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# 1 Transport Assessment

Table 1.1

Transport Assessment	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: Lutterworth East
<b>Selected Options Transport Assessment (Jacobs)</b>	No critical issues identified. Link capacity issues at Market Harborough Rockingham Road and Melton Road islands (>90%). Negligible impact on Market Harborough Town Centre. Minor issues at Fleckney, Kibworth and Lutterworth. Impacts upon Northamptonshire network.	No critical issues identified. Localised impact on A47/ Station Road and Stoughton T-junction only, with minor impact on rest of District. Minor link capacity issues in Kibworth, Market Harborough town centre and Lutterworth. Increased impact on Leicester City, increasing junction delay. Highest average speeds and lowest travel times across District. More opportunity for modal shift to sustainable transport.	No critical issues identified. Link capacity issues on A6. north and south of Kibworth, and south of Oadby, and Rockingham Road and Melton Road islands in Market Harborough. Reduction in congestion within Kibworth on A6 as traffic moved to bypass. Highest level of journey travel times across the District due to Kibworth location and distance to employment opportunities.	No critical issues identified. Localised issues to A4304 to Whittle island and proposed SDA island either side of M1 J20. Significant increase in delay at junctions. Impact on rural routes from SDA to Leicester (Gilmorton Rd etc). Minor issues in Fleckney and Market Harborough. No significant issues for M1 J20, but this is due to major delays at new proposed junctions either side. These junctions are to be re-modelled to address the issue.
<i>Ranking</i>	1.5 =	1.5 =	3	4
<b>South East Leicester</b>	Not included in the Assessment, however	Impact on eastern side of Leicester City, within and	Impact on edge of PUA through the centre of	Little association with Leicester PUA, and low

Transport Assessment	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: Lutterworth East
<p><b>Transport Assessment</b> (Edwards and Edwards)</p>	<p>there is specific assessment of impact from Fleckney development. This impacts upon local junctions, specifically on Newton Lane/A6 junction, however distribution is dispersed, with marginal wider impact. Limited access to employment and whilst having access to public transport, this is in excess of 30mins to employment opportunities.</p>	<p>outside of City border through access to City and A47. Largely independent impact in relation to other developments. Impact on rural roads around the development, and poor connectivity to west of Leicester and wider road network, including ring road impact. Some conflict with potential land release in North Oadby. Offers wider access to employment through sustainable transport.</p>	<p>Leicester along A6 corridor, but higher proportion of traffic heading south, away from Leicester to Market Harborough and Northamptonshire. Conflict with potential land releases in Oadby and Wigston minimised because direction of traffic flow the same. Impact on rural roads, specifically for western direction movements to Oadby/ Wigston/ Blaby/ Countesthorpe. Limited access to employment and some access to public transport, but walking longer distances to access public transport opportunities. Longer term potential for a railway station to increase public transport access to Leicester and Market Harborough post HS2.</p>	<p>impact of development on Oadby and Wigston or Leicester PUA. Impact on rural routes from SDA into Leicester (Gilmorton Rd etc)</p>

<b>Transport Assessment</b>	<b>Option 2: Core Strategy</b>	<b>Option 4 (variant): Scraftoft North</b>	<b>Option 5: Kibworth North East</b>	<b>Option 6: Lutterworth East</b>
<i>Ranking</i>	2	4	3	1
Option specific assessments (Market Harborough Transport Study/ developers LLITM modelling etc.)	Market Harborough Transport Assessment (July 2016): 24% increase in network demand forecast to 2031, with increase in external journeys to and from the town, and decrease in internal journeys. NW MH SDA link road will provide town centre mitigation, distributing traffic away from centre. Outlines key junctions for existing and future congestion, these to be prioritised for future mitigation.	Developer Assessment (RPS, August 2016): No severe impact on the road network that cannot be mitigated. Potential for modal shift to sustainable transport. Some link capacity issues at junctions at peak times. Proposed improvements to on street parking, widening carriageways, traffic calming/re-routing within Scraftoft and improving existing island.	Developer Assessment (Jubb, March 2015): Suitable capacity to accommodate development. Proposed bypass to be a 40mph single carriageway bypass, with existing A6 downgraded and 30mph throughout. Improvement to air and noise quality within Kibworth with reduction in traffic (up to 60% proposed), and improve link between Kibworth Harcourt and Beauchamp.	Developer Assessment (Aecom, Feb 2016): Proposal for Whittle island to become a signalised crossroads, M1 J20 also to be signalised and entrance lanes increased to 3, provision of signalised crossroads to serve the SDA on A4034, mini roundabout for Gilmorton Road access (but possible sustainable travel only link) and signalise the Bill Crane Way/Leicester Road junction. New access required on Leicester Road to serve SDA. Removal of some HGV movement away from town centre.
Local transport benefits	Because of the difficulties of securing sufficient funding from dispersed development, improvements to transport infrastructure	Will assist in improving traffic circulation in Scraftoft village and in providing parking facilities on on roads in Leicester leading to/ from the site.	Provides a by-pass/ relief road for Kibworth, enabling downgrading of the existing A6 and improved pedestrian and cycle links within the village, although	Provides a by-pass/ relief road for Lutterworth although its effectiveness is questioned by the traffic evidence so far, especially at peak hours. Further work being



Transport Assessment	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: Lutterworth East
	will be confined to site-specific matters, unless CIL is introduced.		only limited provision is made for such wider sustainable transport improvements.	undertaken may change this.
Rating	4	3	1.5 =	1.5 =
<b>Average Ranking</b>	<b>2.50</b>	<b>2.83</b>	<b>2.50</b>	<b>2.17</b>

## 2 Deliverability Assessment

Table 2.1

<b>Deliverability Assessment</b>	<b>Option 2: Core Strategy</b>	<b>Option 4 (variant): Scraftoft North</b>	<b>Option 5: Kibworth North East</b>	<b>Option 6: Lutterworth East</b>
<b>Housing Land availability: SHLAA sites compared to settlement requirement</b>	Shortfall of 203 dwellings in Lutterworth (unless sites in the Area of Separation are allocated - see below) Small shortfalls (totalling 132 dwellings) in: Church & East Langton, Dunton Bassett, South Kilworth, Tugby. These shortfalls occur following the amendment to Option 2 (100 dwellings deducted from Market Harborough and added to Scraftoft, Thurnby & Bushby).	Shortfall of 91 dwellings in Lutterworth (unless a site in the Area of Separation is allocated). Small shortfalls (totalling 107 dwellings) in: Church & East Langton, Dunton Bassett, South Kilworth, Tugby.	Small shortfall of 44 dwellings in Lutterworth (unless part of a site in the Area of Separation is allocated). Small shortfalls (totalling 91 dwellings) in: Church & East Langton, Dunton Bassett, South Kilworth, Tugby.	Small shortfalls (totalling 128 dwellings) in: Church & East Langton, Dunton Bassett, South Kilworth, Tugby.
<i>Ranking</i>	4	3	1.5 =	1.5 =
<b>Housing land availability: 5 year land supply</b>	5 Year housing land supply at date of adoption (and every year until 2024/5 - exceeds NPPF requirements)	5 Year housing land supply at date of adoption (and every year until 2024/5 - exceeds NPPF requirements)	5 Year housing land supply at date of adoption (and every year until 2024/5 - exceeds NPPF requirements)	5 Year housing land supply at date of adoption (and every year until 2024/5 - exceeds NPPF requirements)

<b>Deliverability Assessment</b>	<b>Option 2: Core Strategy</b>	<b>Option 4 (variant): Scraftoft North</b>	<b>Option 5: Kibworth North East</b>	<b>Option 6: Lutterworth East</b>
<i>Ranking</i>	2.5 =	2.5 =	2.5 =	2.5 =
<b>Potential Allocations (in addition to SDAs)</b>	Overstone Park, MH; E of Blackberry Grange, Northampton Rd, MH; W of Airfield Farm (extension to SDA), MH; Burnmill Farm, N of MH 2 small sites N of MH; E of Leicester Rd, Lutterworth; (2 sites off Brookfield Way, Lutterworth ?); Kilby Road, N of Fleckney; Saddington Road/ Badcock Way, S of Fleckney.	Overstone Park, MH; E of Blackberry Grange, Northampton Rd, MH; E of Leicester Rd, Lutterworth; (site off Brookfield Way, Lutterworth ?); Kilby Road, N of Fleckney; Saddington Road/ Badcock Way, S of Fleckney.	Overstone Park, MH; E of Leicester Rd, Lutterworth; (part of site off Brookfield Way, Lutterworth ?); Kilby Road, N of Fleckney; Saddington Road/ Badcock Way, S of Fleckney.	Overstone Park, MH; E of Blackberry Grange, Northampton Rd, MH; Kilby Road, N of Fleckney; Saddington Road/ Badcock Way, S of Fleckney.
<b>Infrastructure constraints (excluding transport)</b>	Moderate constraint relating to existing primary school capacity in Market Harborough, Kibworth and Gilmorton, with limited or no scope for expansion.	No major constraints. Utilities network connections are all nearby. Minor constraint relating to existing primary school capacity in Market Harborough, Kibworth and Gilmorton with limited or no scope for expansion.	Utilities network connections are all nearby. Possible need for upgrade to waste water treatment works. Need to extend secondary school. Minor constraint relating to existing primary school capacity in Market	High voltage 400 kV transmission line (nationally critical infrastructure) running diagonally across the site. Utilities network upgrades are needed and may be costly with long lead-in times. Minor constraint

Deliverability Assessment	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: Lutterworth East
		Secondary school available adjoining site (Hamilton College), but SDA is within Oadby catchment where contributions would be needed towards extensions.	Harborough, Kibworth and Gilmorton with limited or no scope for expansion. New primary school would be provided by SDA.	relating to existing primary school capacity in Market Harborough, Kibworth and Gilmorton with limited or no scope for expansion. SDA would provide 2 new primary schools (1 in plan period).
<i>Ranking</i>	3	1	2	4
<b>Infrastructure costs:</b> (figures rounded to the nearest £10,000)	Unknown, but likely to be less than SDAs. In any event would be split between a large number of developers. Could be funded through CIL.	Transport: £6m, education: £9.24 (potential for £3.6m reduction for secondary), utilities: £2.5m, drainage: £1.25m, other S106: £3.28m, landscaping and earthworks: £1.5m. TOTAL: £23.77, <b>total/dwelling: £19.8k</b>	Transport: £12.1m, education: £11.64m, utilities: £3.5m, drainage: £1.67, other S106: £4.27m, landscaping: £0.16m. TOTAL: £33.34m, <b>total/dwelling: £20.8k</b>	Transport: £37.38m, education: £10.95m, utilities: £5m, drainage: £4.49m, other S106: £6.88m, landscaping: £1.5m, noise mitigation: £0.93m. TOTAL: £67.13m, <b>total/dwelling: £24.4k</b>
<i>Ranking</i>	1	2.5 =	2.5 =	4
<b>Viability: comparative assessment</b>	Viable (based on previous Viability Assessment of hypothetical typologies). RLV/ha range from £498,497 to £1,560,434 across the District. Blaby borders area(including	SDA Viable. Total Residual Land Value (RLV) = <b>£15m</b> . RLV/ha = £419,789. Not Viable when Threshold Land Value (TLV) compared with RLV, but	SDA Viable. Total Residual Land Value (RLV) = <b>£41.2m</b> . RLV/ha = £819,626. Marginally Viable when Threshold Land Value (TLV) compared with RLV	SDA Viable. Total Residual Land Value (RLV) = <b>£59.7m</b> . RLV/ha = £762,019. Viable when Threshold Land Value (TLV) compared with RLV

<b>Deliverability Assessment</b>	<b>Option 2: Core Strategy</b>	<b>Option 4 (variant): Scraftoft North</b>	<b>Option 5: Kibworth North East</b>	<b>Option 6: Lutterworth East</b>
	Fleckney) Not Viable when Threshold Land Value (TLV) compared with RLV	may not be relevant given owners' characteristics and aspirations.		
<i>Ranking</i>	3	4	1.5 =	1.5 =
<b>Ownership: potential problems</b>	Assumed to be none since all sites are in the SHLAA and many are subject to applications/ pre-application consultations.	2 landowners - Scraftoft Golf Club and Leicester City Council. Promotion agreement agreed in principle with both landowners. Relocation of the Golf Course relies on planning permission being granted for a new site.	7 landowners. A Memorandum of Agreement is being agreed between the landowners, but intentions of one landowner are uncertain. His land is not on the route of the bypass, but its exclusion would affect viability and ability to plan the SDA comprehensively. Alternative methods to ensure any development of this site could be covered by the S106 for the SDA have been proposed.	5 landowners. Land to the north of Lutterworth, required to provide access from the A426 and provision of the M1 bridge is controlled by a separate landowner whose agreement to providing land is required. This landowner has indicated an unwillingness to be party to the SDA S106, but could develop their land independently.
<i>Ranking</i>	1	2	3.5 =	3.5=
<b>Potential for longer term</b>	Very little capacity for further growth in Market	1200 expected to be delivered prior to 2031.	1490 expected to be delivered prior to 2031,	1290 expected to be delivered prior to 2031,

<b>Deliverability Assessment</b>	<b>Option 2: Core Strategy</b>	<b>Option 4 (variant): Scraftoft North</b>	<b>Option 5: Kibworth North East</b>	<b>Option 6: Lutterworth East</b>
<b>housing delivery beyond the plan period (2031)</b>	Harborough. Limited potential in Scraftoft, Thurnby and Bushby and Lutterworth. Some potential in Broughton Astley, Billesdon, Great Glen, Houghton on the Hill, Kibworth, Ullesthorpe.	Further land potentially available to the east of the SDA site.	110 after.	1460 after.
<i>Ranking</i>	4	2	3	1
<b>Average ranking</b>	<b>2.64</b>	<b>2.43</b>	<b>2.43</b>	<b>2.50</b>

# 3 Environmental Assessment

Table 3.1

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

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



Environmental Assessment	Option 2: Core Strategy	Option 4 (variant) Scraftoft North	Option 5: Kibworth North East	Option 6: Lutterworth East
<i>Ranking</i>	4	2 =	2 =	2 =
SA assessment on effects on natural environment and on-site designations	Major negative effect overall due to potential for cumulative negative effects on biodiversity at many SRVs, Rural Centres and Key Centres, loss of best agricultural land and exacerbation of air quality issues at Lutterworth and Leicester urban area (substantial growth without upgrades to highway network of improvements to GI).	Moderate negative effect overall across district taking into account cumulative effects on soil and local wildlife sites. Could be moderate negative effects associated with SDA but a comprehensive GI plan ought to ensure that these effects are reduced. There is potential for a positive effect to be generated. Scraftoft Local Nature Reserve would be lost but it has limited value, especially its eastern half, and natural environment could be enhanced by GI proposals; will require that redundant constructed features in Scraftoft Brook (weirs etc) be removed and the	Moderate negative effect overall across district. Moderate negative effect at Kibworth linked to loss of best agricultural land. A comprehensive GI plan ought to ensure that any negative effects are reduced.	Moderate negative effect overall across district. Major negative effects at Lutterworth reflecting the effects on biodiversity (including presence of SSSI) and agricultural land but acknowledging possible improvements to air quality and GI enhancements. Sensitive development which enhances GI could minimise negative effects, but presence of SSSI may present more difficulties than at other SDAs. NE do not object in principle to development, but have 'strong reservations about the current vision on the grounds that it does not provide sufficient assurances that the integrity of the SSSI will not be harmed'. A study of the feasibility of maintaining the integrity of the SSSI is in preparation. The working draft

Environmental Assessment	Option 2: Core Strategy	Option 4 (variant) Scraftoft North	Option 5: Kibworth North East	Option 6: Lutterworth East
		link with the wildlife corridor into Leicester be preserved.		identifies potential mitigation and confirms it is technically feasible to avoid negative effects. It also identifies enhancements to the SSSI and adjacent sites. The study will form the basis of further discussion .
<i>Ranking</i>	3.5 =	1.5 =	1.5 =	3.5 =
SA assessment of effects on resource use (climate change mitigation)	Minor negative effect predicted overall. As the option distributes more housing to rural villages, it could lead to an increase in carbon emissions. This increase in emissions from 'rural areas' could be offset somewhat by growth in MH, Lutterworth and S/T/B. The substantial housing provision at MH could help reduce carbon emissions.	Neutral effect predicted overall. Substantial housing provision at MH could help reduce carbon emissions. Delivery of an SDA at Scraftoft ought to promote sustainable growth, especially with measures to improve and encourage bus travel, but it is likely that car trips into Leicester would continue.	Neutral effect predicted overall. Substantial housing provision at MH could help reduce carbon emissions. Delivery of an SDA at Kibworth ought to promote sustainable growth but it is likely that car trips would continue to be dominant mode of travel.	Minor positive effect predicted. Positive effects at certain settlements outweigh negative effects predicted for others. Delivery of SDA in Lutterworth ought to promote sustainable growth, and good links to jobs (for example at Magna Park) but it is likely that car trips would continue to be the dominant mode of travel.
<i>Ranking</i>	4	2.5 =	2.5 =	1
<b>Average Ranking</b>	<b>3.70</b>	<b>1.80</b>	<b>2.20</b>	<b>2.30</b>

# 4 Socio-Economic Assessment

Table 4.1

Socio-Economic Assessment	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: Lutterworth East
Proximity to employment	Market Harborough has a good range of employment in accessible locations. Scraftoft/Thurnby/Bushby has access to employment areas within the PUA. Lutterworth has employment in the town and access to opportunities at Magna Park. Limited employment in rural areas.	No specific employment areas in the immediate vicinity. However, there is access to a wide range of employment areas within Leicester City and wider PUA.	Limited existing employment provision within Kibworth. Traffic study shows increased out-commuting.	Substantial employment provision both within Lutterworth and at Magna Park, all of which is in relatively close proximity.
<i>Ranking</i>	2 =	2 =	4	2 =
Provision of employment	Various sites	Various sites but none in SDA	Various sites and 5ha in SDA on 2 areas adjacent to A6 to north and south of the site.	Various sites and 23.7ha within SDA on sites adjoining M1 and to SE of J 20 (in addition to possible motorway services).
	3.5 =	3.5 =	2	1
Proximity to / provision of retail and	Proximity: Market Harborough and Lutterworth are both town centres in the retail hierarchy	Proximity: Local supermarket (Co-op) in Scraftoft to meet day to	Proximity: Local supermarket in Kibworth Beauchamp	Proximity: Lutterworth has a good town centre with a range of shops and facilities.

Socio-Economic Assessment	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: Lutterworth East
impact on centres	in view of their wide range of retail provision, including a choice of supermarkets. Scraftoft/Thurnby/Bushby have local supermarket provision to meet day to day needs. Large supermarket provision within Leicester City (closest Hamilton 2-3 miles) and Oadby. Provision: new sites in MH and Lutterworth town centres.	day needs. Large supermarket minimum of 2 miles away in Hamilton from SDA. Provision: new sites in MH and Lutterworth town centres, plus local centre in SDA on Hamilton Lane.	village centre (minimum of 1 mile away from SDA) along with a range of smaller shops and facilities in village centre. Closest large supermarket approx 5 miles (Oadby). Provision: new sites in MH and Lutterworth town centres + 2 local centres in SDA.	2 large supermarkets in town centre, which are a minimum of 0.5 miles away from nearest part of SDA. Provision: new sites in MH and Lutterworth town centres + 1.2 ha local centres in SDA.
<i>Ranking</i>	1.5 =	3	4	1.5 =
Proximity to/ Provision of education	Adequate primary and secondary provision in MH, Lutterworth and Scraftoft/Thurnby/Bushby. New primary school to be provided at MH SDA will add to capacity in MH. Potential capacity issues identified in some smaller village schools.	Scraftoft does not have a primary school and children go to Fernvale Primary School in Thurnby. New primary provision is proposed in the SDA. Secondary school capacity in catchment area schools to the south in Oadby (6 miles). Hamilton	Capacity issues identified at both primary and secondary levels. Primary needs would be met through new provision at SDA. SDA promoters propose extensions to Kibworth Academy .	Secondary school capacity in Lutterworth. Two new new primary schools will be provided to meet needs of SDA.

Socio-Economic Assessment	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: Lutterworth East
		Community College is adjacent to SDA site but in Leicester City and not a catchment area school.		
<i>Ranking</i>	3	2	4	1
Proximity to/ Provision of other community facilities	Proximity: A good range of community facilities are available in MH and Lutterworth. Both have leisure centres with swimming pools, libraries, GP surgeries. Scraftoft/ Thurnby/ Bushby have fewer local facilities - no library or leisure centre. Thurnby and Bushby have community venues, but Scraftoft is seeking an improved multi-use community hall.	Scraftoft does not have a GP surgery, permanent library or community leisure facility. It has only a small village hall but planning permission for a new multi- use community hall is in place. Its location means that facilities in the PUA area can be accessed.	There are 2 GPs, a community library and a village hall. There is no dedicated leisure centre but the secondary school allows evening community use of its sport hall and artificial grass pitch. Community centre provision is proposed in the SDA and land identified for leisure facilities.	Lutterworth has a good range of community facilities (including a leisure centre with swimming pool, library, community hospital, 2 GPs and town hall). These are all in or close to the town centre. Their accessibility to SDA residents will depend on appropriate and safe links to SDA.
<i>Ranking</i>	1.5 =	4	3	1.5 =
SA Assessment of effects on housing and economy	Significant and major positive effect overall. Benefits for the majority of settlements through provision of housing choice, affordable housing	Moderate positive effect overall. Mostly positive effects across the District by supporting modest housing growth. Delivery	Major significant positive effect overall. Provision of greater housing choice, affordable housing and	Major significant positive effect overall. Beneficial effects on housing and the economy at majority of settlements. Major positive

Socio-Economic Assessment	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: Lutterworth East
	and increased spending in village/town centres. Effects would be spread fairly evenly across the district with particular benefits for Fleckney, Market Harborough and Scraftoft/Thurnby/Bushby.	of an SDA would see major positive effect in S/T/B (however housing provision in this area may be more likely to be sought by residents Leicester urban area, which could limit positive effects for Harborough residents). Low levels of growth in some Rural Centres see negative effects (Ullesthorpe, Great Glen, Kibworth).	increased spending would have beneficial effects on housing and the economy at the majority of settlements. Major positive effect in Kibworth and surrounding settlements (e.g. Fleckney) through delivery of SDA.	effect on Lutterworth and surrounding villages through delivery of SDA. Most favourable re: matching housing growth to areas of jobs growth (and more so should expansion at Magna Park be part of the preferred strategy). Low levels of growth in Kibworth and Great Glen see negative effects.
<i>Ranking</i>	2 =	4	2 =	2 =
SA Assessment of effects on health and well being	Major positive effect overall. Overall housing provision and contributions to social/community infrastructure would deliver positive outcomes. Particular benefits for Fleckney, MH and S/T/B.	Moderate positive effect overall due to improved health and well-being in many places resulting from access to housing and potential improvements to community infrastructure and open space. Major positive effects at	Major positive effect overall. Neutral or positive effects on health in most SRVs and RCs. Major positive effects predicted for Fleckney and Kibworth (due to infrastructure upgrades, jobs and	Major positive effect overall. Option performs best at the SRV level whilst also having similar positive effects for the Rural Centres, Key Centres and MH. Major positive effect in Lutterworth (due to infrastructure upgrades, jobs and housing provision at SDA).

Socio-Economic Assessment	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: Lutterworth East
		Fleckney and S/T/B.	housing at SDA).	
<i>Ranking</i>	2 =	4	2 =	2 =
Open space and Green Infrastructure provision	Various existing shortfalls exist. Developers will be asked to make appropriate contributions.	The minimum provision for Scraftoft North SDA calculated on 1200 dwellings is 38.157 ha of Green Infrastructure. The proposal for Scraftoft SDA includes 30.2ha of Green Infrastructure including Public Open Space, SUDS and attenuation basins and woodlands. This amounts to an underprovision of Green Infrastructure.	The minimum provision of Green Infrastructure for Kibworth SDA calculated for 1609 dwellings is 51.16ha. The proposal for Kibworth SDA includes 64.1 ha of Green Infrastructure including POS, on site attenuation and screen planting.	The minimum provision of Green Infrastructure for Lutterworth SDA calculated for 2750 dwellings is 87.41ha. The proposal for Lutterworth SDA includes 94.6 ha of Green Infrastructure including Structural Landscaping, allotments and formal sports provision and cemetery land
<i>Ranking</i>	3	4	1	2
Provision of land to meet Gypsy and Traveller needs	Only land which would be available in all options.	Site not proposed and may be difficult to identify a suitable opportunity.	Site proposed (2 options) in conjunction with SDA.	Site not proposed but could potentially be delivered given existing public site nearby (Bonehams Lane) and LCC ownership.
<i>Ranking</i>	3.5 =	3.5 =	1	2
Air quality	Dispersed development leads	Lowest level of emissions	Highest predicted	Higher emissions to

<b>Socio-Economic Assessment</b>	<b>Option 2: Core Strategy</b>	<b>Option 4 (variant): Scraftoft North</b>	<b>Option 5: Kibworth North East</b>	<b>Option 6: Lutterworth East</b>
impacts	to increased emissions in Market Harborough and to the M1 corridor.	increase due to lower journey times.	increase in car emissions due to higher average journey times	Lutterworth SDA and Market Harborough only, and higher levels of emissions outside of the District.
	2=	2=	3=	3=
<b>Average Ranking</b>	<b>2.89</b>	<b>2.61</b>	<b>2.48</b>	<b>2.02</b>



# 5 Planning Principles

Table 5.1

NPPF Selected Principles	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: Lutterworth East
Creatively enhancing and improving places	All developments would be required to offer opportunities to enhance and improve the lives of their residents. However there would be fewer opportunities to plan for improved places at a community scale in a comprehensive and well-planned way. Mainly incremental additions to the built up area.	SDA would impact on the current Green Wedge(prevents merging of Scraftoft and Leicester). However, as part of SDA layout there may be opportunity to improve/formalise access to GI and prevent merging of settlements. There would be an impact on the local landscape although this could be minimised through maintaining mature vegetation. Could add to local facilities and consolidate recent ad hoc expansion.	SDA would include development of the proposed by-pass and could remove through-traffic from the A6, offering opportunities for reduction in congestion and improvements in local car borne journey times, public realm improvements and local shopping experiences. Impact on the local landscape would need to be minimised. Local people are concerned that the scale and character of the village would be overwhelmed.	SDA would include development of the proposed relief road and could in theory ease through-traffic from the A426, offering opportunities for reduction in congestion and improvements in journey times, air quality, public realm and local shopping experience in Lutterworth. However traffic modelling so far has not demonstrated this. Impact on the local landscape would occur but would be minimised through mitigation.
<i>Ranking</i>	4	2 =	2 =	2 =

NPPF Selected Principles	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: Lutterworth East
Drive and support sustainable economic development to meet housing, business and development needs, and respond to wider opportunities for growth.	All Options meet objectively assessed housing and business needs.	All Options meet objectively assessed housing and business needs. Supports the growth of Leicester city where pressures and opportunities are greatest.	All Options meet objectively assessed housing and business needs. Kibworth SDA provides opportunities for additional employment land.	All Options meet objectively assessed housing and business needs. Lutterworth SDA provides opportunities for additional employment land. This SDA represents an opportunity for growth, with the potential for further growth beyond the Plan period.
<i>Ranking</i>	3.5 =	2	3.5 =	1
Taking account of flood risk and climate change	This Option would provide significant development in Market Harborough, which the Strategic Flood Risk Assessment indicates has a high risk of surface water flooding with the risk increasing with more development. It also relies on significant development in Scraftoft, Thurnby & Bushby, which	Larger developments, such as this SDA, offer the greatest opportunity to exploit renewable resources, although the potential for on-site renewable energy generation would require further analysis. In High Leicestershire and so outside the Opportunity Area for wind turbines. Development of the	Larger developments, such as this SDA, offer the greatest opportunity to exploit renewable resources, although the potential for on-site renewable energy generation would require further analysis. SDA is in High Leicestershire and so outside the Opportunity Area for wind turbines. SDA is low flood risk. Surface water treatment will need	Larger developments, such as this SDA, offer the greatest opportunity to exploit renewable resources, although the potential for on-site renewable energy generation would require further analysis Within the Lutterworth Lowlands Opportunity Area for wind turbines. This option includes the Lutterworth SDA, a part of which is at high risk of flooding. Mitigation measures

NPPF Selected Principles	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: Lutterworth East
	increases the risk of flooding downstream in Leicester City. Market Harborough in Welland valley where only small and medium scale of wind turbines allowed.	Scraftoft North SDA is low flood risk. Need to ensure that on site drainage is managed so as not to increase flooding down stream in Leicester.	careful management.	will be needed
<i>Ranking</i>	4	1.5=	1.5 =	3
Conserving the natural environment and reducing pollution/ allocating land of lesser environmental value	By focussing development on the most sustainable urban areas, this Option offers the opportunity to reduce dependency on the private car (particularly Market Harborough) and therefore reducing pollution. However, additional development in Lutterworth without provision of a by-pass has the potential to increase pollution at the current Air Quality Monitoring Area. Some	Scraftoft North SDA would impact on the Green Wedge, defined in Scraftoft NDP. However, layout shows could ensure maintenance of some separation and improved access to green infrastructure. Local landscape identified as medium-low sensitivity. Wider District impacts would be reduced as housing numbers would be reduced. Good acces to bus services could help	Local landscape would be impacted, majority of which is of medium-high sensitivity. Impacts in the wider District would be reduced as housing numbers would be reduced. Would increase commuting and so pollution on surrounding roads, but would lead to a reduction in pollution on the existing A6.	SDA offers potential for some environmental improvements through the provision of accessible green infrastructure, although this is uncertain. Could impact negatively on condition of Misterton Marshes SSSI, unless substantial mitigation provided. Some loss of best and most versatile land. Potential improvements to air quality in Lutterworth through provision of the relief road, but not yet demonstrated by traffic modelling. Local landscape is mostly medium sensitivity, with rest medium-low. Impacts in

NPPF Selected Principles	Option 2: Core Strategy	Option 4 (variant): Scraftoft North	Option 5: Kibworth North East	Option 6: Lutterworth East
	of land release on medium-low sensitivity.	reduce car-borne traffic and so pollution.		the wider District would be reduced (lower housing numbers).
Ranking	1.5 =	1.5 =	3.5 =	3.5 =
Promoting mixed use developments	This Option has limited opportunities for mixed use development, being mainly housing only sites.	Scraftoft North SDA would include elements of mixed use development (primary school and GI) but no additional employment.	Kibworth SDA scheme would be a mixed use development (primary school, bypass, green infrastructure, some employment and local retail provision); but employment development is limited.	Lutterworth East SDA would be a mixed use development (primary school, relief road, green infrastructure, local retail provision, employment).
Ranking	4	3	2	1
Conserving heritage assets	The impacts on heritage assets are likely to be less significant because of the distance of new development from the focus of heritage assets in the centres of urban areas.	Scraftoft North SDA would have limited impact on Scraftoft Conservation Area. Few impacts likely on listed buildings (only Nether Hall). It does have the benefit of reducing housing requirements in other settlements, particularly the more sensitive rural settlements.	Potential for SDA to impact significantly on the Kibworth Harcourt Conservation Area and its setting. Some of SDA land is within CA. Presence of ridge and furrow close to settlement contributes to setting. Several listed buildings in the vicinity would be impacted without substantial mitigation. However, fewer impacts on	The Lutterworth SDA proposal is distant from the Lutterworth Conservation Area, so less likely to impact on the CA. Impact on listed buildings in Misterton would need mitigation. SDA reduces housing requirements in other settlements, particularly the more sensitive rural settlements.

<b>NPPF Selected Principles</b>	<b>Option 2: Core Strategy</b>	<b>Option 4 (variant): Scraftoft North</b>	<b>Option 5: Kibworth North East</b>	<b>Option 6: Lutterworth East</b>
			heritage assets in other settlements.	
Ranking	2 =	2 =	4	2 =
Making fullest use of public transport, walking and cycling	This Option is likely to provide the greatest opportunity to access services locally by walking, cycling or public transport since they focus developments on urban areas with the greatest range of established services, employment opportunities and public transport.	SDA's close proximity to existing development and services would present opportunities for the development of for reasonable walking/ cycling links and distances. However, it is likely that there would continue to be a reliance on car based trips generally to employment and higher order services in Leicester.	Under this Option potential walking/cycling distances from existing and proposed services and facilities to new houses within the SDA could be an issue. However, the by-pass would remove traffic from through the village which is currently a barrier to movement. The reliance on car based trips to employment opportunities and higher order services elsewhere, particularly in Leicester and Market Harborough, is likely to continue.	Under this Option potential walking/cycling distances from existing services/facilities could be an issue. However, given the scale of the development, safe walking/cycling access to proposed new services and facilities could be achieved through sensitive master planning. Reliance on car based trips to employment and higher order services elsewhere is likely to continue given its location in relation to the strategic road network.
Ranking	1	2	3	4
<b>Average Ranking</b>	<b>2.86</b>	<b>2.00</b>	<b>2.79</b>	<b>2.36</b>