



SUSTAINABILITY APPRAISAL OF THE HARBOROUGH CORE STRATEGY

OPTIONS SA REPORT

September 2009





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Appendix A: Updated Sustainability Appraisal Framework

Appendix B: High Level Assessment matrix

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Abbreviations

ANGSt	Accessible Natural Greenspace Standard
CAMS	Catchment Abstraction Management Strategy
DCLG	Department for Communities and Local Government
DPD	Development Plan Document
HDC	Harborough District Council
LDF	Local Development Framework
RSS	Regional Spatial Strategy
SA	Sustainability Appraisal
sqm	Square metre
SEA	Strategic Environmental Assessment
SFRA	Strategic Flood Risk Assessment
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Urban Drainage Systems

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1 Introduction

1.1 Purpose of this Report

This Options SA Report has been prepared for Harborough District Council (HDC) as part of the Sustainability Appraisal (SA) process for the Harborough Local Development Framework (LDF) Core Strategy (referred to throughout this document as the Core Strategy). Comprising the latest stage of the SA, this document sets out an assessment and sustainability commentary of the *Core Spatial Strategy Alternative Options* reportⁱ to feed into the ongoing development of the Core Strategy.

SA is the process of informing and influencing the development of the Core Strategy to maximise the sustainability value of the document. Reflecting this purpose, the target audience for this Options Report is the Core Strategy LDF team at HDC.

1.2 Background

This report follows the release of the SA Scoping Report to the Consultation Authoritiesⁱⁱ in November 2008. Setting out the scope of and methodology for the SA and summarising the tasks and outcomes of the first stage of the SA process, the Scoping Report also presented information on the Core Strategy to enable the Consultation Authorities to form a view on the consultation period and scope/level of detail that will be appropriate for the SA Report. A summary of the consultation responses received on the Scoping Report was prepared by UE-A and was presented to the Core Strategy development team in February 2009.

The Scoping Report can be found at the following web link:

<http://www.harborough.gov.uk/site/scripts/documents.php?categoryID=856>

Following the conclusion of the scoping stage of the SA, the SA team contributed to the development of early issues and options work carried out for the Core Strategy. This included an appraisal of early versions of the alternative options proposed for the Core Strategy. A preliminary Options SA Report, which set out the outcomes of this appraisal process, was provided to HDC in March 2009.

The *Core Spatial Strategy Alternative Options* report is the major outcome of the options work carried out for the Core Strategy. The report is a consultation document designed to facilitate discussion on the 'options' stage of the development of the Core Strategy. Released in June 2009 to a range of stakeholders, the aim of consultation on the *Core Spatial Strategy Alternative Options* report was to:

ⁱ The finalised *Core Spatial Strategy Alternative Options* report was supplied by Joanna Ellershaw to UE-A on 17th June 2009

ⁱⁱ The Consultation Authorities comprise English Heritage, Environment Agency and Natural England.

- ▶ Provide an opportunity for stakeholders and local communities to consider the issues and opportunities for meeting future development needs of the district;
- ▶ Gain feedback related to alternative options for development in Harborough; and
- ▶ Form the basis for more detailed Core Strategy policies.

The purpose of this Options SA Report is to evaluate the Alternative Options presented in the *Core Spatial Strategy Alternative Options* report and provide a commentary on the sustainability implications for the district of taking forward each of the Alternative Options. Through providing this input, it is anticipated that this Options SA Report will inform and influence subsequent stages of the Core Strategy development process.

1.3 How to use this document

This Options SA Report should be read alongside the *Core Spatial Strategy Alternative Options* report (June 2009) to provide context as a companion document. It should be noted that this report has been prepared to facilitate iteration in the plan-making process and is not the equivalent of an SA Report or Environmental Report in line with the SEA Directive. A full Environmental Report will be published later in the plan-making process.

Whilst not being a requisite part of the ODPM SA Guidance (2005), this document follows the intentions of PPS12. Keeping in the spirit of this consultation stage, the Options SA Report presents sustainability issues for consideration alongside the proposals set out in the *Core Spatial Strategy Alternative Options* report.

This Options SA Report is structured as follows:

Chapter 2 and **Appendix A** sets out the methodology for the assessment and the approach taken to presenting the appraisal outcomes.

Chapter 3 and **Appendix B** sets out an assessment of the Alternative Options included under the 18 Core Spatial Policies in the *Core Spatial Strategy Alternative Options* report. This is presented through a High Level Assessment Matrix, and an accompanying commentary which compares the sustainability performance of each of the options. It also presents, where appropriate, recommendations which should be taken forward through the ongoing preparation of the Core Strategy.

Chapter 4 discusses the appraisal findings against the key sustainability issues highlighted for the district by the scoping stage of the SA.

The final chapter of the report (**Chapter 5**) sets out the next steps for the SA process.

2 Methodology for the Assessment of the Core Spatial Policy Alternative Options

2.1 Introduction

The *Core Spatial Strategy Alternative Options* report presents a set of alternative options which are designed to take forward the spatial development of Harborough to 2026 and over the longer term. These options are presented through a number of proposed policy approaches relating to the following themes:

- ▶ Climate change;
- ▶ Transport;
- ▶ Wider community infrastructure;
- ▶ Settlement hierarchy and community;
- ▶ Strategic distribution of housing;
- ▶ Broad locations of housing development;
- ▶ Affordable housing;
- ▶ Gypsy and Traveller provision;
- ▶ Employment provision;
- ▶ Town Centres and Shopping;
- ▶ Environmental assets; and
- ▶ Developer contributions.

The proposed policy approaches, or 'Core Spatial Policies' are as follows:

- ▶ Core Spatial Policy 1: Improving Energy Efficiency in New Development
- ▶ Core Spatial Policy 2: Facilitating Renewable Energy Generation
- ▶ Core Spatial Policy 3: Promoting Sustainable Development
- ▶ Core Spatial Policy 4: Options for improving transport in Market Market Harborough
- ▶ Core Spatial Policy 5: Options for improving transport in Lutterworth
- ▶ Core Spatial Policy 6: Delivering additional Community Infrastructure
- ▶ Core Spatial Policy 7: A Strategy for Communities across the District
- ▶ Core Spatial Policy 8: Meeting Regional Spatial Strategy Housing Requirements
- ▶ Core Spatial Policy 9: Strategy for Longer Term Development
- ▶ Core Spatial Policy 10: Development Strategy for Market Harborough

- ▶ Core Spatial Policy 11: Development Strategy for the Leicester Principal Urban Area
- ▶ Core Spatial Policy 12: Development Strategy for other locations
- ▶ Core Spatial Policy 13: Securing Affordable Housing
- ▶ Core Spatial Policy 14: Provide for Gypsy and Traveller Needs
- ▶ Core Spatial Policy 15: Enable Economic and Employment Development
- ▶ Core Spatial Policy 16: Improve Town Centres and Shopping
- ▶ Core Spatial Policy 17: Develop and Protect the Natural and Historic Environment
- ▶ Core Spatial Policy 18: Securing appropriate levels of planning obligation from developers

Under each of these Core Spatial Policies, a total of 89 Alternative Options are proposed by the *Core Spatial Strategy Alternative Options* report. These are designed to facilitate discussion on the future direction of the Core Strategy in relation to the proposed Core Spatial Policies, and the alternative options which could be taken forward to the next stages of the Core Strategy's development process.

2.2 Assessment of the Alternative Options

The Alternative Options proposed under each of the Core Spatial Policies have been appraised against the SA Framework of objectives and indicators developed during the Scoping stage of the SA. This SA Framework has been reproduced in **Appendix A**.

The assessment of Alternative Options engaged a high level assessment technique which uses the SA Framework, the baseline and the review of plans, programmes and policies to assess each alternative option. Findings are presented in matrix format in **Appendix B**.

The high level assessment matrix is not a conclusive tool or model. Its main function is to identify at a high level whether or not the Alternative Options would be likely to bring positive, negative or uncertain effects in relation to the SA Objectives. A benefit of this approach is that a range of options may be assessed, which can then be scrutinised in further detail if a significant number of uncertainties or potential negative effects arise.

To accompany the high level assessment, **Chapter 3** presents a commentary setting out the likely sustainability effects of the Alternative Options. This is presented through a comparison of the Alternative Options proposed under each Core Spatial Policy.

The outcomes of the appraisal have then been discussed in relation to the key issues for the district highlighted in the SA Scoping Report (**Chapter 4**). These key sustainability issues are discussed under the SA topics utilised to present the relevant information during the scoping stage.

This approach to the assessment of the Alternative Options is consistent with the methodology promoted through the Planning Advisory Service's Local Development

Framework SA guidance, which states that the DPD options can be appraised against each other through identifying their absolute performance against the SA Framework.ⁱⁱⁱ

ⁱⁱⁱ Page 26-32, Planning Advisory Service and Scott Wilson) 2007, *Local Development Frameworks Guidance on Sustainability Appraisal*

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3 Discussion of Appraisal Outcomes

3.1 Introduction

As discussed above, the *Core Spatial Strategy Alternative Options* report sets out Alternative Options for 18 Core Spatial Policies which it is proposed should be taken forward through the Core Strategy.

The various options presented for the Core Spatial Policies have been appraised by the SA team utilising a high level assessment process. **Appendix B** presents the appraisal outcomes in a high level assessment matrix. The commentary below augments the high level assessment process by discussing and comparing the sustainability implications of the Alternative Options proposed for each Core Spatial Policy. Where relevant, the commentary suggests additional issues which it is considered should be further addressed through the ongoing development of the Core Strategy.

3.2 Core Spatial Policy 1 – Improving Energy Efficiency in New Development

Taken together, the four options proposed for Core Spatial Policy 1 will encourage the growth of higher standards of energy efficiency within the district. As well as reducing energy use and limiting greenhouse gas emissions from new development, each of these policies will lead to indirect positive effects including for the health and wellbeing of residents, limiting fuel poverty, stimulating the growth of environmental technologies in the district, and facilitating a reduction in resource consumption. The options also draw on *Planning for Climate Change-Supplement to Planning Policy Statement 1* by suggesting that the Core Strategy should include tangible recommendations related to targets for renewable energy provision, and related to regional and national efficiency and emissions standards. This is fully endorsed by the SA process. Due to the wide range of beneficial effects that are likely to arise from the options proposed for the Core Spatial Policy, it is recommended that all four options should be taken forward into the Core Strategy.

Targets for renewable energy provision in the district which are ambitious and far reaching, and seek to extend existing best practice will maximise sustainability benefits. As the Core Spatial Policy has acknowledged, the Merton Rule seeks to ensure that 10% of energy requirements on all new non-residential development above a threshold of 1,000sqm are met by the incorporation of on-site renewable energy. There is considerable potential for taking this further: for example, the latest application of the Merton Rule suggests extending this to at least 20% of energy provision for similar developments.^{iv}

^{iv} The London Borough of Merton is currently consulting on a 20% figure through its LDF.

More generally, the latest Government target on renewable energy seeks to ensure that 15% of energy comes from renewable sources by 2020, an increase from only 2.25% in 2008.^v Of this, it suggests that domestic microgeneration of both heat and power will play a significant role in helping to meet this target. To meet these challenging aims, ambitious targets will need to be introduced and achieved at the local level, including in Harborough.

As well as ensuring that new development in the district meets high energy efficiency standards, the Core Strategy should seek to improve the energy efficiency of existing structures. The retrofitting of existing buildings and structures to improve energy efficiency is a central aspect of the recently released *Low Carbon Transition Plan to 2020 White Paper* (released in July 2009), which sets out how the UK will deliver emission cuts of 18% on 2008 levels by 2020. The options for Core Spatial Policy 1 however only focus on the energy efficiency of new development in the district. To take this further, the Core Strategy should support improvements in energy efficiency within the existing housing stock. Likewise, there is significant scope for the Core Strategy to support enhancements to the energy performance of existing non-domestic buildings in the district.

3.3 Core Spatial Policy 2 - Facilitating Renewable Energy Generation

The two options proposed for the Core Spatial Strategy focus on increasing renewable energy in Harborough by expanding wind energy in the district. Option 1 seeks to build on the Leicestershire-wide *Planning for Climate Change* study by designating broad areas for wind farm development. This recognises the potential for wind energy in Harborough, and is likely to stimulate the development process for new provision by promoting the most technically suitable areas for wind energy in the district. Option 2 will support the implementation of new provision in these broad areas by setting out the criteria, in accordance with PPS22 Renewable Energy, for new development. This will help reduce impacts from new wind energy provision on environmental assets including for example landscape, townscape and biodiversity. Due to their support of new renewable energy provision and the recognition of the environmental, and other constraints, of such development, both of these options should therefore be taken forward by the Core Strategy.

As highlighted above, the focus of Core Spatial Policy 2 is currently on wind energy, and options for other forms of renewable energy provision have not been presented. In addition to the encouragement of wind farms, the Core Strategy should seek to encourage other forms of renewable energy in the district. Technologies which have potential in the district include biomass plants (including combined heat and power), solar thermal heating, photovoltaic energy production and (depending on the location of future waste facilities) the generation of energy from waste. Passive solar design and natural ventilation in new development will also help utilise natural heat and light.

The issues section of Core Spatial Policy 2 outlines that the UK Government's goal is to reduce CO₂ emissions by 60% on 1990 levels by 2050. This was updated to an 80% reduction on 1990 levels in November 2008 by the Climate Change Act. The issues section also states that

^v HM Government (July 2009) *The UK Renewable Energy Strategy*

the Government has set a target of 10% of UK electricity to come from renewable sources by 2020. This was increased to 15% by the UK Renewable Energy Strategy, which was published in July 2009. These targets should be reflected and acknowledged by the Core Strategy. Under this Core Spatial Policy, carbon dioxide has also been referred to as CO₂. The Core Strategy should refer to carbon dioxide as CO₂.

3.4 Core Spatial Policy 3 - Promoting Sustainable Development

The Alternative Options proposed under the Core Spatial Policy will help encourage sustainable patterns of development through encouraging new development which has good accessibility to services and facilities, public transport networks and walking and cycling links. Brownfield development will also be prioritised through the options.

Whilst each of the options perform well against the SA Objectives, many of the issues highlighted under this Core Spatial Policy are or can be addressed elsewhere in the Core Strategy. For example, a discussion of development on brownfield land has been included under the development strategies for Market Harborough and the Leicester PUA. It is also uncertain how directly relevant the issue of brownfield land is to climate change. If a wider brownfield policy is deemed to be required by the Core Strategy then this could be included under an alternative theme to Climate Change. Similarly the general transport, accessibility and land use options proposed under Core Spatial Policy 3 could be incorporated under a separate policy under the Transport theme.

As suggested below, the options included under Theme 1 have focussed on climate change mitigation, rather incorporating climate change adaptation. In this respect, there is potential for Core Spatial Policy 3 to be replaced with a climate change adaptation policy, which would better address the "Addressing Climate Change" theme under which the policy is included. This is discussed in more detail below.

3.5 Theme 1 and Climate Change Adaptation

A major area which has not been explicitly addressed by the three Core Spatial Policies which make up Theme 1 is related to climate change adaptation. Focussing on the reduction of greenhouse gas emissions in the district, Theme 1 "Addressing Climate Change" has only addressed climate change mitigation. It has not discussed how the district will adapt to the effects of climate change.

To address this, it is recommended that references to climate change in the Core Strategy should be clearly defined in relation to both climate change mitigation and adaptation. This will clarify which aspect of climate change the Core Strategy is seeking to address, and help demonstrate to the reader that to effectively address climate change in Harborough, action will be required both to limit greenhouse gas emissions in the district (mitigation) and to be prepared for the future (adaptation).

In relation to climate change adaptation, the effects of climate change in Harborough are likely to include the following: decreasing summer rainfall and increasing winter rainfall; more

extreme heat events such as that seen in the summer of 2003; fewer snowfall events; increased wind speeds and an increase in storm events; average annual temperature increase; warmer summers and wetter and warmer winters; and drier soils in summer and higher soil moisture levels in winter increasing the probability of flooding.

To help the district effectively adapt to climate change, the Core Strategy should utilise the most up to date, and detailed, data available related to projections for climate change in the East Midlands region. The outcome of research on the probable effects of climate change in the UK has recently (June 2009) been released by the UK Climate Projections (UKCP09) team.^{vi} UKCP09 gives climate information for the UK up to the end of this century and projections of future changes to the climate are provided, based on simulations from climate models. Projections are broken down to a regional level across the UK and are shown in probabilistic form, which illustrate the potential range of changes and the level of confidence in each prediction. These projections, which were not available during the scoping stage of the SA are considered the most accurate, up to date and detailed currently available for the UK.

As highlighted by the research, the effects of climate change for the East Midlands' climate by 2050 for a medium emissions scenario are likely to be as follows:

- ▶ Under medium emissions, the central estimate of increase in **winter mean temperature** is 2.2°C; it is very unlikely to be less than 1.1°C and is very unlikely to be more than 3.4°C. A wider range of uncertainty is from 0.9°C to 3.8°C.
- ▶ Under medium emissions, the central estimate of increase in **summer mean temperature** is 2.5°C; it is very unlikely to be less than 1.2°C and is very unlikely to be more than 4.2°C. A wider range of uncertainty is from 1.1°C to 4.7°C.
- ▶ Under medium emissions, the central estimate of increase in **summer mean daily maximum temperature** is 3.3°C; it is very unlikely to be less than 1.3°C and is very unlikely to be more than 5.9°C. A wider range of uncertainty is from 1.1°C to 6.6°C.
- ▶ Under medium emissions, the central estimate of increase in **summer mean daily minimum temperature** is 2.7°C; it is very unlikely to be less than 1.2°C and is very unlikely to be more than 4.6°C. A wider range of uncertainty is from 1.1°C to 5.5°C.
- ▶ Under medium emissions, the central estimate of change in **annual mean precipitation** is 0%; it is very unlikely to be less than -4% and is very unlikely to be more than 6%. A wider range of uncertainty is from -5% to 6%.
- ▶ Under medium emissions, the central estimate of change in **winter mean precipitation** is 14%; it is very unlikely to be less than 2% and is very unlikely to be more than 29%. A wider range of uncertainty is from 1% to 33%.
- ▶ Under medium emissions, the central estimate of change in **summer mean precipitation** is -15%; it is very unlikely to be less than -35% and is very unlikely to be more than 6%. A wider range of uncertainty is from -37% to 13%.

^{vi} The data was released on 18 June 2009: See: <http://ukcp09.defra.gov.uk/index.html>

Presented below are a series of graphs to illustrate UKCP09 information for the East Midlands region over a wider timescale to the end of the century. This is presented in five (10, 33, 50, 67 and 90%) probability levels for each 30-year time period:

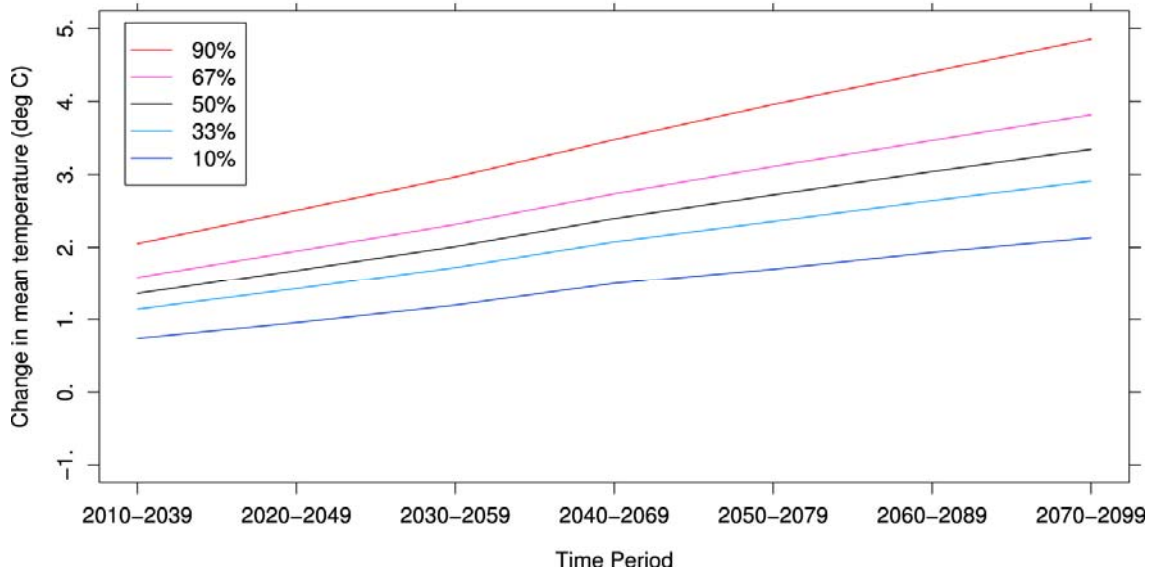


Figure 3.1: Changes in mean temperature in the East Midlands to 2099 as a result of a medium emissions scenario.

(Source: UK Climate Projections 09)

<http://ukclimateprojections.defra.gov.uk/content/view/1338/543/>)

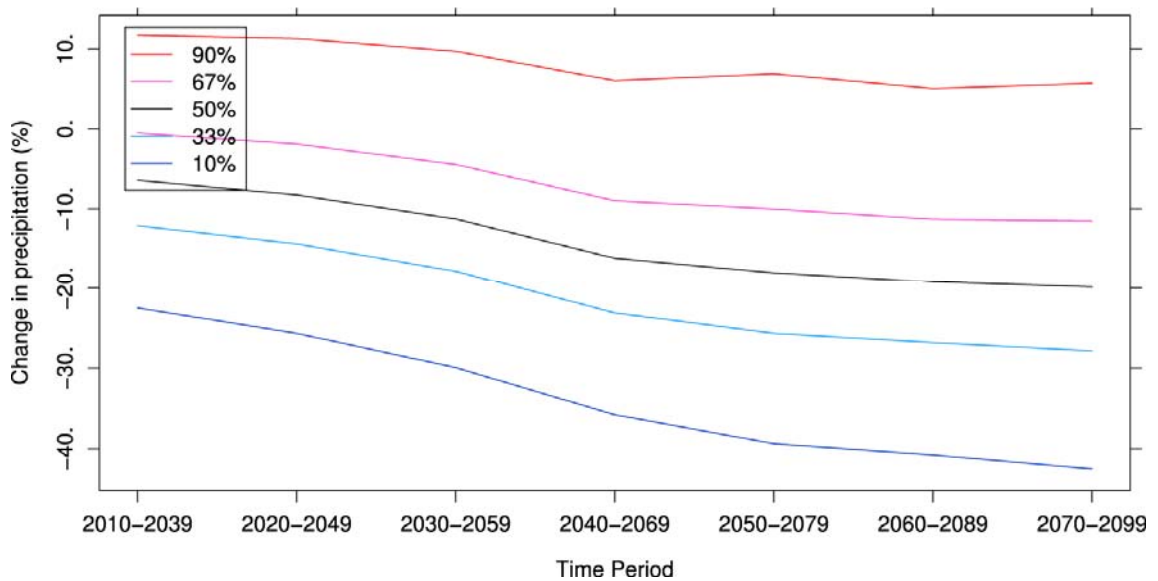


Figure 3.2: Changes in summer mean precipitation in the East Midlands to 2099 as a result of a medium emissions scenario.

(Source: UK Climate Projections 09)

<http://ukclimateprojections.defra.gov.uk/content/view/1338/543/>)

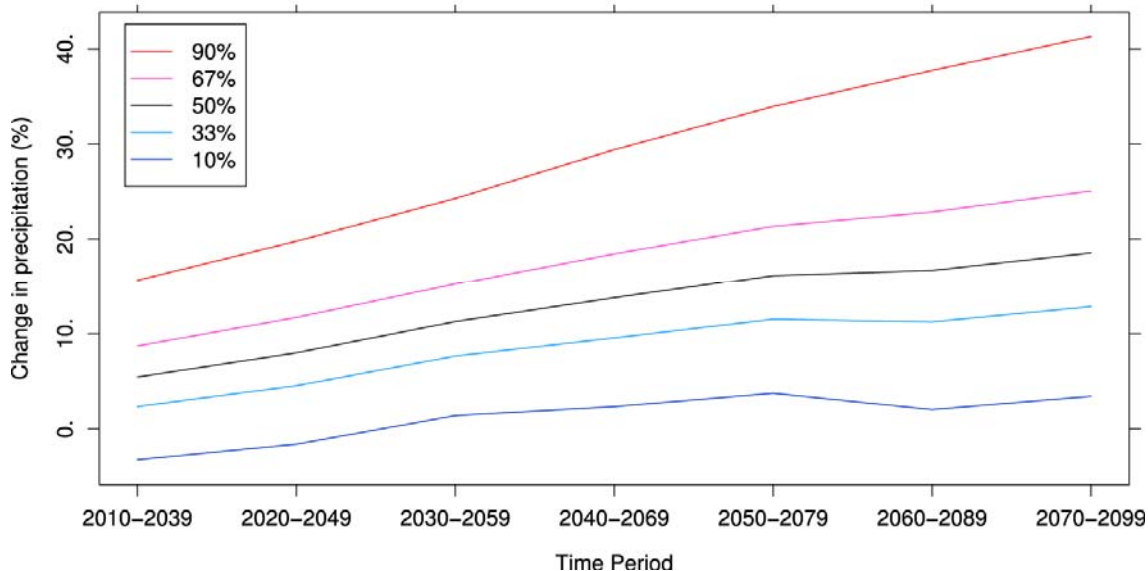


Figure 3.3: Changes in winter mean precipitation in the East Midlands to 2099 as a result of a medium emissions scenario.

(Source: UK Climate Projections 09)

<http://ukclimateprojections.defra.gov.uk/content/view/1338/543/>)

The Core Strategy will play a key role in deciding how successfully the district adapts to effects resulting from climate change: the extent of these effects for example will be strongly influenced by the location of new development in the district. The Core Strategy should therefore acknowledge these latest predictions to inform a set of policies which are designed to help the district adapt to climate change.

The Core Strategy should encourage development which utilises design and layout which supports adaptation to climate change. This can include:

- ▶ Appropriate shading and planting;
- ▶ Solar control;
- ▶ Increased ventilation;
- ▶ Improved drainage (and Sustainable Urban Drainage Systems, SUDS);
- ▶ Green roofs;
- ▶ Management of flood pathways;
- ▶ Rain harvesting and storage;
- ▶ Grey water recycling; and
- ▶ A range of other features.

Taking such an approach will help Harborough adapt to an increased occurrence of extreme temperatures, severe weather events and an increased risk of flash flooding in the district. In this respect, the expansion and improvement of Green Infrastructure networks (discussed in more detail in **section 3.19** below) will be a key means of helping Harborough adapt to climate change.

The Government is consulting on legislation to substantially strengthen local flood risk management and make it a legal requirement to prepare flood risk assessments taking account of the latest climate projections. When deciding the location of allocations within the district, the Core Strategy should therefore seek to ensure that the Strategic Flood Risk Assessment (SFRA) (which has recently been developed for Harborough) is a central consideration for deciding the location for development. This will help avoid areas of flood risk in the district. In this respect decision-making on the basis of the SFRA should adopt the precautionary principle^{vii} where uncertainties arise over addressing flood risk.

A revised Core Spatial Policy 3, which explicitly addresses climate change adaptation, therefore may be an appropriate means of addressing these issues.

3.6 Core Spatial Policy 4 – Options for improving transport in Market Harborough

In relation to Options 1 and 2, the sustainability implications of new transport infrastructure in the directions of growth proposed under the options depends largely on the location, nature, layout and design of development which it accompanies and the types of transport infrastructure improvements implemented. The potential effects of development in the directions of growth to the south east and west of Market Harborough (as supported under Options 1 and 2) have been discussed further under Core Spatial Policy 10 in **section 3.12**.

The effects of the options also depend largely on the extent to which transport infrastructure improvements focus on highway enhancements and improving traffic flows. Whilst in the short term highway improvements will reduce traffic congestion by increasing road capacity in the district, in the longer term traffic growth is likely to be stimulated through an encouragement of car use. This will affect the health and wellbeing of residents through a reduction in air and noise quality and a reduction of road safety for vulnerable road users (including pedestrians and cyclists). Traffic growth will impact on the built environment, including cultural heritage assets and their settings, landscape quality and also contribute to an increase in greenhouse gas emissions (which will compromise efforts to mitigate climate change in the district).

As well as impacts from traffic growth, highway improvements will have direct effects on the environment. This includes on biodiversity assets from landtake of habitats and the creation of barriers for biodiversity networks, visual intrusion from new infrastructure on the townscape and landscape, direct impacts on cultural heritage assets and an increase in the area of hardstanding surfacing (raising the risk of flash flooding and contributing to a reduction in the

^{vii} Where there is scientific uncertainty, and the consequences of an action, especially concerning the use of technology, are unknown but are judged by some scientists to have a high risk of being negative from an ethical point of view, then it is better not to carry out the action rather than risk the uncertain, but possibly very negative, consequences. This is known as the precautionary principle.

quality of the water resource). The encouragement of car use through the highway improvements will also reduce the economic viability of existing and proposed public transport networks, and reduce the quality of the public realm, affecting accessibility for those without access to a car.

To address some of these concerns, highway improvements in the first instance should focus on improving public transport linkages, such as through bus priority measures, bus lanes and red routes. They should also incorporate provision for walking and cycling routes, and aim to improve these networks to help facilitate modal shift from the private car. This will extend the benefits of the improvements to the full range of road users. Low noise surfacing, SUDS, appropriate landscaping/design and a range of other mitigation measures should also be fully utilised to reduce the environmental and social impacts of traffic and traffic growth.

In this respect transport infrastructure improvements should have a strong focus on sustainable modes of transport including public transport networks and new and improved walking and cycling linkages. This should be supported by demand management measures and 'soft' measures such as travel planning and integration of different modes of transport. In this respect, a number the measures included in Option 4 will lead to sustainability benefits.

Improved safety and perceptions of security for walkers and cyclists will also help encourage increased patronage of non-motorised transport. This will in turn help provide a "critical mass" of such users which encourages more people to walk and cycle. The Core Strategy, by supporting pedestrian and cyclist-friendly layout and design of development has the potential to support this. The provision of high quality local amenities and services within close proximity of residential areas, served by safe and secure walking and cycling routes, combined with good public transport links to provide access to amenities not available locally, are also prerequisites for reductions in car use in the district and increased use of more sustainable modes of transport. These aspects should be promoted by the Core Strategy.

Option 4 raises some sustainability issues related to its promotion of Park and Ride. For some locations, the introduction of Park and Ride can lead to a lead to adverse as well as beneficial effects. This includes increased congestion around Park and Ride sites, with associated effects on air and noise quality, impacts on landscape quality, loss of greenfield land and impacts on local environmental assets. Alongside, the encouragement of car use for at least part of the journey, rather than end-to-end public transport use, may in some cases undermine the case for, and use of existing and potential public transport networks.

For a rural district like Harborough, where accessibility to services, amenities and opportunities is a key issue, and high quality and frequent public transport links to many locations are less viable, it is considered that Park and Ride can bring a range of benefits. In addition to securing accessibility benefits it also has the potential support air and noise quality improvements in the town centre, facilitate enhancements to the built environment, improve the setting of the historic environment, and encourage non car use for at least part of the journey. To ensure that the benefits of Park and Ride are maximised therefore, new Park and Ride facilities in the district should seek to ensure that they augment rather than undermine existing public transport links, and help realise opportunities for modal shift, by, for example linking effectively with enhanced and new cycle and walking routes. The location and design

of new Park and Ride sites should also seek to minimise effects on local environmental assets and landscape quality.

Overall it is considered that Option 5 will be the most appropriate for the Core Strategy to take forward under this Core Spatial Policy. This recognises that new areas of development in Market Harborough will require new and improved infrastructure, and that a range of measures will be required to take forward effective, accessible and sustainable local transport networks. Transport infrastructure enhancements should however focus on encouraging the use of alternative modes of transport to the private car, facilitating intermodality and supporting accessibility by a range of transport modes.

3.7 Core Spatial Policy 5 - Options for improving transport in Lutterworth

Option 1, through "encouraging diverse employment development on the outskirts of Lutterworth", is likely to encourage business park type development on the outskirts of the town. Due to Lutterworth's proximity to the strategic road network, including notably the M1, this is likely to encourage longer distance commuting by car. Supporting improvements to key junctions to the west of the town will further encourage car use, with associated effects on greenhouse gas emissions, unsustainable patterns of development and on health and wellbeing. Likewise, increasing traffic flows in the wider area will lead to implications for air and noise quality. This will offset sustainability benefits that may arise as a result of the option on limiting traffic growth in central Lutterworth through the relocation of existing businesses from Leicester Road.

Whilst Option 2 will support a limitation of traffic growth in the Lutterworth, by allocating housing and employment land elsewhere, the potential benefits of allocating new development in the town will not be realised. In particular this option will limit opportunities for improving the viability and vitality of the town and meeting local housing needs.

It is recognised that a large input into air quality problems in the town relate to the growth of distribution business in the area. Whilst allocating development south of the A4303 through Option 3 will help limit impacts from transport on the town centre and the north of the town, this has the potential to encourage car use due to its ease of access to the M1. Similarly the business park type development that is likely to arise as a result of Option 3 will, as for Option 1, encourage longer distance commuting, with similar sustainability implications.

Option 4 considers concentrating allocations at Broughton Astley rather than Lutterworth. Focussing development at Broughton Astley, a location which is less accessible than Lutterworth by all modes of transport will lead to wide ranging sustainability implications, including increasing congestion, a growth of greenhouse gas emissions, issues related to accessibility to job opportunities and the viability of new employment provision. For this reason, there is less scope for Option 4 to be taken forward by the Core Strategy.

To help address the issues surrounding traffic and congestion in Lutterworth, the Core Strategy should support improvements in public transport linkages to, from and within

Lutterworth, demand management measures, traffic calming, sustainable freight management and new walking and cycling networks in the town.

3.8 Core Spatial Policy 6 – Delivering additional Community Infrastructure

Option 1, through concentrating new housing growth at one location, may support the provision of new infrastructure by focussing infrastructure improvements in one area. Option 1 however has the potential to undermine existing services in areas where growth is not proposed, especially those which are at, or close to, capacity. Where existing provision is inadequate, including rural areas, this option may reduce the scope for enhancing provision in these areas. This may reduce the effectiveness of wider infrastructure improvements in the district. There may also arise a number of shorter term difficulties relating to sufficient and appropriate infrastructure provision when concentrating new housing development in one area. Ensuring that new services, amenities and infrastructure are functional as new residential areas are developed will therefore be an important requirement.

Locating new development led by areas of existing infrastructure capacity will support existing services, and enable areas of new provision to augment existing areas of development. In this respect, Option 2 has the potential support improvements to infrastructure in existing areas. This option may lead to an overloading of current infrastructure however, through the effect of cumulative increases in housing development on existing services and facilities.

In relation to the sustainability of taking Options 1 or 2 forward, both will support the SA Objectives as long as appropriate standards for new infrastructure are met. To help ensure that standards are met, there is potential for the Core Strategy to support a set of community infrastructure standards related to facilities such as health provision, recreation facilities, open space and education provision. This should be supported by standards relating to water, water, waste management, and waste water treatment facilities. To augment the implementation of proposed community infrastructure standards, these standards should be linked to the annual monitoring report programme for the LDF.

Sustainable water and waste management are two important areas for Harborough to address. Reducing water consumption, increasing water efficiency in new developments and providing additional sewage treatment capacity will be key requirements for the district. In relation to water management, although a water cycle study has not yet been carried out for Harborough, the east of the district is currently located within an area which currently cannot supply enough water to meet demand. According to the Welland Catchment Abstraction Management Strategy (CAMS), large areas of the east of the district, including Market Harborough and Kibworth Beauchamp are 'overabstracted at low flows'. In the west of the district, lying within the River Trent's catchment, water availability area is better; according to the Soar CAMS, which covers the west of the district, the status is 'water available at low flows'. However more widely within the Severn Trent Water Region, in the East Midlands Resource Zone (one of six water resource zones identified by Severn Trent Water in its recent Water Resources Plan), the supply demand balance for the East Midlands is anticipated to become negative by 2011/12, indicating a risk of shortfall (deficit) of resources to meet future demand. This raises potential issues relating to downstream availability. The Core Strategy

should therefore seek to encourage a high degree of water efficiency and sustainable water management

A key infrastructure need for the district will be the provision of new and improved waste management provision. To develop the district's intentions further in relation to sustainable waste management, the Core Strategy should support the development of waste facilities at sustainable locations to accompany new growth if required, engage the local employment, reduction, reuse or recycle of waste, and where appropriate, realise the opportunities for renewable energy generation through waste. At the same time the Core Strategy should recognise the impacts that waste management can have on noise, soil and air quality; the built environment and the setting of cultural heritage assets; flora and fauna; and effects on residents' quality of life.

3.9 Core Spatial Policy 7 - A Strategy for Communities across the District

Option 1 seeks to maintain Market Harborough as the main retail and sub-regional centre in the District. With the largest concentration of services, facilities and amenities in the district, and the most comprehensive public transport linkages, this is supported, and taking forward this option will support a range of sustainability benefits.

Under this Core Spatial Policy, what comprises and is included within a Key Centre has not been defined. However giving Broughton Astley the same status as Lutterworth as a Key Centre will support an increased range of services and facilities, and be more reflective of its current population size, which is now larger than Lutterworth. In this respect, Key Centre status is likely to improve the range of amenities available locally. For this reason Option 2 should be taken forward in preference to Option 3, which seeks to maintain Broughton Astley as a Rural Centre.

Retaining the Preferred Options definition of Rural Centres under Option 4 will help ensure that the services provided for a centre with a population of more than 3,000 are maintained. It is uncertain to what extent extending the definition of Rural Centres to other villages within the district under Option 5 will weaken the effectiveness of the Core Spatial Policy.

Option 6, through supporting groupings of smaller villages within which are dependent on each other for use of services will support local community facilities and help improve the viability of local amenities. This will help limit social exclusion and support a reduction in deprivation relation to accessibility to services in rural areas. Due to these potential benefits, the Option should be taken forward by the Core Strategy.

3.10 Core Spatial Policy 8 - Meeting Regional Spatial Strategy Housing Requirements

In relation to accessibility, with good rail links, and frequent bus services, Market Harborough is well linked to the rest of the district and elsewhere. The town also has the largest concentration of services, facilities and amenities in the district. The strategic options which focus development in Market Harborough to a greater extent (Options 1, 2 and 4) will therefore do most to support accessibility by maximising accessibility from new areas of

development; the proximity of new development to shops, facilities and services in Market Harborough will help improve accessibility to these amenities, and support public transport use.

All six options propose that at least 15% of the remaining RSS allocation of approximately 3,800 houses will take place within the PUA. Due to the existing limitations of public transport infrastructure to the east of Leicester, there are a number of issues related to accessibility at these locations. New development should be accompanied by new and improved transport services to and from these locations, including through, where appropriate securing developer contributions to fund necessary transport improvements.

Linked to the issue of accessibility, a major, and increasing input into greenhouse gas emissions in Harborough is from transport. With relative affluence, and the rural nature of much of the district, car ownership is high in Harborough, and there is a considerable level of out-commuting by car. Road transport is by far the biggest contributor to greenhouse gas emissions in Harborough, contributing to almost half- or 45% of the district's total emissions. Limiting emissions from road transport is therefore a significant factor for climate change mitigation in Harborough.

Due to road transport contributions to greenhouse gas emissions in the district, the options which have the potential to support climate change mitigation are those that reduce the need to travel. The option with a greater focus of development in Market Harborough (Option 4) will do most to support reductions in greenhouse gas emissions by maximising accessibility from new areas of development to shops, facilities and services in the town, and supporting accessibility to high quality public transport networks. Similarly, the options which support the development of new housing areas in Lutterworth and Broughton Astley, both of which have good accessibility to the M1, and poor accessibility by rail, may stimulate an increase in greenhouse gas emissions by encouraging car-based commuting. The options which support development elsewhere in the district, in settlements which tend to have a lower concentration and variety of services and facilities, and a higher measure of development in the PUA, are also likely to lead to higher transport emissions. In this respect, Options 1, 2, 3 and 5 have the potential to lead to increased greenhouse gas emissions.

Option 1 and 2's support for housing development in Lutterworth may have further implications for existing air quality issues in the town through a stimulation of traffic growth. Similarly, Option 4's increased focus of housing in Market Harborough (85% of the total allocation) may, through a stimulation of traffic growth, also have implications for air quality in the town.

Whilst the scale of development required by the RSS allocation will ensure that all of the options will involve some measure of landtake on greenfield land, due to the shortage of brownfield land in Market Harborough, the options which propose the greatest measure of development at this location (Options 1, 2 and 4) have the largest potential for landtake at greenfield sites around the town.

The six options can be also differentiated in relation to the location of new development's potential effects on landscape quality. Option 1 is likely to have the largest effect of the

options on landscape quality at Lutterworth and Broughton Astley. Option 2, whilst likely to have some impacts on landscape quality at a wider range of locations, by spreading development across the settlements, the option may have smaller impacts on landscape quality at individual locations. Option 3 is likely to have the largest effect of the options on the landscape quality in the PUA (due to the largest allocation of housing at this location). Option 4 is likely to have more effects on landscape quality surrounding Market Harborough. This may particularly be the case due to the shortage of brownfield land in the town, requiring a large measure of landtake at greenfield sites. The options which focus development in Market Harborough and the PUA (Options 3 and 4), by limiting development in Lutterworth, Broughton Astley and the rural centres, will help preserve landscape quality in these areas.

3.11 Core Spatial Policy 9 - Strategy for Longer Term Development

Due to the longer term nature of the options, and the associated uncertainties that are linked with development from 2026, it is not possible to appraise these options in SA terms without a carefully researched future proofing exercise. Such a study would consider future baselines and extrapolate trends to provide informed perspectives. Similarly, any consideration of plans and programmes will be limited. It is however possible to prepare a very high-level, strategic commentary on some of the likely effects that might be relevant post 2026. As such this exercise has been prepared at the request of HDC and the limitations of any assessment at this level must be recognised.

The commentary relating to this policy area has been presented differently to the other options due to the longer term and overarching nature of the options.

3.11.1 Option 1: Continuation of the spatial option selected by the Core Strategy (see options above) to deliver the current RSS housing requirement

The assessment of this longer term option brings a large number of uncertain effects when considered against the SA Objectives. This relates to the fact that the preferred spatial option for the Core Strategy has yet to be formulated or adopted (the SA process is itself part of the Core Strategy development process). It is therefore problematic in SA terms to assess a long term option which proposes a continuation of a Core Strategy which has not itself been developed.

3.11.2 Option 2: Development of a new sustainable settlement adjacent to Oadby with very little additional development elsewhere in the District

Whilst it is difficult to undertake a detailed assessment of Option 2 at this strategic level due to a number of uncertainties related to design, layout and location, and the long term timeframe of the proposal, a number of high level, and broad conclusions can be made related to potential sustainability effects of the option. These conclusions, set out below, have been informed by the Pennbury Strategic Assessment carried out on behalf of Harborough

District Council, Leicester City Council, Leicestershire County Council Oadby & Wigston Borough Council.^{viii}

A new settlement at this location is likely to have impacts on designated historic environment assets in the area. The local villages of Houghton on the Hill, Stoughton, Gaulby and Kings Norton all contain Conservation Areas and Listed Buildings, and there are four Conservation Areas within the built up area adjacent to the A6, London Road: Stoneysgate, Evington Footpath; South Highfields and New Walk. These have the potential to be affected by impacts on their settings and integrity, directly through visual impacts and indirectly through changes and increases in traffic flows. A new settlement adjacent to Oadby is also likely to have impacts on landscape quality in the area. In particular the new settlement is likely to alter the character of the landscape and views from a number of surrounding towns and villages, including Houghton on the Hill, Kings Norton and Ilston on the Hill.

Although the area is not rich in biodiversity assets, there remains the potential for direct and indirect effects on flora and fauna. In particular there have been records of a number of species of reptiles, birds of conservation concern, bats, badgers, water voles and otters in the area. In relation to biodiversity designations, the nearest national designation, the Kirby-Foxton Canal SSSI, is approximately 6km to the south, and this site is currently in an unfavourable condition. There are also four Local Wildlife Sites located in the area. Features of potential biodiversity value nearby include local watercourses (such as the River Sence), and limited areas of fragmented woodland. The significance of any impacts on these areas and features will depend on the nature of the proposed development, as well as the provision and design of new green infrastructure: the provision of well designed open space to support new development has the potential to support biodiversity networks in built-up areas.

Transport and accessibility from a new settlement at this location is likely to be an issue. Currently the area is not well served by public transport, and it is at some distance from rail stations (including South Wigston) and poorly linked to existing bus routes (such as on London Road). Due to these factors, development at this location has the potential to lead to significant traffic growth, and the area's proximity to the strategic road network, including the A6, the A47 and the A563 ring road is likely to stimulate traffic growth on these routes. New development at this location will therefore need to be accompanied by a considerable expansion of new public transport infrastructure and linkages.

The potential benefits of locating a new settlement at this location include an improvement of housing provision in the area through an increase in the provision and range of housing (including affordable housing) and supporting business growth and employment opportunities locally. Focussing long term growth at this location will have benefits and disbenefits for other areas of the district. For example, whilst impacts on the historic environment, landscape quality, biodiversity, air and water quality and traffic growth may be limited elsewhere through a lack of development in other locations in the district, focussing development at one location will reduce the scope for potential benefits such as housing availability and new economic opportunities. As this review highlights, a large number of uncertainties arise from this longer

^{viii} Halcrow Group Ltd. on behalf of Harborough District Council, Leicester City Council, Leicestershire County Council and Oadby & Wigston Borough Council, Pennbury Strategic Assessment, December 2008

term options. The significance of the potential impacts highlighted depend largely on layout, location, design and nature of development, and the mitigation and avoidance measures implemented.

It should be noted that a separate sustainability appraisal will be prepared as part of the plan-making process for a new settlement. This will provide a more detailed overview of the likely sustainability effects of a new settlement at this location.

3.11.3 Option 3: Development of a new settlement elsewhere in the District with very little additional development elsewhere

Due to the large number of uncertainties surrounding this longer term option, including the likely location of the settlement, it has not been possible to carry out an effective assessment of Option 3.

3.11.4 Option 4: Focus on Lutterworth to help achieve major transport improvements and regeneration of the town centre

A focus of new development in the established settlement of Lutterworth is likely to support the vitality and viability of the town and support the town's economy. By increasing the proximity of new housing areas to existing facilities in the town, the option is likely to support local services, and encourage the expansion of such amenities. Likewise, an increase in the local population will also help improve the viability of existing transport networks, and support enhancements to public transport linkages.

The development of new housing areas in Lutterworth, an area with good accessibility to the M1, and poor accessibility by rail, may stimulate a further increase in car-based commuting however. This raises a number of potential negative effects. The stimulation of traffic growth from new development in Lutterworth may undermine efforts to secure improvements to air and noise quality in the town. This is significant as air quality in Lutterworth is currently poor, as highlighted by the presence of the existing Air Quality Management Area in the town. The proximity of the town to the strategic motorway network may also reduce the scope for encouraging sustainable patterns of travel and limiting greenhouse gas emissions from transport.

Through focussing new development in Lutterworth, the option is also unlikely to help improve housing provision and encourage economic development elsewhere in the district. Local environmental assets elsewhere in the district, such as the historic environment, biodiversity assets and landscape quality will be supported by focussing development in the town.

Overall, if new, improved and effective public transport networks and linkages accompany the development of new housing in Lutterworth, Option 4 has the potential to bring sustainability value from new development in the district.

The assessment matrix presented in **Appendix B** highlights the large number of uncertainties surrounding the longer term options.

Sustainability trends likely to be relevant for Harborough after 2026

As the commentary above and the accompanying assessment matrices have highlighted, the assessment of the longer term options has raised a large number of uncertainties relating to their sustainability performance. To accompany the assessment of these four long term options therefore, the SA process has examined the sustainability trends which are likely to be taking place in the period after 2026. The purpose of this exercise is to support the assessment carried out on the longer term options by highlighting the issues that are likely to arise in the longer term. This will help “future proof” the Core Strategy, by ensuring that it can enable Harborough adapt to longer term sustainability needs.

Table 3.1 below highlights some of these likely longer term sustainability trends. These longer term trends are presented in the context of the twelve SA Objectives.

SA Objective	Table 3.1: Possible trends after 2026 relating to SA Objective, and implications for Harborough
<p>1. Protect, enhance and manage biodiversity and geodiversity.</p>	<p>In the longer term, population and housing growth in the district has the potential to continue to have impacts on habitats, species and biodiversity networks. Improved access to open space and countryside will also have the potential to increase pressures on biodiversity assets in the district. Climate change is likely to affect the distribution of habitats and the variety and type of flora and fauna which exists in Harborough.</p> <p>Longer term trends of a loss in farmland and woodland species may be mitigated and reversed however through improved woodland management, agri-environment schemes and similar initiatives in the district. This may be supported by the creation of a comprehensive district-wide green infrastructure network. Alongside, a continuing of the recent trend of an increase in public awareness and participation may support biodiversity assets in the district.</p> <p>Continued improvement in biological and chemical river quality to meet Water Framework Directive requirements may also have benefits for flora and fauna over the longer term.</p>
<p>2. Protect, enhance and manage the character and appearance of the landscape, maintaining and strengthening distinctiveness and its special qualities.</p>	<p>Population growth and an expansion of built up areas is likely to have impacts on landscape quality in the district. Changes in farming practices are also likely to have impacts on the landscape. Climate change is likely to also change the character of the landscape through changes in weather patterns and vegetation.</p>
<p>3. Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.</p>	<p>New development and redevelopment in the district will both continue to place pressures on the integrity of cultural heritage and their settings, and present opportunities for improvements to the historic environment. Likewise, pressures on the existing and undiscovered archaeological resource are likely to continue in the district. Improved data availability, including from an enhanced At Risk Register, the development of Conservation Area Management Plans and Historic Landscape Characterisation will present opportunities for more effective protection of the historic environment.</p>
<p>4. Safeguard and improve community health, safety and well being.</p>	<p>Older individuals are increasingly making up a proportionally larger share of the total population of Harborough, a process which is likely to continue to 2026 and beyond. An ageing population will have implications for the provision of health services in the district, as well as accessibility to such services.</p>
<p>5. Improve accessibility in the district, particularly from rural areas.</p>	<p>Improved interconnectivity and ICT will change working practices, reducing the need to travel and increasing flexible working/ homeworking. It will also change the provision of services.</p> <p>Continuing pressures on rural services and the viability of public transport networks may reduce accessibility in rural areas, particularly for those without access to personal transport.</p>

SA Objective	Table 3.1: Possible trends after 2026 relating to SA Objective, and implications for Harbrough
6. Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	Waste technologies are likely to improve in the period up to 2026. Targets for reuse and recycling are also likely to become increasingly stringent. This will increase the requirement for new and improved sustainable waste management facilities in the district, including at the neighbourhood level.
7. Plan for the anticipated levels of climate change.	The effects of climate change in Harbrough are likely to include the following: decreasing summer rainfall and increasing winter rainfall; more extreme heat events such as that seen in the summer of 2003; fewer snowfall events; increased wind speeds and an increase in storm events; average annual temperature increase of between 1°C and 2.5°C; drier (up to 30%); warmer summers and wetter (up to 20%) and warmer winters; and drier soils in summer and higher soil moisture levels in winter increasing the probability of flooding. Harbrough will need to adapt to these changes.
8. Minimise Harbrough's contribution to climate change.	The existing UK Government target for 2050 is for an 80% reduction in greenhouse gas emissions from 1990 levels. Changes in the policy and legislative framework to meet this target are likely to lead to an increased impetus on reducing emissions through improvements to building efficiency, increased renewable energy provision, technological advances, vehicle efficiency measures and a reduction in the need to travel through higher density settlements.
9. Provide affordable, environmentally sound and good quality housing for all.	Population growth in the district is likely to place increased pressures on housing availability. Improved energy efficiency in building design is likely to present opportunities for improving the quality of existing housing stock and support a reduction of energy use in new development. Microgeneration and the use of other renewable energy technologies are also likely to become more widespread.
10. Encourage investment in order to grow the local economy.	Changes in the economy are likely to include an expansion of environmental technologies, and renewable energy provision. This will lead to an increase in 'green collar' workers in the district. Increased interconnectivity and further globalisation will increase the opportunities available for local firms. In particular, diversification of Harbrough's rural economy is likely to continue as new opportunities arise.
11. Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	Advances in environmental and renewable energy technologies will present opportunities for environmental improvements and an enhancement of energy efficiency across the district.
12. Maintain and where necessary, improve environmental quality with regard to water, air soil and pollution.	More stringent environmental legislation, both from the EU and the UK, and accompanying policy initiatives, are likely to lead to further improvements in the quality of the built environment.

The longer term sustainability issues identified in Table 3.1 should be considered as part of any ongoing development of options for the period from 2026.

3.12 Core Spatial Policy 10 - Development Strategy for Market Harborough

Option 1, through concentrating residential development on brownfield sites within the existing urban area, with smaller greenfield allocations where necessary, has the potential to lead to less need for greenfield development around the town compared to the other options. This will reduce potential effects from new housing allocated for the town on landscape quality, biodiversity assets, soil resources and other environmental assets in areas surrounding the existing urban area. An increased focus on brownfield land for residential allocations as supported by the option also has the potential to lead to a higher density of development taking place in the town, due in part to the relative shortage of previously developed land in Market Harborough. As well as reducing the area of land required for the new allocations, higher density development is likely to lead to residential development taking place in areas with a greater concentration and range of existing facilities and services. This will reduce the need to travel and encourage walking and cycling. Higher density development will also enable public transport links to more commercially and practically viable.

Options 2, 3 and 4, through limiting brownfield development is likely to lead to lower density housing and more dispersed development patterns for shopping, leisure, offices and services. This will increase the need to travel. The nature of less concentrated development over a larger area as promoted through these options may reduce the viability of public transport and walking and cycling, and encourage car use and traffic growth. This has the potential to lead to adverse environmental effects on air and noise quality, and undermine efforts to limit greenhouse gas emissions from transport in the district.

It should be noted though that higher density development raises potential implications for the quality of residential development in Market Harborough. Higher density development may also not always necessarily be appropriate for the existing character of the town, and for the quality of Market Harborough's public realm and townscape. An increased focus on brownfield land also raises potential implications related to brownfield biodiversity and designated and non-designated cultural heritage assets (and their settings) within the existing urban area. Alongside, Option 1, through focussing residential development on previously developed land, has the potential to limit land availability for employment uses. This is a potentially significant issue due to the high level of out commuting from the district for employment purposes.

Options 2 and 3 will lead to urban extensions to the west and south east of Market Harborough respectively. These options are likely to result in a greater loss of greenfield land than would take place through the other options, with associated effects on greenfield environmental assets locally. Whilst PPS3^{ix} states that the priority for residential development should be on previously developed land, it is acknowledged that there is a shortage of

^{ix} DCLG (2006) *Planning Policy Statement 3: Housing*

suitable brownfield sites in Market Harborough. To ensure that the vitality and vibrancy of the existing urban area is not compromised, suitable sites in the town centre and opportunities for new high quality residential development should not however be passed over in favour of urban extensions. Alongside, taking these options forward will require significant new public transport provision and expanded and improved walking and cycling networks linking residential areas with services, amenities and the town's sustainable transport links such as the rail station.

Due to the nature of the proposed development, the urban extensions are likely to have impacts on landscape quality to the west and south east of Market Harborough. It should be noted that promoting growth in these directions will avoid areas of highest landscape quality around Market Harborough, notably to the north of the town, as established by the Market Harborough Landscape Capacity Study. The proposed urban extension under Option 2 is likely to take place in areas of 'moderate/high' sensitivity according to the Market Harborough Landscape Capacity Study, and development under Option 3 is likely to take place in areas of 'moderate/low' landscape sensitivity.

Although inevitable effects on biodiversity assets are likely to occur as a result of the urban extensions, no nationally or locally designated nature conservation sites are located in these areas. This raises opportunities for the incorporation of high quality green infrastructure networks to help facilitate biodiversity enhancement and enable landscape and public realm improvements to accompany new development.

Urban extensions at these locations are likely to lead to a number of further adverse environmental effects. Flood risk has the potential to be a constraint for both options, and development at both locations will lead to loss of Grade 3 agricultural land. Development through Option 2 has the potential to have impacts on the setting of the heritage features to the west of the town centre, including notably the Grand Union Canal corridor, and both options have the potential to have impacts on local archaeological assets.

Option 4 seeks to limit brownfield residential development and encourage the development of a larger number of smaller greenfield extensions. In addition to the potential effects highlighted above for Options 2 and 3, the option also has the potential to lead to potential challenges relating to new service provision. This depends on the location of new development in conjunction with existing facilities and amenities, and the provision of new services with new development.

3.13 Core Spatial Policy 11- Development Strategy for the Leicester Principal Urban Area

As highlighted by the supporting text, focussing new development on previously developed land in the PUA (as proposed by Option 2) will lead to a requirement for higher density development due to the shortage of available brownfield land in the area. Due to the edge-of-conurbation nature of the PUA, and the existing issues relating to accessibility across the PUA, it is considered that higher density development would be less appropriate for the area, and be in less demand. It is also likely that higher density development would compromise the quality of housing and the provision of greenspace within the PUA.

The remaining options' sustainability performance depends on the location, layout and design of new development in the PUA. It should be noted though that the development of approximately 500 new dwellings in the PUA raises issues related to accessibility due to poor public transport infrastructure to the east of Leicester. The options' sustainability performance will therefore depend on the proximity of new development to services and public transport networks and/or the extent to which developer contributions are secured to fund necessary transport improvements. New development should be accompanied by an expansion of secure, usable and accessible walking and cycling networks, which link residential areas with services, facilities, open space and existing public transport networks. Likewise, the location, layout and design of new development should also support the use of sustainable transport networks. Development should also be led by local environmental constraints such as flood risk, biodiversity assets and landscape considerations, and seek to incorporate a comprehensive and multifunctional green infrastructure network.

3.14 Core Spatial Policy 12 - Development Strategy for Other Locations

The distribution of housing in Lutterworth, Broughton Astley and the rural centres should be dependent on local affordable housing need, accessibility to services and facilities, and proximity to public transport links. New development should be supported by the provision of new services and seek to promote the use of non car use.

In this respect Lutterworth and Broughton Astley, due to their larger size, and existence of wider range of amenities (or potential to have a wider range of amenities in the case of Broughton Astley) have greater scope to incorporate a greater degree of housing growth than other smaller settlements in the district.

3.15 Core Spatial Policy 13 – Securing Affordable Housing

Affordable housing provision should be promoted in both urban and rural areas, both as part of larger mixed use development and smaller rural development. In this respect Option 3, under *Percentage of Affordable Housing*, which sets the percentages of affordable housing to be sought on a site by site basis, will help provide the flexibility to ensure that localised affordable housing needs are met. Of the other options, Option 1 has less potential to meet affordable housing need in rural areas, Option 2 may introduce percentages of affordable housing which are not appropriate for all settlements, and Option 4 reduces the scope for new affordable housing provision in the main settlements of the district, where both need and demand continues to exist. Similarly, Option 3 under *Site Thresholds* and Option 1 under *Tenure Split* have greater potential to help provide the flexibility required to meet localised affordable housing needs.

To accompany these aspects, the Core Strategy should also more explicitly recognise the benefits of affordable housing which is high quality, energy efficient and environmentally sustainable, supporting Core Spatial Policy 1. This will bring a range of benefits, including helping to address fuel poverty, and supporting the health and wellbeing of residents. This

will also help bring a range of longer term benefits to the quality and longevity of the district's housing stock.

3.16 Core Spatial Policy 14 - Provide for Gypsy and Traveller Needs

The options proposed for Core Spatial Policy 14 focus on the strategic location of sites in relation to their proximity to existing Gypsy and Traveller Sites and existing and new areas of housing development.

The guidance *Designing Gypsy and Traveller Sites, Good Practice Guide*^x recommends that a measure of integration with the settled community should be achieved by if possible locating new sites near to housing for the settled community. This should offer scope to manage an integrated coexistence with the local community. Alongside, as highlighted by the guidance, many Gypsies and Travellers express a preference for a rural location which is on the edge of or closely located to a large town or city consistent with traditional lifestyles and means of employment.

In sustainability terms, a key aspect of Gypsy and Traveller site provision is the accessibility of sites and pitches to services and facilities in the district. In particular the proximity and access of sites to health services, educational opportunities and local shopping facilities should be a key consideration. To augment the options for new sites, it is considered that new Gypsy and Traveller sites should be located within a reasonable distance of local services and facilities including a convenience store, a GP and a school. Accessibility to employment opportunities should also be a key consideration.

More generally the Core Spatial Policy should seek to ensure that the principles set out in the guidance *Designing Gypsy and Traveller Sites, Good Practice Guide* are fully supported by the Core Strategy through the provision, design and layout of new sites. This will help ensure that the potential negative sustainability effects of new sites (including noise and visual impacts, landscape aspects, and issues related to flooding) can be addressed.

In this respect Option 5, which proposes a combination of approaches to new provision is desirable, if new provision is led by the aspects discussed above. The Core Spatial Policy relating to Gypsy and Traveller sites should therefore have a close focus on accessibility to services, facilities and amenities, and ensuring that the good practice proposed in the *Designing Gypsy and Traveller Sites, Good Practice Guide* leads new provision in the district.

3.17 Core Spatial Policy 15 - Enable Economic and Employment Development

Under this Core Spatial Policy, it is recommended that a mixture of Options 3 and 5 will do most to support the socio-economic SA Objectives. Concentrating a large proportion of economic and employment development in Market Harborough, which has the most comprehensive public transport links (including the rail line) and the largest range of facilities

^x DCLG (2008), *Designing Gypsy and Traveller Sites, Good Practice Guide*

and services in the district, will support accessibility to these opportunities and have the largest potential to improve economic offer in the district. This will also support the vitality and vibrancy of the town. Option 5 will support employment provision by helping to meet increasing demand for flexible work space across the district. This has the potential to encourage flexible working practices, support remote working, and reduce the need to travel and out-commute from the district for work purposes.

Whilst the options support the growth of employment opportunities in the district, there is also further potential for the Core Strategy to reiterate that new employment sites should be located in areas accessible by sustainable modes of transport. The Core Strategy should also seek to ensure that existing and expanded sites are supported by improvements in public transport provision and walking and cycling networks. This will encourage the use of alternative modes of transport to the car and improve access to opportunities for local people.

3.18 Core Spatial Policy 16 - Improve Town Centres and Shopping

In relation to the distribution of additional floorspace to 2026, Market Harborough, as the main settlement of the district with the most comprehensive public transport links, is a more appropriate location for the bulk additional retail floorspace provision in the district than Lutterworth. In this respect, Options 2 and 3 would be more likely to lead to a greater focus on Market Harborough than Option 1.

Under the *Accommodating Additional Floorspace* topic, Options 1 and 3 will do more to support the vitality and vibrancy of Market Harborough and Lutterworth town centres than Option 2. Due to the size of Market Harborough and Lutterworth, concentrating on providing secondary shopping centres, as promoted by Option 2, has the potential to have impacts on the two town centres' viability.

3.19 Core Spatial Policy 17 - Develop and Protect the Natural and Historic Environment

3.19.1 Strategic Green Space and Open Space

Green Infrastructure has been addressed through Core Spatial Policy 17 under two separate topics (*Strategic Green Space* and *Open Space*). Core Spatial Policy 17 also seeks to address both the natural and historic environment.

Rather than addressing Green Infrastructure under these two separate topics, within a generic Core Spatial Policy which addresses both the natural and historic environment, it is recommended that a single, and separate Green Infrastructure Core Spatial Policy is taken forward by the Core Strategy. Natural England recommend that Green Infrastructure should be addressed through a dedicated policy (see its *Green Infrastructure Guidance*^{xi} which states that in local development plans, "An overarching policy should ensure green infrastructure is

^{xi} Natural England (2009) Green Infrastructure Guidance

prioritised in planning decisions, and proposals should be identified on the key diagram or proposals map.”^{xii}

In relation to the options currently presented under *Strategic Green Space* and *Open Space*, whilst they have the potential to bring benefits for Green Infrastructure in Harborough, there is greater scope for the Core Strategy to state more clearly the composition of greenspace that will be developed for the district. This in particular relates to the function of new and improved Green Infrastructure in the district, whether for recreation purposes, biodiversity amenity, landscape improvements or for walking and cycling networks. The Core Strategy should also define what ‘strategic green space’ consists of, its purpose and how it will be implemented. In this respect, Natural England recommends that local authorities prepare Green Infrastructure Strategies to set out a clear vision and framework for Green Infrastructure in the local area and to inform Local Development Documents. All options related to Green Infrastructure developed through the Core Strategy therefore have the potential to be more effectively progressed as part of a coordinated district-wide or sub-regional Green Infrastructure Strategy.

The current options also have a large focus on Green Infrastructure for urban fringe areas (such as Options 1, 2 and 3 in *Strategic Green Space*). The Core Strategy should promote a wider focus for Green Infrastructure, and seek to address provision in other areas in the district. An improvement and expansion of Green Infrastructure for all areas of the district, including within existing settlements, urban fringe areas and between settlements and areas of core Green Infrastructure should be actively promoted by the Core Strategy.

3.19.2 Biodiversity

In relation to biodiversity, the options recognise the existence of nationally and locally designated sites in the district, and other local biodiversity sites. Taking this further, the Core Strategy should also seek to enhance the biodiversity value of the district by increasing connectivity between statutory and non-statutory areas of biodiversity value. There is also potential for the creation of new areas of biodiversity value and designations. For example, a new Local Nature Reserve in the Market Harborough area would help to provide local biodiversity interest for new development proposed for Market Harborough.

The Core Strategy should also recognise that, although in many respects Harborough is not rich in biodiversity assets, protected species are found across the district and are not confined to sites of nature conservation interest. They are, however, subject to their own legislative protection, which will affect development decisions. In this respect the Core Strategy should seek to ensure that new development takes place with due regard to the aims of PPS9 and the biodiversity duty placed on local authorities by the Natural Environment and Rural Communities Act. The Core Strategy should also aim to promote the objectives of the Leicestershire and Rutland Biodiversity Action Plan.

^{xii} Ibid, page 45

Natural England's Accessible Natural Greenspace Standard (ANGSt) provides a set of benchmarks for ensuring access to places of wildlife interest. These standards recommend that people living in built up areas should have:

- ▶ An accessible natural greenspace, of at least two hectares in size, no more than 300 metres (five minutes walk) from home;
- ▶ At least one accessible 20 hectare site within two kilometres of home;
- ▶ One accessible 100 hectare site within five kilometres of home;
- ▶ One accessible 500 hectare site within ten kilometres of home; and
- ▶ Statutory Local Nature Reserves at a minimum level of one hectare per thousand population.

A key area for this to be incorporated should be through a Green Infrastructure network. In this respect, the TCPA publication Biodiversity by Design (2004)^{xiii} sets out a hierarchy for supporting biodiversity in Green Infrastructure networks:

The Green Infrastructure Network		
Typology	Provision	Description
Regional parks and community forests	500 hectares, 10km	Large, linked urban fringe habitats with sustainable forestry potential
Park greenspaces		
1. Neighbourhood	2 hectares, 300m	Natural green space park hierarchy incorporating increasing areas of habitat
2. District	20 hectares, 1.2km	
3. Metropolitan	60 hectares, 3.2km	
Ecology parks Nature Reserves	At least 1 hectare per 1,000 population	Designed ecology parks and/or Local Nature Reserve provision embedded within green space hierarchy
Greenway linkages	Site specific	Linear habitats incorporating routes and waterways
Street tree canopy	80 trees/km road	Continuous canopy linking doorstep spaces to parks
Communal 'doorstep' spaces	At least 1 hectare per 1,000 population	Habitat mosaics within courtyards and pocket parks
Green buildings and private spaces	Site specific	Buildings and private spaces as habitats

Figure 3.1: Green Infrastructure hierarchy for biodiversity as recommended in the Biodiversity by Design Guidance

^{xiii} Town and Country planning Association (2004) Biodiversity by Design:

http://www.tcpa.org.uk/data/files/bd_biodiversity.pdf

The Core Strategy should support a move to a similar standards when promoting Green Infrastructure in the district.

The district's geodiversity assets should also be recognised by the Core Strategy. This can be facilitated as part of development proposals near, adjacent to or on top of interesting geodiversity assets. Where possible, the Core Strategy should endeavour to introduce effective management and conservation of the district's geodiversity resource through the forward planning process.

3.19.3 Heritage

As acknowledged by the options, Harborough is rich in cultural heritage assets, and the district has a large number of designated listed buildings and conservation areas. The options also acknowledge that only a limited proportion of the district's overall historic environment resource is subject to statutory designations, and undesignated features represent a significant part of the district's cultural heritage. This is welcomed and should be recognised as the Core Strategy is further developed.

Whilst Option 1 seeks to develop the tourism potential of key heritage assets in the district, Option 2 seeks to limit/control the further expansion of tourism development at these assets in order to protect their integrity. New development should incorporate design which complements and enhances individual heritage assets and their settings, reducing its impact on designated and non-designated sites and townscapes. Likewise, development should seek to rejuvenate and protect the listed buildings currently 'at risk' in the district, and support the integrity of historic landscapes. Design and layout should draw on Detailed Historic Landscape characterisation work which has been carried out locally, and seek to complement the heritage value of Harborough by improving and utilising cultural heritage assets' setting and function. The Core Strategy should also seek to protect and enhance archaeological sites and features in the district (both potential and realised) by seeking to ensure that new development proposals takes archaeology fully into account.

The Core Strategy should therefore actively and explicitly seek to promote and incorporate these aspects through a relevant policy. In this respect, new tourism development (and other types of development in the district), if designed appropriately, has the potential to augment heritage features and their settings, increase awareness of the district's assets, and support the protection and enhancement of the historic environment. Option 1 is therefore seen as a more appropriate option for the Core Strategy to take forward for Harborough than Option 2. This would also be supported by additionally taking forward Option 3, which will help rejuvenate more vulnerable features and areas of historic environment value.

3.20 Core Spatial Policy 18 - Securing Appropriate Levels of Planning Obligation from Developers

Each of the three options will help ensure contributions are secured to support new service provision to accompany new development. Options 2 and 3 extend the current arrangements for planning obligations (as supported by Option 1) by enhancing the Section 106 system to

meet both local and sub-regional needs (Option 2), or by through taking forward a sub regional Community Infrastructure Levy (Option 3).

In this respect, both Options 2 and 3 will help bring sustainability benefits to a wider area from new development. Due to the wider geographical scope for achieving these benefits Option 2 or 3 should be taken forward by the Core Strategy, depending on the finalised details of the Community Infrastructure Levy regulations which currently are due to come into force in late 2009.^{xiv}

^{xiv} See DCLG website: <http://www.communities.gov.uk/publications/planningandbuilding/communitylevyreference>

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4 Key Issues Highlighted at Scoping and the Alternative Options

4.1 Introduction

During the development of the scoping stage for the SA, a number of key sustainability issues for Harborough were highlighted. These key sustainability issues for the district were identified from the collection of the baseline data and the policy, plan and programme review carried out during the scoping, as presented in the Part 1 SA Scoping Report.

The appraisal of the Alternative Options presented in the *Core Spatial Strategy Alternative Options* report has shown that a number of the options have the potential to help address these key sustainability issues. The following tables set out the key sustainability issues highlighted at the scoping stage, and the Alternative Options which have the potential to help address the issues if taken forward through the Core Strategy.

These tables are designed to provide a cross-checking mechanism which indicates the extent to which the key sustainability issues identified at the scoping stage have been addressed through the Alternative Options. As highlighted by the tables, most of the key sustainability issues have been addressed to some extent by the Alternative Options. The issues which have not been fully or explicitly addressed by the Alternative Options include water quality and quantity, flood risk and the effect of new development on archaeological remains. These issues should therefore be further addressed as the Core Strategy is progressed.

4.2 Key Sustainability Issues related to Accessibility and Transportation

Key Issues and challenges	Alternative Options which are likely to help address this Key Issue
Significant accessibility issues in the district resulting from the disparate nature of settlements and infrequent public transport links to and from rural areas.	Core Spatial Policy 3: Options 1, 2, 3, 4 Core Spatial Policy 4: Options 3, 4 and 5 (and potentially Options 1 and 2) Core Spatial Policy 6: Option 2 Core Spatial Policy 7: Options 1, 2 and 6 Core Spatial Policy 8: Option 4 Core Spatial Policy 10: Option 1 Core Spatial Policy 11: Option 1 Core Spatial Policy 15: Options 3 and 5 Core Spatial Policy 16: Option 3 (Accommodating Additional Floorspace) Core Spatial Policy 17: Options 2, 3 and 4 (Strategic Green Space). Options 1, 2, 3 and 4 (Open Space) Core Spatial Policy 18: Options 1, 2 and 3

Key Issues and challenges	Alternative Options which are likely to help address this Key Issue
High levels of out-commuting from the district.	Core Spatial Policy 5: Options 1 and 3 Core Spatial Policy 7: Options 1 and 6 Core Spatial Policy 8: Option 4 Core Spatial Policy 15: Options 3 and 5 Core Spatial Policy 16: Option 3 (Distribution of Additional Floorspace), Option 3 (Accommodating Additional Floorspace)

4.3 Key Sustainability Issues related to Air Quality

Key Issues and challenges	Alternative Options which are likely to help address this Key Issue
Air quality issues in Lutterworth, in particular nitrogen dioxide emissions from road transport.	Core Spatial Policy 3: Options 2 and 4 Core Spatial Policy 5: Options 1 and 2

4.4 Key Sustainability Issues related to Biodiversity and Geodiversity

Key Issues and challenges	Alternative Options which are likely to help address this Key Issue
Lack of sites protected under European, national, regional and local designations.	Core Spatial Policy 17: Options 3 and 4 (Open Space), Options 2 and 3 (Biodiversity)
Vulnerability of brownfield biodiversity, and biodiversity along river corridors, and existing protected sites.	Core Spatial Policy 17: Options 1, 2 and 3 (Biodiversity)
Lack of and declining levels of woodland.	Core Spatial Policy 17: Options 1 (Biodiversity)

4.5 Key Sustainability Issues related to Climate change

Key Issues and challenges	Alternative Options which are likely to help address this Key Issue
Higher greenhouse gas emission per capita than regional and national averages.	Core Spatial Policy 1: Options 1, 2, 3 and 4 Core Spatial Policy 2: Options 1 and 2 Core Spatial Policy 3: Options 1, 2, 3, 4 Core Spatial Policy 4: Options 3, 4 and 5 (and potentially Options 1 and 2) Core Spatial Policy 7: Options 1 and 6 Core Spatial Policy 8: Option 4 Core Spatial Policy 10: Option 1 Core Spatial Policy 15: Options 3 and 5 Core Spatial Policy 16: Option 3 (Accommodating Additional Floorspace) Core Spatial Policy 17: Options 2, 3 and 4 (Strategic Green Space). Options 1, 2, 3 and 4 (Open Space) Core Spatial Policy 18: Options 1, 2 and 3

Key Issues and challenges	Alternative Options which are likely to help address this Key Issue
High proportion of greenhouse gas emissions from transport.	Core Spatial Policy 3: Options 1, 2, 3, 4 Core Spatial Policy 4: Options 3, 4 and 5 (and potentially Options 1 and 2) Core Spatial Policy 7: Options 1 and 6 Core Spatial Policy 8: Option 4 Core Spatial Policy 10: Option 1 Core Spatial Policy 15: Options 3 and 5 Core Spatial Policy 16: Option 3 (Accommodating Additional Floorspace) Core Spatial Policy 17: Options 2, 3 and 4 (Strategic Green Space). Options 1, 2 and 4 (Open Space) Core Spatial Policy 18: Options 1, 2 and 3
Low levels of renewable energy generation in the district.	Core Spatial Policy 1: Option 3 Core Spatial Policy 2: Options 1 and 2
Adaptation to the effects of climate change.	Core Spatial Policy 17: Options 1, 2, 3 and 4 (Strategic Green Space). Options 1, 3 and 4 (Open Space), Option 3 (Biodiversity)

4.6 Key Sustainability Issues related to Deprivation

Key Issues and challenges	Alternative Options which are likely to help address this Key Issue
Significant accessibility issues in the district resulting from the disparate nature of settlements and infrequent public transport links to rural areas.	Core Spatial Policy 3: Options 1, 2, 3, 4 Core Spatial Policy 4: Options 3, 4 and 5 (and potentially Options 1 and 2) Core Spatial Policy 6: Option 2 Core Spatial Policy 7: Options 1, 2 and 6 Core Spatial Policy 8: Option 4 Core Spatial Policy 10: Option 1 Core Spatial Policy 11: Option 1 Core Spatial Policy 15: Options 3 and 5 Core Spatial Policy 16: Option 3 (Accommodating Additional Floorspace) Core Spatial Policy 17: Options 2, 3 and 4 (Strategic Green Space). Options 1, 2, 3 and 4 (Open Space) Core Spatial Policy 18: Options 1, 2 and 3
Shortfall of affordable housing in the district.	Core Spatial Policy 13: Options 1, 2, and 3 (Percentage of Affordable Housing), Options 1 and 3 (Site Thresholds)

4.7 Key Sustainability Issues related to Economic factors

Key Issues and challenges	Alternative Options which are likely to help address this Key Issue
Entrepreneurship: VAT registrations in Harborough are slightly less than regional and national averages, despite a highly skilled workforce.	Core Spatial Policy 15: Options 3, 4 and 5
Disparity between the scale of employment growth and that of housing, with increasing levels of commuting out of the area for employment purposes.	Core Spatial Policy 5: Options 1 and 3 Core Spatial Policy 7: Options 1 and 6 Core Spatial Policy 8: Option 4 Core Spatial Policy 15: Options 3 and 5 Core Spatial Policy 16: Option 3 (Distribution of Additional Floorspace), Option 3 (Accommodating Additional Floorspace)
Scope to improve the visitor economy in Harborough, utilising the district's high quality environment and distinctive cultural heritage features, by increasing visitor spend and increasing the number of overnight stays.	Core Spatial Policy 17: Options 2 and 3 (Heritage)

4.8 Key Sustainability Issues related to Health

Key Issues and challenges	Alternative Options which are likely to help address this Key Issue
Health service provision inequalities between town and rural communities across the district.	Core Spatial Policy 3: Options 1, 2, and 4 Core Spatial Policy 4: Option 4 Core Spatial Policy 6: Option 2 Core Spatial Policy 7: Options 1, 2 and 6 Core Spatial Policy 8: Option 4 Core Spatial Policy 18: Options 1, 2 and 3.
Lack of participation in sport and recreational activities.	Core Spatial Policy 7: Options 1, 2 and 6 Core Spatial Policy 17: Options 1, 2, 3 and 4 (Strategic Green Space). Options 1, 3 and 4 (Open Space), Option 3 (Biodiversity)
Pressures on services by an ageing population.	Core Spatial Policy 6: Options 1, 2 (potentially) Core Spatial Policy 7: Option 6

4.9 Key Sustainability Issues related to Historic environment and landscape

Key Issues and challenges	Alternative Options which are likely to help address this Key Issue
Pressures on landscape quality from new development.	Core Spatial Policy 17: Options 1, 2, 3 and 4 (Strategic Green Space). Options 1, 3 and 4 (Open Space), Options 1, 2 and 3 (Biodiversity), Option 3 (Heritage)

Key Issues and challenges	Alternative Options which are likely to help address this Key Issue
Effects on archaeological remains from new and redevelopment	None of the Alternative Options address this issue. It is recommended that this is addressed through the ongoing development of the Core Strategy.
Pressures on non-designated sites and landscapes: These sites and areas play an important role in the cultural identity of Harborough and enable a wider understanding of the area's historical development.	This is acknowledged in the background text in Core Spatial Policy 17. This should continue to be acknowledged through the ongoing development of the Core Strategy.

4.10 Key Sustainability Issues related to Housing and Green Infrastructure

Key Issues and challenges	Alternative Options which are likely to help address this Key Issue
Shortfall of affordable housing in the district.	Core Spatial Policy 13: Options 1, 2, and 3 (Percentage of Affordable Housing), Options 1 and 3 (Site Thresholds)
Increasing numbers of people on the Local Authority Housing Register	Core Spatial Policy 13: Options 1, 2, and 3 (Percentage of Affordable Housing), Options 1 and 3 (Site Thresholds)
Green Infrastructure: There are significant opportunities to improve linkages between areas of open space, parks and the open countryside.	Core Spatial Policy 17: Options 1, 2, 3 and 4 (Strategic Green Space). Options 1, 3 and 4 (Open Space), Option 3 (Biodiversity)

4.11 Key Sustainability Issues related to Material assets (including energy and waste)

Key Issues and challenges	Alternative Options which are likely to help address this Key Issue
Renewable energy: There are low levels of renewable energy generation in Harborough.	Core Spatial Policy 1: Option 3 Core Spatial Policy 2: Options 1 and 2
Previously developed land: Whilst the proportion of new development on previously developed land has been steadily increasing since 2002, and rates are high considering the rural nature of much of the district it is however likely that the proportion of new development taking place on previously developed land in the district will decrease in the future.	Core Spatial Policy 3: Option 3 Core Spatial Policy 10: Option 1 Core Spatial Policy 11: Options 2 and 4

4.12 Key Sustainability Issues related to Population and Equality

Key Issues and challenges	Alternative Options which are likely to help address this Key Issue
Population growth; increasing levels of immigration.	Core Spatial Policies 6, 7, 8, 9, 10, 11, 12, 13 and 14: these seek to address the RSS allocation for new housing.

Key Issues and challenges	Alternative Options which are likely to help address this Key Issue
Age profile: An ageing population is increasing the dependency ratio of Harborough.	Core Spatial Policy 6: Options 1, 2 (potentially) Core Spatial Policy 7: Option 6

4.13 Key Sustainability Issues related to Water

Key Issues and challenges	Alternative Options which are likely to help address this Key Issue
Flood risk: A number of watercourses in Harborough are prone to flooding during extreme weather conditions.	None of the Alternative Options explicitly seek to address Flood Risk (although it is noted the issue is referred to in the background text for Core Spatial Policy 6). It is recommended that this is addressed through a new Core Spatial Policy Area addressing flood risk and climate change adaptation.
Chemical water quality: Although chemical water quality is fairly good across the district, improvements are still required to meet the target of all watercourses to reach 'good' water quality status by 2015.	None of the Alternative Options explicitly seek to address water quality (although it is noted that water quality is referred to in the background text for Core Spatial Policy 6). It is recommended that this is addressed through better addressing the issue of water quality (and quantity) under the Community Infrastructure Core Spatial Policy (Core Spatial Policy 6).
Biological water quality: Whilst biological water quality is better than that of chemical water quality across the district, improvements are still required to meet the target of all watercourses to reach 'good' water quality status by 2015.	None of the Alternative Options explicitly seek to address water quality (although it is noted that water quality is referred to in the background text for Core Spatial Policy 6). It is recommended that this is addressed through better addressing the issue of water quality (and quantity) under the Community Infrastructure Core Spatial Policy (Core Spatial Policy 6).

5 Next Steps

Following the receipt of consultation responses on the *Core Spatial Strategy Alternative Options* report, a pre-submission document for the Core Strategy will be developed. This document, a 'direction of travel' report, will describe potential preferred policies based on the public consultation which has been undertaken for the Core Strategy, an assessment of technical evidence, and consideration of the outcomes of the SA process carried out to date. This will be followed by the development of the Submission Draft Plan which will be published in early 2010 for consultation for a period of six weeks.

The sustainability appraisal will continue to inform and influence this development process. This will include through a detailed assessment of the preferred policies and proposals included in the direction of travel report, utilising the SA Framework of objectives and indicators developed during the Scoping stage of the SA.

Following appraisal of the preferred policies, the finalised consultation version of the submission document will be assessed and a full SA Report, addressing the requirements of the SEA Directive, will be prepared.

Any comments or responses on this Options SA Report should be sent to Nick Chisholm-Batten at nick.chisholm-batten@ue-a.co.uk or by telephone on 01626 772145.

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Appendix A: Harborough Core Strategy Sustainability Appraisal Framework

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Harborough Core Strategy SA Framework

	SA Topic (SEA in brackets)	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
1	Biodiversity (Biodiversity, Flora and Fauna)	Protect, enhance and manage biodiversity and geodiversity.	Q1a	Will it lead to habitat creation, matching BAP priorities?	Area of Nature Conservation designation per 1,000 population (ha).	At least 1ha of Local Nature Reserve per 1,000 population (Natural England)
					Area of new habitat creation reflecting Leicester, Leicestershire and Rutland BAP priorities	
			Q1b	Will it maintain and enhance sites designated for their biodiversity interest and increase their area?	Number, area and condition of national, regional and locally designated sites in appropriate management	
			Q1c	Will it increase the area of sites designated for their geodiversity interest?	Area designated for geological interest	
			Q1d	Will it maintain and enhance sites designated for their geodiversity interest?	Condition of geological SSSIs	
					Condition of Regionally Important Geological Sites	
			Q1e	Will it link up areas of fragmented habitat?	Extent (and condition) of priority habitats	
			Q1f	Will it increase awareness of biodiversity and geodiversity assets?	Number of school trips to Harborough's Local Nature Reserves	
Number of accessibility improvements to LNRs and local sites (including geodiversity sites)						
Number of interpretation improvements (including information boards etc) in LNRs and local sites						
Q1g	Will it lead to a loss of ancient woodland?	Planning permissions granted for any development that would result in the loss or deterioration of ancient woodland	Zero (Natural England)			
2	Landscape and townscape (Cultural heritage and Landscape)	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	Q2a	Will it safeguard and enhance the character of the landscape and local distinctiveness and identity?	Application of detailed characterisation studies to new development	
			Q2b	Will it safeguard and enhance the character of the townscape and local distinctiveness and identity?	Application of detailed characterisation studies to new development	
			Q2c	Will it preserve or enhance the setting of cultural heritage assets?	Proportion of conservation areas covered by up-to-date appraisals (less than five years old) and published management plans.	

	SA Topic (SEA in brackets)	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
			Q2d	Will it ensure that new built development is of high quality and locally distinctive?		
3	Historic environment (Cultural Heritage and Landscape)	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	Q3a	Will it preserve buildings of architectural or historic interest and, where necessary, encourage their conservation and renewal?	Number of Grade I and Grade II* buildings at risk.	None (English Heritage)
					Number of Grade II and locally listed buildings at risk.	None (English Heritage)
			Q3b	Will it preserve or enhance archaeological sites/remains?	Proportion of scheduled monuments at risk from damage, decay or loss	None (English Heritage)
					Number/proportion of development proposals informed by archaeological provisions, including surveys	All (English Heritage)
			Q3c	Will it improve and broaden access to, understanding, and enjoyment of the historic environment?	Annual number of visitors to historic attractions	
Q3d	Will it preserve or enhance the setting of cultural heritage assets?	Proportion of conservation areas covered by up-to-date appraisals (less than five years old) and published management plans.				
4	Health (Human Health and Population)	Safeguard and improve community health, safety and well being.	Q4a	Will it improve access to services and facilities from rural areas?	Percentage of rural households within 800m of an hourly or better bus service	Percentage of rural households within 800m of an hourly or better bus service 76% (Leicestershire LTP2)
			Q4b	Will it provide sufficient areas of open space for all?	Area of parks and green spaces per 1,000 head of population	2.83 hectares per 1,000 population for playing field provision (National Playing Fields Association Standard)
					Accessible Natural Greenspace	100% of population with Accessible Natural Greenspace of at least 2ha within 300m (or 5 minutes of their home (Natural England)
					Number of planning permissions granted on open space land for other uses	
			Q4c	Will it improve long term health?	Life expectancy at birth	By 2010, increase average life expectancy at birth in England to 78.6 years for men and 82.5 years for women (DoH)
					Standardised mortality rates	By 2010, reduce mortality from cancer by at least 20% in people under 75 (DoH)
			Q4e	Will it encourage healthy and active lifestyles?	% of adults (16+) participating in at least 30 minutes of moderate intensity sport and active recreation (including recreational walking) on three or more days of the week	To increase participation by 1% year-on-year until 2020 to achieve target of 50% of population participants in 30 mins activity, three times a week by 2020 (The Framework for Sport in England)
					The number of sports pitches available to the public per 1,000 population	2.83 hectares per 1,000 population for playing field provision (National Playing Fields Association Standard)
Q4f	Will it reduce obesity?	Percentage of adult population classified as obese	By 2010, stabilise incidences of obesity in children by 2010 (DoH)			

	SA Topic (SEA in brackets)	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
			Q4g	Does it consider the needs of Harborough's growing elderly population?	Percentage of older people being supported intensively to live at home	Increasing the proportion of older people being supported to live in their own home by 1% annually (DoH PSA)
			Q4h	Will it improve road safety?	Number of people killed or seriously injured (KSI) in road accidents	
5	Transportation and accessibility (Material Assets)	Improve accessibility in the district, including from rural areas.	Q5a	Will it reduce the need to travel?	Percentage of completed significant local service developments located within a defined centre	
					Average distance (km) travelled to fixed place of work	
			Q5b	Will it encourage walking and cycling?	Percentage of people aged 16-74 who usually travel to work by bicycle or on foot	
					Proportion of new development providing cycle parking.	
			Q5c	Will it reduce car use?	Percentage of people aged 16-74 who usually travel to work by driving a car or van	
			Q5d	Will it encourage use of public transport?	Percentage of people aged 16-74 who usually travel to work by bus or train	By 2010 ensure 12% growth in bus and light rail use in England by 2010 (DfT)
					Number of journeys made by bus per annum	Increase bus patronage by 1% per year (Leicestershire LTP2)
Percentage of rural households within 800m of an hourly or better bus service	Percentage of rural households within 800m of an hourly or better bus service 76% (Leicestershire LTP2)					
Q5e	Will it improve access to services and facilities from rural areas?	Percentage of rural households within 800m of an hourly or better bus service	Percentage of rural households within 800m of an hourly or better bus service 76% (Leicestershire LTP2)			
Q5f	Will it increase provision of local services and facilities and reduce centralisation?	Percentage of residents surveyed finding it easy to access key local services.				
6	Waste (Material Assets)	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	Q6a	Will it provide an increased variety and capacity of recycling facilities?	Type and capacity of waste management facilities	To meet the requirements of the RSS Revision
			Q6b	Will it reduce the proportion of waste landfilled?	Net reduction in volume of biodegradable and recyclable waste in volume to landfill	By 2010 to reduce biodegradable municipal waste landfilled to 75% of that produced in 1995; by 2013, 50% and 2020, 35% (UK Waste Strategy 2000)
			Q6c	Will it increase the proportion of waste recycled?	Household waste (a) arisings and (b) recycled or composted	Defra target: 50% recycled or composted by 2010
			Q6d	Will it reduce waste from construction?	Reuse of recycled materials from former building stock	
7	Climate change adaptation (Climatic Factors)	Plan for the anticipated levels of climate change.	Q7a	Will it increase the risk of flooding?	Amount of new development (ha) situated within a 1:100 flood risk area (Flood Zone 3) including an allowance for climate change	Zero (Environment agency)

	SA Topic (SEA in brackets)	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
					Number of planning applications approved where Environment Agency have sustained an objection on flood risk grounds	Zero (Environment agency)
			Q7b	Will it reduce the risk of damage to property from storm events?	% of developments meeting the minimum standards for the "Surface Water Run-Off" and "Surface Water Management" categories in the Code for Sustainable Homes	
					No. of planning permissions incorporating SUDS	
			Q7c	Will it facilitate landscape change for climate change adaptation (e.g. by protecting key landscape and biodiversity features)?	Amount of new greenspace created per capita	
			Q7d	Will it encourage the development of buildings prepared for the impacts of climate change?	Thermal efficiency of new and retro fitted development; % planning permissions for projects designed with passive solar design, building orientation, natural ventilation	
8	Climate change mitigation (Climatic Factors)	Minimise Harborough's contribution to climate change.	Q8a	Will it help reduce Harborough's carbon footprint?	Proportion of electricity produced from renewable resources	By 2010, 5% of electricity to be from renewable sources by 2010 (Regional Energy Strategy)
					Proportion of new homes achieving a four star or above sustainability rating for the "Energy/CO ₂ " category as stipulated by the Code for Sustainable Homes	All new homes to be carbon neutral by 2016 (DCLG target)
					Traffic growth in the district	
			Q8b	Will it generate significant amounts of greenhouse gases, or increase the amounts of greenhouse gases currently produced?	CO ₂ , methane and nitrous oxide emissions per sector	UK targets: 80% reduction of carbon dioxide emission by 2050 and a 26% to 32% reduction by 2020
			Q8c	Will it help raise awareness of climate change mitigation?	Number of initiatives to increase awareness of energy efficiency	
9	Housing (Material Assets and Population)	Provide affordable, environmentally sound and good quality housing for all.	Q9a	Will it ensure all groups have access to decent, appropriate and affordable housing?	Number of affordable homes developed in comparison with the total number of homes developed.	Provision of 80 affordable dwellings per annum in the district (Harborough Community Strategy)
						Provision of at least 30% affordable housing on all sites of 5 or more dwellings. (Harborough Affordable Housing SPD)
			Q9b	Will it ensure that all new development contributes to local distinctiveness and improve the local environment?	Number of major housing applications refused on design grounds.	
					Accessible Natural Greenspace	100% of population with Accessible Natural Greenspace of at least 2ha within 300m (or 5 minutes of their home (Natural England)

	SA Topic (SEA in brackets)	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
			Q9c	Will it meet the building specification guidance in the Code for Sustainable Homes? (DCLG)	Number of housing development achieving a four star or above sustainability rating as stipulated by the Code for Sustainable Homes	
			Q9d	Will it reduce the amount of vacant housing?	Proportion of vacant housing	
10	Economic development (Population)	Encourage investment in order to grow the local economy.	Q10a	Will it ensure that new employment, office, retail and leisure developments are in locations that are accessible to those who will use them by a choice of transport modes?	Proportion of residential development within 30 minutes public transport time of key services	
			Q10b	Will it support the district's visitor economy?	Number of visitors spending an overnight visit in the district	
			Q10c	Will it support or encourage social enterprise and the development of new environmental technologies?	No. of start-up businesses in the environmental sector	
			Q10d	Will it provide adequate green space and environmental capital (green infrastructure)?	Area of Green Space per 1,000 population	100% of population with Accessible Natural Greenspace of at least 2ha within 300m (or 5 minutes of their home (Natural England)
11	Use of resources (Material assets, Soil, Water)	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	Q11a	Will it exacerbate water abstraction levels?	Abstractions by purpose	
			Q11b	Will it increase water consumption?	Average domestic water consumption (l/head/day)	
			Q11c	Will it include energy efficiency measures?	Number of premises meeting Code 4, 5 or 6 standard in the Code for Sustainable Homes	
			Q11d	Will it encourage energy production from sustainable sources?	Percentage of energy produced from sustainable sources	
			Q11e	Will it safeguard Harborough's material resources for future use?	Area of safeguarded minerals protection areas	
			Q11f	Will it utilise derelict, degraded and under-used land?	% of dwellings built on previously developed land	% of all new housing to be build on previously developed land: Harborough - 60% (APR target)
			Q11g	Will it lead to reduced consumption of materials and resources?	Number of new buildings with BREEAM rating as % all new build	
			Q11h	Will it lead to higher density development?	Housing density in new development: average number of dwellings per hectare	Minumum 30 dwellings per hectare (PPS3-Harborough has yet to set a target)
12	Environmental Quality (Air, Soil, Water and	Maintain and where necessary, improve environmental quality with regard to water, air soil and	Q12a	Will it lead to improved water quality?	% of watercourses classified as good or very good biological and chemical quality	All inland and coastal water bodies to reach at least "good status" by 2015 (Water Framework Directive)

	SA Topic (SEA in brackets)	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
	Human Health)	pollution.			% of planning applications granted contrary to Environment Agency advice in relation to PPS23	Zero (Environment agency)
			Q12b	Will it lead to improved air quality?	Number and area of Air Quality Management Areas	To meet national Air Quality Standards
					No. of days when air pollution is moderate or high for NO ₂ , SO ₂ , O ₃ , CO or PM ₁₀	To meet national Air Quality Standards
			Q12c	Will it maintain and enhance soil quality?	Area of contaminated land (ha)	
			Q12d	Will it reduce the overall amount of diffuse pollution to air, water and soil?	% change in pollution incidents	
					% of planning applications granted contrary to Environment Agency advice in relation to PPS23	Zero (Environment agency)
		Q12e	Will it reduce land contamination?	% of projects (by number and value) involving remediation of any kind		

Appendix B: High Level Assessment Matrices

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High Level Assessment Matrices: SA Objectives and Key

SA Objectives	
1	Protect, enhance and manage biodiversity and geodiversity.
2	Protect, enhance and manage the character and appearance of the landscape, maintaining and strengthening distinctiveness and its special qualities.
3	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.
4	Safeguard and improve community health, safety and well being.
5	Improve accessibility in the district, particularly from rural areas.
6	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.
7	Plan for the anticipated levels of climate change.
8	Minimise Harborough's contribution to climate change.
9	Provide affordable, environmentally sound and good quality housing for all.
10	Encourage investment in order to grow the local economy.
11	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.
12	Maintain, and where necessary, improve, the overall quality of the natural and built environment.

Key to the High Level Assessment Matrices	
Likely strong positive effect	++
Likely positive effect	+
Neutral/no effect	0
Likely adverse effect	-
Likely strong adverse effect	--
Uncertain effects	+/-

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High level assessment of the Harborough Core Spatial Strategy Alternative Options June 2009

SA Objectives

SA1 SA2 SA3 SA4 SA5 SA6 SA7 SA8 SA9 SA10 SA11 SA12

Option1: Concentrate upon physical infrastructure improvements to the west of Market Harborough.

- - - +/- + 0 0 -- 0 + +/- --

Option 2: Concentrate upon physical infrastructure improvements to the south east of Market Harborough.

- - +/- +/- + 0 0 -- 0 + +/- --

Option 3: Concentrate upon physical infrastructure improvements within Market Harborough town centre.

0 0 - +/- + 0 0 +/- 0 + +/- -

Option 4: No physical infrastructure improvements but enforce Travel Plans, 'Smarter Choices', park and ride and integrated public transport.

+/- +/- + ++ ++ 0 0 + 0 + + +

Option 5: Combination of Option 4 with one of Options 1-3.

+/- +/- +/- +/- ++ 0 0 +/- 0 + +/- +/-

Core Spatial Policy 5 - Options for improving transport in Lutterworth

Option 1: Encourage diverse employment development on the outskirts of Lutterworth, and over time relocate the employment currently located adjacent to the A426. Undertake improvements to key junctions on existing routes to the west of the town to encourage their greater use and improve traffic calming within the town centre.

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Option 2: Maintain the existing transport system and do not allocate any future housing or employment growth at Lutterworth.

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Option 3: Consider allocating diverse employment development to the south of the A4303 to limit transport impacts in the Air Quality Management Area.

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Option 4: Consider concentrating employment allocations at Broughton Astley rather than Lutterworth to reduce traffic implications.

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Core Spatial Policy 6 – Delivering additional Community Infrastructure

Option 1: Concentrate new housing growth in one area to aid new infrastructure delivery and completion.

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Option 2: Distribute development more widely, led by areas of existing infrastructure capacity.

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Core Spatial Policy 7- A Strategy for Communities across the District

Option 1: To maintain Market Harborough as the main retail and subregional centre in the District.

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Option 2: To give Lutterworth and Broughton Astley the same status as each other within the settlement hierarchy – as Key Centres.

0 0 0 + + 0 0 + + + 0 0

High level assessment of the Harbrough Core Spatial Strategy Alternative Options June 2009

SA Objectives

SA1 SA2 SA3 SA4 SA5 SA6 SA7 SA8 SA9 SA10 SA11 SA12

Option 3: To retain the status of Broughton Astley as a village, or Rural Centre.

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Option 4: To retain the Preferred Options definition of Rural Centres, i.e. Kibworth Beauchamp, Fleckney and Great Glen.

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Option 5: To extend the definition of Rural Centre to other villages within the District.

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Option 6: Consider 'groupings' of smaller villages within which are dependent upon each other for the use of services.

0 0 0 + + 0 0 + 0 + 0 0

Core Spatial Policy 8 - Meeting Regional Spatial Strategy Housing Requirements

Option 1: 560 (15%) at Leicester PUA, 2,050 (55%) at Market Harbrough, 1,120 (30%) in remainder of District focussed primarily on Lutterworth and Broughton Astley, elsewhere affordable housing only (where local need is demonstrated).

+/- +/- +/- +/- + 0 0 + + + +/- +/-

Option 2: 560 (15%) at Leicester PUA 2,050 (55%) at Market Harbrough, 1,120 (30%) in remainder of District focussed primarily on Lutterworth, Broughton Astley and other rural centres, elsewhere affordable housing only (where local need is demonstrated).

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Option 3: 2,420 (65%) at Leicester PUA, 1,300 (35%) at Market Harbrough, elsewhere affordable housing only (where local need is demonstrated).

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Option 4: 560 (15%) at Leicester PUA, 3,170 (85%) at Market Harbrough, elsewhere affordable housing only (where local need is demonstrated).

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Option 5: 1,305 (35%) at Leicester PUA, 1,305 (35%) at Market Harbrough and 1,120 (30%) in remainder of District.

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Option 6: Any other suggestions for distribution.

Diagonal hatched pattern

Core Spatial Policy 9 - Strategy for Longer Term Development

Longer Term Option 1

+/- +/- +/- +/- +/- +/- +/- +/- +/- +/- +/- +/-

Longer Term Option 2

- -- - +/- -- +/- +/- - + + +/-

Longer Term Option 3

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Longer Term Option 4

+/- +/- - + + +/- +/- +/- + + +/- +/-

High level assessment of the Harborough Core Spatial Strategy Alternative Options June 2009

SA Objectives

SA1 SA2 SA3 SA4 SA5 SA6 SA7 SA8 SA9 SA10 SA11 SA12

Alternative Options

Core Spatial Policy 10 - Development Strategy for Market Harborough

Option 1: Concentrate housing development upon brownfield sites within the existing urban area and provide smaller greenfield allocations where necessary.

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Option 2: Concentrate development to the west of Market Harborough in a Sustainable Urban Extension.

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Option 3: Concentrate development to the south east of Market Harborough in a Sustainable Urban Extension.

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Option 4: Provide limited brownfield development within the existing urban area (to protect employment sites) and concentrate upon a number of smaller greenfield allocations.

+/- +/- +/- +/- + 0 0 + 0 + + 0

Core Spatial Policy 11- Development Strategy for the Leicester Principal Urban Area

Option 1: Concentrate development adjacent to Oadby and Wigston to link with Oadby and Wigston Borough Council's strategic allocations.

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Option 2: Limit development to brownfield sites within the existing settlement limits.

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Option 3: Review the existing Green Wedge and Area of Separation designations and allow limited, sustainable development in these areas where they adjoin settlements.

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Option 4: Retain existing Green Wedge and Area of Separation designations but allow a mix of brownfield and greenfield allocations in non-designated areas.

+/- + +/- 0 +/- +/- +/- +/- + + +/- +/-

Core Spatial Policy 12 - Development Strategy for other locations

No policies proposed- only two questions.

Core Spatial Policy 13 – Securing Affordable Housing: Percentage of Affordable Housing

Option 1: Set a District-wide percentage affordable housing to be sought.

0 0 0 0 +/- 0 0 0 +/- 0 0 0

Option 2: Set different percentages for rural and urban areas which reflect the severity of the affordable housing problem.

0 0 0 0 + 0 0 0 + 0 0 0

Option 3: Set percentage of affordable housing to be sought on a site by site basis to reflect local circumstances at the time.

0 0 0 0 ++ 0 0 0 ++ 0 0 0

High level assessment of the Harborough Core Spatial Strategy Alternative Options June 2009

SA Objectives

SA1 SA2 SA3 SA4 SA5 SA6 SA7 SA8 SA9 SA10 SA11 SA12

Option 4: Allow only affordable housing in rural settlements negating the need to set a percentage in these areas.

0 0 0 0 +/- 0 0 0 +/- 0 0 0

Core Spatial Policy 13 – Securing Affordable Housing: Site Thresholds

Option 1: Continue to seek affordable housing element on developments of 5 or more dwellings.

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Option 2: Set a revised threshold before seeking affordable housing element.

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Option 3: Adopt different thresholds across the District which reflect the severity of the affordability problem locally.

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Option 4: Allow only affordable housing in rural settlements negating the need for a threshold in these areas.

0 0 0 0 +/- 0 0 0 +/- 0 0 0

Core Spatial Policy 13 – Securing Affordable Housing: Tenure Split

Option 1: Set percentage rental/intermediate split on a site by site basis.

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Option 2: Set a District wide percentage rental/intermediate split.

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Core Spatial Policy 14 - Provide for Gypsy and Traveller Needs

Option 1: Allocate pitches to mirror the chosen strategic distribution of housing; ensuring pitches are a well integrated part of new housing development.

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Option 2: Allocate pitches to mirror the chosen strategic distribution of housing, in self-contained sites separate from new housing development

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Option 3: Concentrate provision in rural areas, representing a more even distribution across the District.

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Option 4: Concentrate upon extensions to existing sites rather than providing new sites.

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Option 5: Combination of the above approaches.

+/- +/- +/- +/- +/- +/- +/- +/- +/- +/- +/- +/-

Core Spatial Policy 15 - Enable Economic and Employment Development

High level assessment of the Harborough Core Spatial Strategy Alternative Options June 2009

SA Objectives

SA1 SA2 SA3 SA4 SA5 SA6 SA7 SA8 SA9 SA10 SA11 SA12

Option 1: Support sub-regional growth of Leicester by allocating minimal employment in the District other than small-scale rural development

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Option 2: Significant allocation at Lutterworth, minimal at Market Harborough with small-scale rural development

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Option 3: Significant allocation at Market Harborough, minimal at Lutterworth with small-scale rural development

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Option 4: Split allocation between Lutterworth and Broughton Astley with small-scale rural development

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Option 5: Consider an additional policy within the Core Spatial Strategy to support local level business needs and more flexible approaches to employment development, such as live-work units.

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Core Spatial Policy 16 - Improve Town Centres and Shopping: Distribution of additional floorspace to 2026

Option 1: Prioritise Lutterworth over Market Harborough in terms of additional retail floorspace provision to 2026.

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Option 2: Distribute additional retail floorspace between Market Harborough (7,600 sq. m) and Lutterworth (4,800 sq. m) town centres.

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Option 3: Allow additional floorspace provision to be demand led (i.e. either Market Harborough or Lutterworth).

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Core Spatial Policy 16 - Improve Town Centres and Shopping: Accommodating additional floorspace

Option 1: Encourage ground floor retail element in developments within the town centres.

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Option 2: Keep both Market Harborough and Lutterworth town centres compact and concentrate on improving secondary shopping areas and their potential.

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Option 3: Small scale extensions to existing town centres to accommodate additional floor space to 2026.

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Core Spatial Policy 17 - Develop and Protect the Natural and Historic Environment: Strategic Green Space

Option 1: Continue to protect key areas of strategic green space in urban fringe areas as Green Wedges/Areas of Separation.

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Option 2: Maximise opportunities to incorporate new and link existing strategic areas of green/open space around Market Harborough's fringe area (i.e. develop an accessible, multifunctional green network around the town's edge).

++ + + ++ + 0 + + + + +

High level assessment of the Harborough Core Spatial Strategy Alternative Options June 2009

SA Objectives

SA1 SA2 SA3 SA4 SA5 SA6 SA7 SA8 SA9 SA10 SA11 SA12

Option 3: Improve access to strategic green space around all urban fringe areas in the District, for example Lutterworth Country Park, and maximise the community benefits of the current Areas of Separation.

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Option 4: Where feasible, improve access to former railway lines and other strategic green infrastructure in the District.

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Core Spatial Policy 17 - Develop and Protect the Natural and Historic Environment: Open Space

Option 1: Protect and improve all existing open space.

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Option 2: Allow development of underused, poorly located or poor quality open space provided alternative open space is provided or upgraded in return.

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Option 3: Develop multiple functions for open spaces to encourage usage.

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Option 4: Ensure that the thresholds and requirements for open space specified within the District's PPG 17 Assessment are achieved.

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Core Spatial Policy 17 - Develop and Protect the Natural and Historic Environment: Biodiversity

Option 1: Support Leighfield Forest as a priority area for the conservation and enhancement.

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Option 2: Ensure opportunities to protect and enhance biodiversity are incorporated in new open space provision and in the subsequent management of these areas (both brownfield and greenfield developments).

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Option 3: Recognise the biodiversity value of green corridors (hedgerows, streams, verges) in considering areas for development.

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Core Spatial Policy 17 - Develop and Protect the Natural and Historic Environment: Heritage

Option 1: Develop tourism potential of key heritage assets further for example, the Grand Union Canal, Foxton Locks, Market Harborough and Lutterworth town centres.

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Option 2: Limit and/or control the further expansion of tourism development of key heritage assets, to ensure that whilst sites are publically accessible and contribute to tourism in general terms, historic character is protected.

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Option 3: Identify other key heritage assets in the District which could be enhanced, without risk to their qualities.

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Core Spatial Policy 18 - Securing appropriate levels of planning obligation from developers

High level assessment of the Harborough Core Spatial Strategy Alternative Options June 2009

SA Objectives

SA1 SA2 SA3 SA4 SA5 SA6 SA7 SA8 SA9 SA10 SA11 SA12

Option 1: Continue to seek planning obligations from the areas we currently obtain obligations - contributions to community facilities, recreation and open space, education and transport on a negotiated basis.

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Option 2: Maximise opportunities to obtain planning obligations to meet local and sub regional needs via an enhanced section 106 tariff based system to enhance the District's current practice and based upon infrastructure requirements set out in the Core Spatial Strategy.

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Option 3: Introduce a Community Infrastructure Levy as part of a wider City/County arrangement to help meet sub regional requirements as well as District needs and ensure the application of the Levy is common throughout Leicester and Leicestershire.

+ + + ++ ++ ++ 0 +/- ++ ++ 0 0

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