive implications for the wellbeing of some communities, but negative implications for others. Where it is not possible to determine the broad implications due to a lack of finer grain detail about the location of alternative sites, then uncertain effects may be recorded.

5.3.5 To support this assessment, information has been drawn from neighbouring Local Authorities⁹ and studies undertaken to understand trends in the travel to work areas for strategic distribution employment sites. Some authorities responded in full, whilst others responded partially or not at all.

5.3.6 It is important to note that this does not represent a comprehensive assessment of likely effects across the HMA or wider region, as this ought to be done collaboratively as part of any joint planning processes. Nevertheless, given the large travel to work area associated with strategic distribution employment, it is useful to identify the potential effects of each alternative beyond Harborough's boundary.

⁹ A proforma was sent to the following stakeholders requesting information to assist in the appraisal process; Daventry District Council, Blaby District Council, Corby Borough Council, Melton Borough Council, Oadby and Wigston Borough Council, Rugby Borough Council, Wellingborough District Council, Northampton Borough Council, South Northamptonshire Joint Planning Unit, North Northamptonshire Joint Planning Unit, Leicestershire County Council. Warwick District Council, Coventry City Council, Hinckley and Bosworth Borough Council, Leicester City Council, North West Leicestershire District Council, Charnwood Borough Council, Kettering Borough Council, West Northamptonshire Joint Planning Unit, Rutland County Council, Northamptonshire County Council.

Table 5.2 Broad implications for the wider area

	A	B	C	A+B	B+C
Natural Environment (SA Objectives 1 and 2)	?	↔	↑	↑	↑
Built and Natural Heritage (SA Objective 3)	?	↔	↑	↑	↑
Health and Wellbeing (SA Objectives 4 and 5)	↑?	↑?	↑↓	↑	↑↓
Resilience (to climate change) (SA objective 6)	↔	↔	↔	↔	↔
Housing and Economy (SA objectives 7 and 8)	↑	↔	↓	↓	↓
Resource Use (SA objective 9)	↑	↔	↑↓	↔	↓↑

5.3.7 **Natural Environment:** The appraisal shows that the full need for employment land could be met in Harborough (through Option C, combination A+B, combination B+C) without any significant negative effects upon the natural environment or resilience to climate change.

5.3.8 At lower levels of provision under option A it would be necessary to deliver strategic B8 development in other locations within Leicestershire. It is unclear at this stage where potential locations for growth would occur in the HMA (though there are principles to guide the choice of location identified in the SDSS), but there may be potential negative effects upon the natural environment associated with such development.

5.3.9 **Built and natural heritage** - Options that meet or exceed the identified needs for employment land (i.e. Option C, combinations A+B and B+C) ought to have positive implications for the HMA, as it could avoid the necessity of developing in other locations that could be sensitive to change. Conversely, Option A would only partially meet needs (approximately one third), and so there would be a need to deliver growth at additional locations across the HMA. This could lead to negative effects on built and natural heritage, so an uncertain effect is recorded. Whilst Option B would similarly not meet needs in full, it would provide approximately 80% of the requirement. It may therefore be less likely that negative effects would occur in the HMA at other locations (because the scale of growth required to meet remaining needs would be lower than for Option A). Having said this, a number of authorities have either approved schemes or have expressed intent to make provision for non-rail served land for strategic distribution in their own areas; which could lead to an over-supply.

5.3.10 Given that combination of B+C is predicted to have significant negative effects upon built and natural heritage in Harborough; if such a level of growth were to be necessary it may be more desirable to explore opportunities for growth in other locations (i.e. within the HMA) where development might not have significant negative effects. In this respect, a combination of B+C might not present the most sustainable alternative for meeting employment needs in this sector across the HMA.

- 5.3.11 **Health and wellbeing** – Each option would create jobs, and thus communities across the wider area would be likely to benefit. Given the wide catchment area of strategic distribution employment and the need to locate sites along strategic transport networks, jobs ought to be accessible to residents by car regardless of location. However, accessibility to deprived communities may be more sensitive to location given the greater reliance on public transport. Whilst option C and combination B+C ensure that significant numbers of jobs are created, this would all be on the edge of Magna Park, which does not have good public transport links out of 'peak hours'. Consequently, certain communities are more likely to benefit than others; therefore negative implications are likely for Option C and combination B+C (resulting in 'mixed' implications overall for option C and combination B+C). Options A and B are perhaps better balanced in this respect as they would deliver a proportion of need within Harborough, whilst allowing for further growth in other locations within the HMA (without leading to a significant oversupply). This ought to ensure that a wider range of communities across the HMA benefit from access to jobs (by public transport). There is an assumption here that identified employment land needs would be met elsewhere. However, should this not happen, then the benefits would not be realised. Other authorities in the HMA have indicated an intention to plan for strategic distribution sites in their own areas; but nevertheless there is a greater degree of uncertainty about the implications of option A and B upon the wider region.
- 5.3.12 With regards to amenity, there is always potential for negative effects wherever growth is situated. Clearly any potential effects could be avoided in other parts of the wider region should needs be met in full/exceeded within Harborough (i.e. for option C and combination A+B and B+C).
- 5.3.13 **Resilience to climate change** – Due to the locational requirements of the strategic distribution sector, it is considered unlikely that development would take place in areas at risk of flooding (which could cause major disruptions to logistics for example). In this respect, each alternative is likely to have neutral implications for the HMA (i.e. should needs not be met in full within Harborough, it is likely that suitable land could be found elsewhere that is not at risk of flooding). The design of any development would also be anticipated to incorporate SUDs, which ought to reduce the risk of flooding onsite and downstream.
- 5.3.14 **Housing and Economy** – Option A ought to have positive implications for the economy across the HMA by meeting over half the identified needs for non rail-served employment land. This level of growth in Harborough is less likely to create undue competition with other sites in the HMA, which is also positive given that some authorities have expressed the intention to meet their 'own needs'¹⁰. This option is least likely to lead to an 'oversupply' in strategic employment land provision and thus the balance between jobs and housing is likely to be appropriate. Overall, the implications for the wider region are likely to be positive.
- 5.3.15 Option B ought to have positive implications for the HMA (and wider area) by meeting a substantial proportion of identified employment land needs (for the HMA). However, if other authorities are to make provision in their own areas, this could lead to increased competition between locations and/or a potential oversupply, which could also have implications for housing provision. This employment land need would predominantly be met within Harborough District, potentially having some limiting effect on further opportunities for employment opportunities in this sector in other local authorities within the HMA. On balance this option is broadly neutral (i.e. some positives and some negatives).

¹⁰ Should such land not be brought forward in other Local Plan's, there is a potential for negative effects upon the economy, health and wellbeing across the HMA.

- 5.3.16 Option C ought to have positive implications in terms of providing a boost to the economy. However, it would exceed identified needs within the HMA, which could lead to increased competition with other existing and planned locations.
- 5.3.17 It would also have negative implications for authorities intending to meet needs in their own areas. The significant increase in provision could also have negative implications in terms of the balance of housing and employment. Though the provision of employment land is inherently positive, the overall implications for the region are likely to be negative in light of these factors.
- 5.3.18 A combination of A+B ought to have positive implications in terms of providing a boost to the economy. Although identified needs within the HMA would be exceeded, this would be much less than for option C. Therefore, negative implications relating to competition, employment land oversupply and housing provision would be expected to be lower than for option C. Consequently, the overall implications for the wider area are likely to be neutral (i.e. some positives and some negatives).
- 5.3.19 A combination of B+C would provide a significant boost to the economy. However, this option substantially exceeds identified needs (for the HMA) and thus issues of competition, over-supply and housing provision would be likely to be most pronounced. Though the provision of employment land is inherently positive, the overall implications for the region are likely to be negative in light of these factors.
- 5.3.20 **Resource use** – Resources will be used no matter where development occurs. In this respect the alternatives cannot be differentiated. However, at higher levels of growth it is more likely that there would be a potential over-supply in employment land (which would naturally lead to increased resource use). In this respect, options C and combination B+C could have negative implications for the wider region. Conversely, significant provision of employment land at Magna Park could reduce emissions from industry and transport attributable to other authorities in the HMA. It is also known that BREEAM 'excellent' would be sought under options A and C. Overall, Option C and Combination B+C would have mixed implications (i.e. both the positive and negative factors discussed above).
- 5.3.21 The delivery of high quality development under these options ought to have positive implications for the HMA as it ensures that needs are being met in a sustainable way (and thus reducing overall emissions across the wider area).

5.4 Key findings

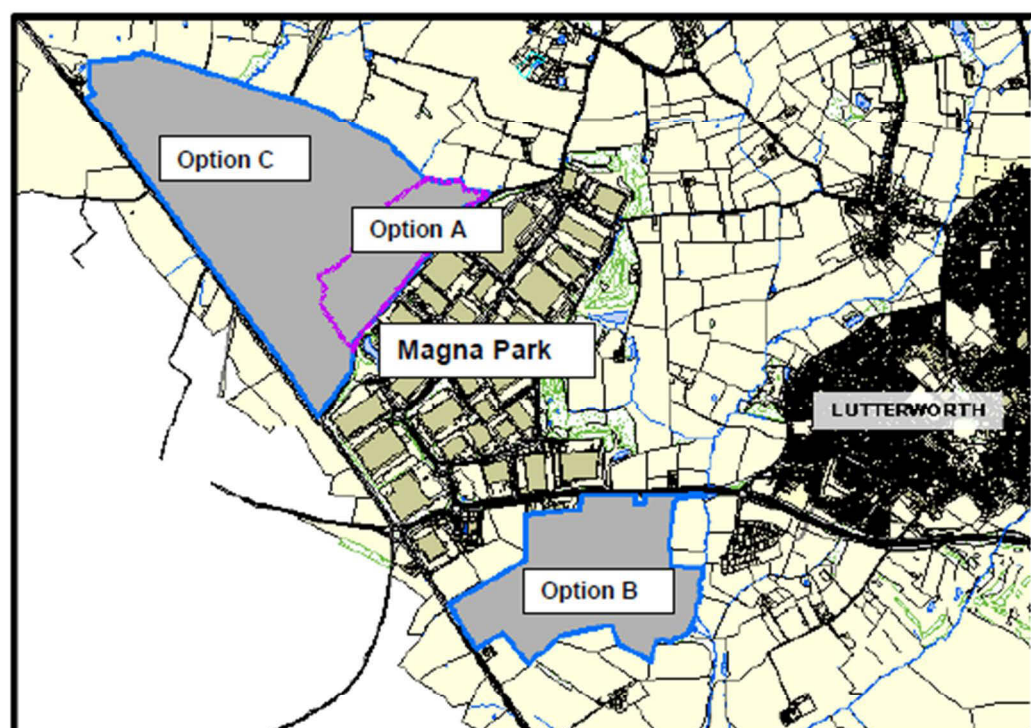
1. Option A is not predicted to have any significant negative effects for Harborough from a strategic perspective (i.e. for the district as a whole). It would also have significant positive effects for housing and economy, without having negative implications for the economy or housing provision in the wider area. Approval of the live application associated with option A would therefore be reasonable from an overall sustainability perspective. However, this option would require outstanding needs of 70 ha to be met in other locations across the HMA.
2. Meeting needs in full within Harborough is only beneficial to the HMA from an economic perspective, if it is unlikely these would be met elsewhere. However, this is not likely to be the case. Meeting a proportion of needs elsewhere would be more beneficial in terms of 'spreading the benefits (and negative effects)' across more than one location (not least to aid in access by public transport for a wider range of communities). In this respect, options A and B are the most appropriate and option C and combination B+C the least.

3. Combination B+C substantially exceeds identified needs for employment land. Though this would have more pronounced positive effects upon the economy, the SA does not demonstrate that this is a sustainable approach either for Harborough District, the HMA or wider region. Major constraining factors are the potential implications for employment land delivery across the wider area, a mismatch in housing delivery and more pronounced negative effects on built and natural heritage within Harborough.
4. Given that the SA demonstrates that the most balanced approaches are those that do not exceed identified needs, this would suggest that either option A or option B should be taken forward. However, it is difficult to choose between options A and B. Though option A has fewer negative effects and would seek to achieve BREEAM 'excellent', option B would have more prominent positive effects in terms of job creation.
5. A combination of both these applications (i.e. option A+B) does not lead to any further effects on natural resources, built and natural heritage, climate change, resource use or health and wellbeing. Therefore, approval of both applications seems reasonable. However, there are implications for employment land provision in the wider area, as well as implications for housing in Harborough. This approach therefore has its difficulties.
6. Options 6, 8 and 9 for housing and employment in the Options Consultation document (September 2015) are most attractive in terms of supporting local housing for new employees at Magna Park. This is most pertinent for combination B+C, followed by option C alone, then combination A+B, followed by option B alone. The implications for the spatial strategy are less pronounced for option A.

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Appendices

Appendix I: Map to illustrate potential Strategic Distribution sites for Options A, B and C



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 &  = Areas submitted to the Council for consideration as potential Strategic Distribution employment allocations

Figure 28: Potential Strategic Distribution sites in Lutterworth

APPENDIX II: THE SA FRAMEWORK

Theme	SA Objectives	Guiding Criteria	Potential monitoring indicators
Natural Environment	<p>1) Protect, enhance and manage biodiversity.</p> <p>2) Protect, enhance and manage environmental resources</p>	<p>1.1) What could be the effect on the quantity and quality of Biodiversity resources?</p> <p>2.1) What could be the effect on the quality of environmental resources?</p> <p>2.2) would there be a loss of 'Best and Most Versatile' agricultural land?</p>	<p>Net contribution towards habitat creation / improvement (hectares)</p> <p>Net loss of Best and Most versatile Agricultural land.</p>
Built and natural heritage	<p>3) Protect, enhance and manage the character and distinctiveness of the District's settlements and their surrounding landscapes.</p>	<p>3.1) How could proposals affect the character of settlements and/or surrounding landscapes?</p> <p>3.2) Could proposals hinder or assist efforts to maintain and enhance features of historic, cultural or archaeological interest?</p>	<p>Number of heritage features 'at risk'.</p> <p>Development granted contrary to heritage policies.</p> <p>Percentage of people that think the character of their neighbourhood has improved / stayed the same / declined.</p>
Health and Wellbeing	<p>4) Safeguard and improve community health, safety and wellbeing.</p> <p>5) Improve accessibility to employment, retail, business, health and community services, supporting health and well-being in the district.</p>	<p>4.1) How could proposals affect standards of open space, recreation and leisure provision?</p> <p>4.2) Could proposals have an effect on efforts to maintain and strengthen local identity and community cohesion?</p> <p>4.3) Could proposals have different impacts on certain social groups (age, gender, social class for example)?</p> <p>4.4) How could proposals impact upon air quality (particularly in Lutterworth)?</p> <p>5.1) What impact could there be on local service provision, particularly in rural areas?</p> <p>5.2) What modes of transport would most likely be encouraged and how would these affect greenhouse gas emissions?</p>	<p>Healthy life expectancy.</p> <p>Participation levels in sport and recreation.</p> <p>Provision of green infrastructure in conjunction with new housing.</p> <p>Amount of eligible open spaces managed to green flag award standard.</p> <p>Number of properties experiencing pollutant concentrations in excess of the standard.</p> <p>Percentage of completed non residential development complying with car-parking standards.</p> <p>Length of new/improved cycleway and pedestrian routes.</p>
Resilience (to climate change)	<p>6) Reduce the risks from local and global climate change upon economic activity, delivery of essential services and the natural environment.</p>	<p>6.1) What would be the effect in terms of flood risk?</p> <p>6.2) How would the resilience of local businesses be affected?</p>	<p>Number of planning permissions granted contrary to Environment Agency advice on flooding.</p> <p>Annual local authority expenditure on flood</p>

Theme	SA Objectives	Guiding Criteria	Potential monitoring indicators
Housing and Economy	<p>7) Provide affordable, sustainable, good-quality housing for all.</p> <p>8) Support investment to grow the local economy.</p>	<p>7.1) How could proposals affect levels of house building?</p> <p>7.2) How could proposals affect the ability to deliver affordable housing?</p> <p>8.1) Would proposals help to create job opportunities for local residents?</p> <p>8.2) Would the proposals support the rural economy?</p> <p>8.3) Would the proposals help to support the vitality of town centres and their retail offer?</p> <p>8.4) Would the proposals help to secure improvements in telecommunications infrastructure? (For example high speed broadband connectivity)</p>	<p>management measures.</p> <p>Net additional dwellings.</p> <p>Gross affordable housing completions.</p> <p>Total amount of additional floor space by type.</p> <p>Employment land available.</p> <p>Jobs created / retained in rural areas.</p> <p>Total number of visitors and spend on tourism.</p> <p>Broadband coverage and speed.</p>
Resource use	<p>9) Use and manage resources efficiently, whilst and minimising Harborough's emissions of greenhouse gases.</p>	<p>9.1) To what extent would proposals lead to an increase or decrease in the use of energy and / or water?</p> <p>9.2) Do proposals help to achieve / support a reduction in carbon emissions?</p> <p>9.3) Do proposals encourage the efficient use of minerals?</p>	<p>% of developments achieving a higher CFSH homes water efficiency rating than required by building regulations.</p> <p>Carbon emissions from road transport.</p>

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