



Harborough Local Plan: Issues and Options Consultation

Sustainability Appraisal

Harborough District Council

Final report

Prepared by LUC

January 2024

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Chapter 1

Introduction

1.1 Harborough District Council commissioned LUC in March 2023 to carry out a Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA) of the emerging new Harborough Local Plan. The new Local Plan will set the planning framework for Harborough District over the next 15 years and will set out policies and proposals to address housing needs and other economic, social and environmental issues. Once adopted, the new Local Plan will replace the current Harborough Local Plan 2011-2031. This SA report relates to the Issues and Options Consultation (January 2024) and it should be read in conjunction with that document.

The Plan Area

1.2 Harborough District covers an area of 591.8km² and is a relatively rural district within Leicestershire. It is the largest of the nine Leicestershire authorities and lies within the East Midlands region.

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

Chapter 1 Introduction

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

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

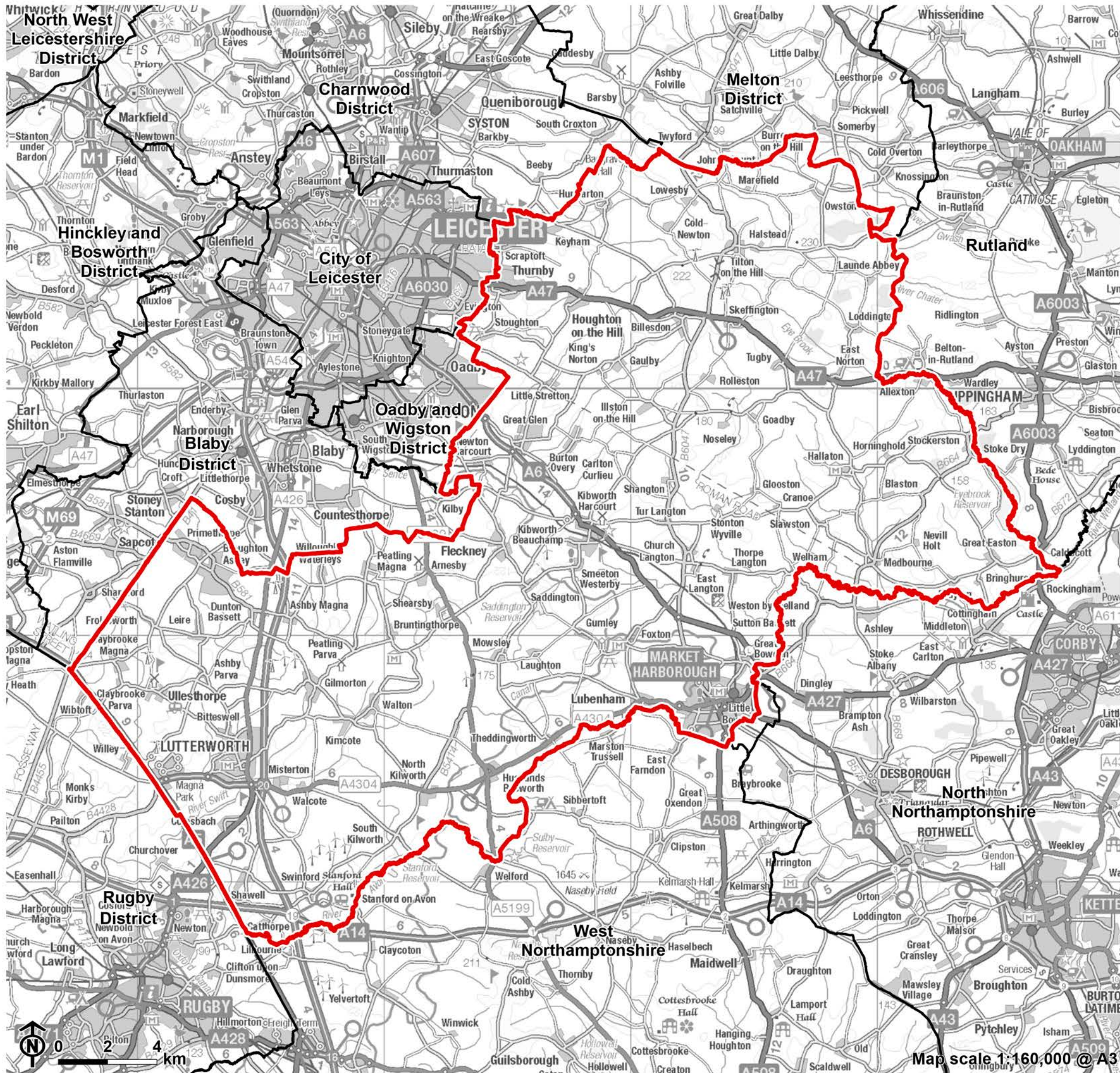


Figure 1.1: Location of Harborough District

- Harborough District
- Neighbouring Local Authority

Harborough Local Plan

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

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

Issues and Options Consultation

1.8 The Issues and Options Consultation forms part of the Regulation 18 stage of plan-making and is a relatively high-level document detailing growth and distribution options and policy options. Harborough District Council is undertaking consultation on the Issues and Options between January and February 2024 to seek views on potential options for growth and distribution of growth within Harborough District. Alongside the Issues and Options Consultation, the Council will also be carrying out an additional Call for Sites.

The Issues and Options Consultation contains the Harborough Corporate Plan 2022-2031 vision, 10 emerging objectives, and distribution and growth options for housing and employment and other policy topics. The Harborough Corporate Plan 2022-2031 vision could form the basis of the Local Plan vision. The Issues and Options Consultation document is structured into the following sections:

- Strategic Policies: Spatial Strategy
- Environment and Sustainability Policies
- Health and Well-being Policies
- Housing Needs Policies
- Town Centres, Retailing, Leisure and Tourism Policies
- Transport, Local Services and Infrastructure Policies

Sustainability Appraisal and Strategic Environmental Assessment

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

1.10 The requirements to carry out SA and SEA are distinct, although it is possible to satisfy both using a single appraisal process (as advocated in the national Planning Practice Guidance [See reference 4]), whereby users can comply with the requirements of the SEA Regulations through a single integrated SA process – this is the process that is being undertaken in

Harborough District. From here on, the term 'SA' should therefore be taken to mean 'SA incorporating the requirements of the SEA Regulations'.

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

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

Habitats Regulations Assessment

1.12 The requirement to undertake Habitats Regulations Assessment (HRA) of development plans was confirmed by the amendments to the Habitats Regulations published for England and Wales in 2007 [See reference 5]. The currently applicable version is 'The Conservation of Habitats and Species Regulations 2017 (SI 2017/1012), as amended by The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 (SI 2019/579)' [See reference 6] (hereafter referred to as the 'Habitats Regulations'). When preparing the new Harborough Local Plan, the Council is therefore required by law to carry out an HRA, and because it is a separate legal requirement to SA/SEA, it is being undertaken and reported on separately from the SA.

1.13 The Council can commission consultants to undertake HRA work on its behalf (and LUC has been commissioned to do the HRA) and the work documented in separate HRA reports is then sent to and considered by the Council as the 'competent authority'. The Council will consider the HRA and may only progress the Local Plan if it considers that it will not adversely affect the integrity of any European site or have a significant effect on qualifying habitats or species for which the European sites are designated, or if Imperative Reasons of Overriding Public Interest (IROPI) are identified. The requirement

for authorities to comply with the Habitats Regulations when preparing a plan is also noted in the Government's online Planning Practice Guidance (PPG) [See reference 7].

Meeting the Requirements of the SEA Regulations

1.14 The section below signposts the relevant sections of this SA Report that are considered to meet the SEA Regulations requirements. This will be included in the SA Report at each stage of plan preparation to show how the requirements of the SEA Regulations have been met through the SA process.

Environmental Report

1.15 This SA Report, which has been produced to accompany the Issues and Options Consultation, constitutes the 'environmental report' and covers the following SEA Regulations requirement:

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

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

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

1.17 Chapter 4, Chapter 5 and Chapter 6 cover the following SEA Regulations requirements:

- The likely significant effects on the environment, including short, medium and long-term effects, permanent and temporary effects, positive effects, and secondary cumulative and synergistic effects, on issues such as:
 - Biodiversity;
 - Population;
 - Human health;
 - Fauna;
 - Flora;
 - Soil;
 - Water;
 - Air;

- Climatic factors;
 - Material assets;
 - Cultural heritage, including architectural and archaeological heritage;
 - Landscape; and
 - The interrelationship between the issues referred to in sub-paragraphs (a) to (l).
- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.

1.18 Chapter 2 covers the following SEA Regulation requirement:

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

1.19 Chapter 7 covers the following SEA Regulations requirement:

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

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

- Regulation 12(3): The report shall include such of the information referred to in Schedule 2 to these Regulations as may reasonably be required, taking account of:
 - Current knowledge and methods of assessment;
 - The contents and level of detail in the plan or programme;
 - The stage of the plan or programme in the decision-making process; and

- The extent to which certain matters are more appropriately assessed at different levels in that process in order to avoid duplication of the assessment.

Consultation

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

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

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

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

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

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

- Provision of information on the decision: When the plan or programme is adopted, the public and any countries consulted under Regulation 14 must be informed and the following made available to those so informed:
 - The plan or programme as adopted;
 - A statement summarising how environmental considerations have been integrated into the plan or programme and how the environmental report, the opinions expressed, and the results of consultations entered into have been taken into account, and the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and
 - The measures decided concerning monitoring.

Monitoring

1.24 Chapter 7 proposes indicators for monitoring the likely significant effects of the Harborough Local Plan and this covers the following SEA Regulations requirement:

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

Structure of the SA Report

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

- Chapter 2 describes the approach that is being taken to the SA of the Harborough Local Plan.

- Chapter 3 describes the relationship between the Harborough Local Plan and other relevant plans, policies and programmes; summarises the social, economic and environmental characteristics of Harborough and identifies the key sustainability issues it faces.
- Chapter 4 presents the SA findings for the growth and distribution options that have been considered for the Harborough Local Plan to date.
- Chapter 5 presents the SA findings for the site options that have been considered for allocation in the Harborough Local Plan to date.
- Chapter 6 presents the SA findings for the emerging objectives set out in the Issues and Options Consultation.
- Chapter 7 describes suggested indicators for monitoring the potential sustainability effects of the Harborough Local Plan.
- Chapter 8 presents the conclusions of the SA to date and describes the next steps to be undertaken.
- Appendix A presents a summary of the consultation comments received in relation to the SA Scoping Report and explains how they have been addressed.
- Appendix B presents a review of international, national and local plans, policies and programmes of relevance to the SA.
- Appendix C presents baseline information for Harborough District.
- Appendix D presents the site assessment criteria that have been used to ensure consistency in the SA of the site options.
- Appendix E presents maps showing the location of the site options.

Chapter 2

Methodology

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

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

SA Stage A: Scoping

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

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

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

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

Collect Baseline Information to Establish Sustainability Context

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

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

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

2.9 The SEA Regulations require an assessment of effects in relation to the following 'SEA topics': biodiversity, population, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage (including architectural and archaeological heritage), landscape, and the inter-relationship between these.

Baseline information was therefore collected in relation to these SEA topics as well as additional sustainability topics covering broader socio-economic issues such as housing, access to services, crime and safety, education and employment. This reflects the integrated approach that is being taken to the SA and SEA processes. As part of the preparation of this SA Report, the baseline information for Harborough District which was originally presented in the SA Scoping Report has been reviewed and updated where possible, also taking into consideration consultation responses received in relation to the SA Scoping Report, as detailed in Appendix A. The updated baseline information is presented in Appendix C.

Identify Key Sustainability Issues

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

2.11 Key sustainability issues facing Harborough and an analysis of their likely evolution without the new Local Plan are detailed in Chapter 3. Key sustainability issues for Harborough District were originally identified in the SA Scoping Report (August 2023). These issues were reviewed as part of the preparation of this SA Report and have been revised to take into account consultation responses received at the Scoping stage (see Appendix A).

Develop the SA Framework

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

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

2.14 The SA framework for the Harborough Local Plan is presented in Chapter 3. The SA objectives reflect the analysis of international, national and local policy objectives, the baseline information and the key sustainability issues identified for Harborough. The SA framework was originally presented in the Scoping Report and a small number of amendments have since been made to the framework including additions to the appraisal questions under SA Objectives 2, 3, 7 and 12 as a result of consultation comments received (see Appendix A).

Consult on the Scope and Level of Detail of the SA

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

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

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

SA Stage B: Developing and Refining Options and Assessing Effects

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

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

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

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

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

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

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

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

Distribution and Growth Options

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

Housing Options

2.24 The Leicester and Leicestershire Housing and Economic Needs Assessment (2022) [See reference 8] was used to inform the level of housing growth required within Harborough District. Harborough District, as a neighbouring district to Leicester City, is required to consider and provide for Leicester's unmet housing need. The Leicester and Leicestershire HENA Housing Distribution Paper (June 2022) set out the approach to apportioning Leicester's unmet housing need. In terms of the location of new housing, an

updated Settlement Hierarchy Assessment (October 2023) was produced to identify the most sustainable settlements in Harborough District. This will be published at the same time as the Issues and Options Consultation Document.

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

- Option 1: Local Plan Strategy – this option is based on a continuation of the strategy in the currently adopted Local Plan 2019.
- Option 2: Proportional Growth
- Option 3: Urban Area Focus
- Option 4: Strategic Sites Focus
- Option 5: Market Town Focus
- Option 6: Large Village Focus

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

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

Employment Options

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

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

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

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

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

2.29 The following employment growth option was considered separately as the option proposed to make no allocations.

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

2.30 Draft versions of the housing options were originally appraised by LUC in October 2023 and the SA findings provided to the Council in the form of an internal summary note. The final appraisal of these options is now contained within Chapter 4 of this SA Report. This provides the Council with the

opportunity to take into account the SA findings, along with other relevant factors, when considering which option(s) to take forward in the Local Plan.

2.31 The other policy options identified in the Issues and Options Consultation (January 2024) are high level and not suitable for appraisal as alternatives. Draft policies will be subject to SA when they are prepared later in the plan-making process.

Development Site Options

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

2.33 The reasonable alternative site options were appraised by LUC in October 2023 and the findings were provided to the Council in the form of an internal summary note, which was not made publicly available at the time but which now forms the basis for Chapter 5 of this SA Report. A further Call for Sites will be undertaken alongside the Issues and Options Consultation in January and February 2024 and reasonable site options identified through that exercise will be subject to SA using the same methodology.

SA Stage C: Preparing the Sustainability Appraisal Report

2.34 This SA Report describes the process that has been undertaken to date in carrying out the SA of the new Harborborough Local Plan. It sets out the SA findings for the distribution and growth options and the emerging objectives included in the Issues and Options Consultation, as well as the reasonable alternative site options considered for the Local Plan to date. Likely significant effects, both positive and negative, have been identified. The SA findings are set out in Chapters 4, 5 and 6 of this SA Report.

2.35 The Issues and Options Consultation is a high level document which identifies options for growth and the distribution of development as well as other and policy approaches. Consideration will be given to the likely secondary, cumulative, synergistic, short, medium and long-term and permanent and temporary effects of the new Local Plan at the next stage of the SA.

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

2.36 Harborborough District Council is now inviting comments on the SA Report which is accompanying the Issues and Options Consultation. This SA Report is being published on the Council's website at the same time as the Issues and Options Consultation, so that the two documents can be read in parallel. Consultation comments received on this SA Report will be taken into account at the next stage of the SA.

SA Stage E: Monitoring Implementation of the Local Plan

2.37 Draft indicators for monitoring the likely significant social, environmental and economic effects of implementing the new Harborough Local Plan are included in Chapter 7 of this SA Report and these will be updated as appropriate during later stages of the SA.

Appraisal Methodology

2.38 Growth and distribution options for employment and housing, as well as site options and the emerging objectives presented within the Issues and Options Consultation have been appraised against the SA objectives in the SA framework (see Chapter 3), with symbols being attributed to each option to indicate their likely effects on each SA objective as shown in Table 2.1. Where a potential positive or negative effect is uncertain, a question mark was added to the relevant symbol (e.g. +? or -?) and the symbol was colour coded in line with the potential positive, negligible or negative effect (e.g. shades of green, blue, purple, yellow, pink, etc.).

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

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

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

The Use of Site Assessment Criteria and Uncertainty

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

Difficulties and Data Limitations

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

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

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

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

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

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

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

Chapter 3

Sustainability Context

3.1 Schedule 2 of the SEA Regulations requires:

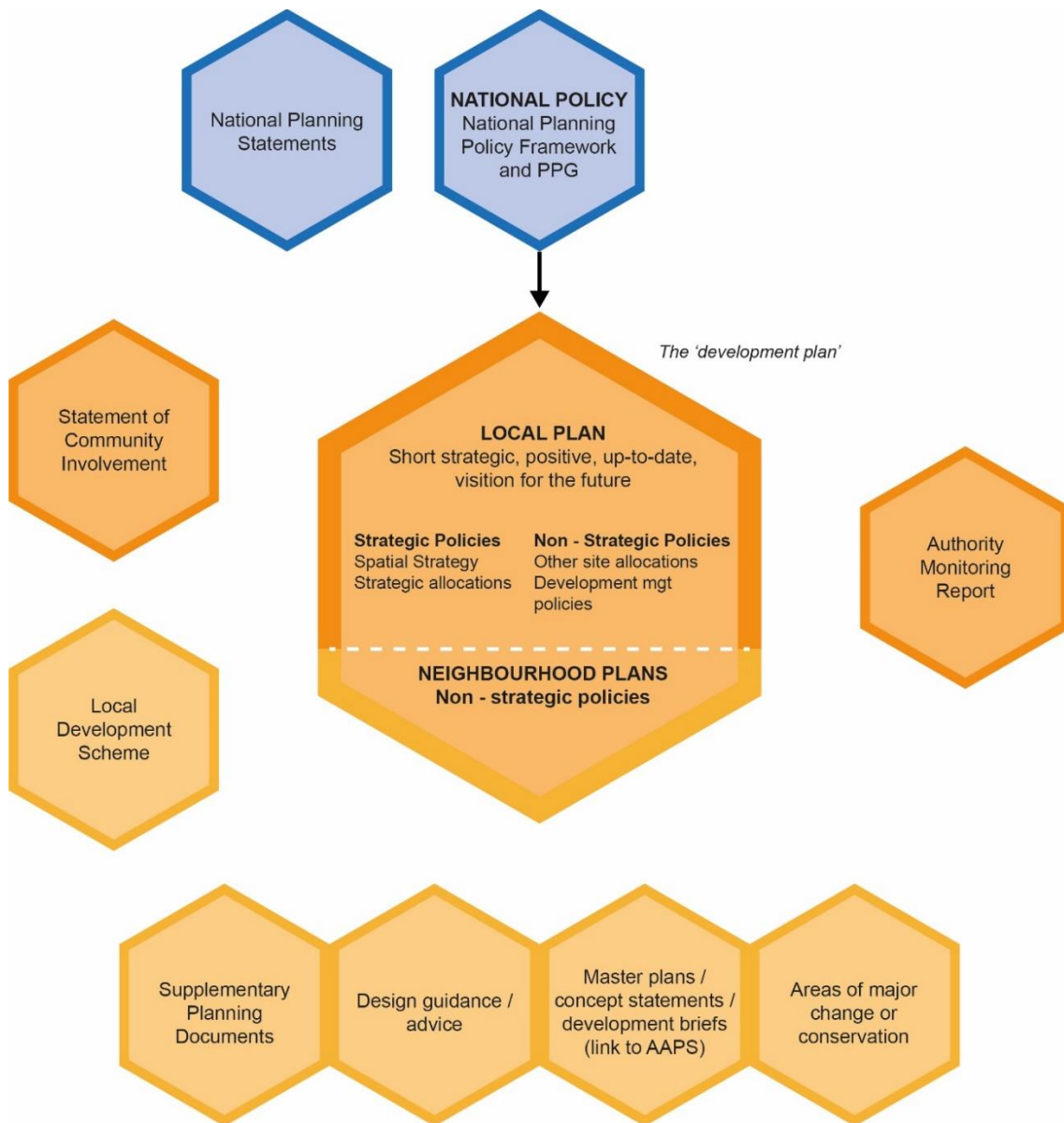
- a) “an outline of the contents and main objectives of the Plan and its relationship with other relevant plans or programmes” and
- b) “the environmental protection objectives established at International, Community or Member State level, which are relevant to the plan and the way those objectives and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

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

Relationship with Other Relevant Plans or Programmes

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

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



Policy Context

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

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

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

- **Global Insecurity:** The invasion of Ukraine by Russia has generated wide-ranging consequences. Apart from the direct impacts that the conflict has had on affected communities, the war has also led to large shifts in population and generated significant uncertainty across a range of economic markets, including energy.
- **Brexit:** Following the UK's departure from the European Union (EU) on 31 January 2020, it entered a transition period which ended on 31 December 2020. From 1 January 2021, directly applicable EU law no longer applies to the UK and the UK is free to repeal EU law that has been transposed into UK law. Relevant EU legislation has still been referred to in this report but will be removed as and when UK legislation is amended.
- **COVID-19:** The COVID-19 pandemic has led to far-reaching changes to society in the UK and around the world. Which of these changes will continue in the long term is unknown and will depend on a variety of factors. Potential implications for planning and development include Government measures to re-start the economy via support for housebuilding and infrastructure development, changes to permitted development rights, increased remote working and reduced commuting and related congestion and air pollution, increased prioritisation of walking and cycling over public transport, and increasing pressure to ensure satisfactory living standards are set and enforced.
- **Levelling-up and Regeneration Act 2023:** The Levelling Up White Paper recognised that opportunities across the UK are unevenly distributed. Accordingly, the paper presented levelling up as strategy for allowing everyone to flourish, live longer, and follow more fulfilling lives. In order to encourage a sustained rise in living standards and well-being, a series of policies and measures were identified. Collectively the programme seeks

to boost productivity, pay, employment and living standards by growing the private sector. It also seeks to improve public services and restore a sense of community, local pride and belonging. The Levelling-up and Regeneration Act received royal assent in October 2023. Key changes for planning (subject to secondary legislation) include measures to increase the speed of plan making, to introduce a suite of national development management policies, and a new levy charge on development that will be non-negotiable. It also sets out a more judgement-based system for assessing the level of collaboration between authorities in their plan-making activities and identifies the proposal for introducing a streamlined 'environmental outcomes report'. Such a report will eventually replace existing processes surrounding Strategic Environmental Assessments (SEA), Habitats Regulations Assessments (HRA), and Environmental Impact Assessments (EIA).

3.6 It is also possible that UK and sub-national climate change policy may change as public awareness and prioritisation of the threat of climate change grows, as illustrated by the increasing number of local authorities, including Harborough District Council, that have declared a climate emergency.

International

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

National

3.8 There is an extensive range of national policies, plans and programmes that are relevant to the Local Plan and the SA process. A pragmatic and

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

The National Planning Policy Framework and Planning Practice Guidance

3.9 The National Planning Policy Framework (NPPF) [See reference 9] is the overarching planning framework which provides national planning policy and principles for the planning system in England. The NPPF was originally published in March 2012 and has been revised several times since, with the most recent version being published in December 2023. The most recent revisions to the NPPF were made in response to the Levelling-up and Regeneration Act. Recent updates to the NPPF includes amendments to urban uplift and Green Belt, removing the requirement for Green Belt boundaries to be reviewed and urban uplift should be accommodated within the cities and urban centres themselves. Further revisions also include allowing flexibility for local authorities in relation to local housing need; safeguarding local plans from densities that would be out of character; freeing local authorities with up-to-date local plans from annual updates to their five-year housing land supply; and continued support for self-build, custom-build and community-led housing. The new NPPF also emphasises the role of beauty and placemaking in the planning system.

3.10 The Harborough Local Plan must be consistent with the requirements of the NPPF, which states:

“Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other

economic, social and environmental priorities; and a platform for local people to shape their surroundings.”

3.11 The PPG [See reference 10] provides guidance for how the Government’s planning policies for England are expected to be applied. Sitting alongside the NPPF, it provides an online resource that is updated on a regular basis for the benefit of planning practitioners.

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

3.13 Climate change adaption and mitigation, energy efficiency and waste minimisation measures for new development including through the promotion of renewable energy schemes are also supported through the NPPF. One of the core planning principles is to “support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure”. Furthermore, local planning authorities should adopt a proactive approach to mitigate and adapt to climate change, taking full account of flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures.

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

renewable energy technologies where appropriate, in line with climate change mitigation strategies and targets.

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

3.16 In relation to health and wellbeing, healthy, inclusive and safe places which promote social integration, are safe and accessible, and enable and support healthy lifestyles are supported through the Framework.

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

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

3.19 The NPPF sets out the approach Local Plans should take in relation to biodiversity states that Plans should “identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation”. Plans should also promote conservation, restoration and enhancement of priority habitats and species, ecological networks and support measurable targets for multi-functional areas and net gains for biodiversity. A strategic approach to maintaining and enhancing networks of habitats and green infrastructure is to be supported through planning policies.

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

3.21 In relation to landscape, the NPPF sets the planning principles of recognising the intrinsic beauty and character of the countryside as well as protecting and enhancing valued landscapes. Reference is included with regards this purpose at National Parks, The Broads and Areas of Outstanding Natural Beauty.

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

3.23 The NPPF states that in relation to the historic environment plans should “set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or

other threats". Where appropriate, plans should seek to sustain and enhance the significance of heritage assets and local character and distinctiveness, while viable uses of assets should be considered. Plans should take into account the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring. They should also consider the contribution the historic environment can make to the character of a place.

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

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

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

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

quality and best and most versatile agricultural land, as well as those which would promote the use of brownfield land.

3.28 The Framework sets out that in terms of economic growth the role of the planning system is to contribute towards building a “strong, responsive and competitive economy” by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation. There is also a requirement for the planning system to identify and coordinate the provision of infrastructure. Furthermore, planning policies should address the specific locational requirements of different sectors.

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

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

3.31 The NPPF encourages local planning authorities to consider transport issues from the earliest stages of plan making so that: opportunities to promote sustainable transport are identified and pursued; the environmental impacts of traffic and transport infrastructure can be identified and assessed; and opportunities from existing or proposed transport infrastructure and changing

transport technology and usage are realised. The framework also states that the planning system should actively manage growth patterns in support of these objectives.

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

Other National Policies, Plans and Programmes

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

Climate Change Adaption and Mitigation, Energy Efficiency and Waste Minimisation

3.34 The relevant national PPPs under this topic are:

- The Biomass Strategy (2023)

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- The Energy Security Plan (2023)
- The Net Zero Growth Plan (2023)
- Carbon Budget Delivery Plan (2023)
- Powering up Britain (2023)
- The Environment Improvement Plan (2023)
- British Energy Security Strategy (2022)
- UK Climate Change Risk Assessment (2022)
- The Environment Act (2021)
- The Net Zero Strategy: Build Back Greener (2021)
- The Industrial Decarbonisation Strategy (2021)
- The Heat and Buildings Strategy (2021)
- The UK Hydrogen Strategy (2021)
- Energy Performance of Buildings Regulations (2021)
- National Infrastructure Strategy: Fairer, faster greener (2020)
- The Energy White Paper: Powering our net zero future (2020)
- Decarbonising Transport: Setting the Challenge (2020)
- Sixth Carbon Budget (Climate Change Committee, 2020)
- Flood and Coastal Erosion Risk Management: Policy Statement (2020)
- The National Flood and Coastal Erosion Risk Management Strategy for England (2020)
- The Waste (Circular Economy) (Amendment) Regulations (2020)
- Net Zero – The UK’s contribution to stopping global warming (2019)
- The Flood and Water Management Act 2010 and The Flood and Water Regulations (2019)
- Climate Change Act (2008) and Climate Change Act 2009 (2050 Target Amendment) Order (2019)

- Energy Efficiency and Historic Buildings: How to Improve Energy Efficiency (2018)
- The National Adaptation Programme and the Third Strategy for Climate Adaptation Reporting: Making the country resilient to a changing climate (2018)
- Our Waste, Our Resources: A strategy for England (2018)
- The Clean Growth Strategy (2017)
- National Planning Policy for Waste (NPPW) (2014)
- Waste Management Plan for England (2013)
- The Energy Efficiency Strategy: The Energy Efficiency Opportunity in the UK (2012)
- The Promotion of the Use of Energy from Renewable Sources Regulations (2011)
- The UK Low Carbon Transition Plan: National Strategy for Climate and Energy (2009)
- The UK Renewable Energy Strategy (2009)
- Planning and Energy Act (2008)

Implications for the Local Plan and SA

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

3.36 The Local Plan should help to ensure that new development is energy efficient and promotes the use of sustainable construction methods and materials, as well as reduce their carbon emissions. In addition, the Local Plan should seek to allocate development in areas where sustainable transport patterns can be best achieved and encourage development to make use of more sustainable sources of energy, potentially through the delivery of

renewable energy development. The Local Plan should also ensure that risk from all sources of flooding as a result of climate change is managed effectively and should ensure that development is resilient to future flooding. This could include the Local Plan setting out approaches to encourage the appropriate use of SuDS to minimise flood risk. The Local Plan should also consider the handling of waste in line with the waste hierarchy.

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

Health and Well-being

3.38 The relevant national PPPs under this topic are:

- Green Infrastructure Framework (2023)
- White Paper Levelling Up the United Kingdom (2022)
- A fairer private rented sector White Paper (2022)
- National Design Guide (2021)
- The Environment Act (2021)
- The State of the Environment: Health, People and the Environment (2021)
- Build Back Better: Our Plan for Health and Social Care (2021)
- COVID-19 Mental Health and Wellbeing Recovery Action Plan (2021)
- Heritage and Society (2020)
- Using the planning system to promote healthy weight environments (2020)
Addendum (2021)
- The Charter for Social Housing Residents: Social Housing White Paper (2020)
- Public Health England, PHE Strategy (2020-25)

- Homes England Strategic Plan (2018 to 2023)
- The Housing White Paper 2017: Fixing our broken housing market
- Planning Policy for Traveller Sites (2015)
- Technical Housing Standards – Nationally Described Space Standard (2015)
- Select Committee on Public Service and Demographic Change Report Ready for Ageing? (2013)
- Laying the foundations: housing strategy for England (2011)
- Fair Society, Healthy Lives (2010)
- Healthy Lives, Healthy People: Our strategy for public health in England (2010)
- Environmental Noise Regulations (2006)

Implications for the Local Plan and SA

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

3.40 Local Plans offer the opportunity to maximise the well-being benefits of well designed local green spaces and elements of the historic environment whether greenspace or urban fabric. The Local Plan should help to ensure that the provision of open space and green infrastructure is of sufficient quantity and quality to meet the needs of the Plan area, encourage healthy and active lifestyles, creates fair, safe and inclusive communities, and improves the sustainable transport network including active travel networks within the Plan area.

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

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

Environment

3.43 The relevant national PPPs under this topic are:

- Nature Recovery Network (n.d)
- The Environment Improvement Plan (2023)
- Air Quality Strategy for England (2023)
- The Waste Prevention Programme for England: Maximising Resources, Minimising Waste (2023)
- Climate Change Allowances (2022)
- Working with Nature (2022)
- Establishing the Best Available Techniques for the UK (UK BAT) (2022)
- Environment Act (2021)
- National Chalk Streams Strategy Chalk Stream Strategy (2021)
- Meeting our future water needs: a national framework for water resources (2020)
- Clean Air Strategy (2019)
- The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations (2019)
- Environmental Noise Regulations (2018)

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- Water Supply (Water Quality) Regulations 2018
- Water Environment (Water Framework Directive) (England and Wales) Regulations (2017)
- UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations (2017)
- Drought response: our framework for England (Environment Agency, 2017)
- Managing Water Abstraction (2016)
- Environmental Permitting (England and Wales) Regulations 2016
- Nitrate Pollution Prevention Regulations (2015)
- Environmental Damage (Prevention and Remediation) Regulations (2015)
- Biodiversity offsetting in England Green Paper (2013)
- Water White Paper (2012)
- National Policy Statement for Waste Water (2012)
- Biodiversity 2020: A strategy for England's wildlife and ecosystem services (2011)
- Defra right of way circular (01/09) (2011)
- Countryside and Rights of Way Act (2010)
- Air Quality Standards Regulations (2010)
- Flood and Water Management Act (2010)
- Groundwater (England and Wales) Regulations (2009)
- Flood Risk Regulations (2009)
- Safeguarding our Soils – A Strategy for England (2009)
- England Biodiversity Strategy Climate Change Adaptation Principles (2008)
- Future Water: The Government's Water Strategy for England (2008)

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

Implications for the Local Plan and SA

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

3.45 The plan should also take into account non-designated landscapes identified as particularly sensitive to development and non-designated habitats which form part of wider ecological network. The Local Plan also presents opportunities to promote the achievement of measurable net gain in biodiversity.

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

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

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

Historic Environment

3.49 The relevant national PPPs under this topic are:

- Historic England Corporate Plan (2022-23)
- Heritage Statement (2017)
- The Setting of Heritage Assets (2017)
- Sustainability Appraisal and Strategy Environmental Assessment: Historic England Advice Note 8 (2016)

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

Implications for the Local Plan and SA

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

Economic Growth

3.51 The relevant national PPPs under this topic are:

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

Implications for the Local Plan and SA

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

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

Transport

3.54 The relevant national PPPs under this topic are:

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

Implications for the Local Plan and SA

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

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

Sub National

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

- Net Zero Leicestershire Action Plan 2023-2027 (2023)
- Fairer, greener, stronger: our Strategic Transport Plan for the Midlands: Midlands Connect (2022)
- Leicestershire Public Health Strategy 2022-2027 (2022)
- The Leicestershire Highways Design Guide (2022)
- Leicester and Leicestershire Housing & Economic Needs Assessment – Housing Distribution Paper and Employment Distribution Paper (2022)
- Leicestershire Rural Framework 2022-2030 (2022)
- The Cycling and Walking Strategy for Leicestershire (2022)
- The Humber River Basin District Flood Risk Management Plan 2021 to 2027 (2022)
- Anglian River Basin District Flood Risk Management Plan 2021 to 2027 (2022)
- Severn River Basin District Flood Risk Management Plan 2021 to 2027 (2022)
- Leicester and Leicestershire Economic Growth Strategy 2021-2030 (2021)
- Net Zero Leicestershire Carbon Roadmap (2021)
- Land contamination risk management (2020)

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- The Leicester and Leicestershire Strategic Transport Priorities 2020-2050
- Leicestershire Minerals and Waste Local Plan up to 2031 (2019)
- Leicester and Leicestershire SHELAA Joint Methodology Paper (2019)
- Leicester and Leicestershire 2050: Our Vision for growth: The Strategic Growth Plan (2018)
- Energy Infrastructure Strategy for Leicester and Leicestershire (2018)
- Leicester and Leicestershire Tourism Growth Plan (2018)
- Leicester and Leicestershire Rail Strategy (2017)
- Leicester City and Leicestershire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2017)
- Space for Wildlife – the Leicester, Leicestershire and Rutland Biodiversity Action Plan 2016-2026 (2016)
- Harborough District Landscape Character Assessment (2007)
- Third Leicestershire Local Transport Plan (2011)
- Guiding Principles in Land Contamination (2010)
- Harborough District Council Rural Strategy 2023-2028 (2023)
- Harborough District Council Health & Wellbeing Strategy 2022-2027 (2022)
- Harborough District Council Corporate Plan 2022 – 2031 (2022)
- Market Harborough Town Centre Masterplan (2022)
- Harborough District Council Climate Emergency Action Plan 2022 – 2030 (2021)
- Lutterworth Town Centre Masterplan (2021)
- Harborough Built Sports Facilities Strategy (2020)
- The Harborough District Council Open Spaces Strategy 2021 (2020)
- Harborough District Council: A Strategy for Housing and the Prevention of Homelessness and Rough Sleeping 2019-2024 (2019)

- **Harborough Playing Pitch Strategy (2018)**
- **Harborough Economic Development Strategy 2018/2023 (2018)**
- **Market Harborough Transport Strategy 2017 – 2031**

Implications for the Local Plan

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

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

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

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

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

Surrounding Development Plans

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

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

3.64 As the SA progresses, consideration will be given to the extent to which the content of these other plans could lead to in-combination effects with the

new Harborough Local Plan, for example as a result of any large-scale new development being proposed in close proximity across the district boundaries.

Neighbourhood Plans

3.65 Once a Neighbourhood Plan [See reference 11] is 'made' (in force) decision-makers will be obliged by law to take what it says into account when they consider proposals for development in the neighbourhood. Harborough District currently has 29 'made' Neighbourhood Plans of which six have been reviewed since being made. In addition, five Neighbourhood Plans are currently under review and a further five Neighbourhood Plans are being prepared.

Baseline Information

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

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

- (2) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.
- (3) The environmental characteristics of areas likely to be significantly affected.
- (4) any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to

Directives 2009/147/EC [the 'Birds Directive'] and 92/43/EEC [the 'Habitats Directive'].

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

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

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

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

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

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

3.73 It is also a requirement of the SEA Regulations that consideration is given to the likely evolution of the environment in the plan area (in this case Harborough District) if the new Local Plan was not to be implemented. This analysis is also presented below in relation to each of the key sustainability issues.

- Hotter, drier summers and warmer and wetter winters are expected as a result of ongoing and accelerating climate change, which have the potential for adverse effects on human health and the natural environment. The Local Plan offers another opportunity to update the district's approach to managing the effects of the changing climate and associated weather events, particularly in the location of and in the design of new buildings, whole developments and blue and green infrastructure. Therefore, without the new Local Plan, this issue is likely to be less well addressed.
- Affordability of housing and the delivery of affordable homes remains an issue along with demand increasing as the population of Harborough increases. Without the new Local Plan, the required housing is less likely to be delivered.
- Harborough District has an increasingly ageing population which can result in increased pressures on services and facilities such as healthcare. The new Local Plan offers an opportunity to improve access to and increase availability of such services and facilities. Without the new Local Plan there

is likely to be an increasing strain on services and facilities which do not meet local demand.

- There are small pockets of deprivation. The new Local Plan offers an opportunity to reduce the level of deprivation in areas through appropriately planned growth and regeneration. Therefore, without the new Local Plan, deprivation is likely to worsen.
- Harborough has a well-educated and skilled population, but the lack of highly skilled job opportunities can result in higher levels of in and out commuting. The Local Plan could help by diversifying Harborough's economy and increasing the number of employment opportunities. The provision of infrastructure through the Local Plan will also support economic growth and the Plan can directly support certain sectors through the inclusion of relevant policies. Therefore, without the new Local Plan, the economy of Harborough District is less likely to diversify.
- Rural accessibility remains an issue in the district which includes access to services, green spaces and sustainable transport modes. In addition, there is a high level of commuting to and from Harborough via car or van. The Local Plan provides an opportunity to tailor policies that would address private vehicle use within the district and encourage the use of more sustainable modes of transport, including active travel. The Local Plan also offers the opportunity to focus development within accessible locations or those that can be made accessible and where there is good access to sustainable and active travel or where there is opportunities to improve transport modes. Therefore, without the new Local Plan, rural accessibility is less likely to improve.
- The majority of watercourses within Harborough remain at moderate status, in line with the Water Framework Directive, with a number of key threats that lower water quality. Harborough District experiences regular flooding events, the main sources of which are fluvial, surface water runoff and poor capacity in the existing sewer system. The Local Plan can seek to ensure that development is directed to locations that will not result in an increase in flooding, water pollution and can support improvements in water quality. Therefore, without the new Local Plan, water quality is less likely to improve.

- Harborough contains pockets of high grade agricultural land which require protection from development. The Local Plan provides an opportunity to ensure that this resource is not lost or compromised by future growth in the district by prioritising the development of brownfield land and poorer agricultural land over the best and most versatile grades. Therefore, without the new Local Plan, agricultural land is less likely to be protected.
- Recycling rates have decreased and there has been an increase in fly tipping. The Local Plan provides an opportunity to provide adequate space in new developments for waste facilities capable of accommodating recyclable waste and compostable waste. Therefore, without the new Local Plan, this issue is less likely to improve.
- Harborough District has relatively low biodiversity value due to the land being predominantly in agricultural use. Harborough contains some designated and undesignated biodiversity assets, a large proportion of which are in unfavourable condition, although recovering. The Local Plan provides an opportunity to take into account the most recent evidence on the condition of Harborough's habitats and employ measures to ensure that future growth in the district does not adversely affect their current condition and where possible contributes to their enhancement, restoration and creation of connections, including through measurable Biodiversity Net Gain and by embracing an ecosystems services approach. The Local Plan should ensure the need for developments to be set back from watercourses (at least 8m) creating an undeveloped, unlit, and undisturbed buffer zone for biodiversity. The Local Plan will also ensure that developments will be encouraged to improve the condition and biodiversity within watercourses and ensure there is no culverting watercourses. Therefore, without the new Local Plan, biodiversity value within Harborough District is less likely to improve although it is noted that national requirements relating to Biodiversity Net Gain in new developments would still apply which may address the issue to some extent.
- Harborough District contains a high number of designated and non-designated heritage assets. The Local Plan provides an opportunity to draw on the most up to date evidence to ensure that new development is sited and designed so as to conserve, enhance and encourage enjoyment

of the historic environment as well as improve accessibility and interpretation of it. Therefore, without the new Local Plan, the historic environment is less likely to be protected and enhanced and the condition of assets may worsen.

- Harborough contains areas of varying landscape sensitivity which could be adversely affected by inappropriate development. The Local Plan offers an opportunity to take into account the most recent landscape-related evidence and to ensure that sensitive landscapes and townscapes are protected and enhanced, with development being designed to take account of the variation in character and sensitivity across Harborough District. Therefore, without the new Local Plan, this issue is likely to worsen as it is more likely that piecemeal and ad-hoc developments come forward.
- As Harborough is a rural district there is a high dependency on private vehicles. This can result in higher levels of transport related emissions and poor air quality. The Local Plan offers the opportunity to improve accessibility to sustainable transport modes while enhancing these services. Without the new Local Plan reliance on private cars will likely remain high although it is noted that levels of electric vehicle use are likely to increase as a result of national policy.

The SA Framework

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

3.75 The SA framework comprises a series of SA objectives against which the sustainability of the new Local Plan will be appraised. The appraisal of the Local Plan options, policies and site allocations against these SA objectives will be guided in part by the appraisal questions accompanying each objective. The

appraisal of site options will be carried out using site-specific assessment criteria that have been developed in relation to each SA objective in order to ensure consistency (see Appendix D). The questions included in the framework are not exhaustive, and some may be more relevant to certain elements of the Local Plan than others.

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

3.77 As a result of the Scoping consultation, a small number of changes have been made to some of the appraisal questions for the SA objectives in the SA framework since it was presented in the Scoping Report. These are detailed in Appendix A.

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

Appraisal Questions

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

Relevant SEA Topics

- Climatic factors

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

Appraisal Questions

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

Relevant SEA Topics

- Biodiversity, flora and fauna

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

Appraisal Questions

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

Relevant SEA Topics

- Material assets
- Water
- Soil

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

Appraisal Questions

- Will it conserve and enhance designated and non-designated heritage assets, including their setting and their contribution to wider local character and distinctiveness?

Relevant SEA Topics

- Material assets
- Cultural heritage including architectural and archaeological heritage

SA Objective 5: Protect and improve air quality

Appraisal Questions

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

Relevant SEA Topics

- Air

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

Appraisal Questions

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

Relevant SEA Topics

- Population
- Human health

SA Objective 7: Achieve social inclusion and equality for all

Appraisal Questions

- Will it integrate new neighbourhoods with existing neighbourhoods allowing for higher levels of pedestrian activity/outdoor interaction?
- Will it increase access to nature and to high quality greenspaces?
- Will it promote diversity?
- Will it meet the needs of specific groups including those with protected characteristics and those in more deprived areas?
- Will it promote equality in employment?
- Will it promote religious and racial understanding?
- Will it improve communications/connectivity, particularly in rural areas?

Relevant SEA Topics

- Population
- Human Health

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

Appraisal Questions

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

Relevant SEA Topics

- Population
- Human health

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

Appraisal Questions

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

Relevant SEA Topics

- Population
- Material assets

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

Appraisal Questions

- Will it allow for the delivery of land and infrastructure to meet the economic needs of Harborough?
- Will it support the vitality/viability of town centres?
- Will it provide employment opportunities for local people?
- Will it support opportunities for the expansion and diversification of businesses and economy?
- Will it offer employment opportunities to disadvantaged groups?

Relevant SEA Topics

- Population
- Material assets

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

Appraisal Questions

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

Relevant SEA Topics

- Material assets

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

Appraisal Questions

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

Relevant SEA Topics

- Water
- Climatic factors

SA Objective 13: Promote sustainable transport use and active travel

Appraisal Questions

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

Relevant SEA Topics

- Climatic factors
- Air

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

Appraisal Questions

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

Relevant SEA Topics

- Landscape

Chapter 4

Sustainability Appraisal Findings for the Strategic and Growth Options

4.1 This chapter presents the SA findings for the housing and employment growth and distribution options that have been considered for the new Local Plan to date. The Council identified options related to the housing and employment quantum and distribution options. The other policy options identified in the Issues and Options Consultation (January 2024) are high level and not suitable for appraisal as reasonable alternatives.

Housing Options

4.2 Six broad options for the distribution of the growth have been appraised:

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

Chapter 4 Sustainability Appraisal Findings for the Strategic and Growth Options

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

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

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

Employment Options

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

Chapter 4 Sustainability Appraisal Findings for the Strategic and Growth Options

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

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

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

4.6 The following employment growth option was considered separately as the option proposed to make no allocations.

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

SA Findings of the Housing Options

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

Chapter 4 Sustainability Appraisal Findings for the Strategic and Growth Options

4.8 All of the six spatial growth options will likely involve the take up of significant areas of greenfield land on the outskirts of the main settlements in Harborough District. There may be some opportunities for the take up of derelict and brownfield land in the market town of Market Harborough but given the limited brownfield sites available this is not likely. All growth options represent a significant level of housing development. Therefore, the delivery of housing would be likely to result in the loss of greenfield land to new development, which may be high quality agricultural land. New development will result in the use of raw materials and water, both during construction and operation. Therefore, significant negative effects are expected for the medium and high growth options and a minor negative effect for the low growth option against **SA3: Resources**; however there is uncertainty attached depending on the location of sites and whether development is on higher quality agricultural land including Best and Most Versatile land.

4.9 New development will result in the generation of waste, both during construction and operation, but the level of waste generation is unlikely to be influenced by the overall spatial strategy. All three growth options will increase the total level of household waste generated within the district for the six spatial options. The low growth and medium growth options would have a minor negative effect as the overall extent of new development would be lower against **SA11: Waste**. The high growth option would result in a larger quantity of waste being produced resulting in a significant negative effect against **SA11: Waste**.

Option 1: Local Plan Strategy

4.10 Explanations for the colour coding and symbols used in Tables 4.1-4.10 are given in Table 2.1.

Table 4.1: Summary of SA findings for Option 1

SA Objective	Low	Medium	High
SA1: Climatic Factors	+/-	--/+	--/+

Chapter 4 Sustainability Appraisal Findings for the Strategic and Growth Options

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

4.11 Option 1 would likely focus high levels of growth within the market towns and large villages. Growth is also proposed at settlements adjoining Leicester Urban Area with some growth at medium villages, small villages and other settlements. This option provides most growth within sustainable locations where there should be good access to sustainable transport links, as well as jobs, services and facilities within closer proximity and requiring lower levels of car use. This option will also help support the viability/vitality of these town and village centres. However, it may be challenging to orientate growth to existing settlement forms, delivering growth further away from town and village centres which could lead to a higher reliance on cars. Any development in medium villages, small villages and other settlements is likely to result in increased reliance on the private car which could increase greenhouse gas emissions. Therefore, mixed effects (significant negative and minor positive) are likely for the medium and high growth options against **SA1: Climatic Factors**. The low

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growth option is expected to have a mixed (minor positive and minor negative) effect.

4.12 The low growth option would result in less housing being delivered and so would involve the least amount of land take up. Providing a higher level of growth through the medium and high growth options would involve more land take up and increase the likelihood of negative effects on biodiversity. The areas where growth would occur through Option 1 mean that there is potential to result in negative effects on Great Bowden Borrowpit SSSI on the outskirts of Market Harborough. Misterton Marshes SSSI has the potential to be further impacted by development around Lutterworth. There is also a LNR which could be negatively affected by development around Lutterworth. There are also a number of Local Wildlife Sites within and around Broughton Astley. Therefore, any development could have a negative effect on these sites. A potential minor negative effect is identified for the low growth option and potential significant negative effects are identified for the medium and high growth options against **SA2: Biodiversity and Geodiversity**. However, the effects are uncertain until the specific sites are known.

4.13 Due to the high concentration of historical assets within the market towns, particularly Listed Buildings, the distribution of development through Option 1 could have a significant effect on these assets and the historic character of the market towns. Therefore, a low growth option could result in a minor negative effect and the medium and high growth options may result in significant negative effects on **SA4: Cultural Heritage**, although all effects will be uncertain depending on exactly where development is located and how it is designed.

4.14 Option 1 concentrates new development in areas of Harborough District that are already most densely populated, with the potential to increase traffic emissions, with a detrimental impact on air quality and any AQMAs. Concentrating most development in the main urban centres has the potential to reduce reliance on private vehicles, by giving residents greater choice of sustainable modes of transport. However, it may be challenging to orientate growth to existing settlement forms, delivering growth further away from town centres which could lead to a higher reliance on cars. Therefore, a mixed (minor

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positive and minor negative) effect is identified for the low growth option, while the medium and high growth options are likely to have mixed (significant negative and minor positive) effects against **SA5: Air**.

4.15 The distribution of growth proposed under Option 1 would continue to support the viability of existing healthcare related facilities, by focusing new development in market towns, large villages and settlements adjoining Leicester urban area. There will be some development in medium villages, small villages and other settlements; however market towns which provide the easiest access to healthcare facilities and open space would see a high level of growth. Open spaces can have a positive impact on health and wellbeing and these larger settlements may offer good opportunities for walking and cycling day to day. In addition, providing some limited growth within rural villages and settlements (medium villages, small villages and other settlements) will help support the viability of the health services in these areas. Therefore, significant positive effects are expected for all three levels of growth against **SA6: Health and Wellbeing** although there is uncertainty attached to the higher growth option as there is more potential for existing facilities being overloaded under that option.

4.16 Development within market towns, large villages and settlements adjoining Leicester urban area will have a positive effect on these areas by offering good quality housing, regeneration opportunities and lowering levels of deprivation. All growth options would meet at least the minimum level of housing need in Harborough District and should help to reduce housing-related deprivation and ensure people have the opportunity to live in the area. The low growth option will not provide the level of housing required to meet Leicester's unmet need. Therefore, minor positive effects are expected for the medium and high growth options, and a mixed (minor positive and negligible) effect for the low growth option against **SA7: Social Inclusion**.

4.17 Option 1 proposes to spread growth across the most sustainable locations which includes market towns, settlements adjoining Leicester Urban Area and large villages. These settlements will offer the best accessibility to existing services and facilities and also support the delivery of new services and facilities within the most sustainable locations. In addition, directing a small level of growth to the medium villages, small villages and other settlements will help

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support the viability of these villages including the services and facilities within them. However, if a high proportion of growth were directed to market towns it could potentially overburden services and facilities within these areas, particularly under the high growth option. Overall, a mixed (minor positive and minor negative) effect has been identified in relation to the high growth option. The low and medium growth options will likely result in a minor positive effect against **SA8: Services and Facilities**.

4.18 The medium and high growth options would represent a significant amount of new homes within Harborough District. The higher level of housing growth under either of these options should provide good opportunities for delivering a range of housing types and tenures but both options are considered to have significant positive effects as they would both deliver at least the minimum level of housing required. Option 1 would see a spread of housing growth across Harborough. Option 1 would broaden the type and tenure of houses in the main settlements in Harborough District while providing some limited housing growth within rural areas to support these communities. However, the spread of housing growth may not maximise the capacity and opportunities for development in all the larger settlements. In addition, the amount of new development that is proposed close to Leicester is lower than the Council's contribution to Leicester's unmet need. The medium and high growth option would deliver enough homes to meet the local housing need and contribute towards Leicester's unmet housing need and therefore both options would have significant positive effects against **SA9: Housing**. The low growth option would result in a minor positive effect against **SA9: Housing** as it will only deliver enough homes to reflect the Council's local housing need.

4.19 Focusing a large proportion of housing growth within market towns will mean that most residents won't have to commute as far to access employment opportunities. In addition, proposing a fairly large proportion of growth within the settlements adjoining Leicester urban areas also provides good access to employment opportunities within Leicester City. However, proposing growth at the large villages could mean there is not likely to be the economic growth to match housing growth due to there being fewer employment opportunities within these locations. This will result in a higher level of commuting, likely relying on the private car. There may also be a need for employment opportunities to

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come forward within the urban areas, market towns and large villages to support the level of growth proposed. Therefore, the high growth option may deliver too many homes with not enough employment opportunities. Overall, mixed (minor positive and minor negative) effects are expected for the low and medium growth options **against SA10: Economic Growth**. The high growth option will likely result in a mixed (minor positive and significant negative) effect against **SA10: Economic Growth**.

4.20 Option 1 focuses growth in mainly Flood Zone 1 and outside of the areas that are more vulnerable to flood risk. Some of the market towns and large villages are at medium to high risk of surface water flooding. In particular, there is a large area at risk of surface water flooding to the south east of Kibworth (large village). Given that a high level of growth proposed through Option 1 is likely at the market towns and the large villages there is a potential for development to increase levels of surface water flooding. However, it is dependent on the exact location of the sites. Therefore, a potential but uncertain minor negative effect is identified for all growth options against **SA12: Flood Risk**.

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

against **SA13: Sustainable Travel**. Due to the higher level of growth proposed through the high growth option, the negative effects are expected to be significant.

4.22 As much of the development would be on the outskirts of market towns, the settlements adjoining Leicester urban area and the large villages, there is the potential for negative effects on the character of nearby villages and increasing the risk of settlement coalescence. In particular, if high levels of growth are allocated at settlements adjoining Leicester urban area or market towns it could impact on the Green Wedge and Area of Separation surrounding these settlements. This could have a detrimental impact on the local landscape. Therefore, a minor negative effect is expected from the low growth option against **SA14: Landscape**. The medium and high growth option will likely result in a significant negative effect against **SA14: Landscape**. All effects are uncertain depending on where development is located and will also be influenced by the design of new developments which is not known at this stage.

Option 2: Proportional Growth

Table 4.2: Summary of SA findings for Option 2

SA Objective	Low	Medium	High
SA1: Climatic Factors	+/-	--/+	--/+
SA2: Biodiversity and Geodiversity	-?	--?	--?
SA3: Resources	-?	--?	--?
SA4: Cultural Heritage	-?	--?	--?
SA5: Air	+/-	--/+	--/+
SA6: Health and Wellbeing	+/-	--/+	--/+
SA7: Social Inclusion	+/0	+	+

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SA Objective	Low	Medium	High
SA8: Services and Facilities	+/-	--/+	--/+
SA9: Housing	+	++	++
SA10: Economic Growth	+/-	+/-	--/+
SA11: Waste	-	-	--
SA12: Flood Risk	-?	-?	-?
SA13: Sustainable Travel	+/-	--/+	--/+
SA14: Landscape	--?	--?	--?

4.23 Option 2 proposes to deliver a spread of growth across the market towns and large villages with some growth within medium villages, small villages and other settlements.. This option provides a good level of growth within sustainable locations where there should be good access to sustainable transport links, as well as jobs, services and facilities within closer proximity and requiring lower levels of car use. However, this option also involves a reasonably high proportion of development coming forward in medium villages, small villages and other settlements, which is in less sustainable locations and likely to involve reliance on the private car which could increase greenhouse gas emissions. Therefore, mixed effects (significant negative and minor positive) are likely for the medium and high growth option against **SA1: Climatic Factors**. The low growth option is expected to have mixed effect (minor positive and minor negative) against **SA1: Climatic Factors**.

4.24 The low growth option would require less land take up compared to the medium and high growth options; however all figures would involve considerable land take up and could have negative effects on biodiversity. The distribution of growth through Option 2 has the potential to result in negative effects on the Great Bowden Borrowpit SSSI on the outskirts of Market Harborough. Misterton Marshes SSSI has the potential to be further impacted by development around the market town of Lutterworth. There are also a number of Local Wildlife Sites within and around Broughton Astley which is considered a large village. Therefore, any development could have a negative

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effect on these sites. A large proportion of growth under this option would be directed to settlements in the more rural parts (medium villages, small villages and other settlements) of Harborough District where there may be particular potential for disturbance to habitats and species, depending on the specific location of sites. This is a particular issue in the northern part of the District where there is a higher concentration of Local Wildlife Sites and SSSIs. Therefore, significant negative effects are expected in relation to the medium and high growth options with minor negative effect in relation to the low growth option against **SA2: Biodiversity and Geodiversity**. However, the effects are all uncertain until the specific sites are known.

4.25 Due to the high concentration of historical assets within the market towns and large villages, particularly listed buildings, this level of development could have a significant impact on these assets and the character of these towns and villages. Option 2 also proposes the highest level of development within the more rural parts (medium villages, small villages and other settlements) of Harborough District and therefore is likely to have the highest potential to negatively impact the character of these smaller settlements. There is also a high concentration of listed buildings across the majority of the rural settlements. Therefore, the medium growth and high growth options are likely to have significant negative effects, while the low growth option is likely to have a minor negative effect against **SA4: Cultural Heritage**, although all effects will be uncertain depending on exactly where development is located and how it is designed.

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

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and high growth options and mixed (minor positive and minor negative) effect is expected for the low growth option against **SA5: Air**.

4.27 The distribution of growth proposed under Option 2 would continue to support the viability of services and facilities within existing town and village centres, including healthcare related facilities, by focusing new development in large villages and market towns. A high level of growth is proposed within the medium villages, small villages and other settlements. Market towns and the large villages provide the easiest access to services and facilities such as healthcare and open space which can have a positive impact on health and wellbeing and may offer good opportunities for walking and cycling. While the high level of growth that is proposed in medium villages, small villages and other settlements could stimulate the viability of existing healthcare services in those areas, it could also risk the available services becoming overcrowded and the potential for there not being enough healthcare facilities to meet the demand. In addition, due to the dispersed nature of growth it may be more challenging to support increased capacity in healthcare as a result of development. Therefore, mixed effects are expected for all levels of growth against **SA6: Health and Wellbeing**. The negative effects associated with the medium and high growth options are expected to be significant.

4.28 Development within the market towns, large villages, medium villages, small villages and other settlements will have a positive impact on these areas by offering good quality housing, regeneration opportunities and lowering levels of deprivation. The low growth option will not provide the level of housing required to meet Leicester's unmet need. Therefore, minor positive effects are expected for the medium and high growth options, while a mixed (minor positive and negligible) effect is identified for the low growth option against **SA7: Social Inclusion**.

4.29 Market towns and the large villages offer the best accessibility to existing services and facilities. If a large proportion of development is focused towards the medium villages, small villages and other settlements this will add significant pressure onto the limited services and facilities available. This is more likely under the medium and high growth options. However, it could help sustain services and businesses that may not otherwise remain viable especially in

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these smaller villages and settlements. In addition, due to the dispersed nature of growth it may be more challenging to support increased capacity in healthcare as a result of development. Overall, mixed effects are expected for all options, with the negative effect being potentially significant for the medium and higher growth options against **SA8: Services and Facilities**.

4.30 The medium and high growth options would represent a significant amount of new homes within Harborough District. The higher level of housing growth under either of these options should provide good opportunities for delivering a range of housing types and tenures but both options are considered to have significant positive effects as they would both deliver at least the minimum level of housing required. Option 2 would broaden the type and tenure of houses in the main settlements in Harborough District while providing a high level of housing growth within rural areas (medium villages, small villages and other settlements) to support these communities. This option will ensure that housing growth is spread well across the settlements and rural areas within Harborough and support a fairer distribution of houses. A spread growth approach through Option 2 will be more likely to sustain a steady continuum of housing supply than very large-scale growth focused in one or two locations. However, the spread of housing growth may not maximise the capacity and opportunities for development in the main settlements and the most sustainable locations. There may also be a negative impact on affordable housing delivery due to the spread of growth. The medium and high growth options would deliver significantly more homes within Harborough District to meet the local housing need and contribute towards Leicester's unmet housing need and therefore both options would have significant positive effects against **SA9: Housing**. The low growth option would result in minor positive effect against **SA9: Housing** as it would only deliver enough homes to reflect the Council's local housing need.

4.31 Due to the spread of growth proposed through Option 2, housing growth may not be located in close proximity to employment opportunities in Leicester City. Focusing a large proportion of growth within medium villages, small villages and other settlements will mean residents will have to commute longer distances to access employment opportunities which will require the use of the private car. In addition, there is a need for employment opportunities to come forward to support housing development. Overall, mixed effects (minor positive

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and significant negative) are expected for the high growth option with the low and medium growth options likely to result in mixed effects (minor positive and minor negative) against **SA10: Economic Growth**.

4.32 Option 2 focuses growth in mainly areas that fall within Flood Zone 1 and outside of the areas highly vulnerable to flood risk. Some of the market towns and large villages are at medium to high risk of surface water flooding. In particular, there is a large area at risk of surface water flooding to the south east of Kibworth and a risk of flooding within parts of Market Harborough and Lutterworth. Given that the majority of growth through Option 2 is directed to market towns and the large villages there is a potential for development to increase levels of surface water flooding. However, this is dependent on the exact location of the sites. Therefore, a potential but uncertain minor negative effect is identified for both options against **SA12: Flood Risk**.

4.33 Option 2 proposes a spread of growth across the market towns, large villages, medium villages, small villages and other settlements. This could increase congestion within these areas and increase demand on public transport networks. The market town of Market Harborough does have a train station providing links to Leicester and London. There are also bus routes through the large villages. However, a large proportion of growth is proposed within medium villages, small villages and other settlements with the poorest access to sustainable transport. This means that growth in these areas is likely to be heavily reliant on the private car. In addition, the dispersed nature of growth may mean that there are few opportunities to improve active travel networks. Therefore, the medium and high growth options could result in more private vehicles using the roads resulting in significant negative effects against **SA13: Sustainable Travel**. The low growth option will also result in a negative effect but this is expected to be minor against **SA13: Sustainable Travel**.

4.34 As much of the development would be on the outskirts of market towns, large villages, medium villages, small villages and other settlements, there is the potential for negative effects on the character of these settlements and increasing the risk of settlement coalescence. In particular, this could have a detrimental impact on the local landscape particularly due to the higher level of growth proposed in rural areas (medium villages, small villages and other

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settlements). Therefore, significant negative effects are expected for all growth options against **SA14: Landscape**. All effects are uncertain depending on where development is located and its design.

Option 3: Urban Area Focus

Table 4.3: Summary of SA findings for Option 3

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

4.35 Option 3 proposes the highest level of growth at settlements adjoining the Leicester urban area, with less growth proposed in market towns, and large

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villages and only a small portion of growth in medium villages and small villages. The main focus of development is within only sustainable locations where there should be very good access to sustainable transport links, as well as jobs, services and facilities within closer proximity and requiring lower levels of car use. Therefore, minor positive effects are likely for all three growth options against **SA1: Climatic Factors**.

4.36 The low growth option would deliver a lower level of growth and so would involve the least amount of land take up. The medium and high growth options would involve more land take up and increase the likelihood of negative effects on biodiversity. The areas proposed for growth through Option 3 mean that there is the potential for negative effects on Great Bowden Borrowpit SSSI and a number of Local Wildlife Sites particularly through development at market towns and settlements adjoining Leicester urban area. There are also a large number of Local Wildlife Sites around large villages such as Broughton Astley. However, less development within medium villages and small villages could reduce the potential for negative effects on biodiversity. Therefore, a mixed (minor negative and negligible) effect is expected in relation to the low growth option with a minor negative effect for the medium growth option against **SA2: Biodiversity and Geodiversity**. Due to the higher land take up, the high growth option will likely result in a significant negative effect against **SA2: Biodiversity and Geodiversity**. However, the effects are uncertain until the specific sites are known.

4.37 Through Option 3, the majority of development is proposed in settlements adjoining Leicester urban area. There is a lower concentration of historical assets within the settlements adjoining Leicester urban area, but growth within these areas could impact on any historic assets present and the character of these settlements. Therefore, the medium and high growth options are likely to have minor negative effects, while the low growth option is likely to have negligible effect against **SA4: Cultural Heritage**, although effects will be uncertain depending on exactly where development is located and how it is designed. It is also noted that the historic character of rural villages is more likely to be protected through this option.

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4.38 Option 3 concentrates new development in areas of Harborough District that are already most densely populated, with the potential to increase traffic emissions, with a detrimental impact on air quality. However, concentrating most development in the main urban centres has the potential to reduce reliance on private vehicles, by giving residents greater choice of sustainable modes of transport. This option would deliver very limited development in rural areas where car dependency is likely to be highest. Therefore, mixed effects (minor positive and minor negative) are likely for the low growth option and mixed (minor positive and significant negative) effects are likely for the medium and high growth options against **SA5: Air**.

4.39 The distribution of growth proposed under Option 3 will continue to support the viability of existing services and facilities, including healthcare related facilities, by focusing new development in settlements adjoining Leicester urban area with some growth at the market towns and large villages. Additionally, the settlements adjoining Leicester urban area provide the easiest access to services and facilities such as healthcare and open space which can have a positive impact on health and wellbeing and may offer good opportunities for walking and cycling. However, this option will limit the potential for supporting healthcare services in rural areas (medium villages, small villages and other settlements), potentially exacerbating health inequalities in rural areas. Therefore, mixed effects (significant positive and minor negative) are likely for all growth levels against **SA6: Health and Wellbeing**.

4.40 Option 3 proposes to direct most housing growth to settlements adjoining Leicester urban area, some development to market towns and large villages with only limited amount to medium villages and small villages. The low growth option will not provide the level of housing required to meet Leicester's unmet need. Therefore, minor positive effects are expected for the medium and high growth options with a mixed (minor positive and negligible) effect for the low growth option in relation to **SA7: Social Inclusion**.

4.41 Option 3 would deliver the majority of growth within settlements adjoining Leicester urban area. There will also be some growth within the market towns and large villages. The settlements adjoining Leicester urban area offer very good accessibility to existing services and facilities. However, focusing some

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development at the market towns and large villages will support existing services and facilities but there could be added pressure on these services and facilities, especially under the high growth option. This option would deliver very limited development in medium villages and small villages. While this may be positive in terms of maximising access that new residents have to existing services, it also means that opportunities to stimulate service provision in these villages and settlements are lost. Overall, mixed effects (minor positive and minor negative) are expected in relation to **SA8: Services and Facilities**.

4.42 The medium and high growth options would represent a significant amount of new homes within Harborough District. The higher level of housing growth under either of these options should provide good opportunities for delivering a range of housing types and tenures but both options are considered to have significant positive effects as they would both deliver at least the minimum level of housing required. Option 3 would focus growth on the District's most sustainable locations: settlements adjoining urban area, with some growth in the market towns and large villages. The medium villages and small villages would see little growth. Option 3 will broaden the type and tenure of houses in the main settlements in Harborough District. However, this option will mean that there would be little growth within the medium and small villages and housing growth will be concentrated to the settlements adjoining Leicester urban area. Overall, significant positive effects are expected for the medium and high growth options against **SA9: Housing**. The low growth option will result in a minor positive effect against **SA9: Housing** as it will only deliver housing to meet the local need and not Leicester's unmet need.

4.43 Focusing a large proportion of growth within the settlements adjoining Leicester urban area will mean residents won't have to commute as far to access employment opportunities and there will be opportunities to make use of sustainable forms of transport. This will also provide housing within close proximity of Leicester city with a large variety of employment opportunities. However, there are few employment opportunities within the settlements adjoining the Leicester urban area. Therefore, any development will be reliant on new employment areas and/or improved transport links to Leicester City. Overall, a minor positive effect is expected for the low growth option with the

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medium and high growth options likely to result in mixed (minor positive and minor negative) effects against **SA10: Economic Growth**.

4.44 Option 3 focuses growth mainly within Flood Zone 1 and outside of the areas highly vulnerable to flood risk. Given that the majority of growth through Option 3 is to be delivered at the settlements adjoining Leicester urban area there is a potential for development to increase levels of surface water flooding. However, it is dependent on the exact location of the sites. Some of the market towns and large villages which could see some level of growth are at medium to high risk of surface water flooding. Therefore, a potential but uncertain minor negative effect is identified for all growth options against **SA12: Flood Risk**.

4.45 The delivery of growth through Option 3 offers the opportunity to promote and deliver active travel alongside development. Option 3 proposes the majority of growth within the settlements adjoining Leicester urban area which are considered the most sustainable locations. This could increase congestion within these areas and demand on public transport networks, in particular buses. Some growth is proposed at the market towns and large villages which have access to public transport networks including buses and a train station at Market Harborough. Only a small proportion of growth is proposed within medium and small villages where residents are likely to be highly reliant on the private car. There may be opportunities to generate sustainable transport improvements to Leicester City through this option. Overall, mixed (significant positive and minor negative) effects are expected for all levels of growth against **SA13: Sustainable Travel**.

4.46 As much of the development would be on the outskirts of settlements adjoining Leicester urban area and some growth on the outskirts of market towns and large villages there is the potential for negative effects on the character of nearby villages and increasing the risk of settlement coalescence. Option 3 proposes the highest level of growth at the settlements adjoining Leicester urban area which could have a negative impact on the green wedge. This could have a detrimental impact on the local landscape. However, the fact that very little rural development is proposed through this option may provide some protection to local rural character and reduce the impacts on the countryside. Therefore, a minor rather than significant negative effect is

expected from the low growth option against **SA14: Landscape**. The medium and high growth options may result in a significant negative effect against **SA14: Landscape**. All effects are uncertain depending on where development is located and the design of new buildings.

Option 4: Strategic Sites Focus

Table 4.4: Summary of SA findings for Option 4

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

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4.47 Option 4 would deliver the majority of growth through strategic sites. The main focus of development is within sustainable locations where there should be good access to sustainable transport links, as well as jobs, services and facilities within closer proximity and requiring lower levels of car use. The strategic sites are generally located around the south and east of Leicester in areas which are close to and have good potential for sustainable transport connections to Leicester City. Therefore, minor positive effects are likely for all three growth options against **SA1: Climatic Factors**.

4.48 The low growth option would deliver a lower level of growth and so would involve the least amount of land take up. Providing a higher level of growth through the medium and high growth options would involve more land take up and increase the likelihood of negative effects on biodiversity. The areas that would see growth through Option 4 have the potential to result in negative effects on North Kilworth LNR and a number of Local Wildlife Sites. However, less development within medium villages, small villages and other settlements which are more rural could reduce the potential for negative effects on biodiversity. Development of strategic sites may offer better opportunities to incorporate mitigation through habitat creation and biodiversity enhancements. Therefore, mixed effects (minor positive and minor negative) are expected in relation to the low and medium growth options, and mixed (minor positive and significant negative) effects are likely for the high growth option against **SA2: Biodiversity and Geodiversity**. However, the effects are uncertain until the specific sites are known.

4.49 There is a lower concentration of historical assets to the south and east of Leicester, where the strategic sites are likely to be, which are less likely to be impacted by the large-scale growth in this area. This option would also deliver very limited growth in more rural areas such as the medium villages, small villages and other settlements and so would help to preserve the historic character of those villages and settlements. Option 4 is most likely to have the least impact on the setting and historical character within Harborough District. Overall, all growth options are likely to have negligible effects against **SA4: Cultural Heritage**, although effects will be uncertain depending on the location of development and its design.

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4.50 The approach through Option 4 would concentrate new development in areas that are already more densely populated, with the potential to increase traffic emissions, with a detrimental impact on air quality. In particular, the impact on the south and east of Leicester could be significant due to the majority of growth being proposed within these areas. However, delivering most development through strategic sites has the potential to reduce reliance on private vehicles, by giving residents greater choice of sustainable modes of transport. In addition, development in rural areas such as medium villages, small villages and other settlements where car dependency is likely to be high, is very limited under this option. Therefore, mixed (minor positive and significant negative) effects are expected for the medium and high growth options, and a mixed (minor positive and minor negative) effect for the low growth option against **SA5: Air**.

4.51 Option 4 focuses development within strategic sites which lie on the edges of Leicester City where a range of services and facilities are available. The strategic sites provide the easiest access to services and facilities such as healthcare and open space which can have a positive impact on health and wellbeing and may offer good opportunities for walking and cycling. The potential delivery of strategic sites may offer good opportunities for delivering infrastructure such as healthcare provision and open space as part of the developments. However, this option will limit development within most of Harborough District including market towns, large villages, medium villages, small villages and other settlements, which could potentially exacerbate health inequalities in villages and settlements and impact on the viability of health services in these areas. Therefore, mixed effects (significant positive and minor negative) are likely for all growth options against **SA6: Health and Wellbeing**.

4.52 Option 4 proposes to direct housing growth through strategic sites. All the growth options would meet at least the minimum level of housing need in Harborough District and should help to reduce housing-related deprivation and ensuring people have the opportunity to live in the area. In addition, there are added social benefits of meeting Leicester's unmet need close to Leicester city and where it is needed. Therefore, a minor positive effect is expected for all growth options against **SA7: Social Inclusion**.

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4.53 Any development through the strategic sites will likely lie on the outskirts of Leicester relying on the services and facilities within Leicester City Centre or in neighbouring adjoining authorities. Development in close proximity to larger towns and Leicester City offers the best opportunities for residents to access a wide range of services and facilities. The potential delivery of strategic sites may offer good opportunities for delivering new services and facilities as part of the developments such as schools, healthcare and open spaces. This will help ease the pressure of the new development on existing services. The limited amount of rural development (medium villages, small villages and other settlements) under this option would mean opportunities for supporting the viability of services within these villages and settlements are missed. Overall, mixed effects (significant positive and minor negative) have been identified for all growth levels in relation to **SA8: Services and Facilities**.

4.54 The medium and high growth options would represent a significant amount of new homes within Harborough District. The higher level of housing growth under either of these options should provide good opportunities for delivering a range of housing types and tenures but both options are considered to have significant positive effects as they would both deliver at least the minimum level of housing required. Development focused around the south and east of the Leicester through strategic sites offers the best opportunity to provide a mix of housing while delivering the required levels of affordable housing. However, there are uncertainties around timescales and how much development is deliverable to 2041. There are also long lead-in times to deliver homes through strategic sites which may make it difficult to maintain a supply of homes in the short and medium term. Option 4 will broaden the type and tenure of houses. However, this option will mean that there would be little growth within other settlements and housing growth will be concentrated to strategic sites. This option offers the lowest spread of growth. Overall, mixed (significant positive and minor negative) effects are likely for the medium and high growth options against **SA9: Housing** as they would meet the local housing need and contribute towards Leicester's unmet housing need. A mixed (minor positive and minor negative) effect is expected for the low growth option against **SA9: Housing** as it will not deliver enough homes to contribute towards Leicester's unmet housing need.

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4.55 Focusing a large proportion of growth through strategic sites adjoining the south and east of Leicester will mean residents won't have to commute as far to access employment opportunities. There will be opportunities to make use of sustainable forms of transport such as public transport to travel. Allocating a good proportion of growth to the south and east of Leicester will provide housing within close proximity of Leicester City with a larger variety of employment opportunities. There may also be the opportunity for economic growth as a result of any orbital link road or other strategic infrastructure delivered through the allocation of strategic sites. This could enhance the employment growth opportunities available to new residents. Overall, minor positive effects are expected for all growth options against **SA10: Economic Growth**.

4.56 Option 4 focuses growth in areas that fall within Flood Zone 1 and are outside of the areas that are highly vulnerable to flood risk. Small parts of south east of Leicester are at medium to high risk of surface water flooding. Much of the surface water flooding in areas south east of Leicester are associated with watercourses. However, if a large proportion of growth is proposed at strategic sites to the south and east of Leicester, which is within a low risk of flooding, therefore it is unlikely that development will increase levels of flooding. However, this is dependent on the exact location of the sites. Therefore, a potential but uncertain negligible effect is identified against **SA11: Flood Risk**.

4.57 Focusing the majority of the growth through the delivery of strategic sites could lead to higher levels of congestion within the towns and towards Leicester. However, there would be potential opportunities to deliver strategic infrastructure and improvements to existing infrastructure through this option. In addition, there could be enhancements to the public transport network and active travel routes through strategic development. This could help lower the impact on the road network as a result of development. Limited growth is proposed in areas that are heavily reliant on the private car such as medium villages, small villages and other settlements. Overall, significant positive effects are expected for all the growth options against **SA13: Sustainable Travel**.

4.58 As much of the development would be to the south east of Leicester there is the potential for negative effects on the character of nearby villages and

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increasing the risk of settlement coalescence. This could have a detrimental impact on the local landscape. However, limiting growth in rural areas (medium villages, small villages and other settlements) would reduce the chances of negative effects on the landscape in those areas. Therefore, a minor negative effect is expected from the low growth option, with the medium and high growth option will likely result in a significant negative effect against **SA14: Landscape**.

Option 5: Market Town Focus

Table 4.5: Summary of SA findings for Option 5

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

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4.59 Option 5 directs development within the market towns where there should be good access to sustainable transport links, as well as jobs, services and facilities within closer proximity and requiring lower levels of car use. However, it may be more challenging to orientate growth to existing settlement forms, delivering growth further away from town centres which could lead to a higher reliance on cars. In addition, concentrating a larger amount of growth within the market towns could lead to an increase in high levels of concentrated emissions being released. This has the potential to have a negative effect on the Lutterworth AQMA. Therefore, mixed (minor negative and minor positive) effects are likely for the medium and high growth options with the low growth option expected to have a minor positive effect against **SA1: Climatic Factors**.

4.60 The low growth option would involve the least amount of land take up. The medium and high growth options will involve more land take up and increase the likelihood of negative effects on biodiversity. The areas that would see growth through Option 5 mean there is potential to result in negative effects on the Great Bowden Borrowpit SSSI and a number of Local Wildlife Sites particularly through development at the market town of Market Harborough which could result in the take up of greenfield land. However, less rural development could reduce the likelihood of negative impacts on biodiversity. Therefore, minor negative effects are expected in relation to the low and medium growth options, and a significant negative effect for the high growth option against **SA2: Biodiversity and Geodiversity**. However, the effects are uncertain until the specific sites are known.

4.61 Through Option 5, all of the development would be delivered at the market towns of Market Harborough and Lutterworth. Due to the high concentration of historical assets within Market Harborough and Lutterworth, particularly listed buildings, this level of development could have a significant impact on these assets and the character of Market Harborough and Lutterworth. Therefore, the medium and high growth options are likely to have significant negative effects, with a minor negative effect expected for the low growth option against **SA4: Cultural Heritage**, although effects will be uncertain depending on exactly where development is located and how it is designed.

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4.62 Option 5 directs growth to the market towns, concentrating new development in areas of Harborough District that are most densely populated, with the potential to increase traffic emissions, with a detrimental impact on air quality. In particular, the impact on Market Harborough and Lutterworth could be significant due to high level of growth being proposed. This has the potential to have a negative impact on the Lutterworth AQMA. However, concentrating most development in the market towns has the potential to reduce reliance on private vehicles, by giving residents greater choice of sustainable modes of transport. Therefore, mixed (minor positive and significant negative) effects are likely for the medium and high growth options and minor positive and minor negative effect is expected for the low growth option against **SA5: Air**.

4.63 The distribution of growth proposed under Option 5 will continue to support the viability of existing services and facilities within town centres, including healthcare related facilities, by focusing new development in the market towns. Additionally, the market towns provide the easiest access to services and facilities such as healthcare and open space which can have a positive impact on health and wellbeing and may offer good opportunities for walking and cycling. However, directing all the growth to the market towns could result in existing services and facilities, in particular GP surgeries and dentists, becoming overcrowded. This option will also limit regeneration of smaller villages and settlements, potentially exacerbating health inequalities in rural areas. However, this will reduce the potential for services in smaller villages and settlements becoming overcrowded. Therefore, mixed (significant positive and minor negative) effects are likely for all growth options against **SA6: Health and Wellbeing**.

4.64 All growth options would deliver at least the minimum level of housing need in Harborough District and should help to reduce housing-related deprivation and ensure people have the opportunity to live in the area. The low growth option will not provide the level of housing required to meet Leicester's unmet need. Therefore, minor positive effects are expected for the medium and high growth options, and a mixed (minor positive and negligible) effect for the low growth option against **SA7: Social Inclusion**.

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4.65 Option 5 proposes all the growth to the market towns offering the best accessibility to existing services and facilities. There may also be the opportunity to alleviate pressures on town centre services by providing services and facilities to the north of Market Harborough where most development is likely to be located. However, opportunities to support the viability of services within rural areas (medium villages, small villages and other settlements) will be lost through this option. Overall, mixed effects (significant positive and minor negative) have been identified for the medium and high growth options and a significant positive effect for the low growth option against **SA8: Services and Facilities**.

4.66 The high level of housing growth should provide good opportunities for delivering a range of housing types and tenures. Option 5 would see almost all the growth at the market towns meaning that there would be little growth within other settlements and housing growth will be concentrated to the market towns. This option will unlikely provide enough housing to meet the need in more rural areas such as medium villages, small villages and other settlements. This option will significantly impact on the level of housing growth across Harborough District. It would also be challenging to deliver the medium and high scales of growth by 2041 at the market towns. The medium and high growth options would deliver significantly more homes within Harborough District to meet the local housing need and contribute towards Leicester's unmet housing need and therefore, both options would therefore have mixed effects (significant positive and minor negative) against **SA9: Housing**. The low growth option would result in mixed effects (minor positive and minor negative) as it would only deliver enough homes to reflect the Council's local housing need against **SA9: Housing**.

4.67 Focusing a large proportion of growth within the market towns will mean residents may not have to commute as far to access employment opportunities. However, within the market towns there are few potential employment sites to accompany the scale of housing growth proposed through this option. This could result in an imbalance of housing growth and employment growth. There will be opportunities to make use of sustainable forms of transport such as public transport to travel. Therefore, a minor positive effect is expected for the

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low growth option and mixed effects (minor positive and minor negative) for the medium and high growth options against **SA10: Economic Growth**.

4.68 Option 5 focuses growth in mainly Flood Zone 1 and outside the areas highly vulnerable to flood risk. Parts of Market Harborough centre are at medium to high risk of surface water flooding which is mainly associated with the River Welland. As there is the potential for the majority of growth to be proposed in the market town of Market Harborough, there is a chance that development could increase the chances of surface water flooding. However, it is dependent on the exact location of the sites. Therefore, a potential but uncertain minor negative effect is identified for all growth options against **SA12: Flood Risk**.

4.69 The delivery of growth through Option 5 offers the potential to promote and deliver active travel alongside development. Focusing all the growth within the market towns could lead to higher levels of congestion within these towns. There is also the potential for negative impacts on the A6 which runs past Market Harborough towards Leicester. However, Market Harborough does have a train station providing links to Leicester and London but proposing a very high level of growth towards Market Harborough could see public transport links going over capacity. There may be the potential to promote and deliver active travel alongside development. However, it would be difficult to achieve sustainable transport options between new sites on the edge of settlements and the existing town centres. Overall, mixed effects (positive and negative) are expected for all growth options against **SA13: Sustainable Travel**.

4.70 As much of the development would be on the outskirts of the market towns there is the potential for negative effects on the character of nearby villages and increasing the risk of settlement coalescence. In particular, the Separation Area defined within the Lubenham Neighbourhood Plan is at risk as well as Separation Areas between Magna Park and Bitteswell near Lutterworth and between Market Harborough and Great Bowden. This could have a detrimental impact on the local landscape. Therefore, a minor negative effect is expected from the low growth option with the medium and high growth options likely to result in significant negative effects against **SA14: Landscape**.

Option 6: Large Village Focus

Table 4.6: Summary of SA findings for Option 6

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

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

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4.72 The low growth option would result in less housing being delivered and so would involve the least amount of land take up. Providing a higher level of growth through the medium and high growth options would involve more land take up and increase the likelihood of negative effects on biodiversity. There are a number of Local Wildlife Sites within and around Broughton Astley which could be negatively affected by development through this option. A potential minor negative effect is identified for the low growth option, while potential significant negative effects are identified for the medium and high growth options against **SA2: Biodiversity and Geodiversity**. However, the effects are uncertain until the specific sites are known.

4.73 Through Option 6, development would likely be delivered in the large villages. Due to the high concentration of historical assets within Kibworth which is regarded as a large village, particularly Listed Buildings, this distribution of development could have a negative effect on these assets and the historic character of Kibworth. However, historical assets are more limited within the other large villages which could see development through this option. Therefore, all the growth options will result in a minor negative effect against **SA4: Cultural Heritage**, although effects will be uncertain depending on where development is located and how it is designed.

4.74 Option 6 proposes to deliver development within the large villages. Concentrating development in the large villages could increase the reliance on private vehicles due to public transport options being likely to be more limited within the large villages. Therefore, minor negative effects are identified for the low growth option, while the medium and high growth options are likely to have significant negative effects in relation to **SA5: Air**.

4.75 The growth proposed under Option 6 would continue to support the viability of existing healthcare related facilities, by focusing new development in the large villages. The high level of growth proposed within the large villages will help support the services within these areas. This is particularly important as the large villages act as a service centre for lower order settlements. However, due to the size of large villages, the availability of services and facilities will likely not be as extensive as within market towns. Therefore, mixed (minor positive and minor negative) effects are expected for all three levels of growth

against **SA6: Health and Wellbeing** although there is uncertainty attached to the higher growth option as there is more potential for existing facilities to risk being overloaded.

4.76 Development within in the main urban centres will have a positive effect on these areas by offering good quality housing, regeneration opportunities and lowering levels of deprivation. All growth options would meet at least the minimum level of housing need in Harborough District and should help to reduce housing-related deprivation and ensure people have the opportunity to live in the area. However, the low growth option will not provide the level of housing required to meet Leicester's unmet need. Therefore, minor positive effects are expected for the medium and high growth options and a mixed (minor positive and negligible) effect for the low growth option against **SA7: Social Inclusion**.

4.77 Option 6 proposes growth within the large villages. This will offer accessibility to existing services and facilities and also support the delivery of new services and facilities within sustainable locations. The high level of growth proposed within the large villages will help support the services within these areas. This is particularly important as the large villages act as a service centre for lower order settlements. However, due to the size of large villages, the scale and variety of services and facilities available will be less than within market towns. Overall, mixed (minor positive and minor negative) effects have been identified for all growth options against **SA8: Services and Facilities**.

4.78 The medium and high growth options would represent a significant amount of new homes within Harborough District. The higher level of housing growth under either of these options should provide good opportunities for delivering a range of housing types and tenures but both options are considered to have significant positive effects as they would both deliver at least the minimum level of housing required. Option 6 would broaden the type and tenure of houses in large villages. However, this option will mean that there would be little growth within other settlements and housing growth will be concentrated to large villages. This option offers a low spread of growth. The medium and high growth options would deliver enough homes to meet the local housing need and contribute towards Leicester's unmet housing need and therefore, both options

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would have mixed (significant positive and minor negative) effects against **SA9: Housing**. The low growth option would result in mixed (minor positive and minor negative) effect against **SA9: Housing** as it will only deliver enough homes to reflect the Council's local housing need.

4.79 Focusing growth within the large villages could result in limited access to employment opportunities and there is not likely to be the economic growth to match housing growth. This will result in a higher level of commuting, likely relying on the private car. Overall, minor negative effects are expected for the low and medium growth options against **SA10: Economic Growth**. The high growth option will likely result in a minor negative effect against **SA10: Economic Growth**.

4.80 Option 6 focuses growth in areas that fall within Flood Zone 1 and are outside of the areas that are more vulnerable to flood risk. Parts of the large villages of Broughton Astley and Kibworth are at medium to high risk of surface water flooding. In particular, there is a large area at risk of surface water flooding to the south east of Kibworth. Given that all of the growth through Option 6 is likely at the large villages there is a potential for development to increase levels of surface water flooding. However, it is dependent on the exact location of the sites. Therefore, a potential but uncertain minor negative effect is identified for all three growth options in relation to **SA12: Flood Risk**.

4.81 Option 6 could increase congestion within the large villages and demand on public transport networks. However, there are bus routes through the large villages but generally public transport is more limited than within the market towns. A high level of growth within the large villages, means that growth in these areas is likely to be heavily reliant on the private car particularly due to the increased travel distances to higher order services in Market Towns and Leicester City. The high growth option could result in more private vehicles using the roads and out commuting for jobs. The low and medium growth options should mean that housing growth will align better with economic growth and so shouldn't result in significant levels of in or out commuting via car. Overall, mixed effects (positive and negative) are expected for the three levels of growth against **SA13: Sustainable Travel**. Due to the higher level of growth

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proposed under the medium and high growth option, the negative effect is expected to be significant.

4.82 As much of the development would be on the outskirts of the large villages, there is the potential for negative effects on the character of nearby villages and increasing the risk of settlement coalescence. This could have a detrimental impact on the local landscape particularly due to the higher level of growth proposed in rural areas. Therefore, a minor negative effect is expected from the low growth option against **SA14: Landscape**. The medium and high growth options will likely result in significant negative effects against **SA14: Landscape**. All effects are uncertain depending on where development is located and its design.

Summary

4.83 Table 4.7 overleaf provides a summary of the scores for the spatial and growth options for housing development.

Table 4.7: Summary of spatial and growth housing options

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

SA1: Climatic Factors

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

SA2: Biodiversity and Geodiversity

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

SA3: Resources

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

SA4: Cultural Heritage

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

SA5: Air

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

SA6: Health and Wellbeing

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

SA7: Social Inclusion

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

SA8: Services and Facilities

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

SA9: Housing

4.92 Option 1 and 2 propose development within sustainable locations with a good spread of growth across Harborough. This will provide a greater variety and choice of sites compared to the other spatial options. Options 3, 4, 5 and 6 provide the least spread of growth and concentrate development within specific locations which could result in challenges in delivering the volume of homes required. In particular, Option 4 focuses development through strategic sites which have long lead-in times and won't meet housing needs in the short term.

SA10: Economic Growth

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

SA11: Waste

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

SA12: Flood Risk

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

SA13: Sustainable Travel

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

SA14: Landscape

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

SA Findings of the Employment Options

4.98 A description of the spatial and growth employment options has been provided earlier within this chapter (paragraphs 4.4 and 4.5). The options perform similarly in relation to a number of the SA objectives and these effects are summarised below. The specific effects of the options are then described below.

4.99 Providing employment growth through the medium and high growth options will help lower levels of deprivation, in particular income and employment, through providing more employment opportunities. The high growth option, which plans for greater growth, will offer the largest variety of job opportunities and will also encourage people to work and live within Harborough District. Therefore, a minor positive effect is expected for the medium growth option and significant positive effect for the high growth option for all spatial options against **SA7: Social Inclusion**.

4.100 Commercial and industrial uses can generate significant levels of waste, depending on the nature of operations. The medium and high growth options propose to increase employment growth and therefore will likely result in a higher level of waste produced. However, a higher level of employment growth may support investment in recycling capacity. Overall a minor negative effect is likely for the medium and high growth options for **SA11: Waste**.

4.101 Negligible effects are expected against **SA6: Health and Wellbeing**, **SA8: Services and Facilities** and **SA9: Housing** for all spatial options.

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

Table 4.8: Summary of SA findings for Option 1

SA Objective	Medium	High
SA1: Climatic Factors	+/-?	+/-?
SA2: Biodiversity and Geodiversity	0	0
SA3: Resources	-	-

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

4.102 Option 1 will focus employment provision within existing employment areas that are appropriate and within sustainable locations. The existing employment areas will likely be in established industrial and business parks and may have existing transport links which could include public transport. However, the growth proposed through the medium and high growth options will likely result in increased car use for commuting. Therefore, mixed effects (minor positive and minor negative) are expected for the medium and high growth options against **SA1: Climatic Factors**. The effects are uncertain until the specific sites and the employment areas are known.

4.103 Any growth proposed through the medium and high growth options is unlikely to result in the take up of greenfield land as development would be accommodated within existing employment areas. However, accommodating growth within existing employment areas could be challenging particularly through the medium and high growth options. The construction and operation of new employment generating uses will increase the demand for water, raw materials and energy in Harborough. The medium and high growth options will

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result in minor negative effects against **SA3: Resources** due to the use of resources in construction.

4.104 Any growth proposed through the medium and high growth options is unlikely to result in negative impacts on historical assets as development would be accommodated within existing employment areas. Negligible effects are therefore also expected for the medium and high growth options against **SA4: Cultural Heritage**. However, effects are uncertain until the location of sites is known.

4.105 There is potential for the construction and operation of employment uses (depending on the type of use) to impact negatively on air quality. Uses that generate a significant number of trips by both cars and HGVs, will result in localised air quality impacts. However, providing employment opportunities within existing employment areas and in sustainable locations may result in new employment uses complementing existing uses and allow maximise opportunities for public transport to be used for commuting where possible. Minor negative effects are expected for the medium and high growth options against **SA5: Air**. Effects are to some extent uncertain as they will depend on the particular location of employment sites and their proximity to existing areas of poor air quality and AQMAs.

4.106 Employment-creating uses have potential to result in negative effects on people's health and wellbeing during the construction stages of development, with increased traffic congestion and increased air pollution, as well as construction dust, noise and odour. Some employment uses may also generate noise and odour problems. However, such effects will depend on the location of specific sites and it is assumed that sites would be built using good construction techniques. Therefore, negligible effects are expected for the two options against **SA6: Health and Wellbeing**.

4.107 Option 1 will ensure employment is provided within appropriate and sustainable locations. There may also be the opportunity for existing employment uses to complement new employment uses. The medium and high growth options support the allocation of employment land, providing

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opportunities for new jobs and supporting economic growth within Harborough. The high growth option plans for greater growth and would provide the largest variety of employment opportunities and so is likely to have a significant positive effect against **SA10: Economic Growth**. The medium growth option would also have a minor positive effect against **SA10: Economic Growth**.

4.108 The majority of Harborough District falls within Flood Zone 1. It is unclear which existing employment areas may be intensified, although the majority of large employment areas are located near Market Harborough and Lutterworth. Parts of the employment areas around Market Harborough are at medium to high risk of surface water flooding which is mainly associated with the River Welland. Therefore, there is a chance that development could increase the chances of surface water flooding. However, it is dependent on the exact location of the sites. Therefore, a potential but uncertain minor negative effect is identified for the medium and high growth options in relation to **SA12: Flood Risk**.

4.109 Depending on the location of existing employment sites, the workforce may be able to take advantage of sustainable transport options reducing the pressure on roads within Harborough District. Given that the medium and high growth options propose to allocate additional land for employment, they are likely to have an impact on the road network and potential mixed effects (minor positive and minor negative) are identified for those options against **SA13: Sustainable Travel**. However, the effects are uncertain until the location of the sites is known.

4.110 Negligible effects are expected against **SA2: Biodiversity and Geodiversity** and **SA14: Landscape**.

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

Table 4.9: Summary of SA findings for Option 2

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

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4.111 Option 2 provides most growth within sustainable locations where there should be good access to sustainable transport links and requiring lower levels of car use. However, unless the growth is proposed within the central parts of these towns then development will likely be on the outskirts which is further from the town centres and could still lead to higher reliance on cars, if development is on the outskirts. Therefore, mixed effects (minor positive and minor negative) are expected for the medium and high growth options against **SA1: Climatic Factors**. The effects are uncertain until the specific sites and the employment areas are known.

4.112 Option 2 is likely to require the take up of additional land for development in those areas. Any growth proposed through Options B and C could result in negative impacts on biodiversity or wildlife habitats as a result of new development. Misterton Marshes SSSI could be further impacted by development around Lutterworth as well as a LNR which could be negatively affected by development. There is also potential for negative impacts on Great Bowden Borrowpit SSSI. Therefore, minor negative effects are expected for the medium and high growth options in relation to **SA2: Biodiversity and Geodiversity**. These effects are uncertain as they are dependent on the location of new development.

4.113 Option 2 will focus employment land in the main economic centres (Market Harborough and Lutterworth) and larger sustainable settlements. Therefore, this option is likely to require the take up of additional land for development which could include greenfield land. There may be some opportunities for the take up of brownfield land in Market Harborough but given the limited brownfield sites available this is not considered likely. Any growth proposed through the medium and high growth options is likely to result in the loss of greenfield land to new development. The construction and operation of new employment generating uses will also increase the demand for water, raw materials and energy in Harborough. The medium and high growth options will therefore result in minor negative effects against **SA3: Resources**.

4.114 Due to the high concentration of historical assets within Market Harborough and, Lutterworth, particularly Listed Buildings, this distribution of development could have a negative effect on these assets and the historic

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character of Market Harborough and Lutterworth. Therefore, any growth proposed through the medium and high growth options is likely to result in minor negative effects against **SA4: Cultural Heritage**. However, the effects are uncertain until the location of the sites are known.

4.115 There is potential for the construction and operation of employment uses (depending on the type of use) to impact negatively on air quality. Uses that generate a significant number of trips by both cars and HGVs, will result in localised air quality impacts. However, providing employment opportunities within main economic centres and in larger sustainable settlements may result in new employment uses complementing existing uses and allow opportunities for greater use of public transport to be used where possible. Minor negative effects are therefore expected for the medium and high growth options in relation to **SA5: Air**. Effects are to some extent uncertain as they will depend on the particular location of employment sites and their proximity to existing areas of poor air quality.

4.116 Employment generating uses have potential to result in negative effects on people's health and wellbeing during the construction stages of development, with increased traffic congestion and increased air pollution, as well as construction dust, noise and odour. Some employment uses may also generate noise and odour problems. However, such effects will depend on the location of specific sites and it is assumed that sites would be built using good construction techniques. Therefore, negligible effects are expected for the two options against **SA6: Health and Wellbeing**.

4.117 Option 2 proposes to focus new employment land within the main economic centres and larger sustainable settlements. This will provide employment opportunities in more accessible locations. The medium and high growth options support the allocation of employment land providing opportunities for new jobs and supporting economic growth within Harborough. The high growth option plans for greater growth and would provide the largest variety of employment opportunities and so is likely to have a significant positive effect against **SA10: Economic Growth**. The medium growth option would also have a significant minor positive effect against **SA10: Economic Growth**.

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4.118 Option 2 focuses new employment land in Market Harborough and Lutterworth and larger sustainable settlements. The majority of these areas fall within Flood Zone 1 and outside the areas highly vulnerable to flood risk. Parts of Market Harborough centre are at medium to high risk of surface water flooding which is mainly associated with the River Welland. Therefore, there is a chance that development could increase the chances of surface water flooding. However, it is dependent on the exact location of the sites. Therefore, a potential but uncertain minor negative effect is identified for growth both the medium and high growth options in relation to **SA12: Flood Risk**.

4.119 Option 2 will focus employment growth to at the most sustainable locations where there is access to public transport links. Market Harborough has a train station with links to Leicester and London. Lutterworth also has a variety of bus routes passing through the town. The medium and high growth options propose to allocate additional land for employment. Therefore, minor positive effects are expected for the medium and high growth options against **SA13: Sustainable Travel**.

4.120 Allocating employment land growth sites through the medium and high growth options could result in adverse effects on local landscape character and the quality of landscape. Depending on the scale of development and the specific location of employment sites, effects could be relatively localised or much further reaching. Therefore, there is a degree of uncertainty until the employment site locations are known. Uncertain minor negative effects are therefore identified for the medium and high growth options against **SA14: Landscape**.

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

Table 4.10: Summary of SA findings for Option 3

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

4.121 Option 3 will would align employment land provision with areas of significant housing growth. This approach would will help reduce commuting journey times and reliance on the car for commuting, allowing more people to

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walk or cycle shorter distances to work. In addition, there may be opportunities for public sustainable transport link enhancements through the creation of mixed use development. However, the growth proposed through the medium and high growth options will likely result in some level of increased car use. Therefore, mixed effects (minor positive and minor negative) are expected for the medium and high growth option against **SA1: Climatic Factors**. The effects are uncertain until the specific sites and the employment areas are known.

4.122 Option 3 would likely to require the take up of additional land for development. Any growth proposed through the medium and high growth option could result in negative impacts on biodiversity or wildlife habitats as a result of new development. Therefore, minor negative effects are expected for the medium and high growth options against **SA2: Biodiversity and Geodiversity**. These effects are uncertain as they are dependent on the location of new development. Any growth proposed through the medium and high growth options is likely to result in the loss of greenfield land to new development, which may be high quality agricultural land. The construction and operation of new employment generating uses will also increase the demand for water, raw materials and energy in Harborough. The medium and high growth options will therefore result in uncertain minor negative effects for **SA3: Resources**.

4.123 Option 3 would result in negative impacts on historical assets due to the high concentration of these assets across Harborough. Therefore, any growth proposed through the medium and high growth options could likely to result in negative impacts effects on historical assets resulting in minor negative effects against **SA4: Cultural Heritage**. However, the effects are is uncertain until the location of the sites are known.

4.124 Aligning employment land provision with areas of significant housing growth could reduce commuting distances, lowering car vehicle-related emissions. Mixed (minor positive and minor negative) effects are therefore expected for the medium and high growth options against **SA5: Air**. Effects are to some extent uncertain as they will depend on the particular location of employment sites and their proximity to existing areas of poor air quality.

4.125 Employment-creating uses have potential to result in negative effects on people's health and wellbeing during the construction stages of development, with increased traffic congestion and increased air pollution, as well as construction dust, noise and odour. Some employment uses may also generate noise and odour problems. However, such effects will depend on the location of specific sites and it is assumed that sites would be built using good construction techniques. Therefore, negligible effects are expected for the two growth options against **SA6: Services and Facilities**.

4.126 Option 3 proposes to align employment land provision with areas of significant housing growth. This will reduce commuting times and provide employment opportunities that align with housing growth, offering opportunities for those living within an area. The medium and high growth options support the allocation of employment land providing opportunities for new jobs and supporting economic growth within Harborough. The high growth option plans for greater growth and would provide the largest variety of employment opportunities and so is likely to have a significant positive effect against **SA10: Economic Growth**. The medium growth option would have a minor positive effect against **SA10: Economic Growth**.

4.127 Large parts of Harborough District are at medium to high risk of surface water flooding which is mainly associated with the River Welland. Therefore, there is a chance that development could increase the chances of surface water flooding. However, it is dependent on the exact location of the sites. Therefore, a potential but uncertain minor negative and negligible effect is identified for both the medium and high growth options against **SA12: Flood Risk**.

4.128 Option 3 will reduce commuting distances and there may be opportunities for improving public sustainable transport links through the creation of mixed use development. Given that the medium and high growth options propose to allocate additional land for employment, they are still likely to have an impact on the road network. Therefore, mixed effects (minor positive and minor negative) are identified for those options in relation to **SA13: Sustainable Travel**. However, the effects are uncertain until the location of the sites is known.

4.129 Allocating employment land growth through the medium and high growth options could result in adverse effects on local landscape character and the quality of landscape. Depending on the scale of development and the specific location of employment sites, effects could be relatively localised or much further reaching. Therefore, there is a degree of uncertainty until the employment site locations are known. Potential but uncertain minor negative effects are identified in relation to the medium and high growth options against **SA14: Landscape**.

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

4.130 The low growth option proposes to make no employment allocations and therefore negligible effects are expected against the SA Objectives. This option is being considered as a potential growth option as the adopted Harborough Local Plan is currently delivering enough employment land up to 2041, exceeding the expected forecast.

Summary

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

Chapter 5

Sustainability Appraisal Findings for the Site Options

5.1 This chapter summarises the SA findings for the reasonable alternative site options that are being considered for allocation in the Harborough Local Plan. A total of 169 residential sites, 33 mixed use sites, 12 employment site options and two renewable energy generation site options have been appraised. The locations of the site options are mapped in Appendix E. This site option appraisal work will sit alongside the Strategic Housing and Economic Land Availability Assessment (SHELAA) which is available to view via the following link: <https://harborough.opus4.co.uk/planning/localplan/maps/shelaa-2021-published-august-2022>.

5.2 The likely effects of each site option are presented at the end of this chapter in Table 5.1 for residential sites, Table 5.2 for mixed use sites, Table 5.3 for employment sites and Table 5.4 for renewable energy generation sites. Justification for the identified effects is summarised by each SA objective below.

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

5.3 SA objective 1 was scoped out of the appraisal of residential, mixed use and employment site options. The location of development will not affect the achievement of this objective as effects will depend largely on the detailed proposals for sites and their design, which would be influenced by policies in the Harborough Local Plan and details submitted at the planning application stage.

The extent to which the location of development sites would facilitate the use of sustainable modes of transport in place of cars is considered separately under SA objective 13, while proximity to services and facilities, which will also influence levels of car use, is considered under SA objective 8. The likely effects of all residential, mixed use and employment site options on this objective are therefore negligible.

5.4 The two renewable energy generation site options are expected to have significant positive effects as the type of development that would come forward on these sites can help mitigate the effects of climate change and lower greenhouse gas emissions by generating renewable energy.

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

5.5 There are no European designated nature conservation sites within Harborough; however, there are 207 Local Wildlife Sites (LWSs) and one Local Nature Reserve (North Kilworth LNR). There are 14 Sites of Special Scientific Interest (SSSIs) that fall either wholly or partially within the district, including one geological SSSI. This concentration of biodiversity sites has resulted in the majority of residential, mixed use and employment sites being found to have likely negative effects (either minor or significant) on SA objective 2 because of their proximity to locally or nationally designated biodiversity or geodiversity sites.

5.6 Thirteen of the residential, 26 of the mixed use and 11 of the employment site options could have significant negative effects as they either contain a LWS or are within 250m of a nationally designated biodiversity or geodiversity site or are within the Impact Risk Zone (IRZ) for a SSSI. These include the IRZs for Great Bowden Borrowpit SSSI, Kilby – Foxton Canal SSSI, Saddington Reservoir SSSI, Croft and Huncote Quarry SSSI, Misterton Marshes SSSI, Cave's Inn Pits SSSI, Stanford Park SSSI, Bosworth Mill Meadow SSSI and Eye Brook Valley Woods SSSI. The IRZs lie mainly within the eastern part of

Harborough District where there are few development site options. However, Market Harborough, Lutterworth, Kibworth and Fleckney are also relatively constrained by IRZs.

5.7 A further 101 of the residential, six of the mixed use and one of the renewable energy regeneration site options could have minor negative effects as they are within 250m of a LWS or are within 250m-1km of a nationally designated biodiversity or geodiversity site. LWSs are spread relatively evenly across Harborough District, and there are 108 site options located within 250m of one or more. Lutterworth is the most constrained settlement when considering the distribution of LWSs. Kibworth also has a high density of small LWSs that could be impacted by the high number of site options that surround the outskirts of the village. In addition, The Grand Union Canal Harborough Arm LWS to the North of Market Harborough is the most potentially affected site, being close to eight site options.

5.8 Of the site options that could have significant negative effects on SA objective 2, a total of eight sites (four residential, three mixed use and one employment site options) actually contain a LWS. Therefore, the development of these sites could result in the loss of or damage to those LWSs: Grass field, Langton hedgerow, River Welland, Triangle Grassland and Ash trees, Mature ash tree, Shawell Pit extension hedges, Willoughby Waterleys Meadow and Grassland south of Fleckney Road LWSs.

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

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

5.10 The majority of land in Harborough is Grade 3 agricultural land, with smaller areas of both Grade 2 and Grade 4 land. Grade 2 agricultural land is present in small areas between the A47 and A6 and to the east and south of Lutterworth.

5.11 Due to the rural nature of Harborough District, 163 residential, 33 mixed use, 11 employment site options and the two renewable energy generation site options are expected to have significant negative effects on this SA objective as they are greenfield land and contain a significant proportion ($\geq 25\%$) of Grade 1, 2 and/or 3 agricultural land. Only one residential site option (21/8177) located to the east of Leicester is expected to have minor negative effect as it is a greenfield site that contains less than a significant proportion ($< 25\%$) of Grade 1, 2 or 3 agricultural land. The site option falls within land classified as urban under the Agricultural Land Classification. However, five residential and one employment site options are expected to have significant positive effects as they comprise brownfield land, the redevelopment of which represents more efficient use of land in comparison to the development of greenfield sites. These sites are located within Market Harborough, Billesdon, Leire and Foxton.

5.12 A total of 47 residential, 13 mixed use and three employment site options are located within a Mineral Safeguarding Area (MSA) and are therefore expected to have a minor negative effect due to the potential to sterilise minerals resources. All other residential and mixed use sites are expected to have negligible effects with regards to minerals as the sites do not fall within a MSA, resulting in mixed effects on the SA objective overall.

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

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

5.14 All of the residential, mixed use, employment and renewable energy generation site options are expected to have negative effects on SA objective 4 (minor or significant) due to being within at least 1km of a heritage asset. This is not surprising as Harborough District possesses a wealth of historic assets both within the market towns of Harborough and Lutterworth and in the more rural parts of the district. There is a particularly high number of Listed Buildings within Harborough, approximately 1,355, as well as 65 Conservation Areas.

5.15 The majority of the Listed Buildings in Harborough are located within the existing built up areas of Market Harborough and Lutterworth. The majority of the site options located near Market Harborough and Lutterworth are on the towns' outskirts. This means the majority of the site options lie some distance from the highest concentration of designated heritage assets. There is also a high number of Listed Buildings within Great Bowden which also contains a Conservation Area. A total of 11 site options are located around Great Bowden. There are also eight residential and four mixed use sites proposed around Kibworth which has three Conservation Areas and a high concentration of Listed Buildings. Out of the 65 Conservation Areas in Harborough District, Ullesthorpe, Bitteswell, Catthorpe, Swinford, Husbands Boworth, Lubenham, Great Bowden, Foxton, Bruntingthorpe, Church Langton, Carlton Curlieu, Illston on the Hill, Stoughton, Hungarton, Slawston, Hallaton and Tugby Conservation Areas have site options falling within them.

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

assets. The SA findings will also be updated to take into account additional heritage site considerations when available.

SA Objective 5: Protect and improve air quality

5.17 The majority of the site options are expected to have negligible effects on SA objective 5, as they are not within 100m of the Air Quality Management Area (AQMA) that has been declared in Kibworth and Lutterworth. Only one mixed use site (21/8060: Land north east of Kibworth Harcourt, Kibworth) and one employment (21/8073: Land off Watling Street (A5), Shawell) site are expected to have significant negative effects as they are within 100m of the Kibworth AQMA and Rugby AQMA which lies outside of Harborough District within Rugby Borough. If either of those site options are allocated, it will be particularly important to give consideration to the incorporation of sustainable transport infrastructure to reduce the effects of increased vehicle traffic in areas of already poor air quality.

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

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

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

5.20 All the site options perform positively against SA objective 6. This is not surprising as Harborough District has an extensive cycle network, including the National Cycle Network, and a Public Rights of Way network covering almost the whole of the district. A total of 34 residential and nine mixed use site options are likely to have significant positive effects as they are within 720m of a healthcare facility, an area of open space and at least one footpath/cycle path. These site options are spread across Harborough District, located specifically in or near Fleckney, Great Bowden, Billesdon, Ullesthorpe, Husbands Bosworth, Broughton Astley, Kibworth, Great Glen, Busby, Thurnby and a small number of sites at Market Harborough.

5.21 Similarly, 10 employment sites are likely to have significant positive effects due to their proximity to open spaces and footpaths or cycle routes. These sites are located in or near East Langton, Ullesthorpe, Shawell, Lutterworth, Fleckney and Market Harborough.

5.22 The remaining sites are likely to have minor positive effects against this SA objective as they are within 720m of some but not all of these assets. The majority of these sites are located on the outskirts of Market Harborough, Lutterworth, smaller rural villages and strategic sites to the south east of Leicester. The two employment site options (21/8201: Land South of George House, Coventry Road, Lutterworth and 21/8124: Land adjacent to Bowden Business Village, Market Harborough) are located on the outskirts of Market Harborough and Lutterworth.

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

SA Objective 7: Achieve social inclusion and equality for all

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

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

5.25 The Market towns of Market Harborough and Lutterworth are the main focus of services and facilities within Harborough District, although the large villages also provide services and facilities and act as service centres for lower order settlements. Harborough District also borders Leicester City which provides a large variety of services and facilities. Only seven residential, two mixed use and one employment site options are expected to have significant positive effects as they lie within the built up area of Market Harborough. These sites are expected to have the best access to services and facilities. The relatively small number of sites with significant positive effects on this SA objective reflects the rural nature of Harborough District.

5.26 An additional 23 residential, four mixed use and two employment site options are within 720m of the built-up area of Lutterworth or Broughton Astley and therefore are likely to have minor positive effects on this SA objective.

5.27 A large number of the site options are not located within 720m of the built-up area of Market Harborough, Lutterworth, Broughton Astley, Ullesthorpe, Husbands Bosworth, Fleckney, Kibworth, Great Glen, Houghton on the Hill or

Billesdon and so will have minor negative effects. This includes 92 residential, 17 mixed use and eight employment site options.

5.28 The remaining site options that are within 720m of the built-up area of Ullesthorpe, Husbands Bosworth, Fleckney, Kibworth, Great Glen, Houghton on the Hill and Billesdon are likely to have negligible effects - this includes 47 residential sites, 10 mixed use sites and one employment site option.

5.29 In relation to schools, the residential and mixed use site options were considered in relation to their proximity to pre-schools, primary schools, secondary schools or colleges. A total of 74 residential and 14 mixed site options are within 600m of one of either a primary or secondary school or a college and therefore are likely to have minor positive effects. The majority of these sites are located within the more rural parts of Harborough District, Kibworth, Fleckney or within the outskirts of Market Harborough, Lutterworth and south east Leicester.

5.30 Only 13 of the residential and three of the mixed use site options are expected to have significant positive effects due to being located within 600m of at least two of either a pre-school, a primary school, a secondary school or a college. These site options are located within or near to Broughton Astley, Great Bowden, Lutterworth, Market Harborough and within the strategic development proposed to the south east Leicester. The majority of the site options are not located within close proximity to a school or college. This includes 81 residential and 16 mixed use site options.

5.31 This has resulted in the residential and mixed use site options having mixed effects overall. Only two residential site options (21/8052: Land off Bankfield Drive, Great Bowden and 21/8168: Land north of 54 The Ridgeway, Market Harborough) have significant positive effects overall. Both of these sites are located within Market Harborough, with good access to services, facilities and schools. In contrast, 57 residential site options and 12 mixed use site options are likely to have minor negative effects overall. The majority of these sites are located to the outskirts of Market Harborough and Lutterworth and also

within more rural parts of Harborough District and within the strategic development in south east Leicester.

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

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

5.33 Minor positive effects are expected for 163 residential site options and 13 mixed use site options, as they would deliver fewer than 500 homes, therefore making some, but not an individually significant, contribution to the total housing requirement of Harborough District. The location of site options will not influence the mix of housing that is provided onsite – this will instead be determined by Harborough Local Plan policies. A total of 20 mixed use and six residential site options are expected to have significant positive effects, as they would all deliver 500 homes or more. It is expected that these large mixed use sites will be able to offer a wide mix of housing, including affordable housing, as well as making a good contribution towards local housing needs. There is a large number of mixed use sites to the south east of Leicester as part of strategic development proposed within this area.

5.34 The location of employment and renewable energy generation site options is not considered likely to affect this objective; therefore the effects of all those site options are negligible.

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

5.35 The majority of the residential site options (134) are located within 600m of either public transport links or key and general employment areas and/or major employment sites and so will have minor positive effects on this SA objective. A total of 27 residential site options are within 600m of public transport links as well as one or more key and general employment area and/or major employment site. These sites provide the best accessibility to employment opportunities and therefore are likely to have significant positive effects. The majority of these best performing residential sites are located near Market Harborough, Lutterworth, Broughton Astley and Fleckney where there are a number of industrial estates and business parks. Market Harborough and Lutterworth have the highest concentration of employment areas and offer the best accessibility to employment opportunities. This will also support the viability and vitality of these towns. Only eight residential site options are not within 600m of either public transport links or one or more key and general employment area and/or major employment sites and so would have minor negative effects.

5.36 The provision of new employment sites is likely to have a positive effect on this objective by ensuring that new job opportunities are provided. Therefore, all employment site options will have positive effects. A total of seven employment site options are likely to have significant positive effects as they are considered to be larger sites, over 10 hectares. The majority of employment site options are located around Lutterworth with a small number of smaller sites located within Market Harborough. All the mixed use sites are found to have potential but uncertain minor positive effects as there will likely be an element of employment growth through the development of these sites but the proportion is not yet known.

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

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

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

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

5.39 The majority of Harborough District falls within Flood Zone 1. There are some areas of Flood Zone 2 and 3 which are mainly associated with the watercourses in the district. Therefore, the majority of site options fall within Flood Zone 1 and are at a low risk of flooding. However, the higher levels of surface water flood risk in Harborough have resulted in the majority of site options being found to have a likely significant negative effect. A total of 72 residential, 27 mixed use, eight employment and the two renewable energy generation site options are likely to have a significant negative effect as they fall

within a 1 in 30 year risk of surface water flooding. These site options lie within Market Harborough, Great Bowden, Kibworth, Broughton Astley, Lutterworth and at south east Leicester. Twenty three residential, one mixed use and one employment site options fall within a 1 in 100 year risk of surface water flooding and therefore are likely to have a minor negative effect.

5.40 The relatively low overall flood risk across Harborough District is reflected in the fact that 73 residential, five mixed use and three employment site options are likely to have a negligible effect overall against SA objective 12.

5.41 None of the site options are located within Source Protection Zones, and only a small number of sites contain a water body or watercourse. This is the case for five residential, one employment and one renewable energy generation site options. These sites are located within more rural parts of Harborough District with one residential site option (21/8157: Land south west of Braybrooke Road, Market Harborough) in Market Harborough. If any of the sites with potential significant negative effects associated with flood risk are taken forwards for allocation in the Harborough Local Plan it is recommended that mitigation requirements are built into any associated site allocation policies, for example the incorporation of SuDS. Where only part of a site is in an area of higher flood risk, consideration should be given to whether built development can be directed to other parts of the site, with the area of higher flood risk remaining as open space, for example.

SA Objective 13: Promote sustainable transport and active travel use

5.42 The majority of the residential, mixed use and employment site options are expected to have positive effects on SA objective 13. The majority of positive effects are minor as the site options are located within either 1.8km of a railway station or 450m of a bus stop or cycle path, but not both. This is the case for 150 residential, 28 mixed use and nine employment site options. A total of 13 residential, four mixed use and one employment site options are likely to have

significant positive effects as they are located within 1.8km of a railway station and are within 450m of at least one of either a bus stop or a cycle path. These site options are all located within or near Market Harborough and are therefore in close proximity to Market Harborough train station. Only six residential, one mixed use and two employment site options are likely to have minor negative effects on this objective as they are located more than 1.8km from a railway station and more than 450m from a bus stop and a cycle route. These site options are generally located further away from town and village centres, in the more rural areas of Harborough District.

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

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

5.44 There are no National Parks or AONBs in Harborough District. The likely effects of the options on the landscape have been assessed based on whether the site options fall within the countryside and are on greenfield land. Due to Harborough District being a predominately rural district with the majority of the district being countryside, 142 residential and 30 mixed use site options are on greenfield land. Of these, six residential and 20 mixed use site options will compromise of more than 500 homes. The remaining sites fall within the countryside and will be developed for fewer than 500 homes. These site options are likely to have significant negative effects. A total of 22 residential and three mixed use site options contain fewer than 500 dwellings and are outside of the countryside but are on greenfield land and so are likely to have minor negative effects.

5.45 A total of 10 employment site options are over 10ha in size or are between 2-10ha and are in the countryside and on greenfield land. These site options

are likely to have a significant negative effect on the landscape. Only one employment site option is between 2-10ha in size and outside of the countryside but is on greenfield land, resulting in a minor negative effect. A total of five residential site and one employment site options were found to have negligible effects as they comprise brownfield land.

5.46 The two renewable energy generation site options fall within the countryside and are on greenfield land. Therefore, these sites are likely to have significant negative effects. However, in all cases the effects on the landscape are uncertain until the specific design of development is known.

Summary

5.47 In terms of the most and least sustainable site options, looking across the suite of SA objectives there are no sites that stand out as being overwhelmingly more or less sustainable than other options. Four site options are expected to have negative effects across five or more SA objectives (21/8034: Land off Bitteswell Road, Lutterworth; 21/8051: Land West of Stockerston Lane, Great Easton; 21/8209: Land south of A6 and north of the canal, Market Harborough; and, 21/8237: Land north of Wistow Road and west of A6, Kibworth). If any of these site options are taken forward in the Harborough Local Plan, particular consideration should be given to mitigation. Of these sites, two site options (21/8051: Land West of Stockerston Lane, Great Easton and 21/8237: Land north of Wistow Road and west of A6, Kibworth) have the fewest significant positive effects and are the most poorly performing sites overall.

5.48 Six site options are expected to have positive effects across five or more SA objectives (21/8031: Land off Manor Road, Ullesthorpe; 21/8032: Land south of Field View, Ullesthorpe; 21/8052: Land off Bankfield Drive, Great Bowden, 21/8094: Land to the rear of South Avenue, Ullesthorpe; 21/8168: Land north of 54 The Ridgeway, Market Harborough and 21/8231: Land off Frolesworth Road, Ullesthorpe). Of these, two site options (21/8052: Land off Bankfield Drive, Great Bowden and 21/8168: Land north of 54 The Ridgeway, Market Harborough) currently have the most significant positive effects and are

the best performing overall. However, all sites perform negatively against SA4: Cultural Heritage due to the high number of heritage assets in Harborough. In addition, only four sites (21/8202: Former Lorry Park, Gaulby Road, Billesdon; 21/8097: South Leicestershire Riding Establishment, Frolesworth Road, Leire; 21/8189: Courtyard Workshops, off Bath Street, Market Harborough; and, 21/8190: Billesdon Depot, South of Gaulby Road, Billesdon) perform positively against SA3: Resources and none of the sites perform positively against SA14: Landscape due to the high level of greenfield development.

Table 5.1: Summary of SA findings for the residential site options

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8040	Ashby Magna	West (Grid 5)	Land to east of Gilmorton Road	0	0	--?/0	--?	0	+	0	-/-?	+	+	0	0	+	--?
21/8171	Billesdon	North (Grid 2)	Land south of Uppingham Road	0	-	--?/0	--?	0	++	0	0/-?	+	+	0	--/0	+	--?
21/8190	Billesdon	North (Grid 2)	Billesdon Depot, South of Gaulby Road	0	-	++/0	-?	0	++	0	0/-?	+	+	0	0	+	0?
21/8202	Billesdon	North (Grid 2)	Former Lorry Park, Gaulby Road	0	-	++/0	--?	0	++	0	0/-?	+	+	0	0	+	0?
21/8210	Billesdon	North (Grid 2)	Land north of Leicester Road	0	-	--?/0	--?	0	++	0	0/-?	+	+	0	0	+	--?
21/8215	Billesdon	North (Grid 2)	Land south of Leicester Road	0	-	--?/0	--?	0	++	0	0/-?	+	+	0	--/0	+	--?
21/8266	Billesdon	North (Grid 2)	Land west of Rolleston Road	0	-	--?/0	--?	0	++	0	0/-?	+	+	0	--/0	+	--?
21/8033	Bitteswell	South west (Grid 8)	Land off Ullesthorpe Road	0	0	--?/0	--?	0	+	0	+/+?	+	+	0	-/0	+	--?
21/8036	Bitteswell	South west (Grid 8)	Land at rear of The Brambles, Ashby Lane	0	-	--?/0	--?	0	+	0	+/+?	+	+	0	0	+	--?
21/8046	Bitteswell	South west (Grid 8)	Land south of Bitteswell Farm, Ashby Lane	0	-	--?/0	-?	0	+	0	+/+?	+	+	0	0	+	--?
21/8219	Bitteswell	South west (Grid 8)	Land off Manor Road	0	-	--?/0	--?	0	+	0	+/+?	+	+	0	0	+	--?
21/8246	Bitteswell	South west (Grid 8)	Land east of Ashby Lane	0	-	--?/0	--?	0	+	0	+/+?	+	+	0	--/0	+	--?
21/8045	Broughton Astley	West (Grid 5)	Land to the east of Broughton Chase	0	-	--?/-?	-?	0	+	0	+/+?	+	+	0	--/0	+	--?
21/8096	Broughton Astley	West (Grid 5)	Land to the east of Stemborough Mill	0	0	--?/-?	--?	0	+	0	+/-?	+	+	0	-/0	+	--?
21/8134	Broughton Astley	West (Grid 5)	Old Mill Road	0	-	--?/0	--?	0	+	0	+/+++?	+	++	0	--/0	+	--?
21/8144	Broughton Astley	West (Grid 5)	Land north of Cottage Lane	0	-	--?/0	-?	0	+	0	+/+++?	+	++	0	--/0	+	--?

Chapter 5 Sustainability Appraisal Findings for the Site Options

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8154	Broughton Astley	West (Grid 5)	Land off Frolesworth Road	0	-	--?/0	-?	0	++	0	+/?	+	+	0	--/0	+	--?
21/8158	Broughton Astley	West (Grid 5)	Land off Crowfoot Way	0	-	--?/-?	-?	0	+	0	+/?	+	+	0	--/0	+	--?
21/8218	Broughton Astley	West (Grid 5)	Land east of Frolesworth Road	0	-	--?/0	--?	0	++	0	+/?	+	++	0	--/0	+	--?
21/8252	Broughton Astley	West (Grid 5)	Land east of Dunton Road	0	-	--?/0	-?	0	+	0	+/?	++	++	0	--/0	+	--?
21/8220	Broughton Astley	West (Grid 5)	Land at Witham Villa, Broughton Road	0	-	--?/0	-?	0	++	0	+/?	+	++	0	--/0	+	--?
21/8223	Broughton Astley	West (Grid 5)	"Land south of Dunton Road"	0	-	--?/-?	--?	0	+	0	+/?	+	+	0	--/0	+	--?
21/8226	Broughton Astley	West (Grid 5)	Sutton Hill Farm, Coventry Road	0	-	--?/-?	--?	0	+	0	-/?	+	+	0	--/0	+	--?
21/8263	Broughton Astley	West (Grid 5)	Land west of Frolesworth Road	0	-	--?/0	-?	0	+	0	+/?	+	+	0	--/0	+	--?
21/8265	Bruntingthorpe	West (Grid 6)	Land north of Peatling Parva Road	0	0	--?/0	--?	0	+	0	-/?	+	+	0	0	+	--?
21/8091	Carlton Curlieu	North (Grid 1)	Farmyard at Manor Farm	0	0	--?/0	--?	0	+	0	-/?	+	-	0	0	+	--?
21/8066	Catthorpe	South west (Grid 8)	Land South of Main Street	0	-	--?/0	--?	0	+	0	-/?	+	+	0	0	+	--?
21/8068	Catthorpe	South west (Grid 8)	Land off Lilbourne Lane	0	-	--/0	--?	0	+	0	-/?	+	+	0	0	+	--?
21/8070	Catthorpe	South west (Grid 8)	Land north of Lilbourne Lane	0	-	--/0	--?	0	+	0	-/?	+	+	0	0	+	--?
21/8077	Catthorpe	South west (Grid 8)	Land off Main Street	0	0	--?/0	--?	0	+	0	-/?	+	+	0	0	+	--?
21/8078	Catthorpe	South west (Grid 8)	Land north of Lilbourne Lane (east)	0	-	--?/0	--?	0	+	0	-/?	+	+	0	0	+	--?
21/8075	Church Langton	Centre (Grid 3)	Land North of Home Farm, Main Street	0	--?	--?/0	--?	0	+	0	-/?	+	+	0	-/0	+	--?
21/8115	Church Langton	Centre (Grid 3)	Land rear of the Hanbury Centre, Stonton Road	0	-	--?/0	--?	0	+	0	-/?	+	+	0	0	+	--?

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Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8128	Church Langton	Centre (Grid 3)	Land East of Church Causeway	0	-	--?/0	--?	0	+	0	-/+?	+	+	0	--/0	+	--?
21/8030	Claybrooke Magna	West (Grid 5)	Land north of Frolesworth Lane	0	0	--?/-?	--?	0	+	0	-/-?	+	+	0	0	+	--?
21/8130	Claybrooke Magna	West (Grid 5)	Land at Hallaton Road	0	0	--?/0	--?	0	+	0	-/-?	+	+	0	--/0	+	--?
21/8142	Claybrooke Magna	West (Grid 5)	Land north west of Frolesworth Lane	0	0	--?/-?	--?	0	+	0	-/-?	+	+	0	--/0	+	--?
21/8125	Craneoe	East (Grid 4)	South of Langton Road	0	-	--?/0	--?	0	+	0	-/-?	+	+	0	0	+	--?
21/8083	Dunton Bassett	West (Grid 5)	Land off Lutterworth Road	0	-	--?/-?	-?	0	+	0	-/-?	+	+	0	0	+	--?
21/8188	Dunton Bassett	West (Grid 5)	Land at Leire Lane	0	-	--?/-?	--?	0	+	0	-/+?	+	+	0	0	+	--?
21/8160	East Langton	Centre (Grid 3)	Land south of Back Lane	0	-	--?/0	--?	0	+	0	-/-?	+	+	0	--/0	-	--?
21/8055	Fleckney	Centre (Grid 3)	Land to the West of the Longgrey	0	-	--?/0	-?	0	+	0	0/+?	+	+	0	0	+	--?
21/8076	Fleckney	Centre (Grid 3)	Land lying north-west of Kibworth Road	0	--?	--?/0	-?	0	+	0	0/-?	+	++	0	0	+	--?
21/8086	Fleckney	Centre (Grid 3)	Land south of Kilby Road (east)	0	-	--?/0	-?	0	++	0	0/+?	+	+	0	-/0	+	--?
21/8087	Fleckney	Centre (Grid 3)	Land North of Kilby Road	0	-	--?/0	-?	0	+	0	0/+?	+	+	0	-/0	+	--?
21/8088	Fleckney	Centre (Grid 3)	Land to the east of Fleckney Meadows	0	--?	--?/0	--?	0	++	0	0/+?	+	++	0	0	+	--?
21/8101	Fleckney	Centre (Grid 3)	Land west of Leicester Road	0	--?	--?/0	-?	0	+	0	0/+?	+	+	0	0	+	--?
21/8166	Fleckney	Centre (Grid 3)	Land to the east of Fleckney Road	0	--?	--?/0	-?	0	+	0	0/-?	+	++	0	--/0	+	--?
21/8174	Fleckney	Centre (Grid 3)	Land Off Burton Way	0	0	--?/0	--?	0	++	0	0/+?	+	++	0	--/--?	+	--?
21/8205	Fleckney	Centre (Grid 3)	Land south of Bird Cage Cottage, Arnesby Road	0	-	--?/0	-?	0	+	0	0/-?	+	++	0	--/0	+	--?
21/8216	Fleckney	Centre (Grid 3)	Land South of Kilby Road (west)	0	-	--?/0	-?	0	+	0	0/+?	+	+	0	0	+	--?
21/8072	Foxtton	South (Grid 7)	The Market Garden, Langton Road	0	0	++/0	--?	0	+	0	-/-?	+	+	0	--/0	+	0?
21/8112	Foxtton	South (Grid 7)	Land off North Lane	0	0	--?/0	--?	0	+	0	-/-?	+	+	0	--/0	+	--?

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Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8127	Glooston	East (Grid 4)	Land off Main Street	0	0	--?/0	--?	0	+	0	-/-?	+	+	0	--/0	+	--?
21/8054	Great Bowden	South (Grid 7)	Land off Dingley Road and Nether Green	0	--?	--?/-?	--?	0	++	0	-/+?	+	+	0	--/0	++	-?
21/8052	Great Bowden	South (Grid 7)	Land off Bankfield Drive	0	0	--?/-?	-?	0	+	0	++/++?	+	++	0	0	++	-?
21/8029	Great Bowden	South (Grid 7)	Land west of Langton Road	0	-	--?/0	--?	0	++	0	-/+?	+	+	0	0	++	-?
21/8114	Great Bowden	South (Grid 7)	Land off Welham Lane	0	-	--?/-?	--?	0	++	0	-/+?	+	+	0	--/0	+	-?
21/8126	Great Bowden	South (Grid 7)	Land south of Dingley Road	0	-	--?/-?	--?	0	++	0	-/+?	+	++	0	--/0	++	-?
21/8141	Great Bowden	South (Grid 7)	Land north of Leicester Lane	0	-	--?/0	--?	0	+	0	-/-?	+	+	0	-/0	++	-?
21/8151	Great Bowden	South (Grid 7)	Land north of Dingley Road	0	-	--?/-?	--?	0	++	0	-/+?	+	+	0	0	++	-?
21/8172	Great Bowden	South (Grid 7)	Land south of Main Street	0	-	--?/0	--?	0	++	0	-/+++?	+	+	0	0	++	-?
21/8173	Great Bowden	South (Grid 7)	Land to the rear of the former Top Yard Farm, off Burnmill Road	0	-	--?/0	--?	0	++	0	-/+++?	+	+	0	--/0	++	-?
21/8175	Great Bowden	South (Grid 7)	Land off Leicester Lane	0	-	--?/0	--?	0	+	0	-/+++?	+	+	0	0	++	-?
21/8028	Great Easton	East (Grid 4)	Paddock behind 22 Broadgate	0	0	--?/0	--?	0	+	0	-/+?	+	+	0	--/0	+	--?
21/8051	Great Easton	East (Grid 4)	Land West of Stockerston Lane	0	--?	--?/0	--?	0	+	0	-/+?	+	+	0	--/0	+	--?
21/8082	Great Easton	East (Grid 4)	Land off Clarkesdale	0	0	--?/0	--?	0	+	0	-/+?	+	+	0	-/0	+	--?
21/8044	Great Glen	North (Grid 1)	Land south of London Road	0	-	--?/0	--?	0	++	0	0/-?	+	+	0	--/0	+	--?
21/8131	Great Glen	North (Grid 1)	Land to the north of Great Glen	0	-	--?/0	-?	0	+	0	0/+?	+	-	0	--/0	+	--?
21/8194	Great Glen	North (Grid 1)	South of London Road and west of Station Road	0	-	--?/0	--?	0	++	0	0/-?	+	+	0	--/0	+	--?
21/8230	Great Glen	North (Grid 1)	Land to the North of London Road and east of Leicester Grammar School	0	-	--?/0	--?	0	++	0	0/+?	+	+	0	--/0	+	--?
21/8023	Hallaton	East (Grid 4)	Land at Medbourne Road	0	0	--?/0	--?	0	+	0	-/+?	+	+	0	--/0	+	--?
21/8119	Hallaton	East (Grid 4)	Corner of Hunts Lane and North End	0	0	--?/0	--?	0	+	0	-/+?	+	+	0	0	+	--?
21/8253	Hallaton	East (Grid 4)	Land at Cow Close	0	0	--?/0	--?	0	+	0	-/+?	+	+	0	--/0	+	--?

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Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8255	Hallaton	East (Grid 4)	Land north of Churchgate	0	-	--?/0	--?	0	+	0	-/+?	+	+	0	0	+	--?
21/8256	Hallaton	East (Grid 4)	Land North of Goadby Road	0	0	--?/0	--?	0	+	0	-/+?	+	+	0	0	+	--?
21/8109	Halstead	North (Grid 2)	Land south of Oakham Road	0	0	--?/-?	--?	0	+	0	-/-?	+	+	0	0	+	--?
21/8170	Hungarton	North (Grid 1)	Land to the east of Main Street	0	-	--?/0	--?	0	+	0	-/-?	+	+	0	0	+	--?
21/8198	Hungarton	North (Grid 1)	Land south of Church Paddock, Church Lane	0	-	--?/0	--?	0	+	0	-/-?	+	+	0	0	+	--?
21/8200	Hungarton	North (Grid 1)	Land to the east of Barley Leas	0	-	--?/0	--?	0	+	0	-/-?	+	+	0	-/0	+	--?
21/8025	Houghton on the Hill	North (Grid 1)	Land North of Uppingham Road (west)	0	0	--?/0	-?	0	+	0	0/-?	+	+	0	0	+	--?
21/8047	Houghton on the Hill	North (Grid 1)	South of Uppingham Road	0	0	--?/-?	-?	0	+	0	0/-?	+	+	0	--/0	+	--?
21/8135	Houghton on the Hill	North (Grid 1)	Land North of Stretton Lane	0	-	--?/-?	--?	0	+	0	0/-?	+	+	0	0	+	--?
21/8148	Houghton on the Hill	North (Grid 1)	Land south of the A47 Uppingham Road, west of Houghton On The Hill	0	0	--?/0	-?	0	+	0	0/-?	+	+	0	-/0	+	--?
21/8195	Houghton on the Hill	North (Grid 1)	North of Uppingham Road (east)	0	-	--?/-?	--?	0	+	0	0/-?	+	+	0	--/0	+	--?
21/8206	Houghton on the Hill	North (Grid 1)	Land to the north of Uppingham Road	0	0	--?/-?	--?	0	+	0	0/-?	+	+	0	-/0	+	--?
21/8064	Husbands Bosworth	South west (Grid 8)	Land east of Welford Road	0	-	--/-?	--?	0	++	0	0/+?	+	+	0	-/0	+	--?
21/8181	Husbands Bosworth	South west (Grid 8)	Land west of Welford Road	0	0	--/0	--?	0	++	0	0/+?	+	+	0	-/0	+	--?
21/8187	Husbands Bosworth	South west (Grid 8)	Husbands Bosworth School Field, Land east of Welford Road	0	-	--?/0	--?	0	++	0	0/+?	+	+	0	0	+	--?
21/8259	Husbands Bosworth	South west (Grid 8)	Land at Honeypot Lane	0	-	--?/0	--?	0	++	0	0/+?	+	+	0	0	+	--?
21/8079	Illston on the Hill	North (Grid 1)	Land off Main Street (opposite Straun Cottage)	0	-	--?/0	--?	0	+	0	-/-?	+	+	0	0	+	--?
21/8050	Keyham	North (Grid 1)	Snows Lane	0	-	--?/0	-?	0	+	0	-/-?	+	+	0	--/0	+	--?

Chapter 5 Sustainability Appraisal Findings for the Site Options

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8042	Kibworth	Centre (Grid 3)	Land south of Harborough Road/A6	0	-	--?/0	-?	0	++	0	0/++?	+	++	0	--/0	+	--?
21/8061	Kibworth	Centre (Grid 3)	Land west of Smeeton Road	0	-	--?/0	--?	0	++	0	0/+++?	+	+	0	--/0	+	--?
21/8113	Kibworth	Centre (Grid 3)	Land adjacent to The Hollies, Fleckney Road	0	-	--?/0	-?	0	+	0	0/-?	+	+	0	0	+	-?
21/8145	Kibworth	Centre (Grid 3)	Land at Birdie Close	0	-	--?/0	-?	0	++	0	0/++?	+	++	0	--/0	+	--?
21/8149	Kibworth	Centre (Grid 3)	Land off Fleckney Road/Warwick Road	0	--?	--?/0	-?	0	+	0	0/-?	+	+	0	-/0	+	-?
21/8224	Kibworth	Centre (Grid 3)	Land off Fleckney Road	0	-	--?/0	-?	0	+	0	0/++?	+	+	0	0/--?	+	-?
21/8237	Kibworth	Centre (Grid 3)	Land north of Wistow Road and west of A6	0	--?	--?/0	--?	0	+	0	0/++?	++	+	0	--/0	+	--?
21/8238	Kibworth	Centre (Grid 3)	Land west of Leicester Road	0	-	--?/0	--?	0	+	0	0/++?	+	+	0	0	+	--?
21/8186	Laughton	West (Grid 6)	Land at Church Farm	0	0	--?/0	--?	0	+	0	-/-?	+	+	0	-/0	+	--?
21/8037	Leire	West (Grid 5)	Land to the south of Frolesworth Road	0	-	--?/-?	--?	0	+	0	-/-?	+	+	0	-/0	+	--?
21/8062	Leire	West (Grid 5)	Land to rear of Orchard Cottage, Main Street	0	-	--?/-?	--?	0	+	0	-/-?	+	+	0	0	+	--?
21/8097	Leire	West (Grid 5)	South Leicestershire Riding Establishment, Frolesworth Road	0	-	++/-?	--?	0	+	0	-/-?	+	+	0	0	+	0?
21/8262	Leire	West (Grid 5)	Land at Dunton Road	0	0	--?/-?	--?	0	+	0	-/-?	+	+	0	0	+	--?
21/8057	Little Stretton	North (Grid 1)	Land between Church Farm and Leicester Airport	0	0	--?/0	--?	0	+	0	-/-?	+	-	0	-/0	-	--?
21/8017	Lubenham	South (Grade 7)	Land south of Laughton Road	0	-	--?/-?	--?	0	+	0	-/+?	+	+	0	--/--?	+	--?
21/8018	Lubenham	South (Grade 7)	Land east of Theddingworth Road	0	0	--?/-?	--?	0	+	0	-/+?	+	+	0	--/0	+	--?
21/8020	Lubenham	South (Grade 7)	Papillon Hall Farm, Theddingworth Road	0	0	--?/-?	--?	0	+	0	-/-?	+	+	0	--/0	+	--?
21/8118	Lubenham	South (Grade 7)	Land off The Green	0	-	--?/-?	--?	0	+	0	-/+?	+	+	0	--/0	+	--?
21/8260	Lubenham	South (Grade 7)	Land east of Foxton Road	0	-	--?/-?	--?	0	+	0	-/-?	+	+	0	0	+	--?
21/8034	Lutterworth	South West (Grid 8)	Land off Bitteswell Road	0	--?	--?/0	--?	0	+	0	+/?/?/?	+	++	0	--/0	+	--?

Chapter 5 Sustainability Appraisal Findings for the Site Options

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8048	Lutterworth	South West (Grid 8)	Land off Brookfield Way	0	-	--?/0	-?	0	+	0	+/+?	+	+	0	--/0	+	--?
21/8111	Lutterworth	South West (Grid 8)	Land south of Woodby Lane	0	0	--?/0	-?	0	+	0	+/+?	++	++	0	--/0	+	--?
21/8104	Lutterworth	South West (Grid 8)	Land at M1 Junction 20/Swinford Road	0	0	--/-?	-?	0	+	0	+/-?	+	++	0	0	+	--?
21/8107	Lutterworth	South West (Grid 8)	Land North West of Walcote	0	--?	--/-?	-?	0	+	0	-/-?	+	-	0	--/0	+	--?
21/8133	Lutterworth	South West (Grid 8)	Land at Moorbarns Lane	0	0	--?/-?	-?	0	+	0	+/-?	+	-	0	0	+	--?
21/8167	Lutterworth	South West (Grid 8)	Land off Leicester Road	0	-	--?/0	-?	0	+	0	+/+?	+	++	0	--/0	+	--?
21/8022	Market Harborough	South (Grid 7)	Peatling Lodge Farm	0	-	--?/0	--?	0	+	0	-/-?	+	+	0	--/--?	+	--?
21/8095	Market Harborough	South (Grid 7)	Land east of Leicester Road	0	-	--?/0	--?	0	+	0	++/+?	+	++	0	--/0	+	-?
21/8121	Market Harborough	South (Grid 7)	Rockingham Road Industrial Estate (Plot 13)	0	-	++/-?	--?	0	+	0	++/+?	+	++	0	--/0	++	0?
21/8132	Market Harborough	South (Grid 7)	Land south of Farndale View	0	--?	--?/-?	--?	0	+	0	++/-?	+	++	0	--/0	+	-?
21/8143	Market Harborough	South (Grid 7)	Land east of Leicester Road and south of Grand Union canal	0	-	--?/0	--?	0	+	0	++/+?	+	++	0	--/0	++	-?
21/8157	Market Harborough	South (Grid 7)	Land south west of Braybrooke Road	0	-	--?/0	--?	0	++	0	++/+?	+	++	0	--/--?	++	-?
21/8168	Market Harborough	South (Grid 7)	Land north of 54 The Ridgeway, Market Harborough	0	0	--?/0	-?	0	+	0	++/++?	+	++	0	0	++	-?
21/8222	Market Harborough	South (Grid 7)	Land north of Gallow Field Road	0	-	--?/0	--?	0	+	0	-/-?	++	++	0	--/0	+	--?
21/8209	Market Harborough	South (Grid 7)	Land south of A6, north of the canal	0	--?	--?/0	--?	0	+	0	-/-?	++	++	0	--/0	+	--?
21/8019	Market Harborough	South (Grid 7)	Land west of Harborough Road	0	-	--?/0	--?	0	+	0	-/-?	+	++	0	--/0	+	--?

Chapter 5 Sustainability Appraisal Findings for the Site Options

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8185	Mowsley	West (Grid 6)	Land at Dag Lane	0	0	--?/0	--?	0	+	0	-/-?	+	+	0	0	+	--?
21/8084	North Kilworth	South West (Grid 8)	Land south of A4304 Station Road	0	-	--?/0	--?	0	+	0	-/+?	+	+	0	--/0	+	--?
21/8063	North Kilworth	South West (Grid 8)	Land north of Station Road	0	0	--?/0	--?	0	+	0	-/-?	+	+	0	0	+	--?
21/8081	North Kilworth	South West (Grid 8)	Greenfields, Land east of South Kilworth Road	0	-	--?/0	--?	0	+	0	-/+?	+	+	0	-/0	+	--?
21/8081	North Kilworth	South West (Grid 8)	Greenfields, Land east of South Kilworth Road	0	-	--?/0	--?	0	+	0	-/+?	+	+	0	-/0	+	--?
21/8261	North Kilworth	South West (Grid 8)	Land at Dag Lane	0	-	--?/0	--?	0	+	0	-/+?	+	+	0	-/0	+	--?
21/8264	Peatling Parva	West (Grid 6)	Land north of Ashby Road	0	-	--?/0	--?	0	+	0	-/-?	+	+	0	0	+	--?
21/8089	Scraptoft	North (Grid 1)	Land north and south of Covert Lane	0	-	--?/-?	--?	0	+	0	-/-?	+	+	0	--/0	-	-?
21/8137	Scraptoft	North (Grid 1)	Land north of Covert Lane	0	-	--?/0	-?	0	+	0	-/-?	+	-	0	--/0	-	-?
21/8147	Scraptoft	North (Grid 1)	Land north of Covert Lane (east)	0	-	--?/0	-?	0	+	0	-/-?	++	-	0	--/0	-	--?
21/8196	Scraptoft	North (Grid 1)	North of Covert Lane (west)	0	-	--?/-?	--?	0	+	0	-/-?	+	+	0	-/0	+	-?
21/8043	Skeffington	North (Grid 2)	The Grange, Rolleston Road	0	0	--?/-?	--?	0	+	0	-/-?	+	+	0	0	+	--?
21/8129	Slawston	East (Grid 4)	Land off Welham Lane	0	0	--?/0	--?	0	+	0	-/-?	+	+	0	0	+	--?
21/8041	Smeeton Westerby	Centre (Grid 3)	Land east of Main Street	0	-	--?/0	--?	0	++	0	0/+?	+	+	0	0	+	--?
21/8184	Sutton in the Elms	West (Grid 5)	Land at Sutton Lane	0	0	--?/0	--?	0	+	0	+/-?	+	+	0	0	+	--?
21/8098	Swinford	South West (Grid 8)	Avon Valley Farm, Stanford Road	0	-	--?/0	--?	0	+	0	-/+?	+	+	0	0	+	--?
21/8099	Swinford	South West (Grid 8)	Avon Valley Farm (west), Land off Stanford Road	0	-	--?/0	--?	0	+	0	-/+?	+	+	0	--/0	+	--?
21/8100	Swinford	South West (Grid 8)	Avon Valley Farm (north), Stanford Road	0	-	--?/0	--?	0	+	0	-/+?	+	+	0	--/0	+	--?
21/8116	Swinford	South West (Grid 8)	Land off Rugby Road (rear of Playground)	0	-	--?/0	--?	0	+	0	-/+?	+	+	0	--/0	+	--?

Chapter 5 Sustainability Appraisal Findings for the Site Options

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8117	Swinford	South West (Grid 8)	Land south of Rugby Road	0	-	--?/0	--?	0	+	0	-/+?	+	+	0	0	+	--?
21/8165	Swinford	South West (Grid 8)	Land at Shawell Road	0	-	--?/0	--?	0	+	0	-/+?	+	+	0	0	+	--?
21/8203	Swinford	South West (Grid 8)	Land to the south of Shawell Road	0	-	--?/0	--?	0	+	0	-/+?	+	+	0	0	+	--?
21/8204	Swinford	South West (Grid 8)	Land to the south of Kilworth Road	0	0	--?/0	--?	0	+	0	-/+?	+	+	0	0	+	--?
21/8177	Thurnby/Bush by	North (Grid 1)	Land rear of Firs Farm, The Square	0	0	-/0	--?	0	++	0	-/-?	+	+	0	0	+	-?
21/8059	Tilton on the Hill	North (Grid 2)	Windy Ridge, Loddington Road	0	0	--?/0	--?	0	+	0	-/-?	+	-	0	--/0	-	--?
21/8035	Tilton on the Hill	North (Grid 2)	Land West of Melton Road	0	0	--?/-?	--?	0	+	0	-/-?	+	+	0	0	+	--?
21/8267	Tugby & Keythorpe	North (Grid 2)	Land south of Uppingham Road	0	0	--?/0	--?	0	+	0	-/-?	+	+	0	0	+	--?
21/8156	Tugby & Keythorpe	North (Grid 2)	Land west of Main Street	0	0	--?/-?	--?	0	+	0	-/-?	+	+	0	0	+	--?
21/8024	Tugby & Keythorpe	North (Grid 2)	Land off Wood Lane	0	0	--?/0	--?	0	+	0	-/-?	+	+	0	--/0	+	--?
21/8026	Tugby & Keythorpe	North (Grid 2)	Land at Hallaton Road	0	0	--?/-?	--?	0	+	0	-/-?	+	+	0	0	+	--?
21/8094	Ullesthorpe	West (Grid 5)	Land to the rear of South Avenue	0	0	--?/-?	--?	0	+	0	0/+?	+	+	0	0	+	--?
21/8102	Ullesthorpe	West (Grid 5)	Land south of Main Street	0	0	--?/-?	--?	0	+	0	0/+?	+	+	0	-/0	+	--?
21/8228	Ullesthorpe	West (Grid 5)	Land North of Hall Lane	0	-	--?/-?	--?	0	+	0	0/+?	+	+	0	0	+	--?
21/8231	Ullesthorpe	West (Grid 5)	Land off Frolesworth Road	0	0	--?/-?	--?	0	+	0	0/+?	+	+	0	0	+	--?
21/8245	Ullesthorpe	West (Grid 5)	Land off Hall Road	0	-	--?/-?	--?	0	+	0	0/+?	+	+	0	-/0	+	--?
21/8031	Ullesthorpe	West (Grid 5)	Land off Manor Road	0	0	--?/-?	--?	0	+	0	0/+?	+	+	0	0	+	--?
21/8032	Ullesthorpe	West (Grid 5)	Land south of Field View	0	0	--?/0	--?	0	++	0	0/+?	+	+	0	0	+	--?
21/8180	Ullesthorpe	West (Grid 5)	Land north of Ashby Road	0	-	--?/-?	--?	0	++	0	0/+?	+	+	0	0	+	--?

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8039	Walcote	West (Grid 8)	Land north of Lutterworth Road	0	0	--?/0	--?	0	+	0	-/-?	+	+	0	-/0	+	--?
21/8106	Walcote	West (Grid 8)	Field to West of Chapel Lane.	0	-	--?/0	--?	0	+	0	-/-?	+	+	0	--/0	+	--?
21/8182	Walton	West (Grid 6/8)	Land at Park Lane	0	-	--?/0	--?	0	+	0	-/-?	+	+	0	-/0	+	--?
21/8183	Walton	West (Grid 6/8)	Land South of Mere Lane Upper Bruntingthorpe	0	0	--?/0	-?	0	+	0	-/-?	+	+	0	0	+	--?

Table 5.2: Summary of SA findings for the mixed use site options

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8192	Ashby Parva	West (Grid 5)	Land east of Broughton Astley and North of Dunton Bassett and Ashby Magna	0	--?	--?/-?	--?	0	+	0	+/?	++	+	0	--/0	+	--?
21/8155	Billesdon	North (Grid 1/ 2)	Land at Gaulby Road	0	--?	--?/0	--?	0	++	0	0/-?	+	+	0	--/0	+	--?
21/8139	Bruntingthorpe	West (Grid 6)	Land at Bruntingthorpe	0	0	--?/0	-?	0	+	0	-/-?	+	+	0	0	+	--?
21/8080	Gilmorton	West (Grid 5/6)	Land north of Mill Lane	0	--?	--/0	--?	0	+	0	-/+?	+	+	0	0	+	--?
21/8146	Gilmorton	West (Grid 5/6)	Land south of Mill Lane	0	--?	--/0	--?	0	+	0	-/+?	+	+	0	-/0	+	--?
21/8053	Great Bowden	South (Grid 7)	Land off Dingley Road	0	--?	--?/-?	--?	0	++	0	-/+++?	+	+	0	--/0	++	-?
21/8093	Great Glen	North (Grid 1)	Land at Stretton Hall Farm, Chestnut Drive	0	--?	--?/0	--?	0	+	0	0/+?	++	+	0	--/0	+	--?
21/8197	Great Glen	North (Grid 1)	Land east of Stretton Road	0	-	--?/0	-?	0	+	0	0/+?	++	+	0	--/0	+	--?
21/8254	Hallaton	East (Grid 4)	Land south of Horninghold Road	0	--?	--?/0	--?	0	+	0	-/-?	+	+	0	--/0	+	--?
21/8060	Kibworth	Centre (Grid 3)	Land north east of Kibworth Harcourt	0	--?	--?/0	--?	--	++	0	0/+?	++	+	0	--/0	+	--?
21/8236	Kibworth	Centre (Grid 3)	Land north-east of Harborough Road	0	--?	--?/0	--?	0	++	0	0/-?	+	+	0	--/0	+	--?
21/8242	Kibworth	Centre (Grid 3)	Land South of Fleckney Road	0	--?	--?/0	-?	0	++	0	0/+?	++	+	0	0	+	--?

Chapter 5 Sustainability Appraisal Findings for the Site Options

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8247	Kibworth	Centre (Grid 3)	Land west of Warwick Road and south of Priory Business Park	0	--?	--?/0	--?	0	+	0	0/+?	++	+	0	--/0	+	--?
21/8191	Lutterworth	West (Grid 8)	Land north of Coventry Road	0	--?	--?/-?	-?	0	+	0	+/?	++	+	0	--/0	+	--?
21/8136	Lutterworth	West (Grid 8)	Land off Moorbarns Lane	0	--?	--?/-?	-?	0	+	0	+/?	+	+	0	--/0	+	--?
21/8152	Lutterworth	West (Grid 8)	North and South of Gilmorton Road (Extension to Lutterworth East SDA)	0	--?	--/-?	-?	0	+	0	+/?	++	+	0	--/0	-	--?
21/8211	Market Harborough	South (Grid 7)	Land north of Frolesworth Road	0	-	--?/-?	--?	0	+	0	-/?	+	+	0	0	+	--?
21/8122	Market Harborough	South (Grid 7)	Market Harborough North, East of Harborough Road	0	--?	--?/0	--?	0	+	0	-/?	++	+	0	--/0	+	--?
21/8163	Market Harborough	South (Grid 7)	Land at Gallow Lodge	0	--?	--?/0	-?	0	+	0	-/?	++	+	0	--/0	+	--?
21/8164	Market Harborough	South (Grid 7)	Land west of Harborough Road, east of Langton Road	0	--?	--?/0	-?	0	+	0	-/?	+	+	0	--/0	+	--?
21/8207	Market Harborough	South (Grid 7)	Land south of Braybrooke Road	0	--?	--?/0	-?	0	++	0	-/?	+	+	0	--/0	++	-?
21/8234	Market Harborough	South (Grid 7)	Land south of Gallow Field Road	0	--?	--?/0	--?	0	+	0	-/?	++	+	0	--/0	+	--?
21/8257	Market Harborough	South (Grid 7)	Land at Little Bowden	0	--?	--?/0	--?	0	++	0	++/?	+	+	0	--/0	++	-?
21/8233	Market Harborough	South (Grid 7)	Land east of A6	0	--?	--?/0	-?	0	+	0	++/?	++	+	0	--/0	++	--?
21/8178	Newton Harcourt	North (Grid 1/3)	Land at Newton Harcourt (Newton Croft)	0	--?	--?/-?	--?	0	+	0	0/-?	++	+	0	--/0	+	--?
21/8038	Peatling Parva	West (Grid 6)	Prestlands, Ashby Road	0	--?	--?/0	--?	0	+	0	-/?	++	+	0	--/0	+	--?
21/8227	Scraptoft	North (Grid 1)	Land between Scraptoft and Bushby	0	-	--?/-?	--?	0	+	0	-/?	++	+	0	--/0	+	--?
21/8090	Scraptoft	North (Grid 1)	Land to the east of Beeby Road	0	-	--?/-?	--?	0	+	0	-/?	++	+	0	--/0	+	--?
21/8229	Stoughton	North (Grid 1)	Farmcare Estate	0	--?	--?/-?	--?	0	++	0	0/++?	++	+	0	--/0	+	--?

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8150	Thurnby/Bushby	North (Grid 1)	Land South of A47 Uppingham Road	0	--?	--?/-?	--?	0	++	0	-/-?	++	+?	0	--/0	+	--?
21/8240	Thurnby/Bushby	North (Grid 1)	Scraptoft Valley, Land north of A47	0	-	--?/-?	--?	0	+	0	-/-?	++	+?	0	--/0	+	--?
21/8138	Ullesthorpe	West (Grid 5)	Land off Manor Road	0	-	--?/-?	--?	0	+	0	0/+?	+	+?	0	0	+	--?
21/8217	Willoughby Waterleys	West (Grid 5)	Whetstone Pastures Garden Village	0	--?	--?/0	--?	0	+	0	-/-?	++	+?	0	--/0	+	--?

Table 5.3: Summary of SA findings for the employment site options

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8214	East Langton	Centre (Grid 3)	Astley Grange Farm	0	--?	--?/0	--?	0	++	0	-	0	+	0	--/0	-	--?
21/8212	Fleckney	Centre (Grid 3)	Land east of Fleckney Road	0	--?	--?/0	-?	0	++	0	0	0	+	0	--/0	+	--?
21/8105	Lutterworth	South West (Grid 8)	Warren Farm (West)	0	--?	--/0	-?	0	++	0	+	0	++	0	--/0	+	--?
21/8108	Lutterworth	South West (Grid 8)	Warren Farm (East)	0	--?	--?/0	-?	0	++	0	+	0	++	0	--/0	+	--?
21/8201	Lutterworth	West (Grid 8)	Land South of George House, Coventry Road	0	--?	--?/0	-?	0	+	0	-	0	++	0	--/0	+	--?
21/8124	Market Harborough	South (Grid 7)	Land adjacent to Bowden Business Village	0	--?	--?/0	-?	0	+	0	-	0	+	0	0	+	--?
21/8027	Market Harborough	South (Grid 7)	Land off Leicester Road	0	--?	--?/0	--?	0	++	0	-	0	+	0	--/0	+	-?
21/8189	Market Harborough	South (Grid 7)	Courtyard Workshops, off Bath Street.	0	--?	++/0	-?	0	++	0	++	0	+	0	0	++	0?
21/8073	Shawell	South West (Grid 8)	Land off Watling Street (A5)	0	--?	--?/0	-?	--	++	0	-	0	++	0	0	-	--?
21/8074	Shawell	South West (Grid 8)	Land south of Gibbet Lane	0	--?	--?/-?	-?	0	++	0	-	0	++	0	--/0	+	--?

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8169	Shawell	South West (Grid 8)	Land off A426 south of Cotesbach	0	--?	--?/-?	--?	0	++	0	-	0	++	0	--/--?	+	--?
21/8208	Ullesthorpe	West (Grid 5)	Land off A5, north of White House Farm	0	0	--?/-?	-?	0	++	0	-	0	++	0	-/0	+	--?

Table 5.4: SA findings for renewable energy generation site options

Site ID	Nearest Settlement	Area	Site Name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
21/8213	Broughton Astley	West (Grid 5)	Arkwright Hill Business Park, Lutterworth Road,	++	0	--?/0	-?	0	0	0	0	0	0	0	--/--?	0	--
21/8071	Catthorpe	South West (Grid 8)	Land adjacent to M1 J19	++	-	--?/0	-?	0	0	0	0	0	0	0	--/0	0	--?

Chapter 6

Sustainability Appraisal Findings for the Emerging Objectives

6.1 This chapter presents the findings for the SA of the emerging objectives set out within the Issues and Options Consultation. The Issues and Options Consultation Paper proposes that the vision for the Harborough Corporate Plan 2022-2031 is the basis for the vision to be included in the new Local Plan. The vision for the Harborough Corporate Plan 2022-2031 is as follows:

Working with our communities, we will build a future for the people of Harborough district that gives them the best life chances and opportunities through:

- Community leadership to create a sense of pride in our place;
- Promoting health and wellbeing and encouraging healthy life choices;
- Creating a sustainable environment to protect future generations; and
- Supporting businesses and residents to deliver a prosperous local economy.

6.2 A total of 10 emerging objectives have been drafted for the new Local Plan.

6.3 The likely effects of the emerging objectives on each SA Objective are shown in Table 6.1 and are described below.

Table 6.1: Summary of SA findings for the emerging objectives

Objective	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
Objective 1: Delivering the right amount and type of housing to meet need	0	-	0	-	0	0	+	0	++	0	0	0	0	-
Objective 2: Protecting and delivering enough business and employment land to meet need and support economic aspirations for growth	0	-	0	-	0	0	+	0	0	++	0	0	0	-
Objective 3: Ensuring a spatial strategy which supports sustainable development	0	0	0	0	0	+	+	+	+	+	0	0	0	0
Objective 4: Protecting and enhancing our villages and towns as centres of the communities they serve	0	0	0	0	0	+	+	++	0	0	0	0	0	0
Objective 5: Securing sustainable, high-quality places through design-led development	0	0	0	0	0	+	+	0	0	0	0	0	0	+
Objective 6: Supporting the Council's climate emergency agenda	++	0	0	0	++	0	0	0	0	0	++	++	++	0
Objective 7: The continued protection and enhancement of our heritage assets	0	0	0	++	0	0	0	0	-	-	0	0	0	+
Objective 8: Improving open space and biodiversity	0	++	0	0	0	0	0	0	-	-	0	0	0	+
Objective 9: Developing options for sustainable infrastructure within the District	0	0	0	0	0	0	0	0	0	0	0	0	++	0
Objective 10: Monitoring delivery and review of the Local Plan	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.4 As the vision presented in the Issues and Options Consultation document is the Harborough Corporate Plan vision, this vision has not been appraised within this chapter. The Harborough Corporate Plan vision could form the basis for the new Local Plan vision. Therefore, any new Local Plan vision could make more explicit reference to measures to improving Harborough District's resilience to climate change through adaptation measures and also the overall aim to use land and materials efficiently.

6.5 The emerging objectives are positive in their intent and promote enhancements to the natural environment while supporting sustainable housing and economic growth within Harborough District. Therefore, the emerging objectives broadly result in positive effects against the SA objectives. Significant positive effects are expected in relation to **SA1: Climatic Factors, SA2: Biodiversity and Geodiversity, SA4: Cultural Heritage, SA5: Air, SA8: Services and Facilities, SA9: Housing, SA10: Economic Growth, SA11: Waste, SA12: Flood Risk** and **SA13: Sustainable Travel** as the emerging objectives explicitly address these topics.

6.6 However, there is sometimes a potential conflict between emerging objectives seeking to deliver employment and housing growth and emerging objectives seeking to protect the natural environment. This could result in some negative effects against the SA objectives, in particular, minor negative effects against **SA2: Biodiversity and Geodiversity** and **SA4: Cultural Heritage** are expected where an emerging objective supports economic and housing growth. In addition, Objectives 7 and 8 encourage the protection and enhancement of biodiversity and heritage assets which could restrict development resulting in minor negative effects against **SA9: Housing** and **SA10: Economic Growth**.

Chapter 7

Monitoring

7.1 The SEA Regulations require that “the responsible authority shall monitor the significant environmental effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action” and that the environmental report should provide “a description of the measures envisaged concerning monitoring”. Monitoring proposals should be designed to provide information that can be used to highlight specific issues and significant effects, and which could help decision-making.

7.2 Monitoring should be focused on the significant sustainability effects that may give rise to irreversible damage (with a view to identifying trends before such damage is caused) and the significant effects where there is uncertainty in the SA and where monitoring would enable preventative or mitigation measures to be taken. Given the relatively early stage of the new Local Plan, indicators for all SA objectives have been included. These indicators were originally developed and included as part of the SA Scoping Report produced by LUC for Harborough District Council. The proposed monitoring framework will be updated at the next stage of the SA to focus on the SA objectives against which significant (including uncertain) effects have been recorded.

7.3 The data used for monitoring in many cases will be provided by outside bodies. Information collected by other organisations (e.g. the Environment Agency) can also be used as a source of indicators. It is therefore recommended that the Council continues the dialogue with statutory environmental consultees and other stakeholders that it has already commenced and works with them to agree the relevant sustainability effects to be monitored and to obtain information that is appropriate, up to date and reliable.

Proposed SA Monitoring Framework

SA Objective 1

- Minimise greenhouse gas emissions and develop a managed response to the effects of climate change

Indicators

- Carbon emissions in Harborough District.
- Proportion of major development proposals supported by Design and Access Statements that fully cover climate change requirements.
- Number of renewable energy approved/completed (large scale).

SA Objective 2

- Protect, enhance and manage biodiversity and geodiversity

Indicators

- Net loss of any extent of a nationally or locally designated biodiversity or geodiversity asset arising from development that is permitted.

SA Objective 3

- To support efficient use of resources, including soils

Indicators

- Percentage of new development on brownfield land.

SA Objective 4

- To conserve and enhance the historic environment including the setting of heritage features

Indicators

- Number of Listed Buildings and Conservation Areas on 'At Risk' Registers.

SA Objective 5

- Protect and improve air quality

Indicators

- Number of Air Quality Management Areas (AQMAs).
- Exceedances of air quality objectives.

SA Objective 6

- Safeguard and improve health, safety and wellbeing

Indicators

- Average life expectancy.
- Obesity rates.

SA Objective 7

- Achieve social inclusion and equality for all

Indicators

- Number of wards in the most 50% deprived nationally.

SA Objective 8

- To provide access to services, facilities and education

Indicators

- Loss of community facilities, public houses, post offices or village shops through development proposals.
- Net additional convenience and comparison retail floor space provided at Market Harborough, Lutterworth and Broughton Astley.
- Number of new open space delivered.

SA Objective 9

- Provide affordable, sustainable, good-quality housing for all

Indicators

- Amount of housing delivered.
- A five year deliverable supply of housing land.
- Provision of development in Market Harborough, Lutterworth and Fleckney.

SA Objective 10

- Support the sustainable growth of the economy and provide employment opportunities

Indicators

- Net additional floor space provided.
- Employment and training strategy secured for each proposal.
- Provision of development in Market Harborough, Lutterworth and Fleckney.
- New tourism related development allowed within existing town centres and settlements.
- New appropriate tourism related development in the countryside.

SA Objective 11

- Reduce waste generation and increase levels of reuse and recycling

Indicators

- Total Household Waste Collected by Harborough District Council.
- Total Waste Collected per head of population.
- Household Recycling rate.
- Household waste diverted from landfill.

SA Objective 12

- To manage and reduce flood risk from all sources and to protect the quality and quantity of water resources

Indicators

- Recorded flood events.

- Number of major developments permitted contrary to Environment Agency flooding advice.

SA Objective 13

- Promote sustainable transport use and active travel

Indicators

- Proportion of major housing developments with efficient, easy and affordable access to key services by public transport.
- Bus patronage.
- Travel to work – mode of travel.

SA Objective 14

- To conserve and enhance the character and distinctiveness of the landscape

Indicators

- Percentage of open countryside.

Chapter 8

Conclusion and Next Steps

8.1 The SA of the Issues and Options Consultation has been undertaken to accord with current best practice and the guidance on SA/SEA as set out in the National Planning Practice Guidance. SA objectives developed at the Scoping stage of the SA process have been used to undertake a detailed appraisal of the reasonable alternative options identified in the consultation document, as well as the emerging site options.

8.2 The Issues and Options Consultation is a high-level document detailing the key options for the Local Plan but does not at this stage identify preferred options or propose sites for allocation. At the next stage of the SA, detailed policies and site allocations will be subject to appraisal and consideration will be given to the likely cumulative effects on the SA objectives and on particular geographical areas within Harborough. The emerging objectives set out within the Issues and Options Consultation have the potential to generate a range of positive effects, some of which could be significant, by supporting sustainable development while protecting and enhancing the environment. However, it is the policies that set out to deliver those objectives which will have more direct and tangible effects on the SA objectives and this will be considered in detail at the next stage of the SA.

Next Steps

8.3 This SA Report will be available for consultation alongside the Issues and Options Consultation between January and February 2024. The responses received in relation to the Issues and Options Consultation and this SA Report will be taken into account in the next stages of the Local Plan preparation process.

Chapter 8 Conclusion and Next Steps

LUC
January 2024

Appendix A

Scoping Consultation Comments

A.1 Consultation on the SA Scoping Report for the Harborough Local Plan took place between 25th August to 29th September 2023. Set out below is a summary of consultee comments received on the SA Scoping Report and the SA team's response to these comments.

Natural England

- Natural England consider the scope of the SA to be appropriate.
- The list of relevant plans, policies and programmes in Appendix 1 is comprehensive; Natural England are pleased to see mention of the Environment Act 2021, and specifically the mention of the Local Nature Recovery Strategies this act has mandated. Although the Leicestershire and Rutland LNRS is not complete, the Harborough local Plan should consider the emerging objectives of the LNRS, and both documents should be developed in collaboration to ensure the Local Plan complements the delivery of the LNRS and Nature Recovery network.
 - Noted.
- Natural England have no specific comment to make on the baseline information, but would refer you to Annex B for our generic advice on sources of local plan evidence on the natural environment.
 - Noted. When updating the baseline information for the current iteration of the SA Report reference has been made to Annex B.
- Natural England consider the Key Sustainability issues listed to be suitable and have no additional issues to add. We welcome the inclusion of access to nature, biodiversity (including opportunities to enhance, restore and connect, not simply prevent adverse effects) air quality, water quality, agricultural land quality and local deprivation (which can be linked to low access to nature; [Natural England's Green Infrastructure Mapping](#) can be

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a useful tool in assessing correlation between the Index of Multiple deprivation, and access to Nature).

- Noted.
- Generally, Natural England consider the objectives and questions set out in the SA framework to be appropriate; we have a few recommendations below:
 - SA Objective 2 includes: 'Will it have a detrimental impact on the presence or condition of local biodiversity/geodiversity?'. Natural England welcome this but would encourage the inclusion of consideration of any enhancement of local biodiversity/geodiversity, as is the case with specific ecological assets in the question prior. We welcome the inclusion of consideration of the LNRS in this objective.
 - SA Objective 3 includes: 'Will it avoid development on higher quality agricultural land?'. Natural England welcome this, but would recommend inclusion of reference to Best and Most Versatile Land.
 - SA Objective 7 includes: 'Will it integrate new neighbourhoods with existing neighbourhoods allowing for higher levels of pedestrian activity/outdoor interaction?'. Natural England would welcome inclusion of specific reference to access to nature, and equal opportunities not only for outdoor access, but to high quality green spaces.
 - SA Objective 12 includes questions around the use of SuDS to deliver flood resilient design, and protection/improvement of water quality, which are both welcomed. Natural England recommend that reference to SuDS could be made in relation to water quality, as well as flood resilience, as SuDS can play a key role in improving quality as well as reducing flood risk.
- Noted. The appraisal questions for SA Objectives 2, 3, 7 and 12 have been updated in line with the recommendations.
- The distances used in B.4 are welcomed to promote sustainable and active travel – Natural England recommend that distances could be included to green space/access to nature – which would be in keeping with the governments ambition to ensure everyone lives within 15 minutes' walk of nature. This could also be included in the criteria for assessment

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for sites under SA objective 8: To provide access to services, facilities and education.

- Within the site assessment assumptions, a walking distance to greenspace/access to nature is already included. SA Objective 6 considers the distance of each housing or employment site option to open space. A walking distance of 720m is used.
- B.9 uses percentages to consider impacts to high quality agricultural land. Natural England note that this approach may not be appropriate, as a large site could impact less than 25% of the high quality land, but still result in an impact on a significant area. I.e. 25% of a 1000ha site would be 250ha of high quality land. Natural England are a statutory consultee on developments not in accordance with a local plan, that could lead to the loss of over 20ha of BMV land.
- The point regarding agricultural land loss is noted. The majority of Harborough is covered by Grade 3 agricultural land which will result in most of the sites being identified as having significant negative effects. In this SA report, where sites were not found to have a significant negative effect, a manual check has been done to identify any sites where there may be significant loss of high quality agricultural land, despite this comprising less than 25% of the site area (where a site is particularly large).
- Monitoring of the Plan – Chapter 1 of the SA Scoping report notes that the requirement for a description of the measures envisaged concerning monitoring in accordance with regulation 17 of the SEA regulations will be met at a later stage in the SA process. Natural England have no comments to make at this stage regarding the criteria for monitoring of the performance of the Local Plan, but consider this to be a key element of the SA.
- Noted.

Historic England

- Plans, Policies and Programmes (PPP) – Paragraph 2.32 – We welcome the potential scope for designated and non-designated heritage assets although the use of the word ‘conservation’ instead of ‘protection’ may provide flexibility for maintaining a heritage asset, or managing its change, and any enhancement as envisaged by the NPPF glossary definition of ‘conservation’ whilst meeting any legislative requirements.
 - Noted.
- Plans, Policies and Programmes (PPP) – Climate Change paragraph 2.39 – We recommend you consider inclusion of HE’s advice paper on retrofit and energy efficiency in historic buildings in the PPP list. Please note that a draft HE Advice Note on Climate Change is due for consultation soon and we will advise further on this in due course as it would be relevant to considerations for the plan where SA topic areas overlap.
 - Historic England’s advice paper on retrofit and energy efficiency in historic buildings has been included within the relevant plans and programmes section of the current iteration of the SA Report.
- Plans, Policies and Programmes (PPP) - Health and Well-being paragraph 2.43 - We recommend you consider including HE’s Heritage Counts publication on heritage as society in the PPP list. Further information on links between health and wellbeing and the historic environment can be found on [HE’s website](#).
 - Historic England’s Heritage Counts publication on heritage as society has been included within the relevant plans and programmes section of the current iteration of the SA Report.
- Plans, Policies and Programmes (PPP) – Health and Well-being paragraph 2.45 – We recommend that the scope of the SA is extended to include opportunity for the Local Plan to consider how elements of the historic environment, whether green space or urban fabric, can contribute to health and well-being through appreciation and enjoyment of one’s surroundings.

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- Reference to the fact that elements of the historic environment can contribute to health and well-being is now reflected within the current SA Report. An additional appraisal question has been added to SA Objective 6: “Will it improve access to cultural activities?”.
- Plans, Policies and Programmes (PPP) – Historic Environment paragraph 2.53 – We note the proposed PPP for this topic and recommend that the following Good Practice Advice and Historic Environment Advice Notes in particular are included in the list:
 - [Historic England \(2015\) The Historic Environment in Local Plans](#)
 - [Historic England \(2015\) Managing Significance in Decision-Taking in the Historic Environment](#)
 - [Historic England \(2017\) The Setting of Heritage Assets](#)
 - [Historic England \(2015\) The Historic Environment and Site Allocations in Local Plans](#)
 - We also recommend that the [Historic Landscape Characterisation](#) information is used as part of the evidence base for the Plan.
- The Historic England publications has been added to the review of plans, policies and programmes in the current iteration of the SA report.
- Plans, Policies and Programmes (PPP) – Economic Growth paragraph 2.58 – We would recommend inclusion of [HE’s Heritage Counts](#) data within the PPP list. Opportunities for heritage led regeneration can often attract additional funding streams especially where projects are community led.
 - The Historic England Heritage and Economy 2020 and The heritage sector in England and its impact on the economy (2020) have been added to the review of plans, policies and programmes in the current iteration of the SA report.
- Appendix B – Appendix B SA Objective 4 Historic Environment Development Site Options – B13 sets out uncertain effects which is accepted at this stage. However, in order to demonstrate a positive approach to the historic environment in the Plan process we would expect

any uncertainties to be addressed through further work as the Plan progresses to clearly set out whether there could be positive or negative effects on heritage assets, or setting, as sites come forward for consideration. For site assessment work we recommend use of the five steps set out in [HE's The Historic Environment and Site Allocations in Local Plans](#). We look forward to working with you as the SA and Plan progress. Please do not hesitate to get in touch if you wish to discuss any matters further ahead of the next iteration of the Plan and associated SA.

- Noted. When it comes available, the SA will make use of a RAG style rating through the Strategic Housing and Economic Land Availability Assessment to undertake the site assessment against SA Objective 4.

Environment Agency

- Plans, policies or programmes – A general observation we wish to make is on the separating of Environment (biodiversity/geodiversity, landscape and soils) (Section 2.48) and Water and Air (Section 2.55). All of these disciplines are interrelated and most of the Plans, Policies and Programmes are relevant to both lists.
- Within the plans, policies or programmes section in the main report and the appendices, biodiversity/geodiversity, landscape and soils and Water and Air have now been combined under one heading: 'Environment'.
- Plans, policies or programmes Paragraph 2.2 – We welcome that reference to measurable net gains for biodiversity has been included. We would suggest and support this term being used throughout the document. We would also suggest that where green infrastructure is mentioned this is accompanied by 'blue' infrastructure. [Nature Recovery Network](#) should be added in this section.
- Reference to blue infrastructure is included alongside green infrastructure where applicable.
- Paragraph 2.50 – Request amended to: Measurable net gain biodiversity.

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- Paragraph 2.51 – Request amended to: New blue and green infrastructure...
- Paragraph 2.52 – Request amended to include: ‘Protection and enhancement of watercourses’ and ‘blue and green infrastructure’.
 - The mentioned amendments have been made to the equivalent parts of the current SA report to paragraphs 2.50, 2.51 and 2.52.
- Water and Air Section 2.55 – [Climate Change Allowances 2022](#) should be added to this section.
- We recommend the Land Drainage Act 1991 is added to this section.
- We recommend Environmental Permitting Regulations (2016) is amended to read ‘Environmental Permitting (England and Wales) Regulations 2016’. This should also be listed in section 2.48.
- A reference to the Environment Agency policy against the culverting of watercourses should be included in this section.
- Sub National 2.64 – Section 2.64 has only listed the Humber River Basin District Flood Risk Management Plan 2021 to 2027. For Harborough District Council the list also should include: Anglian River Basin District Flood Risk Management Plan 2021 to 2027 & Severn River Basin District Flood Risk Management Plan 2021 to 2027.
- Appendix A has referenced these documents, so no further reference required here. Guiding Principles in Land Contamination 2 should be included in this section. Land contamination risk management should be included in this section.
 - Under the water and air plans and sub-national plans section within the main report and appendices, these plans have been included.
- Updates to SFRA required.
- Section 3.79 and 3.80 – These sections reference the Harborough Level 1 SFRA (2009) and the Leicestershire and Leicester City Level 1 SFRA (2017). Whilst these remain the latest SFRA documents for Harborough District Council, there have been significant planning policy changes over

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the past 6 years, particularly relating to calculating the risk of flooding as a result of climate change:

- The current SFRA include details which are no longer consistent with the requirements set out in [Planning Practice Guidance](#) and [Environment Agency SFRA Guidance](#), including updates to [Climate Change Allowances](#). This could have a significant influence on the alternatives for development.
- We would therefore request of the Council when, as is stated at 3.79, the Level 1 SFRA is due to be updated. We would welcome early engagement on the SFRA update.
- The updated SFRA will need to be informed by the latest models the Environment Agency has for the district. For the Wellend catchment of the district the Agency's model was completed in 2016 and published in 2018.
- Figure 3.6 – It would be useful to distinguish between 'Main River' and 'ordinary' watercourses.
- Figure 3.7 – It would be useful if this map distinguished between Flood zone 3a and Flood zone 3b (functional floodplain). This distinction will be key when making site allocation decisions.
- Open space – We suggest that data regarding the community's access to waterways and blue infrastructure would be a useful addition here.
- Table 3.11 Open space provision in Harborough District (2021) – If quantifiable, consideration should be given to adding a line for 'Waterways'.
- Paragraph 3.75 – Regarding "The River Welland has been categorised as being in 'Bad' or 'Poor' conditions", it would be useful context if reference to the Water Framework Directive (WFD) is made here.
- Protection of controlled waters – The geographical area covered by the Plan is predominantly located on Secondary Aquifers. Secondary aquifers are permeable layers capable of supporting water supplies at a local rather than strategic scale, and in some cases forming an important source of base flow to rivers.

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- The consideration of land contamination, protection and enhancement of controlled waters via the planning regime is a key consideration. Groundwater is a regional, rather than a local resource and a holistic approach to its protection is more effective at a strategic planning stage. The proactive protection of groundwater resources is key to providing improvements to the aquatic environment and protecting water resources for future use.
- The development of brownfield sites is encouraged as it provides an opportunity to remove areas of contamination that would otherwise continue to present a risk to our environment, controlled waters and human health. It is important that adequate site investigation and remediation is carried out and groundwater issues are considered.
- According to information held by the Environment Agency there are potentially several historic landfill sites with the area covered by the local plan. We recommend that any developer contact the local council, as lead regulator for these sites, for further information.
- Historic landfills have the potential to contain contamination which may currently be impacting 'Controlled Waters' receptors. Furthermore, there is potential for re-mobilisation of any contaminants during site development.
 - Noted. Where possible, the main river has been labelled within Figure C.6.
 - GIS data are not available to differentiate between Flood Zones 3a and 3b – this has been identified as a data limitation in this SA report.
 - Where available, additional information have been included on community access to waterways and blue infrastructure.
 - Reference to the Water Framework Directive has been included within the water section of the baseline information.
- We support the identification of the issue regarding water quality in Harborough District Council's watercourses.
- We support the identification of the issue regarding the threat to biodiversity in district as a result of development. We encourage the implementation of measurable Biodiversity Net Gain. This point should

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also include the need for developments to be set back from watercourses (at least 8 m) creating an undeveloped, unlit, and undisturbed buffer zone for biodiversity. These buffers along watercourses also improves/maintains connectivity between watercourses. The Environment Agency have a policy against culverting watercourses and that should also be reflected here. Conversely, developments should be encouraged to improve the condition and biodiversity within watercourses and this may include daylighting (removing) culverts.

- Within the key sustainability issues and likely evolution without the plan for biodiversity, the following have been included:
 - The plan should ensure the implementation of measurable Biodiversity Net Gain.
 - The plan should ensure the need for developments to be set back from watercourses (at least 8 m) creating an undeveloped, unlit, and undisturbed buffer zone for biodiversity.
 - There will be no culverting watercourses.
 - Developments will be encouraged to improve the condition and biodiversity within watercourses and this may include daylighting (removing) culverts.
- 4.5 1st Paragraph: As well as hotter, drier summers it is also expected that we will experience warmer and wetter winters with more frequent and intense weather extremes.

The second sentence should be extended to include "...particularly in the location of and in the design of...". And also "whole developments and blue and green infrastructure".

- The mentioned sentence in the first paragraph has been extended as recommended.
- 7th paragraph: Whilst this paragraph rightly identifies regular flooding events as an issue, it does not state how the Local Plan can seek to address this, i.e. through taking a flooding sequential approach to locating new development. Conversely, and rightly, the paragraph has explicitly mentioned this approach with regards to water quality.

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The 1st sentence should cross-reference “moderate status” with the Water Framework Directive (WFD).

- The seventh paragraph now states that the Local Plan will seek to address flooding. Reference to the Water Framework Directive has been included.
- From the perspective of the remit of the Environment Agency we particularly welcome the Appraisal Questions attached to SA Objective’s 1, 2, 3, 5 and 11.
- SA Objective 12 – This objective to manage and reduce flood risk from all sources and to protect the quality and quantity of water resources is welcomed.

Regarding the 1st Appraisal Question under this Objective, the Environment Agency will not support any development that is not compatible with flood zone based on the NPPF or any development that increases flood risk elsewhere.

The report explains that the majority of the district is within Flood Zone 1; on this basis if the (flooding) Sequential Test was applied we consider that development in high flood risk areas can and should be avoided. The early application of the Sequential and where applicable Exception Tests are essential in in this regard.

- Reasonable alternatives – Paragraphs 5.13, 5.14 and 5.15 provides commentary on the topic of Reasonable Alternatives. However, the report does not appear to provide details of any Reasonable Alternatives, how they have been come by, assessed and discounted. In this sense the report doesn’t evidence that Reasonable Alternatives have been considered.
 - At the time of drafting the SA Scoping Report, strategic options and reasonable alternatives were not available and so were not subject to SA. Strategic and site options have now been appraised in Chapters 4 and 5 of this SA report.
- Cumulative effects assessment of the impacts of multiple developments – The report does not appear to have examined the potential cumulative

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effects of the impacts of multiple developments. This should be included as part of the SA process.

- Due to the high-level nature of the Issues and Options Consultation, cumulative effects are not yet able to be addressed but will be considered in future iterations of this SA Report.
- We are comfortable with the proposed site assessment criteria with the following exception:

Appendix B Site Assessment Criteria and Assumptions: SA Objective 12

We are unclear on the meaning of the words 'significant negative, minor negative, and negligible' as they are used in this section.

We consider that for the flood risk aspect of Objective 12, it may be more prudent to refer to NPPF Table 1 (flood zones), table 2 (Flood risk vulnerability and incompatibility) and Annex 3 (vulnerability classification) as these clearly set out what type of development is appropriate for each location.

For example, under the current wording, if a site is brought forward which falls within flood zone 3 (significant negative effect), what is it telling us? It is not clear what type of developments can be brought forward and which cannot for the location. As currently worded it is unclear what the position would be if there is a mixture of significant and minor negative impacts. Would only part of the site be allocated for built development?

- Noted.
- The scoring is used to help inform Harborough District Council of the site options that could have the most impact on flood risk. Sites that fall mainly within Flood Zone 3 perform least well in the SA as they are more likely to increase flooding as a result of developing these sites.
- The site assessment criteria are designed to enable numerous site options to be appraised consistently, so are based on spatial data. The assumptions recognise that factors such as design will also affect the achievement of this objective, but these cannot be assessed spatially. The appraisal of site options is provided to the Council to help inform their decision on which sites to allocate.

Appendix B

Review of Relevant Plans, Policies and Programmes

International Plans and Programmes of Most Relevance for the Local Plan

B.1 2022 Convention on Biological Diversity [See reference 12] – COP15 Kunming-Montreal adopted the “Kunming-Montreal Global Biodiversity Framework” (GBF), including four goals and 23 targets for achievement by 2030.

B.2 The Glasgow Pact (UN Framework Convention on Climate Change, 2021) - Nations adopted the Glasgow Climate Pact [See reference 13]. The package of decisions consists of a range of agreed items, including strengthened efforts to build resilience to climate change, to curb greenhouse gas emissions and to provide the necessary finance for both. Nations reaffirmed their duty to fulfil the pledge of providing \$100 billion annually from developed to developing countries. And they collectively agreed to work to reduce the gap between existing emission reduction plans and what is required to reduce emissions. They also agreed to phase down unabated coal power and inefficient subsidies for fossil fuels.

B.3 United Nations Declaration on Forests and Land Use (COP26 Declaration) (2021) [See reference 14]: international commitment to halt and reverse forest loss and land degradation by 2030 while delivering sustainable development and promoting an inclusive rural transformation.

B.4 The 2030 Agenda for Sustainable Development (2015) [See reference 15], adopted by all United Nations Member States, provides a shared blueprint for

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peace and prosperity for people and the planet and includes 17 Sustainable Development Goals (SDGs), designed to achieve a better and more sustainable future for all.

B.5 The United Nations Convention on Access to Information, Public Participation in Decision-Making and Access to Justice in Environmental Matters (the 'Aarhus Convention') (1998) [\[See reference 16\]](#) establishes a number of rights of the public (individuals and their associations) with regard to the environment. The Parties to the Convention are required to make the necessary provisions so that public authorities (at national, regional or local level) will contribute to these rights to become effective.

B.6 The United Nations Declaration on Sustainable Development (Johannesburg Declaration) (2002) [\[See reference 17\]](#) sets a broad framework for international sustainable development, including building a humane, equitable and caring global society aware of the need for human dignity for all, renewable energy and energy efficiency, sustainable consumption and production and resource efficiency.

B.7 The United Nations Paris Climate Change Agreement (2015) [\[See reference 18\]](#) is an international agreement to keep global temperature rise this century well below 2 degrees Celsius above pre-industrial levels.

B.8 The International Convention on Wetlands (Ramsar Convention) (1976) [\[See reference 19\]](#) is an international agreement with the aim of conserving and managing the use of wetlands and their resources.

B.9 The European Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) (1979) [\[See reference 20\]](#) aims to ensure conservation and protection of wild plant and animal species and their natural habitats, to increase cooperation between contracting parties, and to regulate the exploitation of those species (including migratory species).

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B.10 The International Convention on Biological Diversity (1992) [See reference 21] is an international commitment to biodiversity conservation through national strategies and action plans.

B.11 The European Habitats Directive (1992) [See reference 22], together with the Birds Directive, sets the standard for nature conservation across the EU and enables all 27 Member States to work together within the same strong legislative framework in order to protect the most vulnerable species and habitat types across their entire natural range within the EU. It also established the Natura 2000 network.

B.12 The European Birds Directive (2009) [See reference 23] requires the maintenance of all species of naturally occurring birds in the wild state in the European territory at a level which corresponds in particular to ecological, scientific and cultural requirements, while taking account of economic and recreational requirements.

B.13 The United Nations Declaration on Forests (New York Declaration) (2014) [See reference 24] sets out international commitment to cut natural forest loss by 2020 and end loss by 2030.

B.14 The Valletta Treaty (1992) [See reference 25], formerly the European Convention on the Protection of the Archaeological Heritage (Revisited), aims to protect the European archaeological heritage “as a source of European collective memory and as an instrument for historical and scientific study”.

B.15 The United Nations (UNESCO) World Heritage Convention (1972) [See reference 26] promotes co-operation among nations to protect heritage around the world that is of such outstanding universal value that its conservation is important for current and future generations.

B.16 The European Convention for the Protection of the Architectural Heritage of Europe (1985) [See reference 27] defines ‘architectural heritage’ and requires that the signatories maintain an inventory of it and take statutory measures to ensure its protection. Conservation policies are also required to be

integrated into planning systems and other spheres of government influence as per the text of the convention.

B.17 The European Landscape Convention (2002) [See reference 28] promotes landscape protection, management and planning. The Convention is aimed at the protection, management and planning of all landscapes and raising awareness of the value of a living landscape.

National Plans and Programmes (beyond the NPPF) of Most Relevance for the Local Plan

Climate Change Adaptation and Mitigation

B.18 The Biomass Strategy 2023 [See reference 29] builds on the 2021 Biomass policy statement and the Powering up Britain strategy which emphasised the important role that biomass will play in Britain's fully decarbonised power system by 2035, subject to security of supply. It sets out steps government intends to take to strengthen biomass sustainability and the opportunities for the use of sustainable biomass across multiple sectors of the economy in support of achieving the UK's net zero target.

B.19 The government aims to focus on implementing a cross-sectoral common sustainability framework, which will be subject to consultation. It states it committed to monitoring the levels of biomass supply to ensure the UK can secure necessary levels for increased biomass use across the economy. It has also committed to ensuring that biomass supply – given its risks and uncertainties – is not hindered at any stage; however, biomass demand is expected to increase. The government also aims for a "priority use" of biomass based on guiding principles that address sustainability, air quality, the net-zero and circular economy, and resource efficiency. This encompasses the

deployment of bioenergy with carbon capture and storage (BECCS), the engineered greenhouse-gas removal technology, which captures and stores CO₂ from biomass while producing low-carbon energy.

B.20 The Carbon Budget Delivery Plan (2023) [See reference 30] explains how the government intends to meet its legally-binding climate goals, setting out a package of quantified and unquantified proposals and policies, and associated timescales and delivery risks this also includes:

- wider matters in connection with carbon budgets
- the contribution of these proposals and policies to sustainable development
- the impact the package has on sectors of the economy

B.21 Powering up Britain (2023) [See reference 31] sets out the department's approach to energy security and net zero, and acts as an introduction to Powering Up Britain: Energy Security Plan, and Powering Up Britain: Net Zero Growth Plan.

B.22 The Energy Security Plan (2023) [See reference 32] sets out the steps that the government is taking to improve the UK's energy system resilience, particularly in the current geopolitical context. Key commitments include:

- Looking at the role gas storage and other sources of flexibility can play in gas security.
- Delivery of energy efficiency upgrades through the Great British Insulation Scheme.
- Extension of the Boiler Upgrade Scheme to 2028.
- Setting up Great British Nuclear to lead delivery of the new nuclear programme.
- Launching a competitive process to select the best Small Modular Reactor technologies.

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- Launching the Floating Offshore Wind Manufacturing Investment Scheme, to provide up to £160 million investment in port infrastructure projects.
- Publishing action plans on reducing the development time for transmission network projects and on accelerating electricity network connections.
- Announcing the Track-1 negotiation project list of carbon capture usage and storage (CCUS) projects; launching a process to expand Track-1 clusters; and establishing two further (Track-2) CCUS clusters.
- Announcing a shortlist of projects for the first electrolytic hydrogen production allocation round.
- Announcing successful applicants of the first competition window for Strands 1 and 2 of the Net Zero Hydrogen Fund (development and capital co-funding) and launching a second competition window.
- Consulting on revised energy National Policy Statements which underline the national need for new energy infrastructure with the intention of expediting planning processes.

B.23 The Net Zero Growth Plan (2023) [[See reference 33](#)] outlines the Government's plans to reach net zero and unlock the financial benefits that this can bring. Key commitments include:

- Publishing an addendum to the Resources and Waste Strategy which will focus on net zero and include a plan to achieve the near elimination of biodegradable municipal waste going to landfill.
- Responding to the consultation on a revised Waste Prevention Programme for England alongside the new programme 'Maximising Resources, Minimising Waste'.
- Providing up to £20 billion of funding for early deployment of CCUS to unlock private investment and jobs.
- Consulting on an ambitious Zero Emission Vehicle mandate; publishing the Low Carbon Fuels Strategy in 2023; and legislating to include recycled carbon and nuclear derived fuels in renewables transport fuel schemes.

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- Consulting on transition planning disclosure requirements for the UK's largest companies and the UK Green Taxonomy, as well as on steps and interventions needed to support the growth of high integrity voluntary markets and to protect against greenwashing.
- Introducing a regulatory framework for heat networks; beginning the implementation of heat network zoning by 2025; and confirming funding of £15 million for the 2023/24 Home Decarbonisation Skills Competition and the £5 million Heat Training Grant for heat pump and heat network skills. Growth and decarbonisation of the UK heat network market will continue through the Green Heat Network Fund and the Heat Network Efficiency Scheme, including £220 million for the Heat Network Transformation Programme over 2025/6 and 2026/7.
- Considering options for integrating greenhouse gas removals in the UK Emissions Trading Scheme.
- Publishing the Biomass Strategy in 2023, which will outline the role that bioenergy with carbon capture and storage (BECCS) can play in reducing carbon emissions.
- Taking forward the next steps in the Review of Electricity Market Arrangements.

B.24 The Environment Improvement Plan 2023 [\[See reference 34\]](#) for England is the first revision of the 25YEP. It builds on the 25YEP vision with a new plan setting out how we will work with landowners, communities and businesses to deliver each of our goals for improving the environment, matched with interim targets to measure progress. Taking these actions will help us restore nature, reduce environmental pollution, and increase the prosperity of our country.

B.25 UK Climate Change Risk Assessment 2022 [\[See reference 35\]](#) outlines the UK government and devolved administrations' position on the key climate change risks and opportunities that the UK faces today. The risk assessment considers sixty-one UK-wide climate risks and opportunities cutting across multiple sectors of the economy and prioritises the following eight risk areas for action in the next two years:

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- risks to the viability and diversity of terrestrial and freshwater habitats and species from multiple hazards
- risks to soil health from increased flooding and drought
- risks to natural carbon stores and sequestration from multiple hazards
- risks to crops, livestock and commercial trees from multiple climate hazards
- risks to supply of food, goods and vital services due to climate-related collapse of supply chains and distribution networks
- risks to people and the economy from climate-related failure of the power system
- risks to human health, wellbeing and productivity from increased exposure to heat in homes and other buildings
- multiple risks to the UK from climate change impacts overseas

B.26 The British Energy Security Strategy (2022) [See reference 36] sets out how the UK will enhance its energy security, setting out plans for future deployment of wind, new nuclear, solar and hydrogen, and for supporting the production of domestic oil and gas in the nearer term. The strategy builds on the Prime Minister's 'Ten point plan for a green industrial revolution', and the 'Net zero strategy'. Key aims and commitments include:

- New commitments to supercharge clean energy and accelerate deployment, which could see 95% of Great Britain's electricity set to be low carbon by 2030.
- Supporting over 40,000 more jobs in clean industries, totalling 480,000 jobs by 2030.
- Accelerated expansion of nuclear, wind, solar, hydrogen, oil and gas, including delivering the equivalent to one nuclear reactor a year instead of one a decade.
- Offshore wind – Aim of providing up to 50GW by 2030, of which 5GW is planned to be from floating offshore wind in deeper seas. This is aimed to be underpinned by new planning reforms to cut the approval times for new

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offshore wind farms from 4 years to 1 year and an overall streamlining which will aim to reduce the time it takes for new projects to reach construction stages while improving the environment.

- Oil and gas – A licensing round for new North Sea oil and gas projects is planned to launch in Autumn, with a new taskforce providing bespoke support to new developments.
- Onshore wind – The Government plans to consult on developing partnerships with a limited number of supportive communities who wish to host new onshore wind infrastructure in return for guaranteed lower energy bills.
- Heat pump manufacturing – The Government aims to run a Heat Pump Investment Accelerator Competition in 2022 worth up to £30 million to make British heat pumps, with hopes to reduce demand for gas.

B.27 The Environment Act 2021 [\[See reference 37\]](#) sets statutory targets for the recovery of the natural world in four priority areas: air quality, biodiversity, water, and resource efficiency and waste reduction. The Environment Act will deliver:

- Long-term targets to improve air quality, biodiversity, water, and waste reduction and resource efficiency.
- A target on ambient PM2.5 concentrations.
- A target to halt the decline of nature by 2030.
- Environmental Improvement Plans, including interim targets.
- A cycle of environmental monitoring and reporting.
- Environmental Principles embedded in domestic policy making.
- Office for Environmental Protection to uphold environmental law.

B.28 The Net Zero Strategy: Build Back Greener (2021) [\[See reference 38\]](#) sets out policies and proposals for decarbonising all sectors of the UK economy to meet net zero targets by 2050. It sets out strategies to keep the UK on track

with carbon budgets, outlines the National Determined Contribution (NDC) and sets out the vision for a decarbonised economy in 2050. Its focus includes:

- Policies and proposals for reducing emissions across the economy in key sectors (power, fuel supply and hydrogen, industry, heat and buildings, transport, natural gas and waste).
- Policies and proposals for supporting transition across the economy through innovation, green investment, green jobs, embedding net-zero in government, local climate action, empowering people and businesses, and international leadership and collaboration.

B.29 The Industrial Decarbonisation Strategy (2021) [See reference 39] aims to support existing industry to decarbonise and encourage the growth of new, low carbon industries to protect and create skilled jobs and businesses in the UK encouraging long-term investment in home-grown decarbonisation technology. The strategy builds in the Prime Minister's 10 Point Plan for a Green Industrial Revolution and sets out the government's vision for building a competitive, greener future for the manufacturing and construction sector and is part of the government's path to net zero by 2050. The strategy aims to reduce emissions by two-thirds in just 15 years and support up to 80,000 jobs over the next thirty years and includes measures to produce 20 terawatt hours of the UK industry's energy supply from low carbon alternatives by 2030. It also aims to introduce new rules on measuring the energy and carbon performance of the UK's largest commercial and industrial buildings, providing potential savings to businesses of around £2 billion per year in energy costs in 2030 and aiming to reduce annual carbon emissions by over 2 million tonnes - approximately 10% of their current emissions. Other key commitments within the Strategy include:

- The use of carbon pricing to drive changes in industry to focus on emissions in business and investment decisions.
- To establish a policy framework to accelerate the switch from fossil fuels to low carbon alternatives such as hydrogen, electricity, or biomass.
- New product standards, enabling manufacturers to clearly distinguish their products from high carbon competitors.

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- To ensure the land planning regime is fit for building low carbon infrastructure.
- Support the skills transition so that the UK workforce benefits from the creation of new green jobs.
- An expectation that at least 3 megatons of CO₂ is captured within industry per year by 2030.
- That by 2050, there will be zero avoidable waste of materials across heavy industries.

B.30 The Heat and Buildings Strategy (2021) [See reference 40] sets out the government's plan to significantly cut carbon emissions from the UK's 30 million homes and workplaces. This strategy aims to provide a clear direction of travel for the 2020s, set out the strategic decisions that need to be taken this decade, and demonstrate how the UK plans to meet its carbon targets and remain on track for net zero by 2050. Key aims of the strategy include:

- Reduce direct emissions from public sector buildings by 75% against a 2017 baseline by the end of carbon budget 6.
- Significantly reduce energy consumption of commercial, and industrial buildings by 2030.
- Phase out the installation of new natural gas boilers beyond 2035.
- Significantly grow the supply chain for heat pumps to 2028: from installing around 35,000 hydronic heat pumps a year to a minimum market capacity of 600,000 per year by 2028.
- Reduce the costs of installing a heat pump by at least 25-50% by 2025 and to ensure heat pumps are no more expensive to buy and run than gas boilers by 2030.
- Achieve 30-fold increase in heat pumps manufactured and sold within the UK by the end of the decade.
- Grow the market for heat pumps notably via a £450 million Boiler Upgrade Scheme to support households who want to switch with £5,000 grants.

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- Improve heat pump appeal by continuing to invest in research and innovation, with the £60 million Net Zero Innovation Portfolio 'Heat Pump Ready' Programme supporting the development of innovation across the sector.
- Ensure all new buildings in England are ready for Net Zero from 2025. To enable this, new standards will be introduced through legislation to ensure new homes and buildings will be fitted with low-carbon heating and high levels of energy efficiency.
- Establish large-scale trials of hydrogen for heating, including a neighbourhood trial by 2023.
- Ensure as many fuel poor homes in England, as reasonably practicable, achieve a minimum energy efficiency rating of band C by the end of 2030.
- Support social housing, low income and fuel poor households via boosting funding for the Social Housing Decarbonisation Fund and Home Upgrade Grant, which aim to improve the energy performance of low income households' homes, support low carbon heat installations and build the green retrofitting sector to benefit all homeowners.
- Scale up low-carbon heat network deployment and to enable local areas to deploy heat network zoning- Heat Network Transformation Programme of £338 million (over 2022/23 to 2024/25).

B.31 The UK Hydrogen Strategy (2021) [See reference 41] sets out the approach to developing a substantial low carbon hydrogen sector in the UK and to meet the ambition for 5GW of low carbon hydrogen production capacity by 2030. The Strategy outlines the role of hydrogen in meeting net zero targets, the existing opportunity within the UK, a strategic framework, a roadmap for the economy, and the UK Government's commitments for a hydrogen economy. The Energy Performance of Buildings Regulations (2021).

B.32 The Energy Performance of Buildings Regulations (2021) [See reference 42] seek to improve the energy efficiency of buildings, reducing their carbon emissions and lessening the impact of climate change. The Regulations require the adoption of a standard methodology for calculating energy performance and

minimum requirements for energy performance, reported through Energy Performance Certificates and Display Energy Certificates.

B.33 The Energy white paper: Powering our net zero future (2020) [See reference 43] builds on the Prime Minister’s Ten point plan for a green industrial revolution. The white paper addresses the transformation of the UKs energy system, promoting high-skilled jobs and clean, resilient economic growth during its transition to net-zero emissions by 2050. Key aims of the paper include:

- Supporting green jobs – The government aims to support up to 220,000 jobs in the next 10 years.
- Transforming the energy system – To transform its electricity grid for net-zero, the white paper highlights how this will involve changing the way the country heats its homes, how people travel, doubling the electricity use, and harnessing renewable energy supplies.
- Keeping bills affordable – The government aims to do this by making the energy retail market “truly competitive”. This will include offering people a method of switching to a cheaper energy tariff and testing automatically switching consumers to fairer deals to tackle “loyalty penalties”.
- Generating emission-free electricity by 2050 – The government aims to have “overwhelmingly decarbonised power” in the 2030s in order to generate emission-free electricity by 2050.
- Establishing UK Emissions Trading Scheme – The government aims to establish a UK Emissions Trading Scheme (UK ETS) from 1 January 2021 to replace the current EU ETS at the end of the Brexit Transition Period.
- Exploring new nuclear financing options – The government is continuing to explore a range of financing options for new nuclear with developers including the Regulated Asset Base (RAB) funding model.
- Further commitments to offshore wind – The white paper lays out plans to scale up its offshore wind fleet to 40 gigawatts (GW) by 2030, including 1GW of floating wind, enough to power every home in the country.

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- Carbon capture and storage investments – Including £1bn worth of investments in state-of-the-art CCS in four industrial clusters by 2030. With four low-carbon clusters set up by 2030, and at least one fully net-zero cluster by 2040.
- Kick-starting the hydrogen economy – The government plans to work with industry to aim for 5GW of production by 2030, backed up by a new £240m net-zero Hydrogen Fund for low-carbon hydrogen production.
- Investing in electric vehicle charge points – The government plans to invest £1.3bn to accelerate the rollout of charge points for electric vehicles as well as up to £1bn to support the electrification of cars.
- Supporting the lowest paid with their bills – The government aims to support those with lower incomes through a £6.7bn package of measures that could save families in old inefficient homes up to £400.
- Moving away from fossil fuel boilers – The government aims, by the mid-2030s, for all newly installed heating systems to be low-carbon or to be appliances that it is confident can be converted to a clean fuel supply.
- Supporting North Sea oil and gas transition – The white paper notes the importance of supporting the North Sea oil and gas transition for the people and communities most affected by the move away from fossil fuels. The government aims to achieve this by ensuring that the expertise of the oil and gas sector be drawn on in developing CCS and hydrogen production to provide new green jobs for the future.

B.34 National Infrastructure Strategy: Fairer, faster greener (2020) [\[See reference 44\]](#) sets out plans to transform UK infrastructure in order to level up the country, strengthen the Union and achieve net zero emissions by 2050. This will be enabled by clear support for private investment and through a comprehensive set of reforms to the way infrastructure is delivered.

B.35 The Sixth Carbon Budget report (2020) [\[See reference 45\]](#) is based on an extensive programme of analysis, consultation and consideration by the Committee and its staff, building on the evidence published last year for our Net Zero advice. Our recommended pathway requires a 78% reduction in UK

territorial emissions between 1990 and 2035. In effect, bringing forward the UK's previous 80% target by nearly 15 years.

B.36 Decarbonising Transport: Setting the Challenge (2020) [See reference 46] sets out the strategic priorities for the new Transport Decarbonisation Plan (TDP), published in July 2021. It sets out in detail what government, business and society will need to do to deliver the significant emissions reduction needed across all modes of transport, putting us on a pathway to achieving carbon budgets and net zero emissions across every single mode of transport by 2050. This document acknowledges that while there have been recently published strategies to reduce greenhouse gas emissions in individual transport modes, transport as a whole sector needs to go further and more quickly, therefore the TDP takes a coordinated, cross-modal approach to deliver the transport sector's contribution to both carbon budgets and net zero.

B.37 Flood and Coastal Erosion Risk Management: Policy Statement (2020) [See reference 47] sets out the government's long-term ambition to create a nation more resilient to future flood and coastal erosion risk, and in doing so, reduce the risk of harm to people, the environment and the economy. The Policy Statement sets out five policy areas which will drive this ambition:

- Upgrading and expanding our national flood defences and infrastructure;
- Managing the flow of water more effectively;
- Harnessing the power of nature to reduce flood and coastal erosion risk and achieve multiple benefits;
- Better preparing our communities; and
- Enabling more resilient places through a catchment-based approach.

B.38 Net Zero – The UK's contribution to stopping global warming (Climate Change Committee, 2019) [See reference 48] responds to a request from the Governments of the UK, Wales and Scotland, asking the Committee to reassess the UK's long-term emissions targets. Our new emissions scenarios draw on ten new research projects, three expert advisory groups, and reviews of the work of the IPCC and others. The report's key findings are that:

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- The Committee on Climate Change recommends a new emissions target for the UK: net-zero greenhouse gases by 2050.
- In Scotland, we recommend a net-zero date of 2045, reflecting Scotland's greater relative capacity to remove emissions than the UK as a whole.
- In Wales, we recommend a 95% reduction in greenhouse gases by 2050.

B.39 Energy Efficiency and Historic Buildings: How to Improve Energy Efficiency (2018) [See reference 49] provides guidance for anyone who wishes to improve energy efficiency in an historic building.

B.40 The Promotion of the Use of Energy from Renewables Sources Regulations 2011 [See reference 50] required the government to ensure that renewable energy comprised 15% of the UK's total energy mix by 2020. The Renewable Energy Directive has now been superseded by Directive (EU) 2018/2001 (RED II). Although the UK has now been released from the renewable energy targets under RED II following Brexit, the UK-EU Trade and Cooperation Agreement includes a commitment to promote energy efficiency and the use of energy from renewable sources and reaffirmation of the EU's 2030 "targets" and the UK's 2030 "ambitions" for renewable energy and energy efficiency.

B.41 The National Flood and Coastal Erosion Risk Management Strategy for England 2011 [See reference 51] sets out the national framework for managing the risk of flooding and coastal erosion. It sets out the roles for risk management authorities and communities to help them understand their responsibilities. The strategic aims and objectives of the Strategy are to:

- Manage the risk to people and their property;
- Facilitate decision-making and action at the appropriate level – individual, community or Local Authority, river catchment, coastal cell or national; and
- Achieve environmental, social and economic benefits, consistent with the principles of sustainable development.

B.42 The Flood and Water Management Act 2010 [See reference 52] and The Flood and Water Regulations 2019 [See reference 53] sets out measures to ensure that risk from all sources of flooding is managed more effectively. This includes incorporating greater resilience measures into the design of new buildings; utilising the environment in order to reduce flooding; identifying areas suitable for inundation and water storage to reduce the risk of flooding elsewhere; rolling back development in coastal areas to avoid damage from flooding or coastal erosion; and creating sustainable drainage systems (SuDS).

B.43 The National Adaptation Programme and the Third Strategy for Climate Adaptation Reporting: Making the country resilient to a changing climate [See reference 54] sets out visions for the following sectors:

- People and the Built Environment – “to promote the development of a healthy, equitable and resilient population, well placed to reduce the harmful health impacts of climate change...buildings and places (including built heritage) and the people who live and work in them are resilient and organisations in the built environment sector have an increased capacity to address the risks and make the most of the opportunities of a changing climate.”
- Infrastructure – “an infrastructure network that is resilient to today’s natural hazards and prepared for the future changing climate.”
- Natural Environment – “the natural environment, with diverse and healthy ecosystems, is resilient to climate change, able to accommodate change and valued for the adaptation services it provides.”
- Business and Industry – “UK businesses are resilient to extreme weather and prepared for future risks and opportunities from climate change.”
- Local Government – “Local Government plays a central role in leading and supporting local places to become more resilient to a range of future risks and to be prepared for the opportunities from a changing climate.”

B.44 Our Waste, Our Resources: A strategy for England (2018) [See reference 55] aims to increase resource productivity and eliminate avoidable waste by 2050. The Strategy sets out key targets which include: a 50% recycling rate for household waste by 2020, a 75% recycling rate for packaging by 2030, 65%

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recycling rate for municipal solid waste by 2035 and municipal waste to landfill 10% or less by 2035.

B.45 The Clean Growth Strategy (2017) [See reference 56] sets out the approach of the government to secure growth of the national income while cutting greenhouse gas emissions. The key policies and proposals of the Strategy sit below a number of overarching principles: acceleration of clean growth including through recommendations for private and public investment to meet carbon budgets; providing support to improve business and industry energy efficiency; improving energy efficiency in the housing stock including through low carbon heating; accelerating the shift to low carbon transport; delivering clean, smart, flexible power; enhancing the benefits and value of our natural resources; leading in the public sector to meet emissions targets; and ensure Government leadership to drive clean growth.

B.46 The National Planning Policy for Waste (NPPW) (2014) [See reference 57] identifies key planning objectives, requiring planning Authorities to:

- Help deliver sustainable development through driving waste management up the waste hierarchy;
- Ensure waste management is considered alongside other spatial planning concerns;
- Provide a framework in which communities take more responsibility for their own waste;
- Help secure the recovery or disposal of waste without endangering human health and without harming the environment; and
- Ensure the design and layout of new development supports sustainable waste management.

B.47 The Waste Management Plan for England (2013) [See reference 58] sets out the measures for England to work towards a zero waste economy.

B.48 The Energy Efficiency Strategy: The Energy Efficiency Opportunity in the UK 2012 [See reference 59] aims to realise the wider energy efficiency

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potential that is available in the UK economy by maximising the potential of existing dwellings by implementing 21st century energy management initiatives on 19th century homes.

B.49 The UK Low Carbon Transition Plan: National Strategy for Climate and Energy (2009) [\[See reference 60\]](#) sets out a five-point plan to tackle climate change. The points are as follows: protecting the public from immediate risk, preparing for the future, limiting the severity of future climate change through a new international climate agreement, building a low carbon UK and supporting individuals, communities and businesses to play their part.

B.50 The UK Renewable Energy Strategy (2009) [\[See reference 61\]](#) sets out the ways in which we will tackle climate change by reducing our CO2 emissions through the generation of a renewable electricity, heat and transport technologies.

B.51 The Climate Change Act 2008 [\[See reference 62\]](#) sets targets for UK greenhouse gas emission reductions of at least 100% by 2050, against a 1990 baseline (this was previously 80% but was updated to a net zero target in June 2019).

B.52 The Planning and Energy Act (2008) [\[See reference 63\]](#) enables local planning authorities to set requirements for carbon reduction and renewable energy provision. It should be noted that while the Housing Standards Review proposed to repeal some of these provisions, at the time of writing there have been no amendments to the Planning and Energy Act.

B.53 The Waste (Circular Economy) (Amendment) Regulations [\[See reference 64\]](#) seek to prevent waste generation and to monitor and assess the implementation of measures included in waste prevention programmes. They set out requirements to justify not separating waste streams close to source for re-use, recycling or other recovery operations, prohibit incineration and landfilling of waste unless such treatment process represent the best environmental outcome in accordance with the waste hierarchy. The Regulations set out when waste management plans and in waste prevention

programmes are required. The Regulations focus on the circular economy as a means for businesses to maximise the value of waste and waste treatment.

Health and Well-being

B.54 The Green Infrastructure Framework (2023) [See reference 65] by Natural England will help increase the amount of green cover to 40% in urban residential areas. The Green Infrastructure Framework provides a structure to analyse where greenspace in urban environments is needed most. It aims to support equitable access to greenspace across the country, with an overarching target for everyone being able to reach good quality greenspace in their local area. From parks to green roofs, and increased tree cover, the Green Infrastructure Framework will make a significant contribution to nature recovery by embedding nature into new developments. Increasing the extent and connectivity of nature-rich habitats will also help increase wildlife populations, build resilience to the impacts of climate change, and ensure our cities are habitable for the future

B.55 The White Paper Levelling Up the United Kingdom (2022) [See reference 66] sets out how the UK Government will spread opportunity more equally across the UK. It comprises 12 UK-wide missions to achieve by 2030. Missions which relate to population, health and wellbeing state that by 2030:

- The gap in Healthy Life Expectancy (HLE) between local areas where it is highest and lowest will have narrowed, and by 2035 HLE will rise by five years.
- Well-being will have improved in every area of the UK, with the gap between top performing and other areas closing.
- Homicide, serious violence, and neighbourhood crime will have fallen, focused on the worst-affected areas.
- Pride in place, such as people's satisfaction with their town centre and engagement in local culture and community, will have risen in every area of the UK, with the gap between the top performing and other areas closing.

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- The number of primary school children achieving the expected standard in reading, writing and maths will have significantly increased. In England, this will mean 90% of children will achieve the expected standard, and the percentage of children meeting the expected standard in the worst performing areas will have increased by over a third.
- Renters will have a secure path to ownership with the number of first-time buyers increasing in all areas; and the Government's ambition is for the number of non-decent rented homes to have fallen by 50%, with the biggest improvements in the lowest performing areas.

B.56 A fairer private rented sector White Paper (2022) [\[See reference 67\]](#) aims to build upon the vision of the Levelling Up White Paper and reform the Private Rented Sector and improve housing quality. It outlines that everyone deserves a secure and decent home and outlines measures to improve the experience of renters in the Private Rented Sector.

B.57 The State of the Environment: Health, People and the Environment (2021) [\[See reference 68\]](#) focuses on the relationship between human health and people's access to and connection with a clean, high quality natural environment. It presents information on England's environment, and people's exposure to environmental pollutants, flooding and climate change in relation to human health. It highlights environmental inequalities that contribute to differences in health outcomes for people in England.

B.58 The National Design Guide (2021) [\[See reference 69\]](#) sets out the Government's priorities for well-designed places in the form of ten characteristics: context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and lifespan.

B.59 Build Back Better: Our Plan for Health and Social Care (2021) [\[See reference 70\]](#) sets out the government's new plan for health and social care. It provides an overview of how this plan will tackle the elective backlog in the NHS and put the NHS on a sustainable footing. It sets out details of the plan for adult social care in England, including a cap on social care costs and how financial assistance will work for those without substantial assets. It covers

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wider support that the government will provide for the social care system, and how the government will improve the integration of health and social care. It explains the government's plan to introduce a new Health and Social Care Levy.

B.60 The COVID-19 Mental Health and Wellbeing Recovery Action Plan (2021) [See reference 71] sets out the Government's plan to prevent, mitigate and respond to the mental health impacts of the pandemic during 2021 and 2022. Its main objectives are to support the general population to take action and look after their own mental wellbeing; to take action to address factors which play a crucial role in shaping mental health and wellbeing outcomes; and, to support services to meet the need for specialist support.

B.61 The Charter for Social Housing Residents: Social Housing White Paper (2020) [See reference 72] sets out the Government's actions to ensure residents in social housing are safe, listened to, live in good quality homes and have access to redress when things go wrong.

B.62 Using the planning system to promote healthy weight environments (2020), Addendum (2021) [See reference 73] provides a framework and starting point for local authorities to clearly set out in local planning guidance how best to achieve healthy weight environments based on local evidence and needs, by focusing on environments that enable healthier eating and help promote more physical activity as the default. The Addendum provides updates on the implications for planning for a healthier food environment, specifically on the hot food takeaways retail uses, and sets out recommended actions in light of changes to the Use Class Order (UCO) in England from 1 September 2020.

B.63 Heritage and Society (2020) [See reference 74] presents evidence about the value of heritage to society, individuals and community groups across England. The evidence is gathered from a wide range of reliable sources including major household panel surveys, systematic literature reviews, bespoke evaluation studies and public opinion surveys. This year, exceptionally, the report includes a section presenting evidence about how the COVID-19

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pandemic has impacted our social lives including our access to and engagement with our precious heritage. The key findings include:

- Like most parts of society and the economy, the heritage sector suffered a heavy blow as a result of lockdown due to COVID-19
- Outdoor heritage sites are places people feel most comfortable visiting
- Virtual visits and digital engagement with heritage has helped people cope during lockdown
- Our local neighbourhoods have demonstrated their value during lockdown by helping us to cope
- Heritage volunteering, an important source of community resilience, was challenged during lockdown
- Volunteering to support COVID-19 related causes has seen an increase which supports a spirit of collective care for our communities and places
- The heritage sector has an important role to play in our individual mental wellbeing in the future
- Visiting heritage can ease the challenges associated with dementia and Alzheimer's
- Online heritage resources support more equal access to digital learning for children

B.64 The Public Health England, PHE Strategy 2020-25 (2019) [\[See reference 75\]](#) identifies PHE's priorities upon which to focus over this five-year period to protect people and help people to live longer in good health.

B.65 The Homes England Strategic Plan 2018 to 2023 [\[See reference 76\]](#) sets out a vision to ensure more homes are built in areas of greatest need, to improve affordability, and make a more resilient and diverse housing market.

B.66 The Housing White Paper 2017 (Fixing our broken housing market) [\[See reference 77\]](#) sets out ways to address the shortfall in affordable homes and boost housing supply. The White Paper focuses on the following:

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- Planning for the right homes in the right places – Higher densities in appropriate areas, protecting the Green Belt while making more land available for housing by maximising the contribution from brownfield and surplus public land, regenerating estates, releasing more small and medium-sized sites, allowing rural communities to grow and making it easier to build new settlements.
- Building homes faster – Improved speed of planning cases, ensuring infrastructure is provided and supporting developers to build out more quickly.
- Diversifying the Market – Backing small and medium-sized house builders, custom-build, institutional investors, new contractors, housing associations.
- Helping people now – supporting home ownership and providing affordable housing for all types of people, including the most vulnerable.

B.67 The Planning Policy for Traveller Sites 2015 [See reference 78] sets out the Government’s planning policy for traveller sites, replacing the older version published in March 2012. The Government’s overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.

B.68 The Technical Housing Standards – Nationally Described Space Standard (2015) [See reference 79] sets out the Government’s new nationally described space standard. The standard deals with internal space within new dwellings and sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy, as well as floor areas and dimensions for key parts of the home.

B.69 The Select Committee on Public Service and Demographic Change Report Ready for Ageing? (2013) [See reference 80] warns that society is underprepared for the ageing population. The report states “longer lives can be a great benefit, but there has been a collective failure to address the implications and without urgent action this great boon could turn into a series of

miserable crises”. The report highlights the under provision of specialist housing for older people and the need to plan for the housing needs of the older population as well as younger people.

B.70 Fair Society, Healthy Lives (2011) [See reference 81] investigated health inequalities in England and the actions needed in order to tackle them. Subsequently, a supplementary report was prepared providing additional evidence relating to spatial planning and health on the basis that there is “overwhelming evidence that health and environmental inequalities are inexorably linked and that poor environments contribute significantly to poor health and health inequalities”.

B.71 Laying the foundations: A housing strategy for England [See reference 82] aims to provide support to deliver new homes and improve social mobility.

B.72 Healthy Lives, Healthy People: Our strategy for public health in England 2010 [See reference 83] sets out how the Government’s approach to public health challenges will:

- Protect the population from health threats – led by central Government, with a strong system to the frontline;
- Empower local leadership and encourage wide responsibility across society to improve everyone’s health and wellbeing and tackle the wider factors that influence it;
- Focus on key outcomes, doing what works to deliver them, with transparency of outcomes to enable accountability through a proposed new public health outcomes framework;
- Reflect the Government’s core values of freedom, fairness and responsibility by strengthening self-esteem, confidence and personal responsibility; positively promoting healthy behaviours and lifestyles; and adapting the environment to make healthy choices easier; and
- Balance the freedoms of individuals and organisations with the need to avoid harm to others, use a ‘ladder’ of interventions to determine the least

intrusive approach necessary to achieve the desired effect and aim to make voluntary approaches work before resorting to regulation.

B.73 The Environmental Noise Regulations 2006 [See reference 84] apply to environmental noise, mainly from transport. The regulations require regular noise mapping and action planning for road, rail and aviation noise and noise in large urban areas. They also require Noise Action Plans based on the maps for road and rail noise and noise in large urban areas. The Action Plans identify Important Areas (areas exposed to the highest levels of noise) and suggest ways the relevant authorities can reduce these. Major airports and those which affect large urban areas are also required to produce and publish their own Noise Action Plans separately. The Regulations do not apply to noise from domestic activities such as noise created by neighbours; at workplaces; inside means of transport; or military activities in military areas.

Environment

B.74 Nature Recovery Network [See reference 85] is a national network of wildlife-rich places to increase and restore nature, and the role of the delivery partnership and management groups. The Nature Recovery Network document explains:

- how Defra and Natural England will work with partners to create a national NRN
- what the NRN will achieve
- the roles of the delivery partnership and management group
- how to become a partner

B.75 The Environment Improvement Plan 2023 [See reference 86] for England is the first revision of the 25YEP. It builds on the 25YEP vision with a new plan setting out how we will work with landowners, communities and businesses to deliver each of our goals for improving the environment, matched with interim targets to measure progress. Taking these actions will help us restore nature,

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reduce environmental pollution, and increase the prosperity of our country. To achieve its vision, the 25YEP set out 10 goals. We have used those 10 goals set out in the 25YEP as the basis for this document: setting out the progress made against all 10, the specific targets and commitments made in relation to each goal, and our plan to continue to deliver these targets and the overarching goals. The environmental goals are:

- Goal 1: Thriving plants and wildlife
- Goal 2: Clean air
- Goal 3: Clean and plentiful water
- Goal 4: Managing exposure to chemicals and pesticides
- Goal 5: Maximise our resources, minimise our waste
- Goal 6: Using resources from nature sustainably
- Goal 7: Mitigating and adapting to climate change
- Goal 8: Reduced risk of harm from environmental hazards
- Goal 9: Enhancing biosecurity
- Goal 10: Enhanced beauty, heritage, and engagement with the natural environment

B.76 The Air Quality Strategy for England (2023) [See reference 87] sets out local authorities powers and responsibilities as well as the actions that Defra expects local authorities to take in support of the governments long-term air quality goals, including new PM2.5 targets.

B.77 The waste prevention programme for England: Maximising Resources, Minimising Waste (2023) [See reference 88] sets out government's priorities for managing resources and waste, in line with the resources and waste strategy for England. The programme aims to move to a circular economy by keeping goods in circulation for as long as possible and at their highest value. This includes increasing the reuse, repair and remanufacture of goods.

B.78 Establishing the Best Available Techniques for the UK (UK BAT) (2022) [See reference 89] sets out a new framework that aims to improve industrial emissions and protect the environment through the introduction of a UK BAT regime. It aims to set up a new structure of governance with a new independent body in the form of Standards Council and the Regulators Group, consisting of government officials and expert regulators from all UK nations. It aims to also establish a new UK Air Quality Governance Group to oversee the work of the Standards Council and the delivery of the requirements under this new framework. It is anticipated that the BATC for the first four industry sectors will be published in the second half of 2023. Climate Change Allowances (2022) [See reference 90] details when and how local planning authorities, developers and their agents should use climate change allowances in flood risk assessments.

B.79 Working with nature (2022) [See reference 91] discusses the importance of nature in providing ecosystem services and presents recent and historical trends in biodiversity. It outlines some of the main pressures affecting England's habitats, wildlife and ecosystems: land use; climate change; pollution; invasive non-native species; and hydrological change.

B.80 The Environment Act 2021 [See reference 92] sets statutory targets for the recovery of the natural world in four priority areas: air quality, biodiversity, water, and resource efficiency and waste reduction. Biodiversity elements in the Act include:

- Strengthened biodiversity duty. Both onsite and offsite enhancements must be maintained for at least 30 years after completion of a development.
- Biodiversity net gain to ensure developments deliver at least 10% increase in biodiversity
- Local Nature Recovery Strategies to support a Nature Recovery Network.
- Duty upon Local Authorities to consult on street tree felling.
- Strengthen woodland protection enforcement measures.
- Conservation Covenants.

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- Protected Site Strategies and Species Conservation Strategies to support the design and delivery of strategic approaches to deliver better outcomes for nature.
- Prohibit larger UK businesses from using commodities associated with wide-scale deforestation.
- Requires regulated businesses to establish a system of due diligence for each regulated commodity used in their supply chain, requires regulated businesses to report on their due diligence, introduces a due diligence enforcement system.

B.81 Managing Water Abstraction (2021) [See reference 93] is the overarching document for managing water resources in England and Wales and links together the abstraction licensing strategies.

B.82 National Chalk Streams Strategy (2021) [See reference 94] was built around the “trinity of ecological health”: water quantity, water quality and habitat quality and included 30+ recommendations to Defra, the Environment Agency, Natural England, the water companies, NGOs and stakeholders.

B.83 Meeting our future water needs: a national framework for water resources (2020) [See reference 95] set the strategic direction for long term regional water resources planning. The framework is built on a shared vision to:

- leave the environment in a better state than we found it
- improve the nation’s resilience to drought and minimise interruptions to all water users

B.84 The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 [See reference 96] protect biodiversity through the conservation of natural habitats and species of wild fauna and flora, including birds. The Regulations lay down rules for the protection, management and exploitation of such habitats and species, including how adverse effects on such habitats and species should be avoided, minimised and reported.

B.85 The national framework [\[See reference 97\]](#) marks a step change in water resources planning. The 5 regional water resources groups will produce a set of co-ordinated, cross-sector plans. These plans will:

- address the scale of challenges we face by identifying the options needed in their region to manage demand and increase supply
- realise opportunities from water resources planning by working collaboratively

B.86 The Clean Air Strategy 2019 [\[See reference 98\]](#) sets out the comprehensive action that is required from across all parts of Government and society to meet these goals. This will be underpinned by new England-wide powers to control major sources of air pollution, in line with the risk they pose to public health and the environment, plus new local powers to take action in areas with an air pollution problem. These will support the creation of Clean Air Zones to lower emissions from all sources of air pollution, backed up with clear enforcement mechanisms. The UK has set stringent targets to cut emissions by 2020 and 2030.

B.87 The Environment Agency's Approach for Groundwater Protection (2018) [\[See reference 99\]](#) contains position statements which provide information about the Environment Agency's approach to managing and protecting groundwater. They detail how the Environment Agency delivers government policy for groundwater and adopts a risk-based approach where legislation allows. Many of the approaches set out in the position statements are not statutory but may be included in, or referenced by, statutory guidance and legislation.

B.88 The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 [\[See reference 100\]](#) protect inland surface waters, transitional waters, coastal waters and groundwater, and outlines the associated river basin management process. These Regulations establish the need to prevent deterioration of waterbodies and to protect, enhance and restore waterbodies with the aim of achieving good ecological and chemical status.

B.89 The UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations 2017 **[See reference 101]** sets out the Government's ambition and actions for delivering a better environment and cleaner air, including £1 billion investment in ultra-low emission vehicles, a £290 million National Productivity Investment Fund, a £11 million Air Quality Grant Fund and £255 million Implementation Fund to help Local Authorities to prepare Air Quality Action Plans and improve air quality, an £89 million Green Bus Fund, £1.2 billion Cycling and Walking Investment Strategy and £100 million to help improve air quality on the National road network.

B.90 Drought response: our framework for England (2017) **[See reference 102]** tells you how drought affects England and how the Environment Agency works with government, water companies and others to manage the effects on people, business and the environment. It aims to ensure consistency in the way we co-ordinate drought management across England. It sets out:

- how drought affects different parts of England
- who is involved in managing drought and how we work together
- how we and others take action to manage drought
- how we monitor and measure the impacts of drought to advise senior management and government on the prospects and possible action
- how we report on drought and communicate with others

B.91 The Nitrate Pollution Prevention Regulations 2016 **[See reference 103]** provides for the designation of land as nitrate vulnerable zones and imposes annual limits on the amount of nitrogen from organic manure that may be applied or spread in a holding in a nitrate vulnerable zone. The Regulations also specify the amount of nitrogen to be spread on a crop and how, where and when to spread nitrogen fertiliser, and how it should be stored. It also establishes closed periods during which the spreading of nitrogen fertiliser is prohibited.

B.92 The Water Supply (Water Quality) Regulations 2016 **[See reference 104]** focus on the quality of water for drinking, washing, cooking and food

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preparation, and for food production. Their purpose is to protect human health from the adverse effects of any contamination of water intended for human consumption by ensuring it is wholesome and clean.

B.93 The Environmental Permitting (England and Wales) Regulations 2016 [\[See reference 105\]](#) streamline the legislative system for industrial and waste installations into a single permitting structure for those activities which have the potential to cause harm to human health or the environment. They set out how to prevent or, where that is not practicable, to reduce emissions into air, water and land and to prevent the generation of waste, in order to achieve a high level of protection of the environment and human health.

B.94 The Air Quality Standards Regulations 2016 [\[See reference 106\]](#) set out limits on concentrations of outdoor air pollutants that impact public health, most notably particulate matter (PM10 and PM2.5) and nitrogen dioxide (NO₂). It also sets out the procedure and requirements for the designation of Air Quality Management Areas (AQMAs).

B.95 Environmental Damage (Prevention and Remediation) Regulations 2015 [\[See reference 107\]](#) are wide-ranging government regulations that can potentially apply to many businesses. The regulations oblige those who create environmental damage, whether by water pollution, adversely affecting protected species or sites of special scientific interest (SSSIs), or by land pollution that causes risks to human health, to not only cease the damage, but also to implement a wide variety of remedial measures to restore affected areas.

B.96 Biodiversity offsetting in England Green Paper (2013) [\[See reference 108\]](#). Biodiversity offsets are conservation activities designed to compensate for residual losses. The Green Paper sets out a framework for offsetting.

B.97 The Water White Paper (2012) [\[See reference 109\]](#) sets out the Government's vision for the water sector including proposals on protecting water resources and reforming the water supply industry. It states outlines the measures that will be taken to tackle issues such as poorly performing

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ecosystem, and the combined impacts of climate change and population growth on stressed water resources.

B.98 The National Policy Statement for Waste Water (2012) [\[See reference 110\]](#) sets out Government policy for the provision of major waste water infrastructure. The policy set out in this NPS is, for the most part, intended to make existing policy and practice in consenting nationally significant waste water infrastructure clearer and more transparent.

B.99 Biodiversity 2020: A strategy for England's wildlife and ecosystem services (2011) [\[See reference 111\]](#) guides conservation efforts in England up to 2020 by requiring a national halt to biodiversity loss, supporting healthy ecosystems and establishing ecological networks.

B.100 Defra Right of Way Circular (1/09) (2011) [\[See reference 112\]](#) gives advice to local authorities on recording, managing and maintaining, protecting and changing public rights of way.

B.101 The Flood and Water Management Act 2010 [\[See reference 113\]](#) and The Flood and Water Regulations (2019) [\[See reference 114\]](#) sets out measures to ensure that risk from all sources of flooding is managed more effectively. This includes incorporating greater resilience measures into the design of new buildings; utilising the environment in order to reduce flooding; identifying areas suitable for inundation and water storage to reduce the risk of flooding elsewhere; rolling back development in coastal areas to avoid damage from flooding or coastal erosion; and creating sustainable drainage systems (SuDS).

B.102 The Countryside and Rights of Way Act 2010 [\[See reference 115\]](#) is an Act of Parliament to make new provision for public access to the countryside.

B.103 Safeguarding our Soils – A Strategy for England (2009) [\[See reference 116\]](#) sets out how England's soils will be managed sustainably. It highlights those areas which Defra will prioritise and focus attention on tackling degradation threats, including better protection for agricultural soils; protecting

and enhancing stores of soil carbon; building the resilience of soils to a changing climate; preventing soil pollution; effective soil protection during construction and dealing with contaminated land.

B.104 Groundwater (England and Wales) Regulations 2009 [See reference 117] implement in England and Wales Community legislation on pollution of groundwater. They provide rules for the granting by the Environment Agency of a permit under these Regulations, consent under section 91(8) of the Water Resources Act 1991 and (with exceptions) an environmental permit under the Environmental Permitting (England and Wales) Regulations. In addition, the Regulations create an offence of discharge of a hazardous substance or non-hazardous pollutant without a permit, provide for powers of enforcement of the Environment Agency and prescribe penalties for offences committed under these Regulations.

B.105 Flood Risk Regulations 2009 [See reference 118] regulations were enacted in December 2009. They outline a set of tasks, which the county council is required to follow between now and approximately 2015. The regulations also implement the 2007 EU Floods Directive. In accordance with the regulations the council has a series of new responsibilities, these are:

- The preparation of a Preliminary Flood Risk Assessment (PFRA) Report, including the identification of flood risk areas
- The preparation of Flood Hazard Maps and Flood Risk Maps
- The preparation of Flood Risk Management Plans
- Cooperating with the Environment Agency and other Lead Local Flood Authorities.

B.106 England Biodiversity Strategy Climate Change Adaptation Principles (2008) [See reference 119] sets out principles to guide adaptation to climate change. The principles are take: practical action now, maintain and increase ecological resilience, accommodate change, integrate action across all sectors and develop knowledge and plan strategically. The precautionary principle underpin all of these. Natural Environment and Rural Communities Act 2006.

B.107 Future Water: The Government's Water Strategy for England (2008) [See reference 120] sets out how the Government wants the water sector to look by 2030, providing an outline of steps which need to be taken to get there. These steps include improving the supply of water; agreeing on important new infrastructure such as reservoirs; proposals to time limit abstraction licences; and reducing leakage. The document also states that pollution to rivers will be tackled, whilst discharge from sewers will be reduced.

B.108 The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007) [See reference 121] sets out a way forward for work and planning on air quality issues by setting out the air quality standards and objectives to be achieved. It introduces a new policy framework for tackling fine particles and identifies potential new national policy measures which modelling indicates could give further health benefits and move closer towards meeting the Strategy's objectives. The objectives of the Strategy are to:

- Further improve air quality in the UK from today and long term; and
- Provide benefits to health quality of life and the environment.

B.109 The Natural Environment and Rural Communities Act 2006 [See reference 122] places a duty on public bodies to conserve biodiversity.

B.110 The Environmental Noise Regulations 2006 [See reference 123] apply to environmental noise, mainly from transport. The regulations require regular noise mapping and action planning for road, rail and aviation noise and noise in large urban areas. They also require Noise Action Plans based on the maps for road and rail noise and noise in large urban areas. The Action Plans identify Important Areas (areas exposed to the highest levels of noise) and suggest ways the relevant authorities can reduce these. Major airports and those which affect large urban areas are also required to produce and publish their own Noise Action Plans separately. The Regulations do not apply to noise from domestic activities such as noise created by neighbours; at workplaces; inside means of transport; or military activities in military areas.

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B.111 The Urban Waste Water Treatment Regulations (2003) [\[See reference 124\]](#) protect the environment from the adverse effects of urban waste water discharges and certain industrial sectors, notably domestic and industrial waste water. The regulations require the collection of waste water and specifies how different types of waste water should be treated, disposed and reused.

B.112 Environment Agency policy against the culverting of watercourses (1999) [\[See reference 125\]](#) provides technical guidance for people applying for Environment Agency consent to culvert a watercourse or to modify an existing culvert.

B.113 Land Drainage Act 1991 [\[See reference 126\]](#) consolidates the enactments relating to internal drainage boards, and to the functions of such boards and of local authorities in relation to land drainage.

B.114 The Environmental Protection Act 1990 [\[See reference 127\]](#) makes provision for the improved control of pollution to the air, water and land by regulating the management of waste and the control of emissions. Seeks to ensure that decisions pertaining to the environment are made in an integrated manner, in collaboration with appropriate authorities, non-governmental organisations and other persons.

B.115 Wildlife and Countryside Act 1981 (as amended) [\[See reference 128\]](#) was enacted primarily to implement the Birds Directive and Bern Convention in Great Britain. The Act received royal assent on 30 October 1981 and was brought into force in incremental steps. It is supplemented by the Wildlife and Countryside (Service of Notices) Act 1985, which relates to notices served under the 1981 Act. The act contains four parts and 17 schedules, which cover:

- Part 1: Wildlife (includes protection of birds, animals and plants; and measures to prevent the establishment of non-native species which may be detrimental to native wildlife).
- Part 2: Nature conservation, the countryside and National Parks (including the designation of protected areas).
- Part 3: Public rights of way.

- Part 4: Miscellaneous provisions of the act.

B.116 The National Parks and Access to the Countryside Act 1949 [See reference 129] is an Act of Parliament to make provision for National Parks and the establishment of a National Parks Commission; to confer on the Nature Conservancy and local authorities' powers for the establishment and maintenance of nature reserves; to make further provision for the recording, creation, maintenance and improvement of public paths and for securing access to open country.

Historic Environment

B.117 Historic England, Corporate Plan 2022-23 [See reference 130] contains the action plan which sets out how the aims of the corporate plan will be delivered. The plan includes priorities to demonstrate how Historic England will continue to work towards delivering the heritage sector's priorities for the historic environment.

B.118 The Heritage Statement 2017 [See reference 131] sets out how the Government will support the heritage sector and help it to protect and care for our heritage and historic environment, in order to maximise the economic and social impact of heritage and to ensure that everyone can enjoy and benefit from it.

B.119 The Setting of Heritage Assets (2017) [See reference 132] sets out guidance, against the background of the National Planning Policy Framework (NPPF) and the related guidance given in the Planning Practice Guide (PPG), on managing change within the settings of heritage assets, including archaeological remains and historic buildings, sites, areas, and landscapes. It gives general advice on understanding setting, and how it may contribute to the significance of heritage assets and allow that significance to be appreciated, as well as advice on how views contribute to setting.

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B.120 Sustainability Appraisal and Strategic Environmental Assessment, Historic England Advice Note 8 (2016) [\[See reference 133\]](#) sets out requirements for the consideration and appraisal of effects on the historic environment as part of the Sustainability Appraisal/Strategic Environmental Assessment process.

B.121 The Historic Environment and Site Allocations in Local Plans (2015) [\[See reference 134\]](#) offers advice to all those involved in the process, to help ensure that the historic environment plays a positive role in allocating sites for development. It offers advice on evidence gathering and site allocation policies, as well as setting out in detail a number of steps to make sure that heritage considerations are fully integrated in any site selection methodology.

B.122 Managing Significance in Decision-Taking in the Historic Environment (2015) [\[See reference 135\]](#) contains information on assessing the significance of heritage assets, using appropriate expertise, historic environment records, recording and furthering understanding, neglect and unauthorised works, marketing and design and distinctiveness.

B.123 The Historic Environment in Local Plans (n.d) [\[See reference 136\]](#) sets out information to help local planning authorities make well informed and effective local plans.

B.124 Historic Landscape Characterisation (n.d) [\[See reference 137\]](#) can be used to help secure good quality, well designed and sustainable places. It is a method of identification and interpretation of the varying historic character within an area that looks beyond individual heritage assets as it brigades understanding of the whole landscape and townscape into repeating HLC Types.

B.125 The Government's Statement on the Historic Environment for England 2010 [\[See reference 138\]](#) sets out the Government's vision for the historic environment. It calls for those who have the power to shape the historic environment to recognise its value and to manage it in an intelligent manner in light of the contribution that it can make to social, economic and cultural life.

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Includes reference to promoting the role of the historic environment within the Government's response to climate change and the wider sustainable development agenda.

B.126 The Planning (Listed Buildings and Conservation Areas) Act 1990 [\[See reference 139\]](#) is an Act of Parliament that changed the laws for granting of planning permission for building works, with a particular focus on listed buildings and conservation areas.

B.127 The Ancient Monuments and Archaeological Areas Act 1979 [\[See reference 140\]](#) is a law passed by the UK government to protect the archaeological heritage of England and Wales and Scotland. Under this Act, the Secretary of State has a duty to compile and maintain a schedule of ancient monuments of national importance, in order to help preserve them. It also creates criminal offences for unauthorised works to, or damage of, these monuments.

B.128 The Historic Buildings and Ancient Monuments Act 1953 [\[See reference 141\]](#) is an Act of Parliament that makes provision for the compilation of a register of gardens and other land (parks and gardens, and battlefields).

Economic Growth

B.129 The Growth Plan 2022 [\[See reference 142\]](#) makes growth the government's central economic mission, setting a target of reaching a 2.5% trend rate. Sustainable growth will lead to higher wages, greater opportunities and provide sustainable funding for public services. The Chancellor of the Exchequer's "growth plan" contained a raft of significant tax measures, with major changes being announced for both individuals and businesses.

B.130 Build Back Better: Our Plan for Growth (2021) [\[See reference 143\]](#) sets out a plan to 'build back better' tackling long-term problems to deliver growth that delivers high-quality jobs across the UK while supporting the transition to

net zero. This will build on three core pillars of growth: infrastructure, skills and innovation.

B.131 The Agricultural Transition Plan 2021 to 2024 [See reference 144] aims to drive competitiveness, increase productivity, reduce carbon emissions, and generate fairer returns across the agricultural industry. The Transition Plan introduces several new schemes to improve the environment, animal health and welfare, and farm resilience and productivity (e.g., grants will be available for sustainable farming practices, creating habitats for nature recovery and making landscape-scale changes such as establishing new woodland and other ecosystem services). Heritage and the Economy 2020 [See reference 145] examines the economics of heritage conservation and presents evidence on the numerous ways that the historic environment contributes to the national economy and to local economies. The key findings include:

- In 2019, pre COVID-19 pandemic, the heritage sector provided over 206,000 jobs directly and supported a further 357,000 jobs through indirect and induced mechanisms in multiple sectors including the construction, tourism, public, creative industries and social services sectors.
- Heritage employment growth outstripped the rest of the UK economy, growing almost twice as fast between 2011 to 2019.
- However, like many sectors the heritage sector has been hard hit by the COVID-19 pandemic and subsequent restrictions to reduce the spread of the virus.
- The conservation, use, and re-use of our precious heritage assets exemplify the fundamental principles of the circular economy.
- The cost of reducing pollution as measured by the marginal abatement cost (MAC) is generally lower for retrofitted historic buildings, than for an equivalent new building.
- It has been estimated that for every €1 million invested in energy renovation of buildings, an average of 18 jobs are created in the EU (Wade, 2020).

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- Historic assets form a significant part of our retail environment and our high streets with up to 48% of all national retail stock built before 1919. Local distinctiveness can be key to high street renewal.
- Heritage has an important role to play in our wellbeing economy. Heritage is an essential part of the social fabric of our society.
- Heritage has an important role to play in building back more inclusive local economies, communities and identities.

B.132 The Heritage Sector in England and its impact on the Economy 2020 [See reference 146] assesses the economic contributions and impacts of England's heritage sector in the UK. The report also provides detailed estimates of the national and regional economic impact of the heritage sector.

B.133 The Agriculture Act 2020 [See reference 147] sets out how farmers and land managers in England will be rewarded in the future with public money for "public goods" – such as better air and water quality, thriving wildlife, soil health, or measures to reduce flooding and tackle the effects of climate change, under the Environmental Land Management Scheme. The Act will help farmers to stay competitive, increase productivity, invest in new technology and seek a fairer return from the marketplace. Agricultural Transition Plan 2021 to 2024.

B.134 UK Industrial Strategy: Building a Britain fit for the future (2018) [See reference 148] lays down a vision and foundations for a transformed economy. Areas including artificial intelligence and big data; clean growth; the future of mobility; and meeting the needs of an ageing society are identified as the four 'Grand Challenges' of the future.

B.135 The National Infrastructure Delivery Plan 2016-2021 [See reference 149] brings together the Government's plans for economic infrastructure over this five year period with those to support delivery of housing and social infrastructure.

B.136 The LEP Network Response to the Industrial Strategy Green Paper Consultation (2017) [See reference 150] seeks to ensure that all relevant local

action and investment is used in a way that maximises the impact it has across the Government's strategy. Consultation responses set out how the 38 Local Enterprise Partnerships will work with Government using existing and additional resources to develop and implement a long-term Industrial Strategy.

Transport

B.137 Future of Transport: supporting rural transport innovation (2023) [[See reference 151](#)] shows how innovative and emerging transport technologies could address some of the major challenges in rural communities. It highlights the importance of transport to everyday life rural life and provides guiding principles for the introduction of new technologies and services.

B.138 The Cycling and Walking Investment Strategy Report to Parliament (2022) [[See reference 152](#)] sets out the objectives and financial resources for cycling and walking infrastructure. It states the Government's long-term ambition is to make walking and cycling the natural choices for shorter journeys. It aims to double cycling by 2025, increase walking activity, increase the percentage of children that usually walk to school and reduce the number of cyclists killed or seriously injured on England's roads.

B.139 Decarbonising Transport: A Better, Greener Britain (2021) (Decarbonising Transport Plan (DTP)) [[See reference 153](#)] sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK. It follows on from the Decarbonising Transport: Setting the Challenge report published in 2020. The DTP commits the UK to phasing out the sale of new diesel and petrol heavy goods vehicles by 2040, subject to consultation, in addition to phasing out the sale of polluting cars and vans by 2035. The DPT also sets out how the government will improve public transport and increase support for active travel, as well as creating a net zero rail network by 2050, ensuring net zero domestic aviation emissions by 2040, and a transition to green shipping.

B.140 Decarbonising Transport: Setting the Challenge (2020) [See reference 154] sets out the strategic priorities for the new Transport Decarbonisation Plan (TDP), published in July 2021. It sets out in detail what government, business and society will need to do to deliver the significant emissions reduction needed across all modes of transport, putting us on a pathway to achieving carbon budgets and net zero emissions across every single mode of transport by 2050. This document acknowledges that while there have been recently published strategies to reduce greenhouse gas emissions in individual transport modes, transport as a whole sector needs to go further and more quickly, therefore the TDP takes a coordinated, cross-modal approach to deliver the transport sector's contribution to both carbon budgets and net zero.

B.141 The Road to Zero (2018) [See reference 155] sets out new measures towards cleaner road transport, aiming to put the UK at the forefront of the design and manufacturing of zero emission vehicles. It explains how cleaner air, a better environment, zero emission vehicles and a strong, clean economy will be achieved. One of the main aims of the document is for all new cars and vans to be effectively zero emission by 2040.

B.142 The Transport Investment Strategy 2017 [See reference 156] sets out four objectives that the strategy aims to achieve:

- Create a more reliable, less congested, and better connected transport network that works for the users who rely on it;
- Build a stronger, more balanced economy by enhancing productivity and responding to local growth priorities;
- Enhance our global competitiveness by making Britain a more attractive place to trade and invest; and
- Support the creation of new housing.

B.143 The Highways England Sustainable Development Strategy and Action Plan (2017) [See reference 157] is designed to communicate the company's approach and priorities for sustainable development to its key stakeholders. Highways England aims to ensure its action in the future will further reduce the impact of its activities seeking a long-term and sustainable benefit to the

environment and the communities it serves. The action plan describes how Highways England will progress the aspirations of their Sustainable Development and Environment Strategies. It describes actions that will enable the company to deliver sustainable development and to help protect and improve the environment.

B.144 Door to Door: A strategy for improving sustainable transport integration (2013) [See reference 158] focuses on four core areas which need to be addressed so that people can be confident in choosing greener modes of transport. There are as follows:

- Accurate, accessible and reliable information about different transport options;
- Convenient and affordable tickets;
- Regular and straightforward connections at all stages of the journey and between different modes of transport; and
- Safe and comfortable transport facilities.

B.145 The strategy also includes details on how the Government is using behavioural change methods to reduce or remove barriers to the use of sustainable transport and working closely with stakeholders to deliver a better-connected transport system.

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B.146 Guiding Principles in Land Contamination (2010) [See reference 159] provides answers to a series of questions and includes numerous references to other published guidance on land contamination.

B.147 Land contamination risk management (2020) [See reference 160] details how to manage the risks from land contamination.

B.148 Fairer, greener, stronger: our Strategic Transport Plan for the Midlands: Midlands Connect (2022) [See reference 161] aims to develop, analyse and prioritise the most important transport investments. The projects need to support a more productive, prosperous and sustainable Midlands. The plan makes the following commitments:

- Deliver a Business Case for our full Midlands Engine Rail programme.
- Provide evidence to Government as it investigates how high speed trains will run from the East Midlands.
- Strengthen the position of the Midlands as a leader in the take-up of Electric Cars.
- Publish a Transport Technology Route Plan.
- Develop a clear plan to assist the take up of alternatively fuelled vehicles in the freight sector.
- Continue to invest in the development of new ideas to improve the major road network for all road users.
- Publish a Freight Improvement Plan.
- Develop a funding strategy that outlines the opportunities to bring in private sector funding.
- Support the development of rural mobility solutions.
- Deliver a Decarbonisation Policy Toolkit.
- Establish a Midlands Transport Decarbonisation Forum.

B.149 Leicester and Leicestershire 2050: Our Vision for growth: The Strategic Growth Plan (2018) [See reference 162] has been prepared by the ten partner organisations to provide a long term vision that will address the challenges and opportunities presented in Leicester & Leicestershire . It is a non-statutory plan but it sets out the agreed strategy for the period to 2050. The vision will be delivered through the Local Plan.

B.150 Leicester & Leicestershire Housing & Economic Needs Assessment – Housing Distribution Paper [See reference 163] and Employment Distribution

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Paper (2022) [See reference 164] - District councils across Leicestershire, working with the City Council and County Council, have a proposed approach to the distribution of new homes and employment land to meet future needs which cannot be accommodated in Leicester. The papers set out the proposed redistribution including an average annual housing need contribution of 123 dwellings between 2020 to 20236 by Harborough District to meet the unmet housing need of Leicester.

B.151 Leicester & Leicestershire Economic Growth Strategy 2021-2030 [See reference 165]: The Leicester and Leicestershire Economic Growth Strategy 2021-2030 seeks to deliver recovery and growth. Leicester and Leicestershire face the challenges of recovering from the Covid-19 pandemic, and the post-EU transition – from a position of strength as the region has transformed into a leading technology and knowledge-based economy over the past 10 years. This strategy is built on robust research, stakeholder views and existing policies.

B.152 Energy Infrastructure Strategy for Leicester and Leicestershire 2018 [See reference 166]: Leicester and Leicestershire Enterprise Partnership (LLEP), in partnership with Leicester City Council & Leicestershire County Council, have commissioned Element Energy and Cambridge Econometrics to develop and deliver an Energy Infrastructure Strategy and implementation plan for the LLEP area. The Energy Infrastructure Strategy sets the level of ambition, and guides investment in the low carbon energy sector, which has been identified as one of the LLEP's priority sectors for economic growth. The strategy identifies a set of concrete project opportunities that can be pursued immediately and over the coming years. The projects proposed span the LLEP area, and involve a wide range of sectors including homes, businesses, transport, power generation and energy networks. The strategy takes into account national policy (including the Clean Growth Strategy) and local policies and will feed into the development of the LLEP's Industrial Strategy.

B.153 Leicestershire Rural Framework 2022-2030: The Leicestershire Rural Partnership (LRP) [See reference 167] is an established and successful partnership which brings together public, private and voluntary stakeholders to improve services and support to rural communities and businesses. The work of the Partnership is shaped by the priorities in its Rural Development Framework,

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and its success is dependent on the input from a range of organisations that sit on the LRP Management Board. The vision of the framework is to make rural Leicestershire a thriving, inclusive, digitally well connected and healthy communities and businesses, that are adapting to the challenges posed by climate change to become resilient and maximising the opportunities offered by a net zero carbon future.

B.154 Leicestershire Public Health Strategy 2022-2027 [\[See reference 168\]](#) sets out the authority's priorities and identifies areas for focus over the next five years. In setting out the Public Health strategy, the county council's Public Health team look to deliver services and support which reduce the causes of ill-health and improve the health and wellbeing of residents.

B.155 Leicester and Leicestershire SHELAA Joint Methodology Paper 2019 [\[See reference 169\]](#): Provides guidance to the Leicester and Leicestershire Councils undertaking housing and economic development land availability assessments. Local Planning Authorities within the Leicester and Leicestershire Housing Market Area have agreed a joint approach to the preparation of housing and economic land availability assessments through this methodology and have agreed common working arrangements in line with Duty to Cooperate requirements.

B.156 Leicester City and Leicestershire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) 2017 [\[See reference 170\]](#): The fieldwork for the study was completed after the publication of the Planning Policy for Traveller Sites. There were seven Gypsy or Traveller households identified in Harborough District that meet the planning definition, 52 unknown households that meet the planning definition and 11 households that do not meet the planning definition. The GTAA identified a need for six additional pitches for households that meet the planning definition and upto 18 additional pitches for unknown households.

B.157 Harborough District Landscape Character Assessment 2007 [\[See reference 171\]](#) provides a comprehensive Landscape Character Assessment of the District. The assessment also examined the relationship between the urban

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edge settlements and adjoining landscapes. The district is analysed in landscape terms according to a range of key characteristics: topography, vegetation cover, ecology, heritage, land use and settlement patterns. The study uses landscape character areas, of which, there are five within Harborough. The landscape character areas have been refined, described and evaluated in relation to landscape qualities and capacity.

B.158 The third Leicestershire Local Transport Plan (LTP3) [\[See reference 172\]](#) sets out the vision for transport to 2026. It explains how Leicestershire will ensure that transport continues to play an important part in Leicestershire's success. LTP3 includes a framework for how it will manage and develop the county's transport system and the actions that we will take to deliver LTP3 through the six goals within the plan. One of the key challenges the LTP3 needs to address is supporting increased economic activity by providing for future levels of economic and population growth while minimising the impacts on the transport network.

B.159 The Leicestershire Highways Design Guide (2022) [\[See reference 173\]](#) deals with highways and transportation infrastructure for new developments in areas for which Leicestershire County Council is the highway authority. This version is a 2022 interim guide, which contains minor amendments and updates to references to standards and guidance. A full refresh project is now underway, which will be subject to consultation.

B.160 Leicestershire Minerals and Waste Local Plan up to 2031 (2019) [\[See reference 174\]](#) - Leicestershire County Council is responsible for minerals and waste planning in the administrative area of Leicestershire (outside the City of Leicester). The Council is reviewing its current planning policies dealing with mineral extraction and waste management. This Minerals and Waste Local Plan includes a spatial vision, spatial strategy, strategic objectives, and core policies which set out the key principles to guide the future winning and working of minerals and the form of waste management development in the County of Leicestershire over the period to the end of 2031. The Development Management Policies set out the criteria against which planning applications for minerals and waste development will be considered. Smaller non-strategic

waste facilities will be sought in the first instance within the Broad Locations for strategic waste facilities but also in Market Harborough.

B.161 The Leicester and Leicestershire Strategic Transport Priorities 2020-2050 (LLSTP) [See reference 175] has been prepared by Leicestershire County Council and Leicester City Council. The LLSTP outlines the key long-term transport priorities that will support the future development and prosperity of Leicester and Leicestershire. It highlights where the two transport authorities will work together to deliver common transport aims and objectives. The LLSTP will provide a transparent framework for determining decisions on key long-term transport priorities, ensure cross-boundary co-ordination and build on the effective partnership and joint work that is undertaken with Leicester City Council.

B.162 The Cycling and Walking Strategy for Leicestershire (2022) [See reference 176] aims to support people across the county to make more sustainable travel choices, with a vision for Leicestershire to become a county where walking and cycling are safe, accessible and obvious choices for short journeys and a natural part of longer journeys, helping to deliver healthier, greener communities by reducing congestion, and improving air quality, health and wellbeing. The Action Plan sets out the practical actions that are being taken to help deliver the strategy over the short, medium and long term. It will be updated annually to take account of funding availability, changes to national guidance, priorities and any changes to delivery of proposals.

B.163 Leicester and Leicestershire Rail Strategy 2017 [See reference 177] identifies priorities for Leicester and Leicestershire which are:

- To maximise the benefit from the Midland Main Line services.
- To achieve the best result from the implementation of HS2 Phase 2.
- To improve radically direct fast connectivity to key regional and national destinations.
- To ensure that rail access and economic development are planned together.

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- To support modal shift from cars and lorries to sustainable transport.

B.164 Leicester and Leicestershire have poor rail connectivity particularly between regional and national centres. The strategy proposes a number of developments to improve rail travel within Leicestershire.

B.165 Leicester and Leicestershire Tourism Growth Plan 2018 [See reference 178] sets out how Leicester and Leicestershire will be positioned as a destination for leisure and business tourism. The Plan provides a framework to support Leicester and Leicestershire attracting more leisure and business visitors while encouraging visitors to spend more and stay longer. The Tourism Growth Plan Framework has three strategic priorities which is underpinned by four enablers:

- Strategic Priority 1: Creating a strong, distinctive and visible destination.
- Strategic Priority 2: Improve productivity.
- Strategic Priority 3: Strategic product development.

B.166 Net zero Leicestershire Strategy and Action Plan 2023-2027 (2023) [See reference 179] sets out the approach to delivering the council's ambitions to work with others to achieve net zero carbon emissions in Leicestershire by 2045 or before. The strategy is accompanied with an action plan which demonstrates the actions the council will lead on and those where we will ask and influence others to deliver action, including Leicestershire businesses, organisations, and residents and national government over the next 5 years. Actions for net zero are identified in six key areas within the plan:

- Transport - To deliver low-carbon, affordable transport choices for all
- Building and energy - To reduce demand for energy, support the switch to low carbon energy and heat, and increase renewable energy generation
- Resources and waste - To support the transition to a circular economy including the sustainable extraction, use and end of life management of natural resources

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- Business and economy - To help businesses to “go green”, grow the County’s low carbon economy and increase demand for low carbon goods and services
- Community - To inform, engage and involve residents and communities in identifying and delivering local solutions to achieve net zero carbon
- Nature and land use - To develop a growing and resilient network of land and water that is richer in plants and wildlife, optimises carbon storage and supports climate resilience

B.167 Net Zero Leicestershire Carbon Roadmap 2021 **[See reference 180]**

informs the future development of coordinated climate action by all citizens, businesses, public authorities and other stakeholders across Leicestershire.

The conclusions drawn from this research were:

- The net zero carbon 2045 target for Leicestershire cannot be delivered by the council working alone - we need a team effort and we’re driving this forward by encouraging our residents and businesses to help shape a cleaner, greener future for the county, and for future generations.
- The pathway to net zero is challenging but feasible if all available policy levers are employed at pace and scale.
- Investment will be required from all sectors but there are benefits to be accrued for the economy, society, and the environment if the transition is just and fair.
- Net zero should be progressed within the context of other environment objectives to enhance biodiversity and provide resilience.
- Carbon capture and storage should be built into plans but not relied upon, with offsetting carbon used as the last resort.

B.168 The Humber River Basin District Flood Risk Management Plan 2021 to 2027 (2022) **[See reference 181]** is a plan to manage significant flood risks in the Flood Risk Areas. The Humber River Basin District is 1 of 10 river basin districts across England. There are 16 management catchments that make up the river basin district which include many interconnected rivers, lakes, groundwater and coastal waters. Harborough is also covered by the Anglian

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River Basin District Flood Risk Management Plan 2021 to 2027 (2022) [See reference 182]. The Anglian River Basin District (RBD) covers 27,900km². Within the Anglian river basin district there are 16 flood risk areas for significant risk of flooding from rivers and the sea and 12 flood risk areas for significant risk of flooding from surface areas. Harborough also is covered by the Severn River Basin District Flood Risk Management Plan 2021 to 2027 (2022) [See reference 183]. The Severn is the longest river in England with its River Basin District covers an area of over 21,000km. Within the Severn River Basin District there are five flood risk areas for significant risk of flooding from main rivers and the sea and five flood risk areas for significant risk of flooding from surface areas. These flood risk management plans will help to:

- Identify actions that will reduce the likelihood and consequences of flooding.
- Update plans to improve resilience whilst informing the delivery of existing flood programmes.
- Work in partnership to explore wider resilience measures, including nature-based solutions for flood and water.
- Set longer-term, adaptive approaches to help improve our nation's resilience.

B.169 River Basin Management Plans have been produced for Anglian [See reference 184], Humber [See reference 185] and Severn River Basin District [See reference 186]. River basin management plans describe the challenges that threaten the water environment and how these challenges can be managed.

B.170 As Lead Local Flood Authority, Leicestershire County Council is responsible for the development and delivery of the Flood Risk Management Plan. The Leicestershire Local Flood Risk Management Strategy (LFRMS) (2015) [See reference 187] adopts a collaborative approach to managing local flood risk by working with local partners and stakeholders to identify, secure and optimise resources, expertise and opportunities for reducing flood risk and increasing resilience to flooding.

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- The LFMRS assists in developing a greater understanding of local flood risk by improving local knowledge and the understanding of local flood risk.
- It also adopts a sustainable approach to reducing local flood risk, using tools that are economically viable, deliver wider environmental benefits and promote the wellbeing of local people.
- The LFMRS helps to reduce the harmful consequences of local flooding to communities through proactive actions; that enhance preparedness and resilience to local flood risk and contribute to minimising community disruption.
- It also aims to mitigate and manage flood risk relating to development through the promotion of sustainable drainage systems and supporting the development of local policies and guidance.
- Through the LFMRS the financial viability of flood related schemes is secured, through the development of appropriate policies and assessment tools to by establishing flood risk management measures that provide value for money whilst minimising the long-term revenue costs. Seeking to use natural processes where possible or source the costs of any maintenance from the financial beneficiaries of the development further improves the viability of the activities.
- The LFMRS also encourages flood management activities by private owners of ordinary watercourses and flood defence structures, as well as limiting the development of constrictions on ordinary watercourses.

B.171 Space for Wildlife – the Leicester, Leicestershire and Rutland Biodiversity Action Plan 2016-2026 **[See reference 188]** has three main components:

- To promote the restoration, management and creation of BAP priority habitats.
- To promote the creation of new wildlife habitat in the wider countryside.
- To survey, monitor and promote favourable management of existing good sites through the Local Wildlife Sites system.

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B.172 The Harborough Economic Development Strategy 2018/2023 [See reference 189] aims to establish Harborough as a dynamic, entrepreneurial and attractive place to do business. The Strategy provides the detail as to how this commitment will be realised through:

- Analysing and understanding the local economy through baseline data (see local economy document) and consulting with internal and external stakeholders.
- Identifying our local assets, challenges and opportunities.
- Presenting a vision and set of priorities as a policy framework.
- Producing an action plan based around 3 core priorities.

B.173 The Harborough Built Sports Facilities Strategy 2020 [See reference 190] is to identify the needs and guide the investment and funding which will be required up to 2031. The Strategy considers the demand for indoor sports facilities larger than 3 court badminton hall size, in addition to swimming pools, leisure centres, fitness gyms, indoor netball and tennis, indoor bowls and other built facilities for indoor sport. In addition, the Council's Community Partnerships Team has prepared a study of Village and Community Halls through out the district which is included as a section in the Strategy.

B.174 The Harborough District Council Open Spaces Strategy 2021 [See reference 191] considers the provision and use of 8 typologies of open space but does not consider outdoor sport as this is dealt with by the Playing Pitch Strategy. Additionally, the provision of cemetery and burial grounds is considered in detail as part of the Cemetery and Burial Ground Strategy for the capacity of cemeteries, but the typology is included here for accessibility, quality, value, and amount of provision. Detailed audits have been undertaken on 299 sites selected using agreed criteria in accordance with Green Flag audit guidelines.

B.175 Harborough Playing Pitch Strategy 2018 [See reference 192] covers up to 2031. The Strategy will also help the Council and its partners to:

- Understand provision needs now and in the future.

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- Determine planning applications.
- Ensure that the management and maintenance of sports facilities is appropriate and sustainable.
- Prioritise local authority capital and revenue investment, including S106 and any future Community Infrastructure Levy (CIL).
- Prioritise and support bids for external funding to assist in the delivery of sporting infrastructure.
- Identify the role of the education sector in supporting the delivery of community sporting facilities.
- Contribute to the aims and objectives of improving health and well-being and increasing participation in sport.

B.176 Market Harborough Transport Strategy 2017 – 2031 **[See reference 193]** presents the overriding findings of a study jointly funded by Leicestershire County Council and Harborough District Council concerning the transport network in and around the settlement of Market Harborough, Leicestershire. The report makes recommendations for the promotion of a medium to long term (up to 2031) highway orientated transport improvement strategy for Leicestershire.

B.177 Lutterworth Town Centre Masterplan 2021: The Environment Partnership (TEP) Ltd **[See reference 194]**, Mott MacDonald and Intali were commissioned by Harborough District Council to prepare a Vision and Masterplan for Lutterworth Town Centre in January 2019 (to be referred to as the Masterplan). The remit of the Masterplan is to ensure the future viability and vitality of the town centre and secure its role as a local destination for retail, leisure and hosting community networks and events. The Masterplan will also form part of the evidence base that will inform the implementation of relevant policies for the Harborough Local Plan (2019) and future versions of the Local Plan. The Masterplan process was paused during 2020 due to the Coronavirus pandemic but was re-started during early 2021.

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B.178 Market Harborough Town Centre Masterplan 2022 [\[See reference 195\]](#): The Environment Partnership (TEP) Ltd, Mott MacDonald and BE Group were commissioned by Harborough District Council (HDC) to prepare a Vision and Masterplan for Market Harborough Town Centre from summer 2019 (to be referred to as the Masterplan). The remit of the Masterplan is to ensure the future viability and vitality of the town centre and secure its role as a local destination for retail, leisure and hosting community networks and events. The Masterplan will also form part of the evidence base that will inform the implementation of relevant policies for the Harborough Local Plan 2011-2031, (adopted in April 2019), and future Local Plans. The Masterplan process was paused during 2020 due to the Coronavirus pandemic but was restarted during late 2021.

B.179 Harborough District Council Climate Emergency Action Plan 2022 – 2030 [\[See reference 196\]](#): Harborough District Council declared a Climate Emergency in July 2019. This followed on from many years working on action plans devised as part of the Local Government Association initiative; “Climate Local”, which Harborough District Council committed to in 2013. Climate change is a cross cutting issue, with implications across the council’s priorities.

B.180 Harborough District Council Rural Strategy 2023-2028 [\[See reference 197\]](#): The rural strategy sets out how working together to overcome challenges, rural proof future policies to realise the unique opportunities to enhance well-being and prosperity across the district.

B.181 Harborough District Council Health & Wellbeing Strategy 2022-2027 [\[See reference 198\]](#) will support the Council to work with partners and the community to improve health and wellbeing through taking action on the wider factors that contribute to health and wellbeing - ensuring that we utilise our collective resources effectively.

B.182 Corporate Plan 2022 – 2031 Harborough District Council [\[See reference 199\]](#) shows how the District Council will help to ensure that the council are a place that stands out, not only in Leicestershire, but also nationally as an area where residents can have a good quality life and where businesses and

communities continue to thrive. The Corporate Plan is the council's overarching strategic document. It is the only plan which covers the full range of the council's responsibilities and is an important tool to set out our ambitions for the district and help focus our efforts and resources on the right things. This is even more important in the context of constrained budgets, increases in demand and continuous change.

B.183 A Strategy for Housing and the Prevention of Homelessness and Rough Sleeping 2019-2024 [See reference 200] is the core document setting out Harborough District Council's approach to meeting local housing needs. The strategy highlights the key housing issues facing the local community in the short and long term and identifies what we are doing to tackle these issues. This strategy combines a traditional five year Housing Strategy with a five year Homelessness Prevention Strategy and a five year Rough Sleeping Prevention Strategy. This recognises the complexity and interdependency between homelessness, the local housing market and the supply of affordable homes.

Surrounding Development Plans

B.184 Rugby Borough Council adopted the Rugby Borough Local Plan 2011-2031 on 4th June 2019. The adopted Local Plan and Policies Map now form the statutory development plan for Rugby Borough Council, setting out strategic planning policies and detailed development management policies. The Local Plan allocates for 12,400 additional homes and 208 ha of employment land. The Council has started reviewing the Local Plan and are currently consulting on the Issues and Options for the Local Plan.

B.185 Blaby District Local Plan (Core Strategy) 2013 sets out the vision, objectives, strategy and core policies for the spatial planning of the district up to 2029. The Local Plan (Core Strategy) was adopted by Blaby District Council in February 2013. It is the first part of the Local Plan and sits alongside the Local Plan Delivery Development Plan Document (DPD) adopted on 4 February 2019. The Local Plan (Core Strategy) states how the Council proposes to accommodate the need for new homes, jobs and infrastructure that is required

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in the district. The Local Plan (Core Strategy) sets a housing requirement of 8,740 and proposes development at two strategic employment sites while enabling development at a number of smaller employment sites.

B.186 Work is currently underway on the new Local Plan. The New Local Plan will set out a strategy for how the district will grow and change over the next 15 years and beyond. The New Local Plan, when adopted, will replace the current Local Plan (the Core Strategy and Delivery DPDs). A Regulation 18 consultation was held on the New Local Plan between January and March 2021. The Regulation 19 consultation on the New Local Plan has been delayed due to the programme of work for the sub-regional strategic evidence that supports the Leicester and Leicestershire Statement of Common Ground in relation to the housing requirement for Leicester City.

B.187 Leicester City Council lies to the north west of Harborough District. The Core strategy was adopted in July 2014 and sets out the spatial planning strategy for the city and objectives and policies for new development. A number of 'saved' policies from the city of Leicester Local Plan 1996-2016 currently still form part of the development plan. A housing need of 25,600 homes between 2006 and 2026 was identified. Employment provision was proposed at three sites across Leicester: Ashton Green, Science Park and City Centres. This equates to a total of up to 10 ha of employment land and 30,000 sqm of B1(b) and 50,000sqm of B1(a).

B.188 Leicester City Council submitted the Leicester Local Plan 2020-2036 for examination on the 26th September 2023. For Leicester, the local housing need is 2,464 dwellings per annum with the local plan identifies a target of 1,296 dwellings per annum. Therefore, about 20,730 homes will be delivered over the plan period, with the remaining housing need being apportioned as agreed amongst the Leicestershire authorities. A need of 65 ha of employment land was identified with approximately 23 ha to be delivered outside of Leicester City.

B.189 Oadby and Wigston Borough lies to the west of Harborough District. The Borough of Oadby and Wigston Local Plan was adopted on 16th April 2019.

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The Local Plan sets out the Vision, Spatial Objectives, Spatial Strategy and Planning Policies for development for the entire Borough area, for the period up to 2031. The most up to date Housing and Economic Development Needs Assessment illustrates an Objectively Assessed Housing Need for the Borough of 148 new homes per annum up to 2031. In relation to employment land, the objectively assessed need was 1 ha of B1a/b and 4 ha of small scale B8 employment land.

B.190 The Council has begun the process of updating the adopted Local Plan with a Call for Sites consultation undertaken in Autumn 2020 and the Issues and Options consultation in September and October 2021, which was accompanied by a further Call for Sites. The new Local Plan will cover the period up to 2041 and will identify site allocations for housing and employment development and boundaries for designations such as Green Wedges, Local Green Spaces and Open Spaces.

B.191 Charnwood Borough lies to the north of Harborough District. The adopted Local Plan for Charnwood is made up of the Charnwood Local Plan 2011 to 2028 Core Strategy (2015) and the saved policies from the Borough of Charnwood Local Plan (2004). The Local Plan proposed to deliver 13,940 new homes and 75 ha of employment land between 2011-2028.

B.192 The new Charnwood Local Plan 2021-2037 was submitted for examination in December 2021 and hearing sessions concluded in Feb 2023. The Charnwood Local Plan provides a strategy to accommodate the development required to support growth in the borough up to 2037. Upon adoption, the new plan will replace the Charnwood Local Plan 2011 to 2028 Core Strategy. Between 2021 and 2037, 1,111 homes are required to be built annually. The majority of those homes, around 10,603, will come from existing planning permissions which have yet to be built. Additionally, a total of 154.8ha of employment land will be allocated. The Council is currently working to progress various work streams in response to the Inspectors' Letter.

B.193 Melton Borough lies to the north of Harborough District. The Melton Local Plan 2011-2036 was adopted on 10th October 2018. It sets out the Council's

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policies for the use and development of land across the whole of the Borough and replaces the saved policies from the 1999 Melton Local Plan. The Melton Local Plan seeks to meet a housing land requirement of 6,125 dwellings between 2011 and 2036. Additionally, there is a need for 50.75 ha of employment land up to 2036. Work is currently underway on the Local Plan. In June 2023, the Council undertook a Call for Sites to identify additional employment land within the Borough. The Council is currently consulting on the Melton Local Plan Update Issues and Options from November 2023 until January 2024.

B.194 Rutland lies to the north east of Harborough District. The Rutland Local Plan was adopted on 11th July 2011. The adopted Local Plan sets out the planning policies for Rutland upto 2026 and is made up of three development plan documents (DPDs):

- Core Strategy DPD
- Site Allocations and Policies DPD
- Minerals Core Strategy and Development Control Policies DPD

B.195 Rutland County has a housing requirement of 3,000 homes with an employment land requirement of 5 ha between 2010-2026.

B.196 The Rutland Local Plan 2018 to 2036 was withdrawn after being submitted to the Secretary of State for Examination on 3rd February 2020. Work is underway on the Rutland's new Local Plan which must allocate sites to meet housing and employment needs. A call for Sites was undertaken in February 2022. The new Local Plan underwent Issues and Options consultation from June to September 2022. The Regulation 18 Preferred Options Draft Local Plan is currently out for consultation between November 2023 and January 2024. The new Local Plan proposes to deliver 1,375 dwellings and 40.9 ha of employment land up to 2041.

B.197 Corby and Kettering now form part of North Northamptonshire Council which lies to the east of Harborough District. The North Northamptonshire Joint Planning Unit (JPU) was formally established in October 2004 by Corby,

Appendix B Review of Relevant Plans, Policies and Programmes

Kettering, Wellingborough and East Northamptonshire Councils, together with Northamptonshire County Council. The North Northamptonshire Joint Core Strategy (JCS) is the strategic Part 1 Local Plan for Corby, East Northamptonshire, Kettering and Wellingborough covering a period up to 2031. It outlines a big picture to be developed in more detail through the Part 2 Local Plans prepared by the District and Borough Councils. The North Northamptonshire Joint Core Strategy was adopted on 14th July 2016.

B.198 The Kettering Site Specific Part 2 Local Plan was formally adopted on 1st December 2021. The housing requirement for Kettering area between 2011-31 was 10,400 with an employment target of 8,100 jobs. Approximately, 2,835 jobs will be within the service industry. The Part 2 Local Plan for Corby was formally adopted on 29th September 2021. The housing requirement for Corby is 9,200 dwellings between 2011-2031. Corby has an employment creation target of 9,700 jobs up to 2031.

B.199 North Northamptonshire Council is currently reviewing its Local Plan, extending the plan period to 2041. Consultation on the Issues and Options was undertaken Spring 2022. The Council is aiming to publish a Draft Plan for consultation in June 2024.

B.200 The Daventry area part of West Northamptonshire Council lies to the south of Harborough District. West Northamptonshire Council was formed on 1st April 2021 through the merger of the three non-metropolitan districts of Daventry, Northampton, and South Northamptonshire. The West Northamptonshire Joint Core Strategy Local Plan (Part 1) sets out the long-term vision and objectives for the whole of the area up to 2029, including strategic policies for steering and shaping development. The Daventry Local Plan (Part 2) Local Plan 2011-2029 was adopted on 20th February 2020. Building on the West Northamptonshire Joint Core Strategy, it was prepared to help further guide planning decisions in the Daventry area and forms part of the Development Plan for the District. Between 2011 and 2029, a total of 12,730 homes will be delivered with a minimum net increase of 28,500 jobs.

Appendix B Review of Relevant Plans, Policies and Programmes

B.201 West Northamptonshire Council is preparing a new plan for the area. This will replace the West Northamptonshire Joint Core Strategy and guide development in the period up to 2041. A consultation on spatial options for the Plan took place between 11th October and 24th December 2021. This was the second stage in preparing the new Plan (after the Issues Consultation in 2019). No decisions have been made yet on where growth will occur, the main purpose of the consultation was to seek views on a Vision, Spatial Objectives and Development Options.

Appendix C

Baseline Information

C.1 Baseline information provides the basis for predicting and monitoring the likely sustainability effects of a plan and helps to identify key sustainability issues and means of dealing with them.

C.2 Schedule 2 of the SEA Regulations requires information to be provided on:

- (2) the relevant aspects of the current state of the environment;
- (3) the environmental characteristics of areas likely to be significantly affected;
- (4) any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 2009/147/EC [the 'Birds Directive'] and 92/43/EEC [the 'Habitats Directive'].

C.3 This section presents the relevant baseline information for Harborough District. Data referred to have been chosen primarily for regularity and consistency of collection, to enable trends in the baseline situation to be established, and also to enable subsequent monitoring of potential sustainability effects.

Climate Change Adaptation and Mitigation

Climate Change

C.4 Climate change presents a global risk, with a range of different social, economic and environmental impacts that are likely to be felt within Harborough District across numerous receptors. A key challenge in protecting the environment will be to tackle the causes and consequences of climate change. The consequences include predictions of warmer, drier summers and wetter winters with more severe weather events all year as well resulting in higher sea levels and increased river flooding. A strong reaction is required from planning to ensure appropriate action can be taken to help species and habitats adapt and to enable the agricultural sector to continue to deliver diverse, affordable and good quality produce.

C.5 There has been a general trend towards warmer average temperatures in recent years with the most recent decade (2012–2021) being on average 0.2°C warmer than the 1991–2020 average and 1.0°C warmer than 1961–1990. All the top ten warmest years for the UK in the series from 1884 have occurred this century [\[See reference 201\]](#).

C.6 Heavy rainfall and flooding events have been demonstrated to have increased potential to occur in the UK as the climate has generally become wetter. For example, for the most recent decade (2012–2021) UK summers have been on average 6% wetter than 1991–2020 and 15% wetter than 1961–1990 whilst winters have been 10%/26% wetter [\[See reference 202\]](#).

C.7 With 2022 recorded as the warmest year on record, July and August experienced especially dry months and drought conditions were declared across parts of England and Wales. In total, the rainfall for 2022 was 1,051 mm – this is 90% of the 1991 – 2020 decade average [\[See reference 203\]](#). The UK

encountered more sun across 2022 than the average year. England experienced the sunniest January in 2023 [\[See reference 204\]](#).

C.8 The IPCC AR6 Synthesis Report (2023) highlights that greenhouse gas (GHG) emissions are predicted to continue into 2030 making it likely that global warming will exceed 1.5°C, which in turn means that GHG emissions will become harder to maintain below 2°C. As a result of this, increased global warming will occur and elicit climate hazards such as increased incidences of heatwaves, droughts, increased global monsoon precipitation, tropical storms, very wet and very dry weather. Our natural land and ocean carbon sinks will become less effective, sea levels will rise, become more acidic and experience deoxygenation amongst other climate events [\[See reference 205\]](#). The Paris Agreement is a legally binding international treaty involving 196 Parties. The overarching goal of this agreement is to limit global warming increasing to 1.5°C by the end of the century. Achieving this goal still requires a lot of action but since 2016 when the agreement was established, low – carbon solutions and new markets for climate resilience have been sparked.

C.9 The Tyndall Centre has undertaken work to calculate the ‘fair’ contribution of local authorities towards the Paris Climate Change Agreement. Based on the analysis undertaken the following recommendations have been made for Harborough District [\[See reference 206\]](#):

- Stay within a maximum cumulative carbon dioxide emissions budget of 3.8 million tonnes (MtCO₂) for the period of 2020 to 2100. At 2017 CO₂ emission levels, Harborough District would use this entire budget within 6 years from 2020.
- Initiate an immediate programme of CO₂ mitigation to deliver cuts in emissions averaging a minimum of -13.8% per year to deliver a Paris aligned carbon budget. These annual reductions in emissions require national and local action and could be part of a wider collaboration with other local authorities.
- Reach zero or near zero carbon no later than 2041. This report provides an indicative CO₂ reduction pathway that stays within the recommended maximum carbon budget of 3.8 MtCO₂. At 2041 5% of the budget remains. This represents very low levels of residual CO₂ emissions by this

time, or the Authority may opt to forgo these residual emissions and cut emissions to zero at this point. Earlier years for reaching zero CO2 emissions are also within the recommended budget, provided that interim budgets with lower cumulative CO2 emissions are also adopted.

C.10 Harborough District Council declared a Climate Emergency in July 2019. This followed on from the Local Government Association initiative “Climate Local” which Harborough District Council committed to in 2013. In 2022, Harborough District Council adopted a Climate Emergency Action Plan which sets out actions to deliver the six key commitments to help adapt to climate change and reduce emissions [\[See reference 207\]](#).

Carbon Dioxide Emissions

C.11 The Government regularly publishes Local Authority and regional carbon dioxide emissions national statistics. Emissions for Harborough District between 2005-2021 have fallen from 10.1t per capita to 5.8t per capita [\[See reference 208\]](#). Per capita emissions in the plan area within the scope of influence of the local authority fell every year between 2005 and 2021 as shown in Table C.1. It should be noted the figures in Table C.1 do not account for Land Use, Land Use Change and Forestry (LULUCF) figures in Harborough District. In 2021, LULUCF accounted for -12.0Kt carbon dioxide emissions in Harborough District.

Table C.1: Carbon dioxide emissions estimates in Harborough District 2005-2021

Year	Total Emissions (kt)	Per Capita Emissions (t)
2005	813.8	10.1
2006	810.9	10.0
2007	795.1	9.6

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Year	Total Emissions (kt)	Per Capita Emissions (t)
2008	782.1	9.4
2009	732.3	8.7
2010	760.0	9.0
2011	692.2	8.1
2012	715.6	8.3
2013	722.4	8.3
2014	688.4	7.8
2015	664.2	7.4
2016	653.7	7.2
2017	635.0	6.9
2018	619.3	6.6
2019	594.8	6.3
2020	524.0	5.4
2021	570.9	5.8

C.12 In Harborough District the main contributor of emissions was from domestic and transport. However, between 2005 and 2021, the levels of emissions from domestic and transport have dropped significantly for Harborough District, by 31.7% and 12.5% respectively. This is shown in Table C.2.

Table C.2: Changes in carbon dioxide emissions by sector for Harborough District between 2005 and 2021

Source of Emissions	2005	2021
Industry	91.8	51.0
Commercial	91.6	15.4

Source of Emissions	2005	2021
Public Sector	17.3	18.4
Domestic	221.9	151.5
Transport	361.7	316.5
Agriculture	36.1	30.0
Grand Total	813.8	570.9

C.13 Figure C.2, at the end of Appendix C, shows the per capita CO2 emissions of Harborough District compared to neighbouring authorities. From Figure C.2, it is evident that CO2 emissions per capita are lower in Harborough District compared to most of the neighbouring authorities, apart from Oadby and Wigston which has significantly lower emissions.

Overall Energy Consumption

C.14 The Department for Business, Energy and Industrial Strategy produced the following consumption figures for Harborough District in 2021. These figures are presented as Ktoe (kilotonnes of oil equivalent):

- All fuels – A total of 207.5 Ktoe across domestic, transport and industrial and commercial use.
- Coal – A total of 1.5 Ktoe predominantly through industrial and commercial use.
- Manufactured fuels – A total of 0.5 Ktoe through domestic and industrial and commercial use.
- Petroleum – A total of 111.9 Ktoe predominantly from road transport.
- Gas – A total of 55.4 Ktoe predominantly through domestic use.
- Electricity – A total of 30.6 Ktoe through domestic and industrial and commercial use.

- Bioenergy and wastes – A total of 7.6 Ktoe predominantly through industrial and commercial use.

8.4 Table C.3 below highlights the energy consumption for Harborough between 2005 to 2021 by type. With the exception of energy from bioenergy and wastes and coal, the consumption of petroleum, manufactured fuels, gas and electricity fell between 2005 and 2021 [See reference 209].

Table C.3: Energy consumption in Harborough District by type

Energy Type	Energy Consumption in Ktoe (2005)	Energy Consumption in Ktoe (2021)
Coal	1.3	1.5
Manufactured Fuels	0.7	0.5
Petroleum	124	111.9
Gas	70.7	55.4
Electricity	35.5	30.6
Bioenergy and Wastes	1.2	7.6
Total	233.4	207.5

Renewable Energy

C.15 Renewable energy is recognised as an important contributor to reducing reliance on fossil fuels and adapting to climate change. Within the East Midlands, there was a total of 99,875 sites that were capable of generating renewable energy across wind, solar, wave, hydro and biomass renewable sources in 2021. This represents 8.7% of all the sites within the UK that generate renewable energy. In 2021, the East Midlands generated a total of 6,178 GWh (Gigawatt hours) of renewable energy. This is a 27.7% increase in renewable energy generation since 2011. In 2021, a total of 1,800 photovoltaic

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panels and 27 onshore wind turbines were installed. This is an increase on 2015 when 1,376 photovoltaic panels and 27 onshore wind turbines were installed [\[See reference 210\]](#).

C.16 There are two commercial wind farms in Harborough, Low Spinney and Swinford, which contribute 8MW and 22MW of installed capacity respectively. In addition, there are a number of smaller on farm turbines that contribute to a total of 32.4MW of installed capacity. There is 1,558 solar photovoltaic installations including a number of large (>1MW) field-based solar installations. This gives a total capacity of 16.2MW. There is one anaerobic digestion facility with a capacity of 499 kW and two landfill gas sites with capacity of 5.6MW. There is 14.9MW installed capacity of plant biomass. Harborough District has no hydropower capacity [\[See reference 211\]](#).

C.17 In July 2016, Harborough District Council produced a Landscape Sensitivity to Renewable Energy study to consider the different types of landscapes within Harborough District and their sensitivity to renewable energy development. Welland Valley landscape, Lutterworth Lowlands landscape and Upper Soar landscape are considered to have low sensitivity to wind, solar and biomass developments for generating renewable energy [\[See reference 212\]](#).

C.18 Harborough District Council has outlined its actions in key areas to reduce its harmful emissions. The following information has been summarised from the Harborough District Council Initiatives [\[See reference 213\]](#).

- Transport: Electric charging points have been installed throughout the district with further additions planned in the future. Harborough District Council and Leicestershire County Council are working together to promote active travel by improving footpaths, cycle lanes, encouraging bus travel and offering salary sacrifice schemes for the purchase of bikes for staff.
- Buildings: Existing and new buildings are being improved to monitor energy use, become more energy efficient and have been retrofitted to generate renewables through PV-Panels (also known as solar powered panels).

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- **Energy:** Harborough District Council has moved to a renewable energy supply through the installations of PV-Panels alongside a partnership with Harborough Energy [See reference 214]. Harborough Energy was establishing via Sustainable Harborough (a Big Lottery Fund programme for 'Communities Living Sustainably' in 2017) to raise awareness of sustainability within the community, provide practical support to individuals and groups to reduce their carbon footprint. The partnership between Harborough District Council and Harborough Energy has led to approximately 1000 homes having suitable insulation completed.
- **Waste:** Recycling and working with communities following a Plastic Free Pledge urging residents and businesses of the Harborough District to reduce their use of single-use plastic. Green waste is also collected to be used for composting [See reference 215].
- **Land Use:** The local plan has policies to ensure that climate change is considered for all new development. Partnerships with the Welland River Trust, The Soar Catchment Partnership as well as local community group (Harborough Woodland) to promote woodland, wildflower meadow creations, natural greenspaces and their benefits for the environment and communities as well as promoting natural flood management and climate management techniques to build resilience.

C.19 Harborough District Council has launched the Harborough Solar Together initiative through iChoosr, a company that engages people to purchase sustainable energy products. The council is working with neighbouring districts and boroughs as part of the Green Living Leicestershire Partnership to help households feel confident that they are paying the right price for a high-quality installation from pre-approved installers [See reference 216].

Population, Health and Well-being

Population

C.20 Harborough's population has increased by 14.3% from 85,400 in 2011 to approximately 97,600 in 2021. This means that Harborough saw the largest population increase in the East Midlands which overall had a 7.7% rise compared to the English average of 6.6% [\[See reference 217\]](#). Harborough is largely a rural and sparsely populated district, being the least densely populated local authority in Leicestershire.

C.21 The population of Harborough comprises approximately 48,350 men and 49,279 women. The largest age group in the district is 18–64 year-olds (56,452). Within this, 15,211 people are aged 50-59 and 12,673 are aged 40-49 years old, which is more than those aged 20-29 (9,345) and 30-39 (11,149). 65+ years is the second largest group (21,497) and the smallest age group is 0-17 years old (19,680) [\[See reference 218\]](#). Since 2011 the average age of a Harborough resident has increased by two years, from 43 to 45. This is higher than the East Midlands average (41) and England average (40) [\[See reference 219\]](#). Projections for 2043 show that Harborough will experience an increase in its population from 92,499 in 2018 to 113,759 in 2043. The number of people who are within the older age group (65+) is expected to increase from 21.8% of the 2018 population to 28.3% of the 2043 population [\[See reference 220\]](#). Harborough has also seen an increase in the percentage of the working age population becoming economically active from 69% in 2011 to 78.8% in 2016. Additionally, the percentage of the working age population being unemployed has dropped from 2.5% in 2011 to 2.4% in 2016 [\[See reference 221\]](#).

C.22 According to the 2021 Census, the largest ethnic group in Harborough is White: English, Welsh, Scottish, Northern Irish or British. Table C.4 below shows the breakdown of Harborough's population by ethnic group [\[See reference 222\]](#).

Table C.4: Population by ethnic group (2021)

Ethnic Group	% of Population
Asian, Asian British or Asian Welsh: Bangladeshi	0.1
Asian, Asian British or Asian Welsh: Chinese	0.2
Asian, Asian British or Asian Welsh: Indian	4.4
Asian, Asian British or Asian Welsh: Pakistani	0.3
Asian, Asian British or Asian Welsh: Other Asian	0.5
Black, Black British, Black Welsh, Caribbean or African: African	0.4
Black, Black British, Black Welsh, Caribbean or African: Caribbean	0.2
Black, Black British, Black Welsh, Caribbean or African: Other Black	0.1
Mixed or Multiple ethnic groups: White and Asian	0.8
Mixed or Multiple ethnic groups: White and Black African	0.2
Mixed or Multiple ethnic groups: White and Black Caribbean	0.6
Mixed or Multiple ethnic groups: Other Mixed or Multiple ethnic groups	0.5
White: English, Welsh, Scottish, Northern Irish or British	87.6
White: Irish	0.6
White: Gypsy or Irish Traveller	0.2
White: Other White	2.7
Other ethnic group: Arab	0.1
Other ethnic group: Any other ethnic group	0.7

C.23 In 2021, the total number of households in Harborough was 40,414. This consists of primarily single-family households (69.6%), one person households

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(26%) and 'other' households (4.4%) [See reference 223]. By 2043, there is expected to be 50,063 households [See reference 224]. It should be noted that households do not have the same definition as homes. Households are defined by Office for National Statistics (ONS) as one person or a group of people who have the (same) accommodation as their only or main residence. For groups the individuals in question should share at least one meal a day, or share the living accommodation, that is, a living room or sitting room.

C.24 The population in Harborough District is spread across 19 wards. Table C.5 below presents the population change between 2011 and 2021 by ward in Harborough District. The table shows that the majority of the wards have experienced a population increase. Broughton Astley-Primethorpe and Sutton and Market Harborough-Logan were the only two wards to experience a population decrease but this was minimal. Market Harborough-Welland ward experienced the highest population increase with an additional 2,058 people moving into the ward between 2011 and 2021 [See reference 225].

Table C.5: Estimated populations by ward in Harborough District for 2011 and 2021 [See reference 226]

Ward	Population in 2011	Population in 2021	Population Change
Billesdon & Tilton	2,524	2,623	3.9%
Bosworth	2,855	3,411	19.5%
Broughton Astley South and Leire	4,128	4,901	18.7%
Broughton Astley-Primethorpe and Sutton	5,399	5,388	-0.2%
Dunton	2,614	2,696	3.1%
Fleckney	5,745	5,842	1.7%
Glen	4,778	5,880	23.1%
Kibworths	6,823	8,709	27.6%

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Ward	Population in 2011	Population in 2021	Population Change
Lubenham	2,640	2,995	13.5%
Lutterworth East	4,798	5,363	11.8%
Lutterworth West	4,555	5,467	20%
Market Harborough-Great Bowden and Arden	5,040	5,935	17.8%
Market Harborough-Little Bowden	5,055	5,695	12.7%
Market Harborough-Logan	6,018	5,590	-7.11%
Market Harborough-Welland	6,798	8,856	30.3%
Misterton	2,587	2,982	15.3%
Nevill	2,850	2,872	0.8%
Thurnby and Houghton	7,387	9,337	26.4%
Ullesthorpe	2,788	3,083	10.6%

C.25 The age profile across the wards indicates that age 45-49, age 50-54 and age 55-59 are the largest age groups within the wards. The wards of Dunton and Nevill have the largest number of people over 50 with 51.5% and 52.9% respectively [See reference 227].

Housing

C.26 In 2022, it was estimated by the Office for National Statistics that full-time employees could typically expect to spend around 8.3 times their workplace-based annual earnings on purchasing a home in England. This is a decrease compared with 2021, when it was 9.1 times their workplace-based annual earnings. Average house prices nationally increased by 14% in 2021, while average earnings fell by nearly 1%. This has led to housing becoming less affordable [See reference 228]. The Housing affordability ratio is defined as

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housing affordability estimates calculated by dividing house prices by annual earnings to create a ratio. It can be used to compare affordability over time and between areas. A larger number reflects a less affordable area [\[See reference 229\]](#).

C.27 At the local level, housing affordability improved in 235 out of 331 (71%) local authorities in 2021. Average house prices increased in 64% of local authority districts in England and Wales, while average earnings increased in 71% of local authorities in 2021. In Harborough District, the housing affordability ratio was 10.6 in 2022, and like other local authorities, has steadily increased in recent years. This figure has increased by 59% since 2002 from 6.3 to 10.6 in 2022 [\[See reference 230\]](#).

C.28 The average house price for a property in Harborough District as of August 2023 was £390,734, which is much higher than the regional average (£250,818) and the England average (£291,041) [\[See reference 231\]](#).

C.29 The percentage of Harborough's households in the social rented sector increased from 8.4% in 2011 to 8.7% in 2021. The regional percentage fell from 15.8% to 14.9% over the same period. Private renting within Harborough increased from 11.2% to 13.5%. However, the rate of home ownership fell from 78.1% to 75.8% [\[See reference 232\]](#).

C.30 The 2021 Strategic Housing and Economic Land Availability Assessment (SHELAA) for Harborough provides evidence on the potential supply of both housing and economic development land across Harborough District and forms a key component of the evidence base that will inform the preparation of the new Local Plan. It identifies an estimated capacity of 52,291 dwellings and 716,450 sqm of economic floorspace [\[See reference 233\]](#).

C.31 A total of 6,713 homes have been built in Harborough since 2011. The district's housing delivery from the start of the current plan period (1 April 2011) to 31 March 2022 has exceeded the required 557 dwellings per annum. Harborough District has delivered a cumulative total of 586 dwellings over the required annual provision between 2011 and 2022. On this basis, there is no

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housing shortfall to add to the housing requirement for the five year period from 1 April 2022 to 31 March 2027 [See reference 234]. Housing delivery over recent years is shown in Table C.6 and Table C.7 below.

Table C.6: Delivery of homes in Harborough District from 2011 to 2022

Year	Annual Requirement	Annual Net Completions
2011-12	557	240
2012-13	557	284
2013-14	557	334
2014-15	557	496
2015-16	557	640
2016-17	557	468
2017-18	557	580
2018-19	557	729
2019-20	557	906
2020-21	557	1010
2021-22	557	1026

Table C.7: Delivery of affordable homes in Harborough District from 2011 to 2022

Year	Annual Requirement	Annual Net Completions
2011-12	90	20
2012-13	90	51
2013-14	90	49

Year	Annual Requirement	Annual Net Completions
2014-15	90	69
2015-16	90	85
2016-17	90	58
2017-18	-	-
2018-19	90	171
2019-20	90	207
2020-21	90	207
2021-22	90	231

Gypsies, Travellers and Travelling Showpeople

C.32 During the 2021 Census, 0.2% of the people of Harborough District described themselves as White: Gypsy or Irish Traveller. The majority of the Gypsy and Traveller population live in Lutterworth [\[See reference 235\]](#).

C.33 Policy H6 of the adopted Harborough Local Plan indicates that there is an allocation of five permanent plots for Gypsy and Traveller residential pitches and 26 for travelling show people. This was identified through the Gypsy and Traveller Accommodation Assessment (GTAA) 2017 [\[See reference 236\]](#). Through the GTAA, seven Gypsy or Traveller households were identified in Harborough District that meet the planning definition, 52 unknown households that meet the planning definition and 11 households that do not meet the planning definition. As of 2016, the total amount of authorised provision for Gypsies and Travellers included one public site with five pitches; eight private sites with permanent planning permission with 73 pitches; no sites with temporary planning permission; no sites that are tolerated for planning purposes; no unauthorised sites; and five private Travelling Showpeople yards with 64 plots.

C.34 The GTAA identified a need for six additional pitches for households that meet the planning definition of Gypsy or Traveller. For those that meet the planning definition of Travelling Showperson, an additional need of eight plots is required. This is shown in Table C.8 below.

Table C.8: Additional need for households in Harborough District that meet the Planning Definition 2016-2036

Housing Need	2016-2021	2021-2026	2026-2031	2031-2036
Gypsy and Traveller Households	3	1	1	1
Travelling Showperson households	19	3	4	4

C.35 This need was identified in accordance with the definitions of the Government's Planning Policy for Traveller Sites (PPTS). The GTAA also identifies a need arising from 'unknown' Gypsies and Travellers and Travelling Showpeople. The unknown need arises from sites where existing occupants were not able to be interviewed as part of the GTAA fieldwork. The needs of these households are recognised by the GTAA as there is likely to be future household formation from those that meet the PPTS definition. For unknown Gypsies, Travellers and Travelling Showpeople, the GTAA uses a national approximation of 10% of households meeting the PPTS definition and applies an annual growth rate of 1.5% [See reference 237]. Therefore, the GTAA also identified a need of up to 18 additional pitches for unknown households.

C.36 It is worth noting that a Gypsy and Traveller pitch is up to two caravans per pitch (none of which should be a static caravan) and for Travelling Showpeople a plot is normally considered to be made up of three caravans per plot (of which no more than one should be a static caravan). Travelling Showpeople pitches are significantly larger than Gypsy and Traveller pitches due to the additional space needed for the storage, maintenance and servicing of equipment.

Health

C.37 Health is a cross-cutting topic and as such many topic areas explored in this Scoping report influence health either directly or indirectly. In the 2021 Census, 52.8% of the population of Harborough District identified themselves as being in very good health and 3.4% in bad health or very bad health. Approximately 5.1% of people in Harborough District are disabled under the equality act where their day to day activities are limited a lot [\[See reference 238\]](#).

C.38 Harborough's Health and Wellbeing Strategy (2022-2027) identified some key challenges that the district faces:

- Ageing population and associated health conditions.
- Limited transport infrastructure and rural isolation (experienced by some).
- Increased cost per capita to deliver services across a large rural area.
- Pockets of hidden deprivation and inequality.
- Rising incidence of physical inactivity.
- Higher housing costs and lower local wage levels.

C.39 From these key challenges Harborough has identified the following strategic priorities:

- **Quality Homes for All:** Harborough seeks to ensure that all housing within the district will meet the population needs. They intend to promote high design standards, improve living accommodation, support vulnerable adults and the elderly so they can remain independent in their own homes, provide energy efficiency advice and build services and pathways to housing for vulnerable groups.
- **Community Infrastructure and Services:** Harborough seeks to invest in community infrastructure through the Section 106 process, support the preparation of Neighbourhood Plans and the local health and wellbeing

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objectives, work in partnerships to ensure there is accessibility to greenspace, the waterways, and canals.

- **Skills, Jobs, and Income:** Harborough seeks to ensure that training opportunities contributing to health and wellbeing are being developed, salaries are sufficient to allow residents to work and live locally, vulnerable residents receive the right support and advice regarding benefits to ensure they are receiving the right income for them.
- **Stronger Communities:** Harborough seeks to ensure that funding and support is available for the voluntary and community sector, to work with charities that can tackle inequalities and increase awareness of the ageing population and potential health related issues such as dementia.
- **Mental Health:** Harborough seeks to develop an awareness of mental health in the workplace, work with organisations and Early Help services to support young people, support the delivery of crisis cafes in Market Harborough and Lutterworth.
- **Physical Activity:** Harborough seeks to deliver physical activity sessions for young people and children, develop pathways into physical activity, develop place led physical activity opportunities especially for hard-to-reach groups, increase the health and wellbeing offers at leisure centres, work with businesses to promote wellbeing at work and improve air quality in Kibworth and Lutterworth [\[See reference 239\]](#).

C.40 Health statistics for Harborough District are shown in Table C.9 below [\[See reference 240\]](#):

Table C.9: Health in Harborough District

Domain	Indicator	Harborough	England
Infant’s and children’s health	Under 18 conception rate per 1,000 females (2021)	9%	13.1%

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Domain	Indicator	Harborough	England
Infant's and children's health	Infant Mortality Rate (2019-21)	2.8	3.9
Infant's and children's health	Year 6: Prevalence of obesity (2022-23)	17.5%	22.7%
Adults' health and lifestyle	Adults smoking (2022)	6.3%	12.7%
Adults' health and lifestyle	Physically active adults (2021-22)	68.7%	67.3%
Adults' health and lifestyle	Obese adults (2021-22)	23	24.2
Diseases and poor health	Under 75 mortality rate from all causes (2021)	265.3	363.4
Diseases and poor health	Under 75 mortality rate from all cardiovascular diseases (2021)	57.6	76
Diseases and poor health	Under 75 mortality rate from cancer (2021)	93.6	121.5
Diseases and poor health	Admission episodes for alcohol-related conditions (2021-22)	406	494

Life Expectancy

C.41 The average life expectancy at birth in 2021 for Harborough residents was 80.7 years for males and 84.7 years for females. This is higher than the regional average of 78.4 years for males and 82.4 years for females and the England average of 78.7 years for males and 82.8 years for females. Life expectancy is

3.8 years lower for men and -1.5 years higher for women in the most deprived areas of Harborough District than in the least deprived areas [See reference 241].

Obese and Physical Activity Levels

C.42 Being overweight or obese carries numerous health risks, including increased likelihood of type 2 diabetes, cancer, heart and liver disease, stroke and related mental health conditions. It is estimated this health issue places a cost of at least £5.1 billion on the NHS and tens of billions on the wider UK society every year.

C.43 In Harborough between 2022/23, 17.5% of year 6 children are obese compared to the national average of 22.7%. In addition, 58.2% of adults are obese which is below the national average of 63.8% [See reference 242].

C.44 In 2021, Sport England conducted a survey that focussed on understanding Harborough’s engagement in sport. The survey required respondents to identify if they were ‘active’ (150 minutes of physical activity per week), ‘fairly active’ (between 30 – 149 minutes of physical activity) or ‘inactive’ (30 minutes or less of physical activity) [See reference 243]. The results are shown in Table C.10 below.

Table C.10: Sport England Physical Activity Levels Survey (2021/22)

Area	Active	Fairly Active	Inactive
Harborough	61.6%	13.8%	24.6%
Leicestershire	61.5%	12.5%	26.1%
East Midlands	61.1%	11.5%	27.5%
England	63.1%	11.6%	25.3%

C.45 In 2021/22, 68.7% of adults in Harborough District were physically active. This is very slightly higher than the national average of 67.3%. A total of 18.6% of adults stated that they were physically inactive in Harborough which is lower than the national average of 22.3% [\[See reference 244\]](#).

Perception of Well-being

C.46 Residents of Harborough District reported having slightly higher levels of life satisfaction (7.60 out of 10.00) than the average for UK (7.45) in the 2022/23 period. Whilst average figures recorded relating to 'feeling the things done in life are worthwhile' were the same as the UK (7.72 and 7.73, respectively) 'happiness' in Harborough District was marginally higher than the UK (7.43 and 7.39, respectively). Levels of high anxiety recorded at 20.7% for Harborough District in this period. This was an decrease of 2.3% from the previous period (2021/2022) [\[See reference 245\]](#).

Open Space

C.47 Parks and open spaces are important to the community they serve. They benefit local communities and provide meeting and social spaces, health and wellbeing, the local economy, community and safety, climate cooling and increasing the appearance and profitability of the area. Open spaces provide opportunities for outdoor exercise and offer the opportunity to help increase levels of health and reduce obesity. They also help to maintain good mental health and reduce stress by encouraging relaxations through interaction with the natural environment [\[See reference 246\]](#).

C.48 In addition, access to waterways and blue infrastructure can provide important benefits for physical and mental health and wellbeing. The South Leicestershire Waterways and Wellbeing Project started in 2022 and is designed to make use of the Grand Union Canal to help adults tackle mental and physical health problems. Activities on the Grand Union Canal include canoe and paddleboard sessions, wellbeing walks, running, cycling, crafting

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sessions and green volunteering opportunities [See reference 247]. Canal improvements to the towpath along the Grand Union Canal will also enhance access to the canal and opportunities for walking and recreational activities [See reference 248]. The current open space provision in Harborough District is shown in Table 3.11 below. A total of 654 sites are designated as open space, comprising a total area of 1,097.57 ha. Natural and Semi-Natural Greenspace covers a total of 871.82 ha and accounts for the majority of Harborough District's open space provision. However, Harborough District is considered one of the ten most nature access poor local authorities in England when considering how publicly accessible nature is within an area. This indicates that there is very few publicly accessible natural spaces within Harborough District. Only 7.1% of the population of Harborough district is within a 15 minute walk of natural space [See reference 249]. The total open space within Harborough District equates to 11.69 ha per 1,000 population [See reference 250].

Table C.11: Open space provision in Harborough District (2021)

Open Space Type	Current Provision (ha)
Allotments and Community Gardens	22.85
Amenity Greenspace	109.95
Cemeteries and Burial Grounds	43.50
Civic Spaces	1.05
Natural and Semi-Natural Greenspace	871.82
Parks and Gardens	38.05
Provision for Children and Young People	10.34
Final Total	1,097.57
Greenways	Approximately 700km

C.49 Welland Park is the largest park in Market Harborough. The park offers visitors a range of facilities, activities and attractions including:

- Large playground area for children.

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- Tennis courts (3 floodlit).
- Skate park.
- Social fitness zone - outdoor gym.
- Table tennis table.
- Rugby posts.
- Rose garden, sensory garden and flower displays in summer.
- Grass recreation areas.

C.50 As of 2019 the population of Harborough District was 93,807. Based on that and using the Council's proposed provision standard, there is a current deficiency in provision of Allotments and Community Gardens (-0.11 ha per 1,000), Parks and Gardens (-0.39 ha per 1,000) and Provision for Children and Young People (-0.14 ha per 1,000). There is a current surplus in Amenity Greenspace (0.27 ha per 1,000), Cemeteries and Burial Grounds (0.11 ha per 1,000), Natural and Semi-Natural Greenspace (0.79 ha per 1,000) and Greenways (Approximately 4.21km per 1,000). The population of Harborough District is projected to be 108,872 by 2036. When compared to the current provision of open space, this increase in population would result in a deficiency in Allotments and Community Gardens (-0.14 ha per 1,000), Natural and Semi-Natural Greenspace (-0.49 ha per 1,000), Parks and Gardens (-0.45 ha per 1,000) and Provision for Children and Young People (-0.16 ha per 1,000) [[See reference 251](#)].

Deprivation

C.51 The Index of Multiple Deprivation (IMD) uses Lower Layer Super Output Areas (LSOA) to measure deprivation at local authority and county level. The seven distinct domains of deprivation (Income; Employment; Health Deprivation and Disability: Education and Skills Training; Crime: Barriers to Housing and Services: and Living Environment) which when weighted and combined from the IMD 2019 have been mapped for the district (see Figure C.3).

C.52 In relation to overall deprivation, only one LSOA in Harborough fell within the 30% most deprived areas nationally in 2019. A total of 18 LSOAs (38%) fall within the 10% least deprived areas nationally. Harborough District performs less favourably in relation to education, skills and training, barriers to housing and services and crime, but performs well in relation to income, employment, health and disability domain and living environment. A total of 51% of LSOAs in Harborough fall within the 10% least deprived for living environment nationally [\[See reference 252\]](#).

C.53 In 2019, 5.6% of Harborough's population was income-deprived. Of the 316 local authorities in England (excluding the Isles of Scilly), Harborough District was ranked 304th most income-deprived. Of the 47 LSOA in Harborough District, none were among the 20% most income-deprived in England [\[See reference 253\]](#).

Crime and Safety

C.54 The absence of a safe and secure place in which to live can have an extremely negative impact on physical and emotional health and wellbeing.

C.55 Leicestershire Police cover Harborough District. In relation to statistics on crime within Harborough District, Harborough is split into two areas: Harborough and the Bowdens and Harborough North. Harborough and the Bowdens covers Market Harborough and Great Bowden. Harborough North covers the largely rural area north of Market Harborough which includes the settlements of Billesdon, Kibworth, Great Glen and Tugby. The remainder of the district falls under Lutterworth which covers the town of Lutterworth and the surrounding area.

C.56 Between October 2022 and September 2023, a total of 1,395 crimes were counted in Harborough and the Bowdens [\[See reference 254\]](#). Harborough North had the highest level of crime with 1,971 crimes were reported between October 2023 and September 2023 [\[See reference 255\]](#). Lutterworth had the lowest level of crime with 1,356 crimes reported between October 2023 and

September 2023 [\[See reference 256\]](#). The top reported crimes in Harborough North were violence and sexual offences, other crime, public order and criminal damage and arson [\[See reference 257\]](#). This is similar to the top reported crimes in Harborough and the Bowdens which were violence and sexual offences, anti-social behaviour, criminal damage and arson and shoplifting. The top reported crimes in Lutterworth area were violence and sexual offences; criminal damage and arson, anti-social behaviour; and vehicle crime. Overall, trends of crime have remained the same in Lutterworth in the past three years. Violence and sexual offences have remained the most frequent crimes over the past three years. Between July 2020 and October 2023, crime levels have remained steady in Harborough and the Bowdens and Harborough North [\[See reference 258\]](#).

Economy

C.57 Nationally, employment rates continued to increase during 2022 and 2023 and Harborough's employment rate consistently remained above the national figure. Harborough's employment rate for July 2022 to June 2023 was 79.4%, higher than the regional East Midlands rate (75.1%) and the national rate (75.6%). In April 2020 and May 2020 there were significant increases in the number of people claiming unemployment related benefits in Harborough (and nationally) as a result of COVID-19 restrictions. As of April 2023, 950 people between the ages of 16 and 65 were on universal credit in Harborough District. This equates to 1.6% of people aged 16-65. The number of claimants is lower than the regional and national figures at 3.3% and 3.7% respectively [\[See reference 259\]](#).

C.58 In 2021, the total output (Gross Value Added, GVA) in Harborough District reached £2,102 million. The trend in GVA has been steadily increasing over the years for Harborough District [\[See reference 260\]](#).

C.59 The median annual pay in 2022 in Harborough District was £653 per week for full time workers which is higher than the regional average (£603.70) and the national average (£642.20). This equates to £33,956 a year in Harborough

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District compared with £31,392.40 and £33,394 regionally and nationally [See reference 261]. The 'earnings by place of work' figure in 2022 in Harborough District was £579.40 for full time workers which is lower than the regional average (£594.10) and the national average (£642.00). In the period from July 2022 to June 2023, 81.1% of people in Harborough were economically active. Across the East Midlands region this figure was lower at 78% within the same period. About 2.2% (1000) people were unemployed in Harborough, which is lower than both the regional (3.6%) and national averages (3.8%) [See reference 262]. Harborough District contains a highly skilled workforce with 63.5% of the working population employed as a manager, director, senior role, professional occupation or associate professional occupation. This compares with 45.5% for East Midlands and 51.6% for Great Britain [See reference 263]. According to the Census 2021, approximately 31.1% of the population of Harborough District have a Level 4 qualification and above (degree (BA, BSc), higher degree (MA, PhD, PGCE), NVQ level 4 to 5, HNC, HND, RSA Higher Diploma, BTEC Higher level, professional qualifications). This is higher than the regional figure for East Midlands at 23.8% and the national figure for England at 27.5% [See reference 264]. Official Labour Market Statistics data presented in Table C.12 below show that a higher percentage of people are employed in Wholesale, Retail Trade, Transport and Storage than the national and regional averages. In Harborough, 19.5% of people work in the Wholesale and Retail trade compared to the regional average of 15.6% and the national average of 14%. Similarly, 14.6% of people work in Transportation and Storage which is also significantly higher than the regional average (6.7%) and national average (5%). However, there is a lower number of people employed in human health and social work activities; public administration and defence; compulsory social security and, education [See reference 265].

Table C.12: Employee jobs in Harborough District in relation to regional and national averages (2022)

Employee Jobs by Industry	Harborough District (%)	East Midlands (%)	Great Britain (%)
Mining and Quarrying	0.2	0.2	0.2

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Employee Jobs by Industry	Harborough District (%)	East Midlands (%)	Great Britain (%)
Manufacturing	7.3	11.4	7.6
Electricity, gas, steam and air conditioning	0.0	0.6	0.4
Water supply; sewerage, waste management and remediation activities	0.4	0.7	0.7
Construction	5.5	5.5	4.9
Wholesale and retail trade; repair of motor vehicles and motorcycles	19.5	15.6	14.0
Transportation and storage	14.6	6.7	5.0
Accommodation and food service activities	9.8	7.5	8.0
Information and communication	3.0	2.7	4.6
Financial and insurance activities	1.7	1.7	3.3
Real estate activities	1.7	1.3	1.9
Professional, scientific and technical, activities	8.5	6.9	9.1
Administrative and support service activities	8.5	9.0	9.0
Public administration and defence; compulsory social security	2.0	4.0	4.7
Education	6.1	8.6	8.6
Human health and social work activities	8.5	13.8	13.5
Arts, entertainment and recreation	1.2	2.1	2.4
Other service activities	1.5	1.4	2.0

C.60 Notable industries in Harborough include transport and logistics, food and drink manufacturing, professional and financial services and tourism and hospitality. There are currently 5,355 businesses in Harborough District. The

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majority of these (89.9% or 4,815) were micro businesses which have fewer than 10 staff. There were 455 (8.5%) small businesses, 75 (1.4%) medium and 15 (0.3%) large businesses in Harborough District. Combined small and medium sized (not micro) make up 485 (9%) businesses. In the year leading up to June 2022, Harborough experienced 578 closures of businesses and 426 openings of new businesses [See reference 266]. There were 2.789 million visitors to Harborough District in 2019, which decreased by 62% to 1.053 million visitors in 2020 as a result of COVID-19 restrictions. As a result, the value of tourism sector decreased by 60% (to £59.14 million from £149.91 million prior to COVID-19). Tourism supported 1,837 full time jobs across the District, which decreased by 62% to 760 in 2020. The largest proportion of visitor spend was on shopping (27.5%), followed by food and drink (21.6%) and transport (10.5%) [See reference 267].

C.61 Market Harborough and Lutterworth are town centres which are the main retail centres in Harborough District, whilst the district and local centres of Broughton Astley, Fleckney, Kibworth and Great Glen, provide smaller scale shopping facilities. There are also rural centres at Houghton on the Hill, Billesdon, Husbands Bosworth and Ullesthorpe providing services and facilities. The centres in Harborough District are much smaller than larger centres and nearby out of centre retail parks surrounding the District, in particular Leicester, Corby, Kettering, Fosse Park and Elliott's Field nr Rugby) which are accessible to residents within Harborough District and have a more extensive range of retailers than Market Harborough.

C.62 Market Harborough is well served by a range of convenience food shops and services including banks, estate agents, hairdressers, cafes, restaurants, pubs and takeaways. The centre's mix of units is broadly similar to the national average, but with a higher proportion of comparison retail units. Market Harborough's vacancy rate of 7.4% is significantly lower than the national average of 13.7%, however this is the figure from 2013 and is likely to have increased since the COVID-19 pandemic and the increasing adoption of online shopping habits [See reference 268].

Transport

C.63 Located in the west of Harborough District, the M1 provides a connection to London in the south and Leeds in the north. The M6, A14 and A5, located to the south on the boundary of the district, provide a connection to the West Midlands and East Anglia. Other main roads in the district include the A6, the A47, A508, A4304 and A5199, which link Harborough's main settlements with Leicester, Northampton, Kettering and Corby.

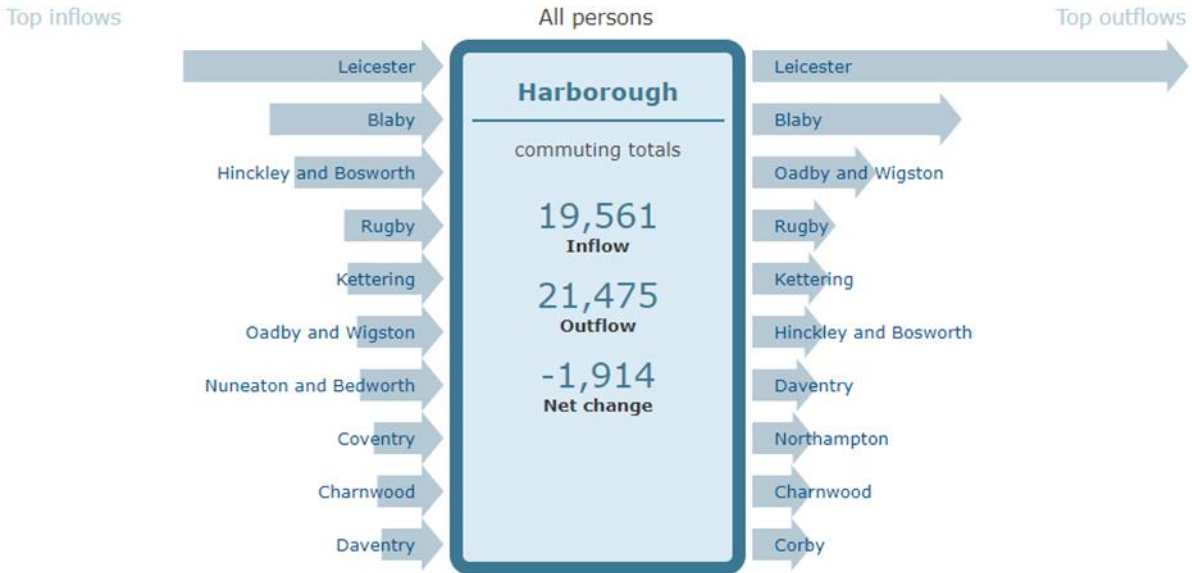
C.64 From Market Harborough there are rail connections to London, Leicester, Nottingham, Derby and Sheffield. The Cross County service to Birmingham passes through Harborough District and is available via Oakham, Melton Mowbray and also from Leicester City. Harborough District is in close proximity to regional airports, with Birmingham Airport and Nottingham East Midlands Airport both located approximately 45 miles away from Market Harborough.

C.65 Rural accessibility, however, remains an issue in the district. This is due to the dispersed nature of settlements and the difficulty of providing frequent and economical public transport. Although there are bus services in and between Lutterworth and Market Harborough, as well as to urban areas such as Leicester, they are not frequent services. As such, car ownership rates are high at 90%. This is higher than Melton Borough (86.9%), Oadby and Wigston Borough (83.2%), Rutland County (89.7%), Blaby District (88.6%), Hinckley and Bosworth Borough (87.3%) and Charnwood Borough (84.4%) [\[See reference 269\]](#).

C.66 35.8% of people aged 16 years and over in employment in Harborough work mainly at or from home. However, at the time of Census 2021, UK government guidance and lockdown restrictions resulted in unprecedented changes to travel behaviour and patterns. Prior to COVID-19 restrictions, Harborough had a high outflow of 19,561 people commuting to other local authorities for employment [\[See reference 270\]](#). Additionally, there was an equally high inflow of people commuting into Harborough at 21,475 people. The vast majority of in and outflows of Harborough District were to Leicester, Blaby and Rugby and most people travel to work by car or van, followed by bus, mini

bus or coach and train [See reference 271]. Commuting trends from the 2011 Census are demonstrated in Figure C.1 below [See reference 272].
 Harborough District has high levels of in and out commuting, particularly given its relationship with neighbouring authorities and location within the Leicester and Leicestershire Functional Economic Area.

Figure C.1: Flows of commuters in and out of Harborough District (total)



Commuting totals for Harborough:

- Inflow: **19,561** all persons commute into Harborough from other local authorities in the UK.
- Outflow: **21,475** all persons commute out of Harborough to other local authorities in the UK or abroad.
- Net change: Overall, commuting results in a population decrease of **1,914** all persons in Harborough.

C.67 The Leicestershire Local Transport Plan [See reference 273] outlines a number of road improvement measures including the resurfacing and repair of several of Harborough’s principal roads such as the A6 Market Harborough Bypass and upgrades to the M1 Junction 20 roundabout. Works to resurface the A6 Market Harborough carriageway commenced in 2020. The transport links within Harborough District are shown in Figure C.4 and services and facilities in Harborough District are shown in Figure C.5.

Land and Water Resources

Geology and Minerals

C.68 Harborough's geodiversity is comprised of clay, diamicton, sand and gravel, a result of the movement of glaciers and ice sheets during the ice age. Jurassic rocks are present in the north and east of the district which have resulted in the presence of clays in the valleys and harder limestone at hilltops and valley sides **[See reference 274]**.

C.69 The Tilton Railway Site of Special Scientific Interest (SSSI) is the only nationally designated geological site in Harborough. It measures approximately 750m and is located on the closed Great Northern and London, North Western Joint line, 2km east of Tilton. The Tilton Railway SSSI provides exposures of sediments deposited during the Lower Jurassic Period and contains a multitude of fossils, including *Tiloniceras acutum*. The site is currently assessed as being in 'Favourable' condition, which is unlikely to change due to its conservation status **[See reference 275]**. There are also four Regionally Important Geological or Geomorphological Sites (RIGS): Slawston Railway Cutting, Great Merrible Wood, Sauvey Castle and Tilton Railway Cutting. Leicestershire is one of the principal producers of minerals in the country, particularly for igneous rock. Aggregate minerals (crushed rock and sand and gravel) and other construction materials (brickclay, fireclay, gypsum and building stone) are present in Harborough District.

C.70 There are two operational mineral sites in Harborough District at Shawell Quarry and Husbands Bosworth. There is one other inactive site at Slip Inn Quarry **[See reference 276]**.

Water

C.71 Harborough District is located within the Anglian, Humber and Severn river basin districts. The south eastern part of the district is drained by the River Welland with the north eastern area drained by the Rivers Chater and Eye Brook. The south western area is drained by the River Avon and River Swift while the north western region is drained by the River Sence. This can be seen in Figure 3.6 which shows the watercourses in Harborough District.

C.72 The Grand Union Canal runs for 41 miles south east through the district before going south west out of the district. Flooding remains rare as the flow in and out of the canal is heavily regulated, however it can occur in the event that the canal banks overtop and from elevated embankment failure [\[See reference 277\]](#).

C.73 Source Protection Zones (SPZs) are defined around large and public potable groundwater abstraction sites and they provide additional protection to safeguard drinking water quality by constraining the proximity of an activity that can impact the quality of drinking water. There are three groundwater SPZs in Harborough located close to the southern boundary between the parishes of North Kilworth, Husbands Bosworth and Sulby [\[See reference 278\]](#).

C.74 Water quality has improved in Harborough since 1990 and the majority of watercourses in the District meet at least the moderate status. Key threats to water quality in the Anglian, Humber and Severn basins include physical modifications to the basin, pollution from waste water and pollution from rural areas [\[See reference 279\]](#), [\[See reference 280\]](#) [\[See reference 281\]](#). Contamination from phosphorous are common in these basins, which is increasing eutrophication and adversely affecting the protected habitats and bird species. These nutrients arise either from agricultural sources or from wastewater from existing housing and other development.

C.75 The Water Framework Directive provides a framework for managing the water environment and aims to prevent the deterioration and enhance the use

of aquatic ecosystems. The Framework also requires river basin management plans to be prepared [See reference 282]. River basin management plans have been prepared for Humber, Anglian and Severn River. The River Welland has been categorised as being in 'Bad' or 'Poor' condition in many stretches of the river including from Welland to Stonton Brook. The Welland Rivers Trust has therefore undertaken river improvement measures to enhance water quality in the River Welland, including a project to reduce the leakage from rural septic tanks and the re-naturalisation of the Welland through Market Harborough which completed in 2015. A narrow channel was also dug out of the Welland to return it to a low flow river and was accompanied by planting. This has improved the appearance of the river and improved water quality [See reference 283].

C.76 Anglian Water and Severn Trent provide for Harborough's water supply and wastewater treatment. Anglian Water's Draft Water Resources Management Plan (WRMP) 2024 [See reference 284] sets out the key challenges the area faces and the strategy for ensuring a safe, resilient water supply. The Draft WRMP identifies climate change, limited water supplies, population growth and demand management as key challenges for the region's future water supply. The Draft WRMP identifies serious water stress in its region and the plan aims to reduce water demand and promote water efficiency. Severn Trent published its Draft Water Resources Management Plan 2024 [See reference 285]. The Draft Water Resources Management Plan identifies the main challenges as climate change; population change; water leakage; securing sustainable abstraction and preventing future environmental deterioration; and delivering best value for customers. The plan aims to help reduce customer water consumption to 110 litres/head/day by 2050.

Flood Risk

C.77 Much of Harborough District falls within Flood Zone 1. The main areas of flood risk are associated with the watercourses in Harborough. There are some areas of Flood Zone 2 and 3 [See reference 286]. This is shown in Figure C.7.

C.78 Harborough District experiences regular flooding events, the main sources of which are fluvial, surface water runoff and poor capacity in the existing sewer system. Large parts of Harborough District have experienced severe flooding events. In August 2022, 64mm of rain fell in Leicestershire, causing flooding, road closures and car parks to be flooded by heavy rain [\[See reference 287\]](#). As such, for a 1 in 100 Surface Water Flood Risk, 2,310 properties in Market Harborough continue to be at direct risk from surface water flood risk [\[See reference 288\]](#). Flood management schemes in the form of raised embankments and concrete flood walls are in place at Market Harborough on the River Welland. The County Council is currently consulting on an update to the 2015 Local Flood Risk Management Strategy which seeks the opinions of residents and businesses as to the proposed changes [\[See reference 289\]](#). Recent storms and heavy rain, such as Storm Babet, has resulted in flood warnings being issued, particularly for the River Welland. This resulted in some flash flooding within Market Harborough.

C.79 The Harborough Level 1 Strategic Flood Risk Assessment [\[See reference 290\]](#) was produced in 2009 and is due to be updated. The assessment found the following:

- Less than 10% of Harborough District falls into Flood Zone 3, with the majority of these areas being rural. However, urban areas such as Market Harborough, Broughton Astley and the Leicester Urban Fringe remain vulnerable to fluvial flood events.
- The steep elevations in the upper catchment of the River Welland and impermeable geological conditions result in high levels of run-off into urban areas including Market Harborough, Lutterworth, Great Glen and Kibworth.
- Insufficient capacity in the district's drainage system has exacerbated heavy rainfall events causing flooding.
- Although there have been no recorded instances of ground water flooding in the area, this does mean that it has not or will not occur in the district.

C.80 The Leicestershire and Leicester City Level 1 Strategic Flood Risk Assessment was produced in 2017 [\[See reference 291\]](#). The plan found the following:

- Fluvial flood risk is from several watercourses including the River Sence and River Welland. The River Welland in Market Harborough is a flood warning area.
- Several settlements have suffered surface water flooding including Market Harborough, Lutterworth, Great Glen and Kibworth. Market Harborough has frequently experienced surface water and sewer flooding following heavy rainfall events.
- There are no records of flooding from reservoirs impacting properties.
- Much of the sewer network dates back to the Victorian era and capacity and conditions is unknown.

C.81 The climate in Harborough is expected to change, presenting a series of risks for the district. Climate change will result in increased peak river flows and rainfall intensities. This is likely to result in increased fluvial and surface water flooding in urban areas which already suffer such as Market Harborough, Lutterworth, Great Glen and Kibworth [\[See reference 292\]](#).

Air Quality

C.82 Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children, the elderly, and those with existing heart and lung conditions. There is also often a strong correlation with equalities issues because areas with poor air quality are also often less affluent areas. Air pollution is the largest environmental risk to public health in the UK. Poor air quality is associated with approximately 28,000 and 36,000 deaths a year. It is estimated that nationally the total cost for the NHS and social care system will be £1.6 billion between 2017 and 2025 for air pollutants (fine particulate matter and nitrogen dioxide) [\[See reference 293\]](#).

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C.83 Harborough District Council produces an annual report outlining the air quality monitoring which has taken place and potential impacts to air quality not currently being monitored. The monitoring of air quality focuses on nitrogen dioxide, particulate matter (dust) and sulphur dioxide.

C.84 During 2022, Harborough District Council undertook automatic (continuous) monitoring at one site. Non-automatic (i.e. passive) monitoring of NO₂ was undertaken at 33 sites. In relation to Particulate Matter (PM_{2.5}), which was monitored at two sites, the annual mean air quality objective for PM_{2.5} was achieved. There was two monitoring sites for Particulate Matter (PM₁₀) in which no exceedances in the annual mean air quality objective for PM₁₀ were detected. Nitrogen Dioxide (NO₂) was monitored at nine areas with number of diffusion tube monitoring locations within each area. At all areas, there were either no exceedances above annual mean air quality standard for NO₂ or the air quality standard was achieved [\[See reference 294\]](#).

Air Quality Management Areas

C.85 There is an obligation on all local authorities under Part IV of the 1995 Environment Act to review regularly and assess air quality in their areas and to determine whether or not national air quality objectives are likely to be achieved. Where exceedances are considered likely, the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of required air quality improvements.

C.86 There are currently two Air Quality Management Areas (AQMA) within Harborough District:

- Kibworth AQMA declared for exceedances of the annual mean Air Quality Objective for Nitrogen Dioxide (NO₂). This AQMA was declared in 2017.
- Lutterworth AQMA declared for exceedances of the annual mean Air Quality Objective for Nitrogen Dioxide (NO₂). This AQMA was declared in 2001.

C.87 Concentrations of NO₂ have been below the Annual Mean air quality Objective for 5 years running at Lutterworth AQMA since a HGV gating system was implemented. There are 10 long term diffusion tube monitoring locations in and around the Lutterworth AQMA. All locations were significantly below the annual mean air quality standard for NO₂. Progress on the implementation of junction improvements in Kibworth has been slower. Harborough District Council anticipates that further additional measures will be required in subsequent years to achieve compliance and enable the revocation of Kibworth AQMA [\[See reference 295\]](#).

Soils

C.88 The Agricultural Land Classification (ALC) system [\[See reference 296\]](#) provides a framework for classifying land according to the extent to which its physical or chemical characteristics impose long-term limitations to agricultural use. The principal factors influencing agricultural production are soil wetness, drought and erosion. These factors, together with interactions between them, form the basis for classifying land use into one of five grades, where 1 describes land as excellent (land of high agricultural quality and potential) and 5 describes land as very poor (land of low agricultural quality and potential). Land falling outside these scores is deemed to be 'primarily in non-agricultural use', or 'predominantly in urban use'. Grade 3 can be further separated into grades 3a and 3b, although this requires further local surveys and therefore such data is only available for small areas. Grades 1, 2 and 3a are considered to be the best and most versatile agricultural land.

C.89 The majority of land in Harborough is Grade 3 agricultural land, with smaller areas of both Grade 2 and Grade 4 land. Grade 2 agricultural land is present in small areas between the A47 and A6 and to the east and south of Lutterworth [\[See reference 297\]](#). This is shown in Figure C.8.

C.90 The Council has a duty to prepare, maintain and publish a Brownfield Land Register. This Register is a list of previously developed sites that are under construction for residential development, have planning permission for

residential development or may be suitable for residential development. As of 2022, there are a total of 26 sites on the Brownfield Register equating to 12.48 ha [See reference 298]. However, some of these sites have an end date and have therefore been developed or are not deliverable, leaving 19 sites (8.64 ha).

Contaminated Land

C.91 Under Part IIA of the Environmental Protection Act 1990, Harborough District Council is responsible for regulating contaminated land. This requires surveying Harborough, determining contaminated land, ensuring a solution is found, and identifying who should bear the costs of the solution.

C.92 In accordance with Section 78R of the Environmental Protection Act 1990, the Council is also required to maintain a public register of contaminated land, which serves as a permanent record of all regulatory action undertaken to ensure remediation of any site that has been classified as contaminated. There are currently no entries on the public register.

C.93 The definition of contaminated land from Part IIA Environmental Protection Act 1990 (as amended), Section 78A is: ‘any land which appears to the local authority in whose area it is situated to be in such a condition, by reason of substances in, on or under the land, that:

- significant harm is being caused or there is a significant possibility of such harm being caused; or
- significant pollution of controlled waters is being, or is likely to be, caused’

C.94 Local authorities are required to take a strategic approach in inspecting their area and are required to publish this as a part of a written strategy. A Contaminated Land Strategy Framework Document was published in 2008 and provides an overview on how the Council will inspect the local authority area for potentially contaminated land [See reference 299].

Waste

C.95 Leicestershire County Council is the waste authority for Harborough District. Harborough District Council offers a 'commingled' recycling service which involves the collection of multiple material types, mixing them in a collection vehicle and sorts them at a Materials Recycling Facility. These materials are then sent to a range of international destinations.

C.96 Harborough District has three household waste recycling centres, located in Market Harborough, Kibworth and Lutterworth. These are operated by Leicestershire County Council and residents can take household waste to be reused, recycled or disposed of [\[See reference 300\]](#).

C.97 The Leicestershire Minerals and Waste Local Plan up to 2031 was adopted in 2019 [\[See reference 301\]](#). Through Policy W4 of the Local Plan, support is given for a new non-strategic waste facility (small scale waste facility) to be located in or close to Market Harborough.

C.98 Between 2021 to 2022, a total of 42,350 tonnes of waste was collected in Harborough District, of which 36,694 tonnes consisted of household waste. 44.7% of this household waste was sent to be recycled, composted or re-used resulting in 55.3% of waste not being recycled. This is slightly higher than the regional average recycling rate of 41.3% for East Midlands and the national recycling rate of 44.1% for England. In relation to non-household waste, only 20.3% of waste was recycled, composted or re-used. The level of household waste that is being sent to be recycled, composted or re-used has slightly decreased since 2015 when 57.4% of household waste was recycled, composted or re-used. The volume of household waste collected was decreasing until 2020-21 when there was a slight increase in waste collected [\[See reference 302\]](#).

C.99 The number of fly tipping incidents in Harborough has increased over the period of 2016/17- 2019/20 from 381 enforcement actions to 539. Smoking-related litter was the most commonly type of litter (79% of sites), followed by

confectionery packaging (60%) and alcoholic drinks (52% of sites) [See reference 303].

Biodiversity

C.100 Harborough District mainly contains agricultural land and therefore the biodiversity value in Harborough District is relatively low [See reference 304].

C.101 There are no European designated nature conservation sites within Harborough District. The nearest are:

- Rutland Water Special Protection Area (SPA and Ramsar site);
- River Mease Special Area of Conservation (SAC); and,
- Ensor's Pool Special Area of Conservation (SAC).

C.102 Rutland Water SPA and Ramsar site is a large artificial freshwater reservoir which lies 7.5km from Harborough. The site contains a number of wetland habitats including water communities and semi-natural mature woodland [See reference 305]. River Mease SAC is a lowland clay river which contains a range of features including pools and vegetated channel margins which support the significant fish populations of spined loach *Cobitis taenia* and bullhead *Cottus gobio* [See reference 306]. Ensor's Pool SAC is an abandoned clay pit which contains a significant population of native white-clawed crayfish *Austropotamobius pallipes*, marginal vegetation of hard rush *Juncus inflexus*, common spike-rush *Eleocharis palustris*, water horsetail *Equisetum fluviatile* and lesser bulrush *Typha angustifolia* [See reference 307].

C.103 There is a total of 14 SSSIs (seen in Table C.13 below) that fall either wholly or partially within the district including one geological SSSI, Tilton Railway Cutting. These represent just 1.2% of Harborough's total land area. Just four of the SSSIs are in a 'favourable' condition (Eye brook Reservoir (straddles Rutland), Eye brook Valley Woods, Great Bowden Borrowpit and Saddington Reservoir) with five sites in an 'unfavourable recovering' condition.

Appendix C Baseline Information

Fives sites (Allextion Wood, Chater Valley, Launde Bigwood, Owston Woods and Tilton Cutting) are in an 'unfavourable declining' condition [\[See reference 308\]](#).

Table C.13: Summary of SSSI in Harborough District

SSSI Name	Main Habitat	Area (ha)	Condition
Allextion Wood	Broadleaved mixed and yew woodland	25.89	Unfavourable declining
Cave's inn pits	Neutral Grassland	5.82	Unfavourable recovering
Chater Valley	Neutral Grassland	3.84	Unfavourable declining
Eye brook Reservoir (straddles Rutland)	Broadleaved mixed and yew woodland	201.3	Favourable
Eye brook Valley Woods	Broadleaved mixed and yew woodland	65.70	Favourable
Great Bowden Borrowpit	Fen, marsh and swamp	2.43	Favourable
Kilby-Foxton Canal (straddles Oadby and Wigston)	Standing open water and canals	32.09	Unfavourable no change
Launde Bigwood	Broadleaved mixed and yew woodland	41.16	Unfavourable declining
Leighfield Forest	Broadleaved mixed and yew woodland and neutral grassland	149.76	Most of it is unfavourable recovering.
Misterton Marshes	Fen, marsh and swamp and neutral grassland	6.81	Unfavourable Recovering
Owston Woods	Broadleaved mixed and yew woodland	139.56	Unfavourable declining

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SSSI Name	Main Habitat	Area (ha)	Condition
Saddington Reservoir	Fen, marsh and swamp and broadleaved mixed and yew woodland and neutral grassland	19.08	Favourable
Stanford Park	Broadleaved mixed and yew woodland	20.44	Unfavourable Recovering
Tilton Cutting	Designated for geological assets	4.44	Unfavourable declining

C.104 There are two Local Nature Reserves (LNRs) in Harborough District (Scraptoft and North Kilworth). Scraptoft LNR covers 14.33ha and was a World War Two military camp [See reference 309], while North Kilworth LNR is part of the North Kilworth Millennium Green and covers an area of 2.02ha. Both sites contain an array of habitats including hedgerows, grassland, verges as well as a network of blue infrastructure such as river/ stream and canal corridors. In addition to this, there are 207 Local Wildlife Sites covering 248.5ha (0.42%) of land in the district [See reference 310]. It is important to note that de-declaration of Scraptoft LNR will occur prior to the planned Scraptoft Strategic Development Area (allocated in the adopted Local Plan) being developed.

C.105 There are 11 priority habitats of national importance present in Harborough District (Broadleaved woodland, Calcareous grassland, Eutrophic standing waters, Field margins, Heath-grassland, Hedgerows, Lowland wood-pasture and parkland, Mesotrophic lakes, Neutral grassland, Reedbed and Wet woodland), as well as 15 Priority Species (Bats, Otter, Dormouse, Water vole, Barn owl, Redstart, Nightingale, Sand Martin, Black hairstreak butterfly, Dingy and grizzled skipper, White-clawed crayfish, Black poplar, Purple small-reed, Violet helleborine and Wood vetch) [See reference 311].

C.106 Leicestershire County Council are currently preparing a Local Nature Recovery Strategy which is mandatory under the Environment Act 2021. Local Nature Recovery Strategies will ensure nature recovery is joined up across an area.

C.107 A map showing the designated biodiversity and geodiversity assets is provided in Figure C.9.

Historic Environment

C.108 Harborough has a range of unique assets that contribute to the character and distinctiveness of the area. These assets include:

- Conservation Areas
- Historic Parks and Gardens
- Listed buildings
- Scheduled Monuments

C.109 Some heritage assets, non-designated heritage assets, archaeological sites, historic buildings, parks, formal gardens or battlefields, are considered to be of national importance. Non-designated heritage assets includes a list of local heritage assets that do not meet the strict criteria for national designation but are of local importance.

C.110 According to Historic England there are 1,355 Listed Buildings in Harborough, with the majority located in Market Harborough and Lutterworth. Of these, 22 are Grade I listed, 1,157 are Grade II listed, and 105 are Grade II* listed. Conservation Areas are declared by the Local Authority for those areas which possess ‘special interest’, the ‘character and appearance’ of which is desirable to ‘preserve and enhance’. They represent a familiar and often cherished local scene thus have greater protection against undesirable changes. There are 63 Conservation Areas, plus the Grand Union Canal Conservation Area which passes through the District, 65 Scheduled Monuments and six Parks and Gardens located in Harborough District [See [reference 312](#)]. The designated heritage assets within Harborough District can be seen in Figure 3.10.

Heritage at Risk

C.111 Historic England has a Heritage at Risk Register [\[See reference 313\]](#) which includes historic buildings, Grade II* and Grade I listed buildings (Grade II listed buildings are only included for London), sites and Conservation Areas at risk of being lost through neglect, deterioration or decay. The register aims to highlight those places and buildings in greatest need of repair.

C.112 Ten assets in Harborough are on the Heritage at Risk Register. Historic England classifies building conditions as 'very bad', 'poor', 'fair' or 'good'. The condition of buildings or structures on the Heritage at Risk Register typically ranges from 'very bad' to 'poor', 'fair' and (occasionally) 'good' reflecting the fact that some buildings or structures capable of use are vulnerable to becoming at risk because they are empty, under-used or face redundancy without a new use to secure their future. Assessing vulnerability in the case of buildings in fair condition necessarily involves judgement and discretion. A few buildings on the Register are in good condition, having been repaired or mothballed, but a new use or owner is still to be secured. Buildings or structures are removed from the Register when they are fully repaired/consolidated, and their future secured through either occupation and use, or through the adoption of appropriate management [\[See reference 314\]](#).

C.113 The heritage assets on Historic England's Heritage at Risk Register and their condition is set out below:

- Church of St Mary: Heritage Category – Grade II* Listed Building;
Condition – Poor
- Church of St Giles: Heritage Category – Grade II* Listed Building;
Condition – Very bad
- Church of St Andrew: Heritage Category – Grade I Listed Building;
Condition - Poor
- Church of St John the Baptist: Heritage Category - Grade II* Listed Building; Condition – Very Bad

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- Church of St Leonard: Heritage Category - Grade II* Listed Building; Condition – Poor
- Church of St John the Baptist: Heritage Category - Grade I Listed Building; Condition – Poor
- Church of St Peter: Heritage Category - Grade II* Listed Building; Condition – Very bad
- Church of St Michael: Heritage Category - Grade II* Listed Building; Condition – Very bad
- Moated site at Ingarsby, Hungarton: Heritage Category – Scheduled Monument; Condition – Extensive significant problems
- Withcote Hall: Grade II* Listed Building; Condition – Poor

Landscape

C.114 National Character Area (NCA) profiles created by Natural England are used to define the specific combination of landscape, geodiversity, biodiversity, history, culture and economic activity in the area. NCAs follow natural lines in the landscape instead of administrative boundaries.

C.115 There are four NCAs within Harborough that are derived from the National Character Assessment as updated by Natural England [See reference 315]. These four NCAs are 'High Leicestershire', 'Northamptonshire Vales', 'Northamptonshire Uplands' and the 'Leicestershire Vales' (see Figure C.11):

- The High Leicestershire NCA is located to the North and North East of Market Harborough. It is of a predominantly rural character, comprised of undulating fields with a mix of pasture and arable farming land. Hedgerows and mature hedgerow divide the fields, with a series of country lanes, tracks and footpaths connecting the landscape. Distinctive features include small villages, hamlets, farm buildings and traditional churches against the backdrop of the agricultural landscape. The only 'urban' areas in the NCA are the eastern edge of Leicester (including the suburbs of Thurmaston,

Syston and Queniborough) and Uppingham, which is close to the A47 [\[See reference 316\]](#).

- The Leicestershire Vale NCA extends southwards from Hinckley to Market Harborough and Lutterworth. It is relatively open and uniform and is comprised of low-lying clay vales and river valleys. The NCA contains many large to medium sized settlements including Leicester, Market Harborough, Lutterworth and Hinckley. The north of the NCA has an urban character from the predominance of settlements, while the south is distinctively rural with a mixture of arable and pastoral farmland [\[See reference 317\]](#).
- The Northamptonshire Vales NCA consists of a series of low-lying clay vales and river valleys, including the valleys of the rivers Nene and Welland and their tributaries. The area is 10% urban, and settlement is often visually dominant. Major road networks that traverse the area include the M1, A45, A6 and A5. This area adjoins the Leicestershire Vales NCA to the north-west and has many similar characteristics [\[See reference 318\]](#).
- The Northamptonshire Uplands NCA is an area of gently rolling, limestone hills and valleys capped by ironstone-bearing sandstone and clay Lias, with many long, low ridgelines. Rivers flow out from the NCA in all directions, including several major rivers – the Cherwell, Avon, Welland, Tove, Ouse, Nene and Ise. While there are areas of differing character, there are strong unifying landscape features across the Northamptonshire Uplands, most importantly the extensive areas of open field systems with ridge and furrow and the earthworks of deserted and shrunken settlements which occur throughout. Other features include the strong, mostly Parliamentary enclosure pattern with high, wide, A-shaped hedgerows bounding the largely rectilinear fields with their frequent mature ash and oak trees; the many country houses and their associated extensive areas of historic and nationally important designed parkland landscapes; the distinctive ironstone, cob and brick nucleated settlements with their large stone churches, often with prominent steeples; the narrow lanes with very wide grassy verges; and the small, scattered but prominent broadleaved woods and coverts. There are also wide, long-distance views from the edges and across the ridgetops throughout the area [\[See reference 319\]](#).

Appendix C Baseline Information

C.116 There are no National Parks or Areas of Outstanding Natural Beauty (AONBs) in Harborough.

C.117 The Landscape Sensitivity and Green Infrastructure Study (2017) [See reference 320] was prepared for Leicester and Leicestershire authorities to support the Strategic Growth Plan. Through the study, broad areas were identified as potential locations for future economic growth and related development. These were named ‘Strategic Opportunity Assessment Zones’ (SOAZs). Six SOAZs were identified:

- Melton Mowbray;
- Northern Gateway;
- Southern Gateway;
- Lutterworth;
- Eastern Growth Corridor; and,
- Six Hills.

C.118 Lutterworth SOAZ and part of the Eastern Growth Corridor SOAZ falls within Harborough District. Lutterworth SOAZ was considered to have a medium sensitivity and Eastern Growth Corridor SOAZ a medium-high sensitivity to residential development (2-3 storeys) and commercial development (use classes B1 and B2).

C.119 There are a total of five Landscape Character Areas (LCA) within Harborough District (Upper Soar LCA, Lutterworth Lowlands LCA, Laughton Hills LCA, Welland Valley LCA and High Leicestershire LCA). High Leicestershire LCA and Laughton Hills LCA were identified to have medium-high sensitivity to residential development (2-3 storeys) and commercial development (light industrial units). Welland Valley LCA was identified to have medium-high sensitivity to commercial development (light industrial units). Upper Soar LCA and Lutterworth Lowlands LCA were identified to have medium sensitivity to residential and commercial development.

C.120 Since the Landscape Sensitivity and Green Infrastructure Study, development may have occurred within these areas which is likely to affect the character of landscapes within Harborough District, particularly around settlements. Any updated landscape evidence work for the Local Plan will be taken into account in the SA as it becomes available.

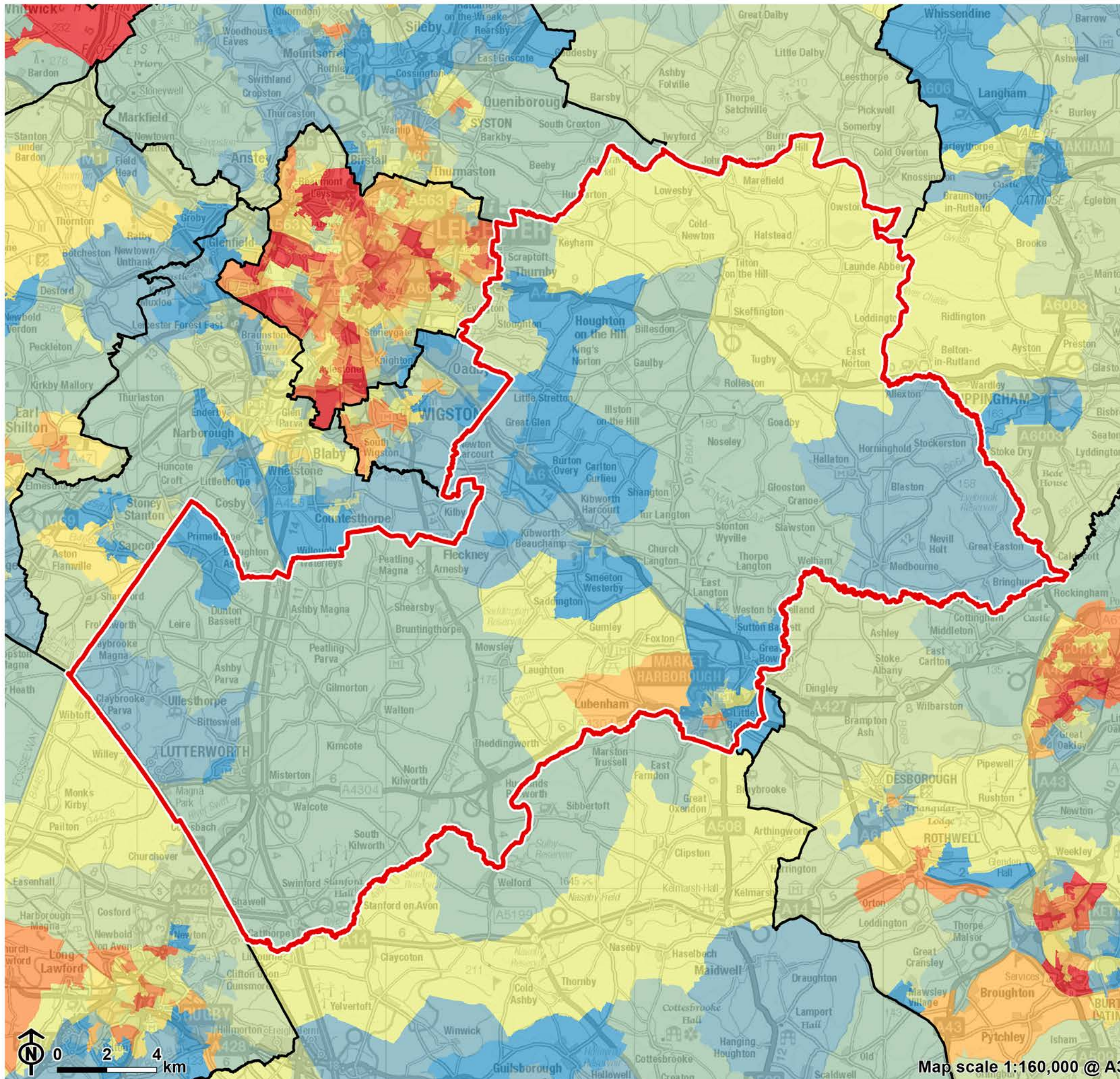
Difficulties and Data Limitations

C.121 The SEA Regulations, Schedule 2(8) require the Environmental Report to include "...a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information".

- The information related to retail is based on a study undertaken in 2013 and is therefore out of date.
- Data was not available to be able to distinguish between Grade 3a and 3b agricultural land.
- Data was not available on existing services and facilities outside of / close to Harborough District.

C.122 Where data limitations have been identified, if relevant updates sources become available at a later stage of the SA process, they will be used to update the baseline information informing the appraisal work.

Figure C.3: Indices of Multiple Deprivation

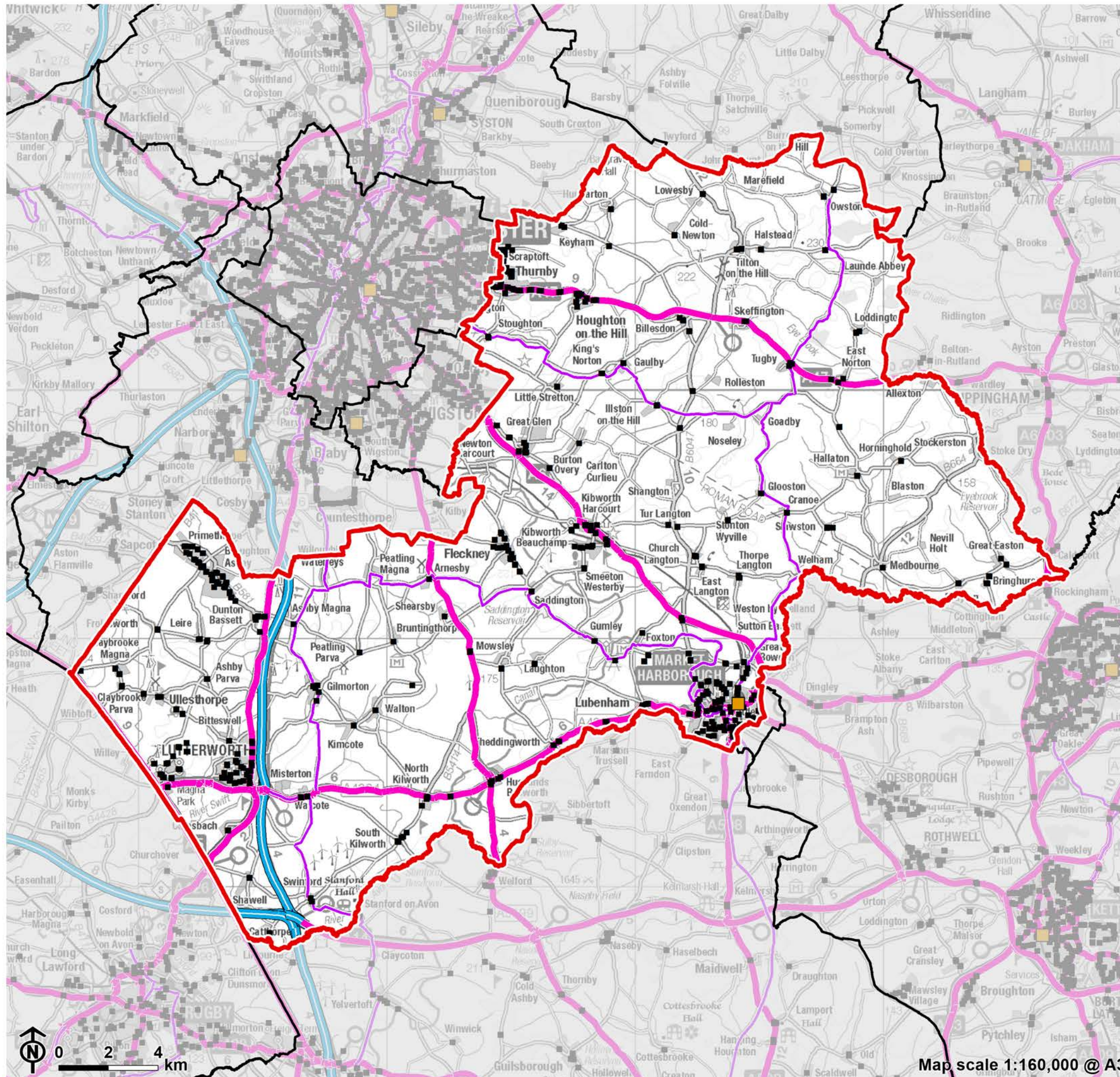


- Harborough District
- Neighbouring Local Authority
- Indices of Multiple Deprivation (IMD) 2019**
- 0 - 10% (most deprived)
- 10 - 20%
- 20 - 30%
- 30 - 40%
- 40 - 50%
- 50 - 60%
- 60 - 70%
- 70 - 80%
- 80 - 90%
- 90 - 100% (least deprived)



Map scale 1:160,000 @ A3

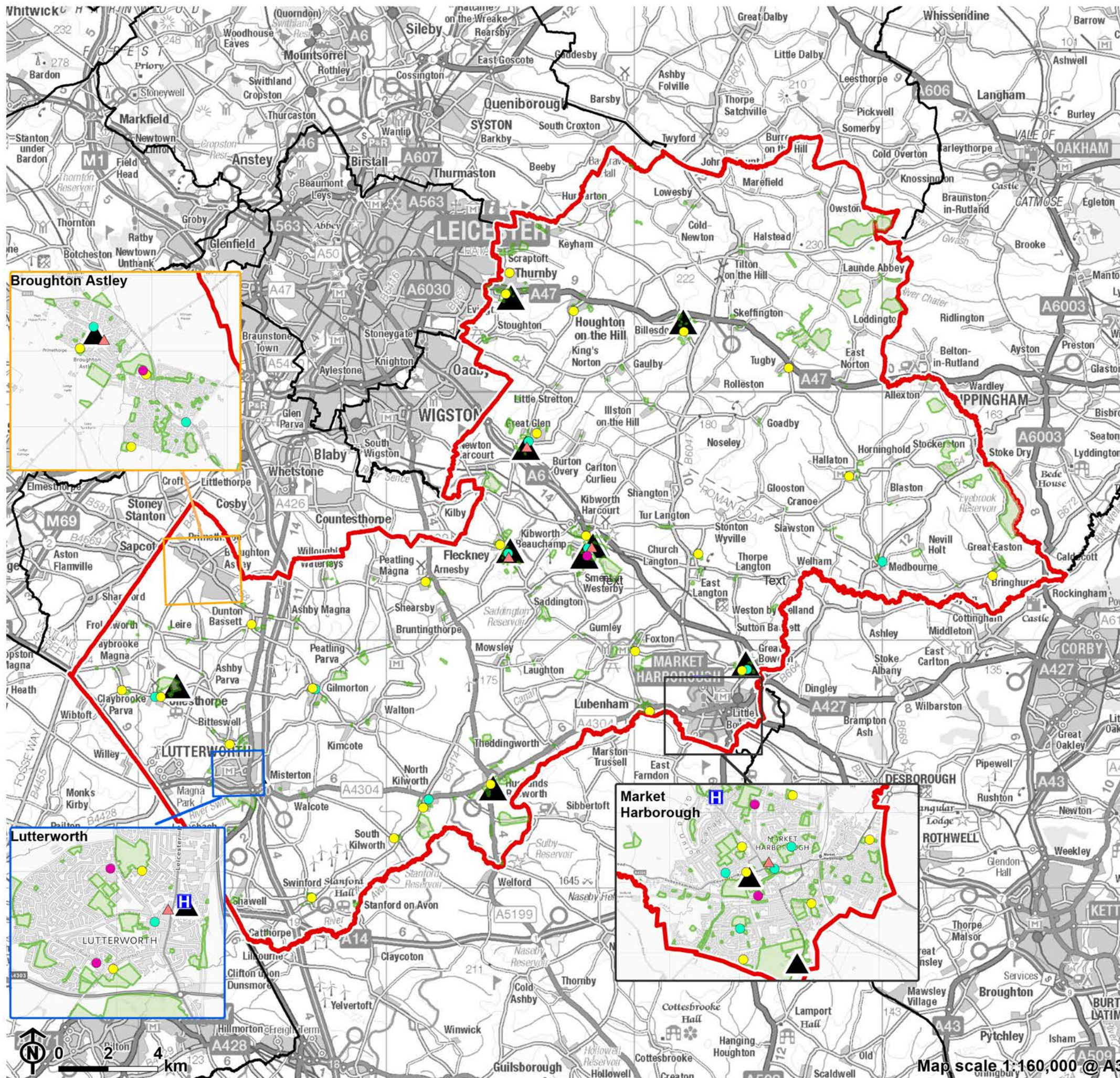
Figure C.4: Transport Network



- Harborough District
- Neighbouring Local Authority
- Bus stop
- Railway station
- National Cycle Network
- 'A' road
- Motorway

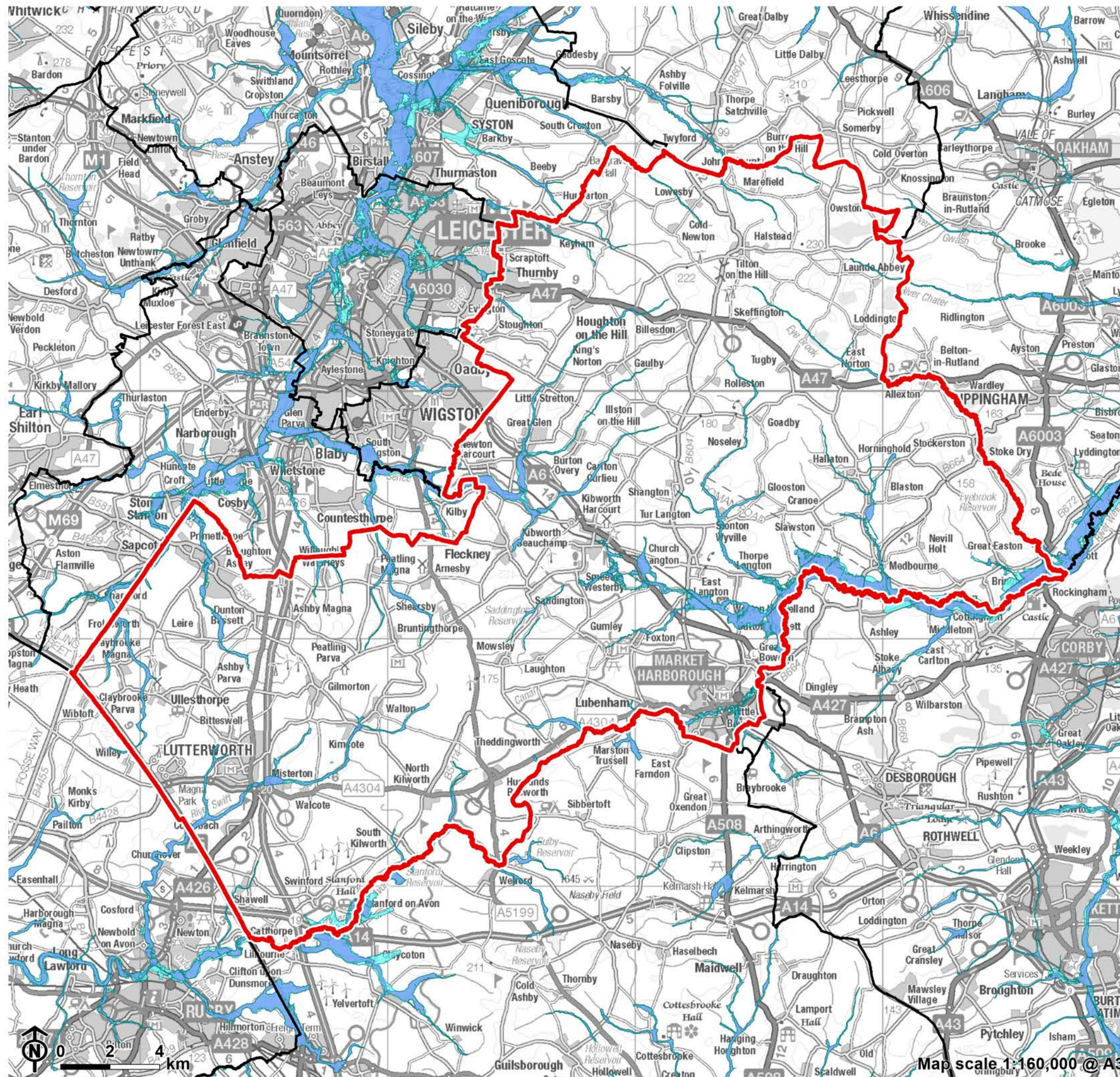
Map scale 1:160,000 @ A3

Figure C.5: Services and facilities in Harbrough District



- Harbrough District
- Neighbouring Local Authority
- Primary school
- Secondary school
- GP surgery
- Hospital
- Post office
- Library
- Sport and recreation facilities

Figure C.7: Flood Risk





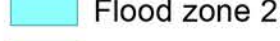
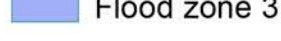
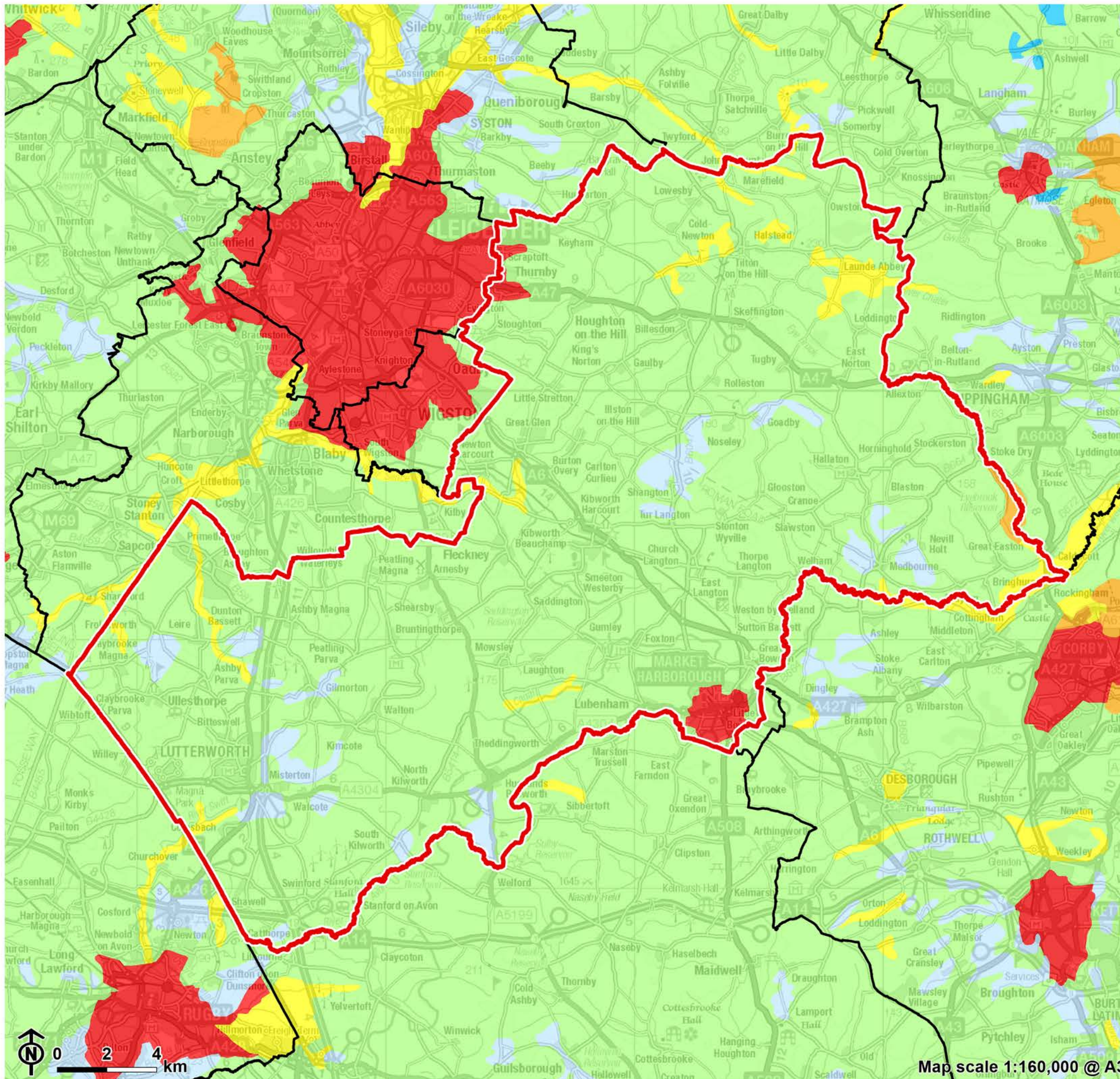
-  Harbrough District
-  Neighbouring Local Authority
-  Flood zone 2
-  Flood zone 3

Figure C.8: Agricultural Land Classification

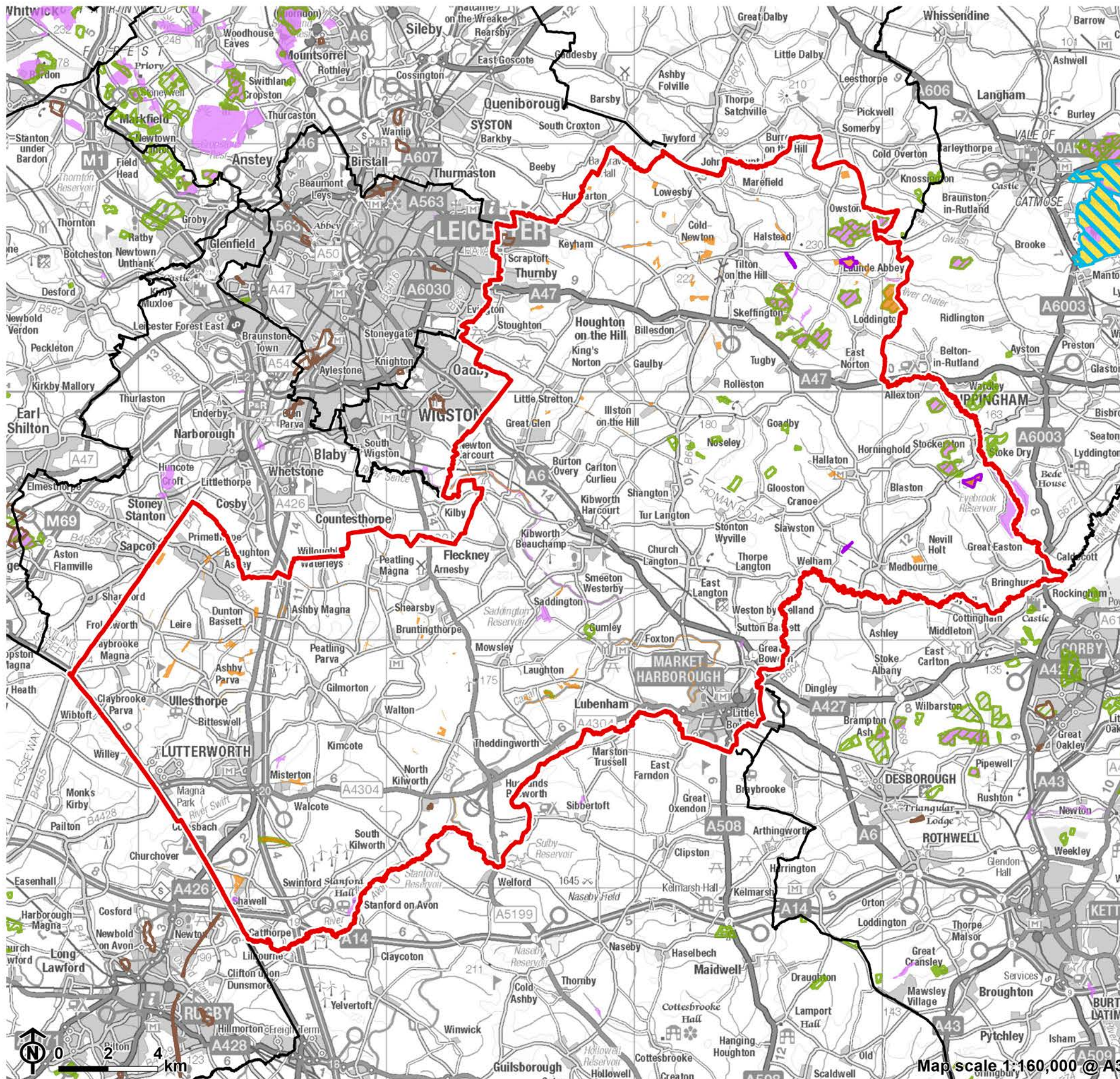


- Harbrough District
- Neighbouring Local Authority
- Agricultural Land Classification**
- Grade 1
- Grade 2
- Grade 3
- Grade 4
- Grade 5
- Non Agricultural
- Urban
- Exclusion



Map scale 1:160,000 @ A3

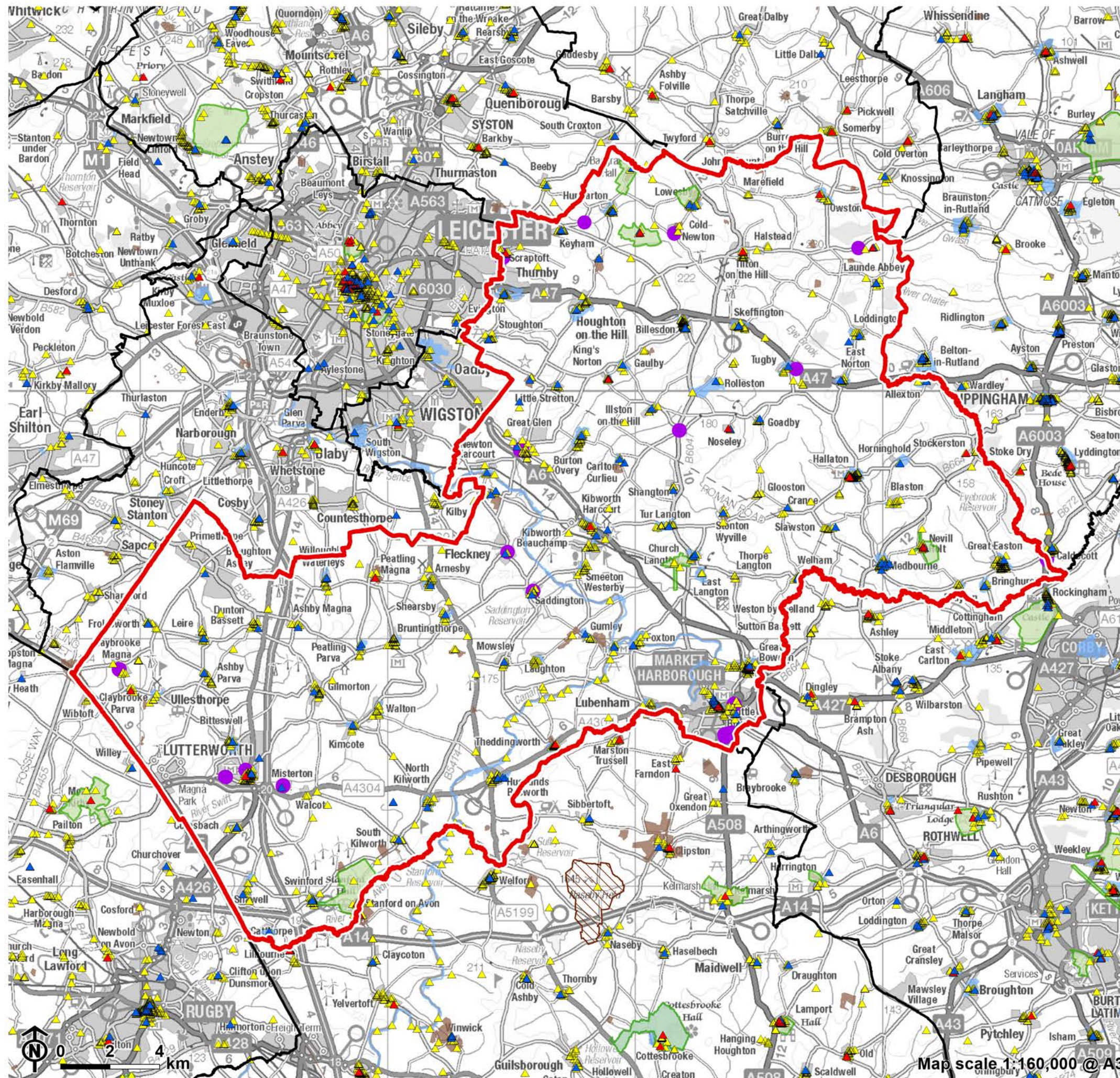
Figure C.9: Designated Biodiversity and Geodiversity Sites



- Harborough District
- Neighbouring Local Authority
- Local Geological Site
- Ancient Woodland
- Special Protection Area
- Local Nature Reserve
- Local Wildlife Site
- Ramsar Site
- Sites of Special Scientific Interest



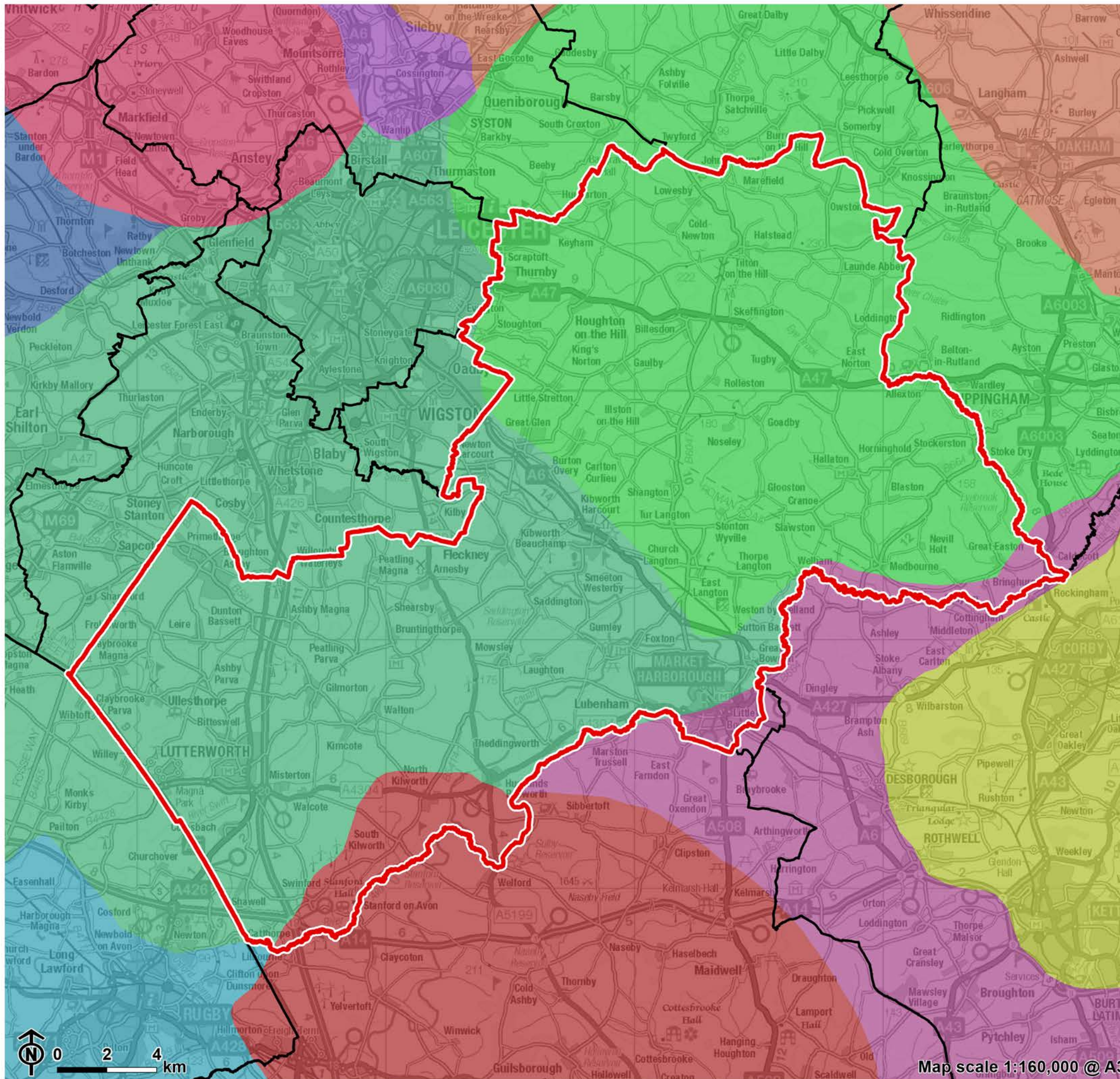
Figure C.10: Heritage Assets



- Harborough District
 - Neighbouring Local Authority
 - Registered battlefield
 - Registered Parks and Gardens
 - Conservation area
 - Scheduled monument
 - Locally Listed Non-Designated Heritage Asset
- Listed Building**
- ▲ Grade I
 - ▲ Grade II*
 - ▲ Grade II

The Historic England GIS Data contained in this map was obtained on 13/04/2023. The most publicly available up to date Historic England GIS Data can be obtained from [HistoricEngland.org.uk](https://historicengland.org.uk).

Figure C.11: National Character Areas



- Harborough District
- Neighbouring Local Authority
- National Character Area**
- Charnwood
- Dunsmore and Feldon
- High Leicestershire
- Leicestershire Vales
- Leicestershire and Nottinghamshire Wolds
- Leicestershire and South Derbyshire Coalfield
- Northamptonshire Uplands
- Northamptonshire Vales
- Rockingham Forest
- Trent Valley Washlands



Map scale 1:160,000 @ A3

Appendix D

Site Assessment Criteria

Assumptions Regarding Distances

D.1 A number of the appraisal assumptions refer to accessibility from site options to services, facilities, employment etc. There are a number of pieces of research that give a variety of recommended guidance distances for walking. For example, the Institute of Highways and Transportation **[See reference 321]** A number of the appraisal assumptions refer to accessibility from site options to services, facilities, employment etc. There are a number of pieces of research that give a variety of recommended guidance distances for walking. For example, the Institute of Highways and Transportation found that the average length of a walk journey is one kilometre. The Institute of Highways and Transportation categorises distances depending upon location and purpose of the trip, and 'desirable', 'acceptable', and 'preferred maximum':

- Town Centres
 - Desirable – 200m
 - Acceptable – 400m
 - Preferred maximum – 800m
- Commuting/School/Sight-seeing
 - Desirable – 500m
 - Acceptable – 1,000m
 - Preferred maximum – 2,000
- Elsewhere
 - Desirable – 400m
 - Acceptable – 800m

Appendix D Site Assessment Criteria

- Preferred maximum – 1,200m

D.2 For the purposes of the appraisal, distances in the appraisal will be measured as the straight line distance from the edge of the site option to existing services and facilities, and therefore actual walking distances are likely to be greater (depending on the availability of a direct route).

D.3 It is recognised that many journeys to services and facilities will not be made in a straight line. When applying the Institute of Highways and Transportation distances for the appraisal of site options to each of the relevant distances a 10% buffer has therefore been applied to account for the potential difference between the straight line distance and the actual distance involved in a journey to services and facilities. For example, the relevant distance applied for walking distance for town and local centres has been decreased from 800m to 720m, and so on.

D.4 It is considered that this is a reasonable approach, and professional judgement will be used when applying these distances to each site option and the range of services and facilities considered by the appraisal (e.g. where there are significant barriers to straight-line movement, such as railway lines). The distances used in the appraisal will vary depending upon the type of destination being accessed and the mode of transport:

- 450m walking distance for primary schools on the basis that parents with young children are unlikely to walk long distances with young children;
- 900m walking distance for secondary schools;
- 720m walking distance for town and local centres;
- 450m to a bus stop, as many people are unlikely to want to walk much further and then catch a bus to their destination;
- 1,800m walking distance to a train station; and
- In terms of access to a cycle route, a distance of 450m will be used in the appraisal on the assumption that links to cycle routes are likely to use road carriageways.

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

Residential, Mixed use and Employment Site Options

D.5 The location of development will not affect the achievement of this objective as effects will depend largely on the detailed proposals for sites and their design, which would be influenced by policies in the Local Plan and details submitted at the planning application stage. The extent to which the location of development sites would facilitate the use of sustainable modes of transport in place of cars is considered separately under SA objective 15, and the effects of site options on flood risk are considered separately under SA objective 5. The likely effects of all site options on this objective are therefore negligible (0).

Energy Infrastructure Site Options

D.6 Sites for renewable energy infrastructure can help mitigate the effects of climate change and lower greenhouse gas emissions by promoting the generation of renewable energy. However, these effects are largely dependant on what is proposed within the sites. Therefore, potential but uncertain significant positive (++) effects are likely for all sites.

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

D.7 Development sites that are within close proximity of an international, national or local designated conservation site have the potential to affect the biodiversity or geodiversity of those sites/features, e.g. through habitat damage/loss, fragmentation, disturbance to species, air pollution, increased recreation pressure etc. Conversely, there may be opportunities to promote habitat connectivity if new developments include green infrastructure. There are no European sites within Harborough district.

D.8 Natural England's SSSI Impact risk Zones (IRZs) will be used to determine whether a development site option will have an adverse effect on an international or national designated site. The IRZs are a GIS tool developed by Natural England to make a rapid initial assessment of the potential risks to SSSIs posed by development proposals. They define zones around each SSSI which reflect the particular sensitivities of the features for which it is notified and indicate the types of development proposal which could potentially have adverse impacts. The IRZs also cover the interest features and sensitivities of European sites, which are underpinned by the SSSI designation and "Compensation Sites", which have been secured as compensation for impacts on European /Ramsar sites. The step by step guidance set out within Natural England's Impact Risk Zones for Sites of Special Scientific Interest will be used to consider whether there is potential for a negative effect.

Residential Site Options

D.9 The relevant IRZ are considered to be 'all planning applications' or 'residential'. If a housing site falls within any of these relevant IRZ there is the potential for adverse effect on an international or national designated site. Therefore:

Appendix D Site Assessment Criteria

- Sites that contain a Local Wildlife Site or that are within 250m of an internationally or nationally designated biodiversity or geodiversity site, or that are within the relevant IRZ may have a significant negative (--?) effect although this is uncertain.
- Sites that do not contain but are within 250m of a Local Wildlife Site or that are within 250m-1km of a nationally or internationally designated biodiversity or geodiversity site may have a minor negative (-?) effect although this would be uncertain.
- All other sites may have a negligible effect (0?) on this objective.

Employment Site Options

D.10 The relevant IRZ are considered to be 'air pollution', 'water supply' or 'all planning applications'. If an employment site falls within any of these relevant IRZ there is the potential for adverse effect on an international or national designated site. Therefore:

- Sites that contain a Local Wildlife Site or that are within 250m of an internationally or nationally designated biodiversity or geodiversity site, or that are within the relevant IRZ may have a significant negative (--?) effect although this is uncertain.
- Sites that do not contain but are within 250m of a Local Wildlife Site or that are within 250m-1km of a nationally or internationally designated biodiversity or geodiversity site may have a minor negative (-?) effect although this would be uncertain.
- All other sites may have a negligible effect (0?) on this objective.

Mixed Use Site Options

D.11 The relevant IRZ are considered to be 'residential', 'rural residential', 'rural non-residential', 'air pollution', 'water supply' or 'all planning applications'. If a

mixed-use site falls within any of these relevant IRZ there is the potential for adverse effect on an international or national designated site. Therefore:

- Sites that contain a Local Wildlife Site or that are within 250m of an internationally or nationally designated biodiversity or geodiversity site, or that are within the relevant IRZ may have a significant negative (--?) effect although this is uncertain.
- Sites that do not contain but are within 250m of a Local Wildlife Site or that are within 250m-1km of a nationally or internationally designated biodiversity or geodiversity site may have a minor negative (-?) effect although this would be uncertain.
- All other sites may have a negligible effect (0?) on this objective.

Renewable Energy Generation Site Options

D.12 The relevant IRZ are considered to be 'wind & solar energy' or 'all planning applications'. If a mixed use site falls within any of these relevant IRZ there is the potential for adverse effect on an international or national designated site. Therefore:

- Sites that contain a Local Wildlife Site or that are within 250m of an internationally or nationally designated biodiversity or geodiversity site, or that are within the relevant IRZ may have a significant negative (--?) effect although this is uncertain.
- Sites that do not contain but are within 250m of a Local Wildlife Site or that are within 250m-1km of a nationally or internationally designated biodiversity or geodiversity site may have a minor negative (-?) effect although this would be uncertain.
- All other sites may have a negligible effect (0?) on this objective.

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

All Development Site Options

D.13 Development on brownfield and derelict land represents more efficient use of land in comparison to the development of greenfield sites. Where development takes place on previously developed land, land of agricultural and mineral value is less likely to be lost and there may be opportunities to reuse onsite buildings and materials, thereby reducing waste generation.

- Greenfield sites that contain a significant proportion ($\geq 25\%$) of Grade 1 and/or 2 agricultural land will have a significant negative (--) effect.
- Greenfield sites that contain a significant proportion ($\geq 25\%$) of Grade 3 agricultural land will have a potential but uncertain significant negative (--?) effect. The uncertainty acknowledges that the Grade 3 agricultural land may still represent some of the county's best and most versatile agricultural land (Grade 3a) or it may be the lower quality Grade 3b land.
- Greenfield sites that contain less than a significant proportion ($< 25\%$) of Grade 1, 2 or 3 agricultural land will have a minor negative (-) effect.
- Sites that are located on brownfield or derelict land will have a significant positive (++) effect.

D.14 Furthermore, all new development will result in the increased consumption of minerals for construction but this will not be influenced by the location of the development. The location of development sites can, however, influence the efficient use of minerals as development in Minerals Safeguarding Areas may sterilise mineral resources and restrict the availability of resources in the district. Therefore:

- Sites that fall within a Minerals Safeguarding Area could have a minor negative (-?) effect although this is uncertain.

- Sites that do not fall within a Minerals Safeguarding Area are expected to have a negligible (0) effect.

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

All Development Site Options

D.15 The NPPF states that “When considering the impact of a proposed development on the significance of a designated heritage asset and locally designated asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be)”. However, development could also enhance the significance of the asset (provided that the development preserves those elements of the setting that make a positive contribution to or better reveal the significance of the asset). The proximity tests outlined below are intended to provide a basis for screening for the potential for adverse effects on heritage assets but in the absence of a separately commissioned historic environment sensitivity study or similar of all reasonable alternative site options they are subject to a high degree of uncertainty. Distances used are based on professional judgement. Longer screening distances are used for site options outside of existing settlements to reflect typically longer sightlines in rural vs. urban areas. Therefore:

- Sites that are located within 250m of a heritage asset may have a significant negative (--?) effect.
- Sites that are located between 250m-1km of a heritage asset may have a minor negative (-?) effect.
- Sites that are more than 1km from a heritage asset may have a negligible (0?) effect.

SA Objective 5: Protect and improve air quality

Residential, Mixed-use and Employment Site Options

D.16 Development sites that are within, or very close to, the Air Quality Management Areas (AQMAs) that have been declared at Lutterworth and Kibworth, or AQMAs in surrounding Districts, could increase levels of air pollution in those areas as a result of increased vehicle traffic. Therefore:

- Site options that are within 100m of the AQMA are likely to have a significant negative (--) effect.
- Site options that are not within 100m of the AQMA are likely to have a negligible (0) effect on air quality.

Renewable Energy Generation Site Options

D.17 Sites for renewable energy generation are expected to have negligible (0) effects on air quality.

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

D.18 The effects of new developments on levels of crime and fear of crime will depend on factors such as the incorporation of green space within the development sites which, depending on design and the use of appropriate lighting, could have an effect on perceptions of personal safety, particularly at

night. However, such issues will not be influenced by the location of development sites (rather they will be determined through the detailed proposals for each site) and so no effects are identified in relation to crime and safety.

Residential and Mixed-use Site Options

D.19 Housing sites that are within walking distance (720m) of existing health services and facilities will ensure that residents have good access to healthcare, while close proximity to open spaces and footpaths and cycle routes may encourage residents to lead more active lifestyles and to make more journeys on foot or by bicycle, thus promoting healthy lifestyles. Therefore:

- Sites that are within walking distance (720m) of a healthcare facility, an area of open space and at least one footpath/cycle path will have a significant positive (++) effect.
- Sites that are within walking distance (720m) of either a healthcare facility, an area of open space or footpath/cycle path (but not all three) will have a minor positive (+) effect.
- Sites that are more than 720m from either a healthcare facility, an area of open space or footpath/cycle paths will have a minor negative (-) effect.

Employment Site Options

D.20 Employment sites that are within walking distance (720m) of existing open spaces, footpaths and cycle routes will ensure that employees have good access to walking and cycle links which may encourage them to commute on foot or by bicycle and to be active outdoors in open space during breaks from work, thus promoting healthy lifestyles.

- Sites that are within 720m of an area of open space and at least one footpath/cycle path will have a significant positive (++) effect.

Appendix D Site Assessment Criteria

- Sites that are within 720m of either an area of open space or footpath/cycle path will have a minor positive (+) effect.
- Sites that are more than 720m from either an area of open space or footpath/cycle paths will have a minor negative (-) effect.

Renewable Energy Generation Site Options

D.21 Sites for renewable energy generation are expected to have negligible (0) effects on health and wellbeing.

SA Objective 7: Achieve social inclusion and equality for all

All Development Site Options

D.22 The location of new development will affect social inclusion by influencing how easily people are able to access job opportunities, services and facilities etc. However, these factors are assessed under other SA objectives; therefore all sites will have a negligible (0) effect on this SA objective.

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

Housing and Mixed-use Site Options

D.23 The proximity of sites to larger towns and villages will affect the need for residents to travel long distances on a regular basis to access services and facilities. Therefore:

- Sites that are within the built up area of Market Harborough will have a significant positive (++) effect.
- Sites that are within 720m of the built-up area of Lutterworth or Broughton Astley will have a minor positive (+) effect.
- Sites that are within 720m of the built-up area of Ullesthorpe, Husbands Bosworth, Fleckney, Kibworth, Great Glen, Houghton on the Hill and Billesdon will have an negligible (0) effect.
- Sites that are not located within 720m of the built-up areas of any of the settlement types listed above will have a minor negative (-) effect.

D.24 The effects of housing development on this objective will depend on the availability of school and college places to serve the growing population, which will depend in part on whether new places are provided as part of the new housing development, which is unknown at this stage. Effects will also depend on the proximity of sites to existing schools and colleges, although there are uncertainties as the effects will depend on there being capacity at those schools and colleges to accommodate new pupils.

- Sites that are within 600m of at least two of either a pre-school, a primary school, a secondary school or a college may have a significant positive (++) effect.
- Sites that are within 600m of one of either a primary or secondary school or a college may have a minor positive effect (+?).

- Sites that are more than 600m from any school or college may have a negative effect (-?).

Employment Site Options

D.25 While employment sites are not expected to have a significant effect on this objective, where employment sites are within walking distance (720m) of a town, as set out in the settlement hierarchy of the adopted Local Plan, services and facilities will be more easily accessible to employees during breaks and before and after work.

- Sites that are within the built up area of Market Harborough will have a significant positive (++) effect.
- Sites that are within 720m of the built-up area of Lutterworth or Broughton Astley will have a minor positive (+) effect.
- Sites that are within 720m of the built-up area of Ullesthorpe, Husbands Bosworth, Fleckney, Kibworth, Great Glen, Houghton on the Hill and Billesdon will have an uncertain negligible (0) effect.
- Sites that are not located within 720m of the built-up areas of any of the settlement types listed above will have a minor negative (-) effect.

Renewable Energy Generation Site Options

D.26 The location of renewable energy generation sites is not considered likely to affect this objective; therefore the effect of all sites will be negligible (0).

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

Residential and Mixed use Site Options

D.27 All of the residential site options are expected to have positive effects on this objective, due to the nature of the proposed development. The location of site options will not influence the mix of housing that is provided onsite – this will instead be determined by Local Plan policies. However, it is expected that sites of a larger size may be able to offer a wider mix of housing, including affordable housing, as well as making a greater contribution towards local housing needs. A significant positive (++) effect is therefore recorded for residential sites of 500 dwellings or more. A minor positive (+) effect is recorded for site options that would provide fewer than 500 dwellings.

Employment Site Options

D.28 The location of employment sites is not considered likely to affect this objective; therefore the effect for all employment site options will be negligible (0).

Renewable Energy Generation Site Options

D.29 The location of renewable energy generation sites is not considered likely to affect this objective; therefore the effect of all sites will be negligible (0).

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

Housing Site Options

D.30 While the location of housing sites will not influence the number of employment opportunities in Harborough District, the proximity of housing to employment opportunities and public transport links can affect people's ability to access jobs.

- Housing sites that are within walking distance (600m) of public transport links as well as one or more Key and General employment area and / or major employment site will have a significant positive (++) effect.
- Housing sites that are within walking distance (600m) of either public transport links or one or more Key and General employment area and / or major employment site will have a minor positive (+) effect.
- Housing sites that are not within walking distance (600m) of either public transport links or one or more Key and General employment area and / or major employment sites will have a minor negative (-) effect.
- Due to uncertainties regarding which sites will be allocated for employment in the Local Plan, the location of employment site options in relation to housing site options is not taken into account in the appraisal.

Employment Site Options

D.31 The provision of new employment sites is likely to have a positive effect on this objective by ensuring that new job opportunities are provided to match the population growth that will result from housing development through other residential site allocations. Furthermore, the provision of new employment sites

is likely to have a positive effect on this objective by providing new and modern developments in which businesses can locate.

- Large sites (over 10ha) are likely to have a significant positive (++) effect.
- Small sites (less than 10ha) are likely to have a minor positive (+) effect.

Mixed Use Site Options

D.32 All of the mixed use site options are expected to have positive effects on the element of this objective relating to the growth of the Harborough's economy, as it is assumed that all mixed use site options will incorporate some element of employment generating uses. Therefore, a minor positive (+?) effect is therefore recorded for mixed use site options. However the positive effect will be uncertain depending on how much of the site is used for residential development as opposed to other uses.

Renewable Energy Generation Site Options

D.33 The location of renewable energy generation sites is not considered likely to affect this objective; therefore the effect of all sites will be negligible (0).

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

All Development Site Options

D.34 The effects of development site options on minimising waste and managing its sustainably will depend on factors such as the incorporation of

waste management systems and recycling within development site options. However, such issues will not be influenced by the location of sites (rather they will be determined through the detailed proposals for each site) and so the effects of all of the potential development site options on this SA objective will be negligible (0).

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

All Development Site Options

D.35 The effects of new development on this SA objective will depend to some extent on its design, for example whether it incorporates sustainable drainage systems (SuDS), which is unknown and cannot be addressed based on the location of the sites. Where site options are located in areas of high flood risk, it could increase the risk of flooding in those areas (particularly if the sites are not previously developed) and would increase the number of people and assets at risk from flooding. Therefore:

- Site options that are entirely or significantly (i.e. $\geq 25\%$) within Flood Zone 3 and/or within an area with a 1 in 30 year risk of surface water flooding will have a significant negative (--) effect.
- Site options that are entirely or significantly (i.e. $\geq 25\%$) within Flood Zone 2 and/or contain land with a 1 in 100 year risk of surface water flooding will have a minor negative (-) effect.
- Site options that are entirely or largely ($\geq 75\%$) within Flood Zone 1 will have a negligible (0) effect on the assumption that flood risk could be avoided.

D.36 Levels of water consumption within new development will be determined by its design and onsite practices, rather than the location of the site. However, the location of residential and employment development could affect water quality during construction depending on its proximity to watercourses and water bodies and Source Protection Zones. The extent to which water quality is affected would depend on construction techniques and the use of SuDS within the design, therefore effects are uncertain at this stage. Therefore, which could result in mixed effects overall:

- Development on sites which contain a water body or water course or fall within or partially within a Source Protection Zone 1 could result in significant negative (--?) effects on water quality although this is uncertain at this stage of assessment.
- Development on sites which do not contain a water body or watercourse but fall within or partially within Source Protection Zones 2 and 3 could result in minor negative effects (-?) on water quality although this is uncertain at this stage of assessment.
- Development on sites which do not contain a water body or watercourse or fall within a Source Protection Zone would have a negligible (0) effect.

SA Objective 13: Promote sustainable transport and active travel use

Residential, Mixed-use and Employment Site Options

D.37 The proximity of development sites to sustainable transport links will affect the extent to which people are able to make use of non-car based modes of transport to access services, facilities and job opportunities, although the actual use of sustainable transport modes will depend on people's behaviour. It is possible that new transport links such as bus routes or cycle paths may be

provided as part of new developments, particularly at larger sites, but this cannot be assumed.

D.38 It is assumed that people would generally be willing to travel further to access a railway station than a bus stop, although the limited rail infrastructure in the plan area is recognised. It is also recognised that many cyclists will travel on roads as well as dedicated cycle routes, and that the extent to which people choose to do so will depend on factors such as the availability of cycle storage facilities at their end destination, which are not determined by the location of sites. How safe or appealing particular roads are for cyclists cannot be determined at this strategic level of assessment. However, the proximity of site options to existing cycle routes can be taken as an indicator of how likely people are to cycle to or from a development site.

- Sites that are within 1.8km of a railway station, and that are within 450m of at least one of either a bus stop or a cycle path, are likely to have a significant positive (++) effect.
- Sites that are within either 1.8km of a railway station or 450m of a bus stop or cycle path are likely to have a minor positive (+) effect.
- Sites that are more than 1.8km from a railway station and more than 450m from a bus stop and cycle route could have a minor negative (-) effect.

Renewable Energy Generation Site Options

D.39 The location of renewable energy generation sites is not considered likely to affect this objective; therefore the effect of all sites will be negligible (0).

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

Residential and Mixed Use Site Options

D.40 There are no National Parks or AONBs in Harborough District. Where development is proposed on greenfield sites, it may be more likely to impact on the landscape, particularly where site options are large in size. However, the effects on the landscape are uncertain until the specific design of development is known. Therefore:

- Large sites (500+ dwellings) in any part of the District or small sites (less than 500 dwellings) within the countryside that are on greenfield land could have a significant negative (--?) effect.
- Small sites (less than 500 dwellings) that are outside of the countryside and are on greenfield land could have a minor negative (-?) effect.
- Site options of any size on brownfield land could have a negligible (0?) effect.

Employment Site Options

D.41 There are no National Parks or AONBs in Harborough District. Where development is proposed on greenfield sites, it may be more likely to impact on the landscape, particularly where site options are large in size. However, the effects on the landscape are uncertain until the specific design of development is known. Therefore:

- Large sites (over 10ha) in any part of the District or small sites (2-10ha) within the countryside that are on greenfield land could have a significant negative (--?) effect.

Appendix D Site Assessment Criteria

- Small sites (2-10ha) that are outside of the countryside and are on greenfield land could have a minor negative (-?) effect.
- Site options of any size on brownfield land could have a negligible (0?) effect.

Renewable Energy Generation Site Options

D.42 Sites for renewable energy infrastructure are likely to have negative effects on the landscape although this will be to some extent uncertain depending on their specific design. Therefore:

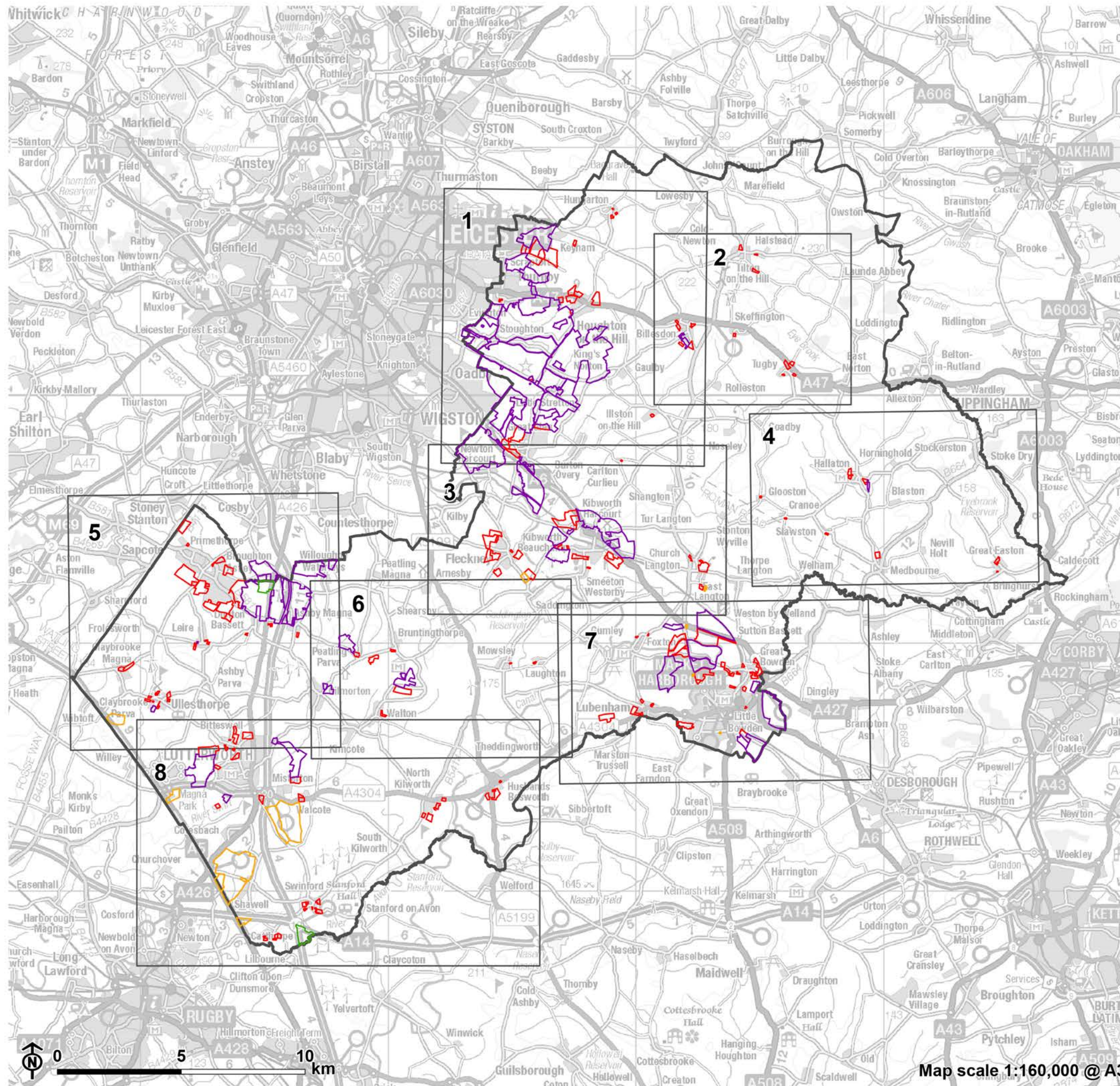
- Sites within the countryside that are on greenfield land could have a significant negative (--?) effect.
- Sites that are outside of the countryside and are on greenfield land could have a minor negative (-?) effect.
- Site options of any size on brownfield land could have a minor positive (+?) effect.

Appendix E

Location of Site Options



Figure E.1: Site Options - Grid Overview



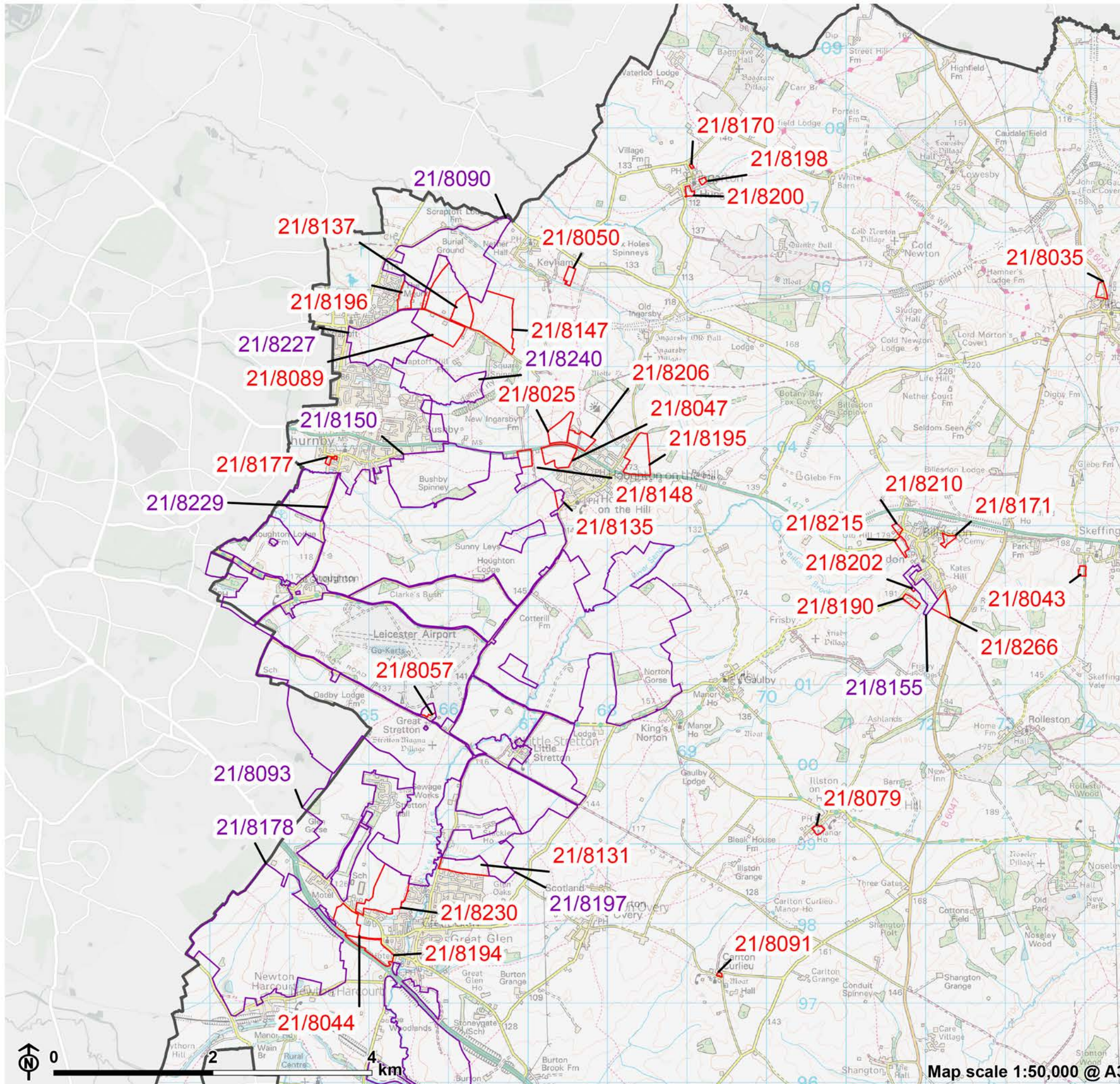
- Harborough District
- Grid extent
- Site category**
- Housing
- Mixed use
- Employment
- Renewable energy generation

An interactive map showing the site options is available alongside the Strategic Housing and Economic Land Availability Assessment (SHELAA). This map can be accessed via the following link:

<https://harborough.opus4.co.uk/planning/localplan/maps/shelaa-2021-published-august-2022>

Map scale 1:160,000 @ A3

**Figure E.2: Site Options
 Grid 1 of 8**



- Harborough District
- Site category**
- Housing
- Mixed use
- Employment
- Renewable energy generation

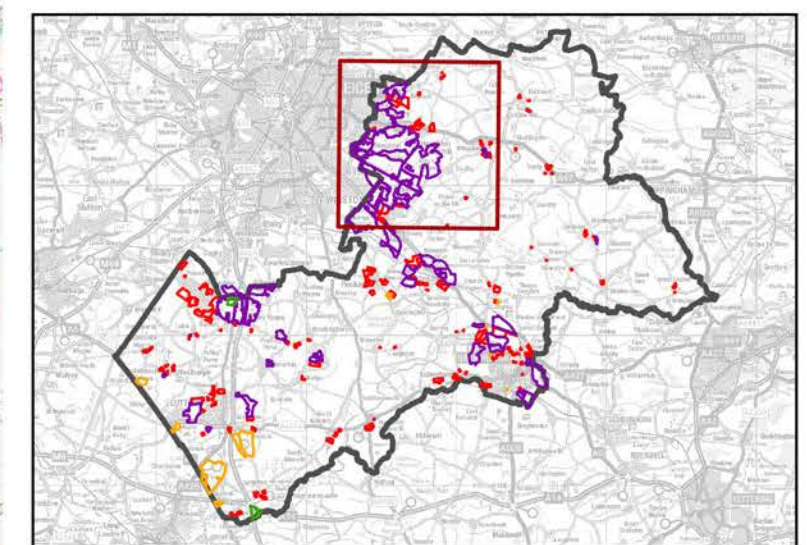
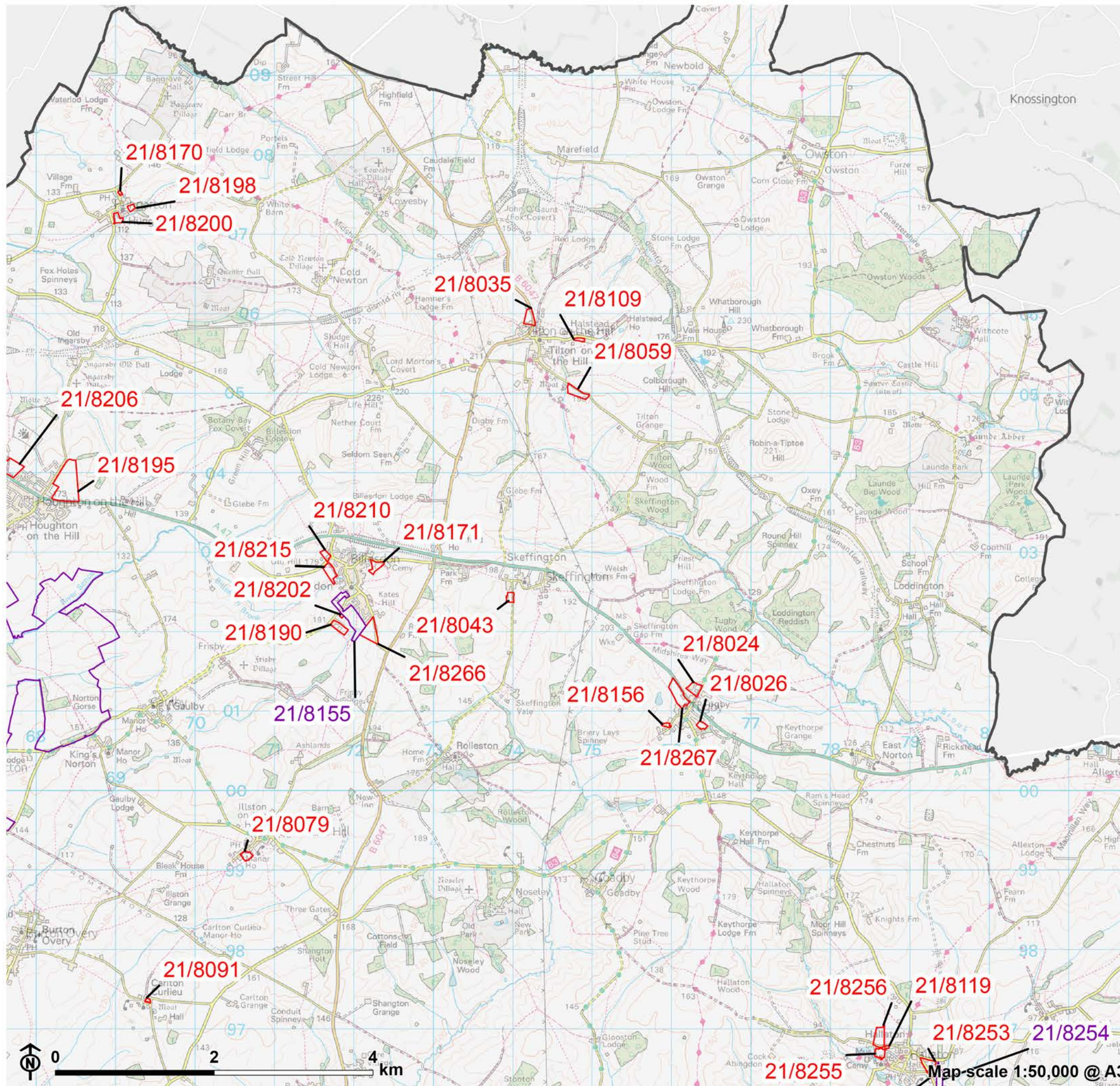


Figure E.3: Site Options
 Grid 2 of 8



- Harborough District
- Site category**
- Housing
- Mixed use
- Employment
- Renewable energy generation

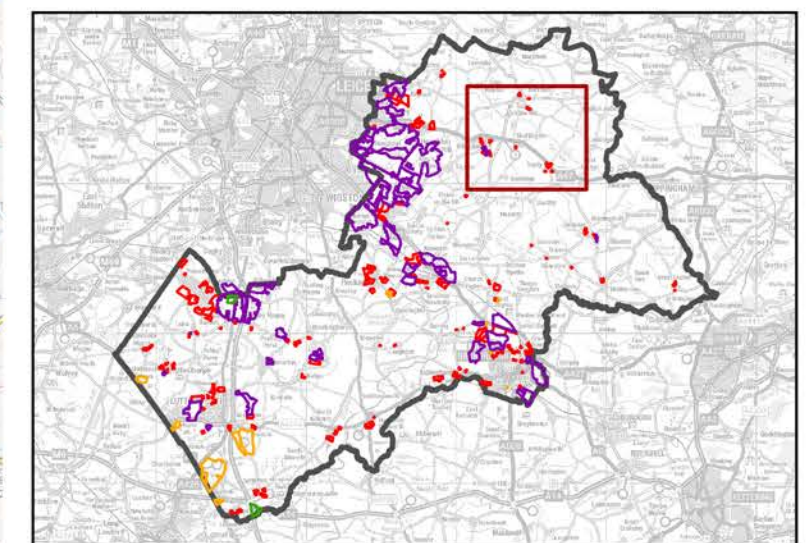
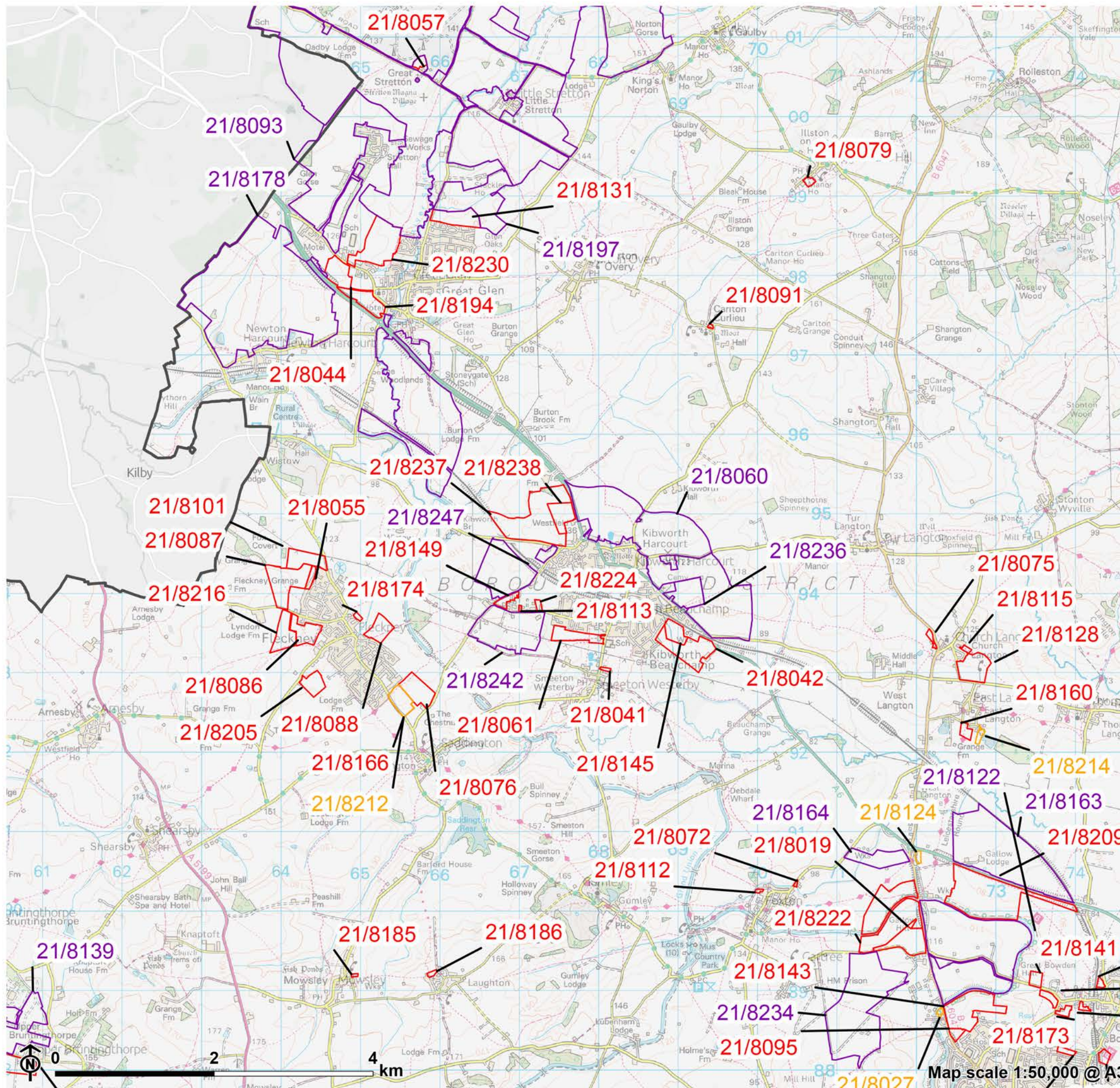


Figure E.4: Site Options
Grid 3 of 8



- Harborough District
- Site category**
- Housing
- Mixed use
- Employment
- Renewable energy generation

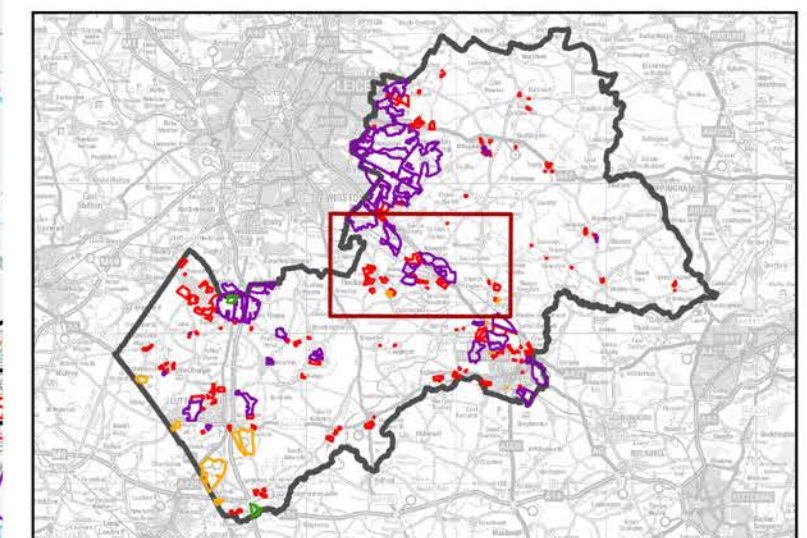
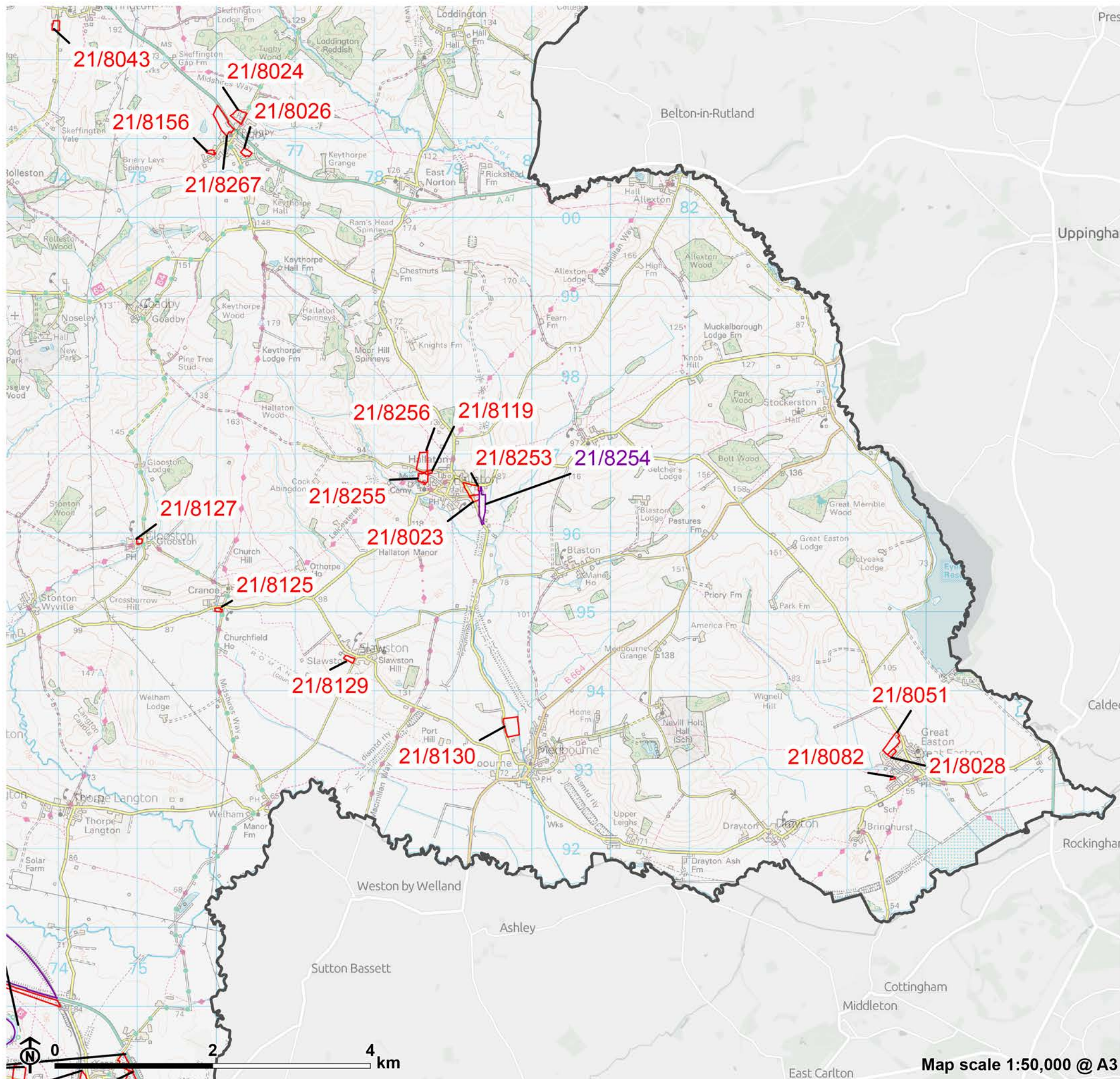


Figure E.5: Site Options
Grid 4 of 8



- Harborough District
- Site category**
- Housing
- Mixed use
- Employment
- Renewable energy generation

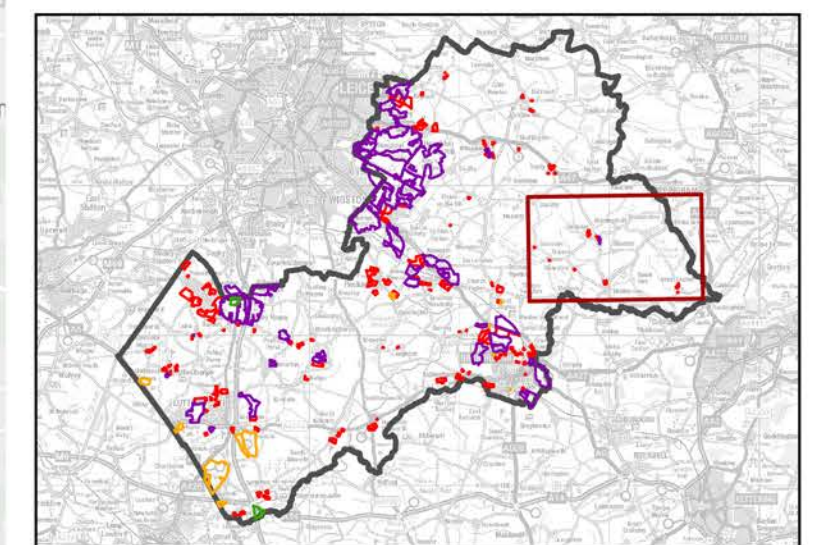
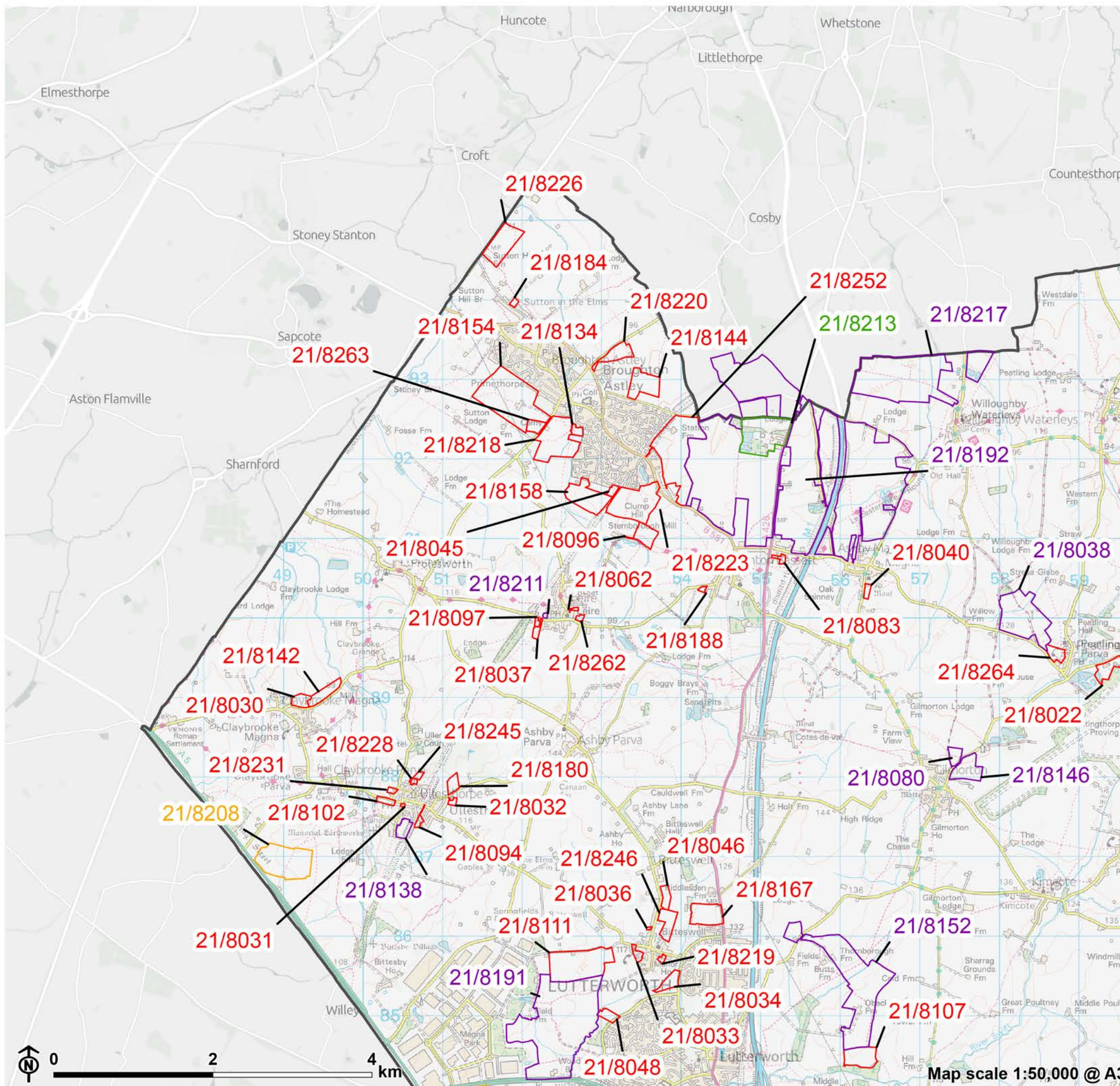
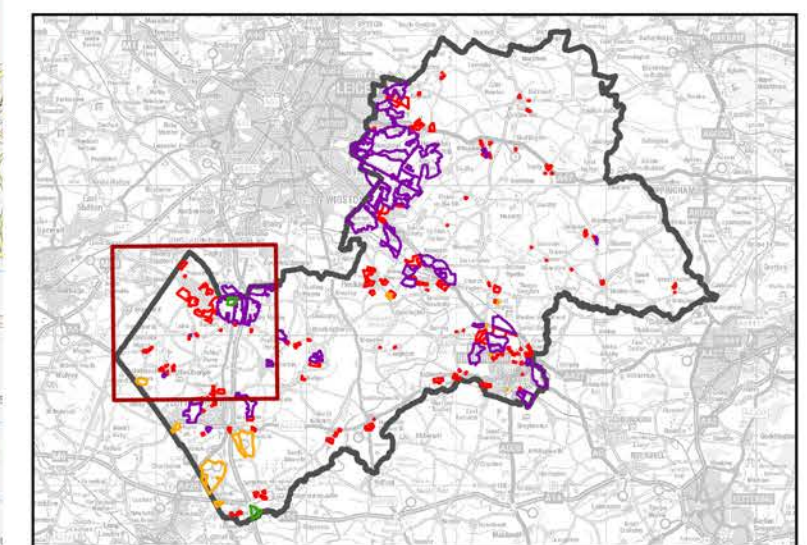


Figure E.6: Site Options
 Grid 5 of 8

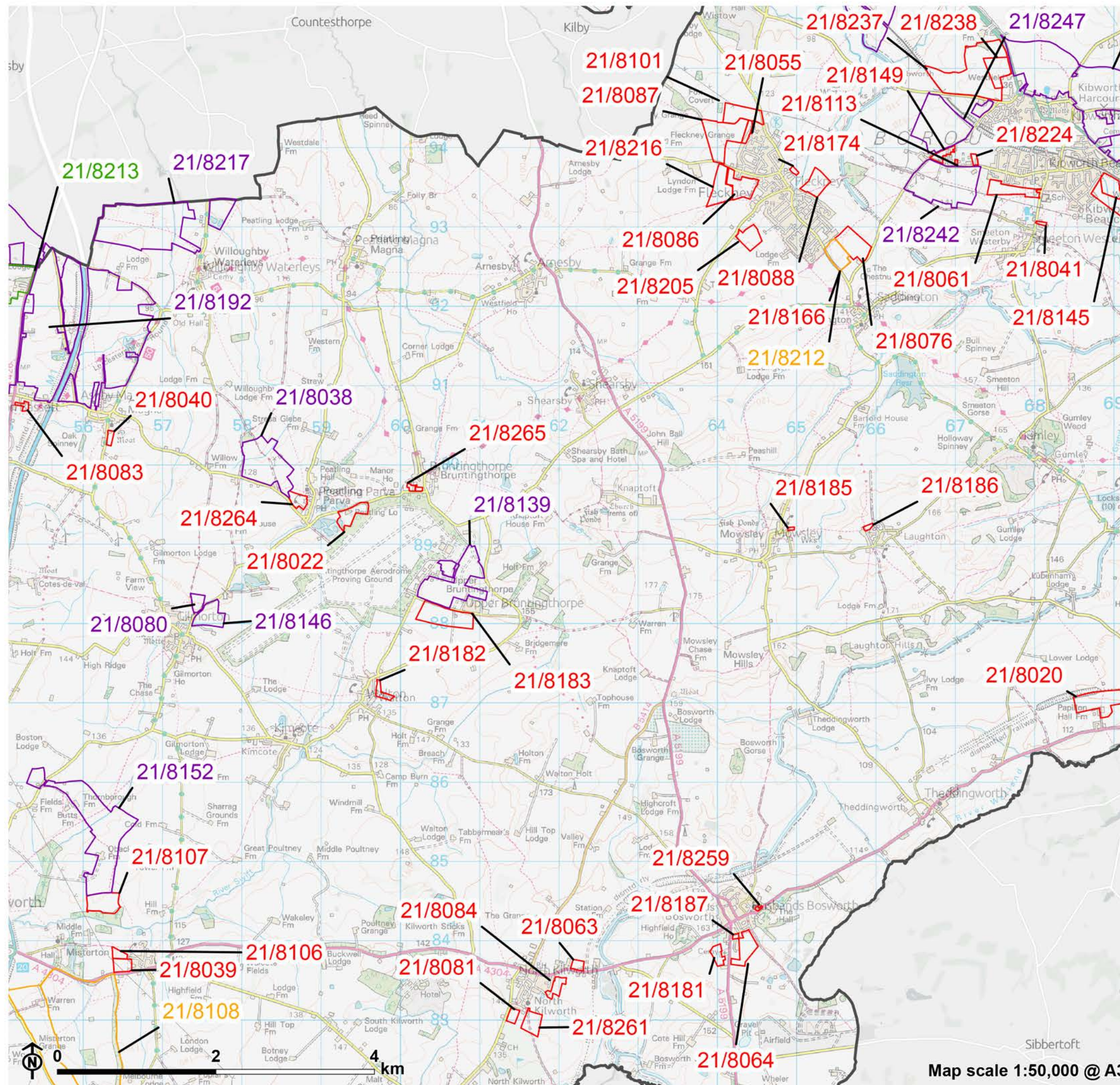


- Harborough District
- Site category**
- Housing
- Mixed use
- Employment
- Renewable energy generation



Map scale 1:50,000 @ A3.

Figure E.7: Site Options
Grid 6 of 8



- Harborough District
- Site category**
- Housing
- Mixed use
- Employment
- Renewable energy generation

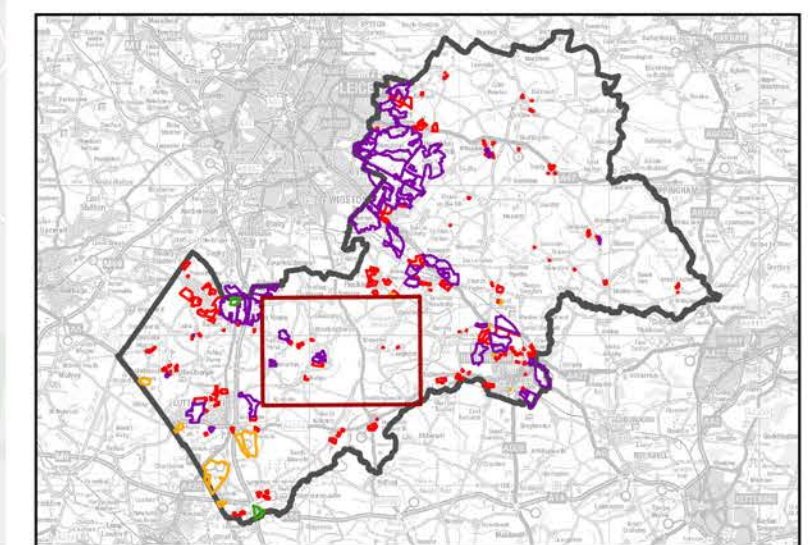
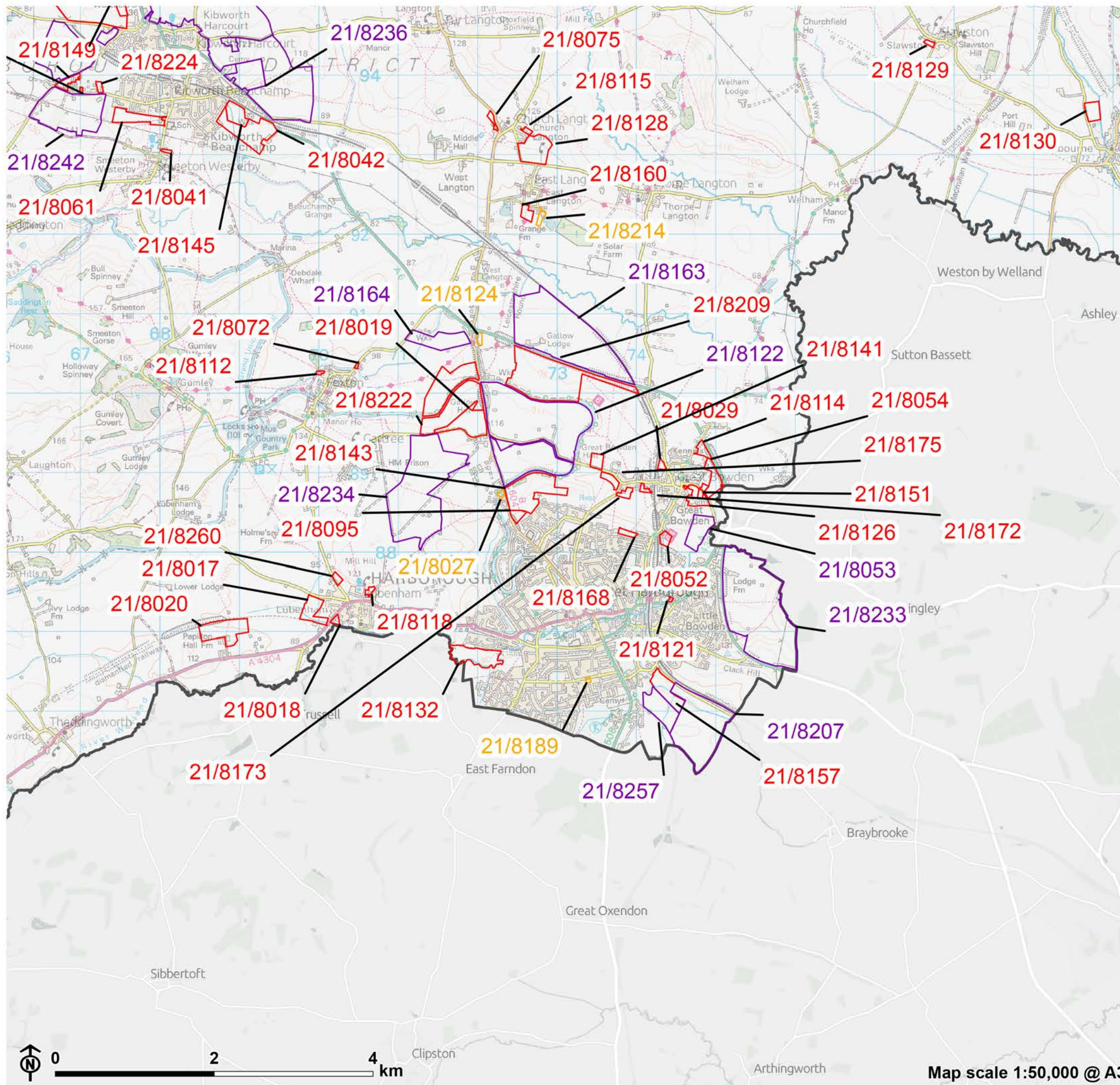
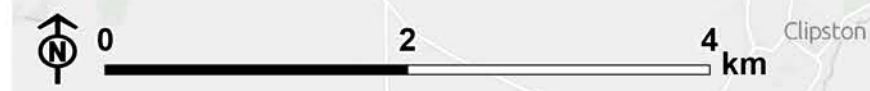
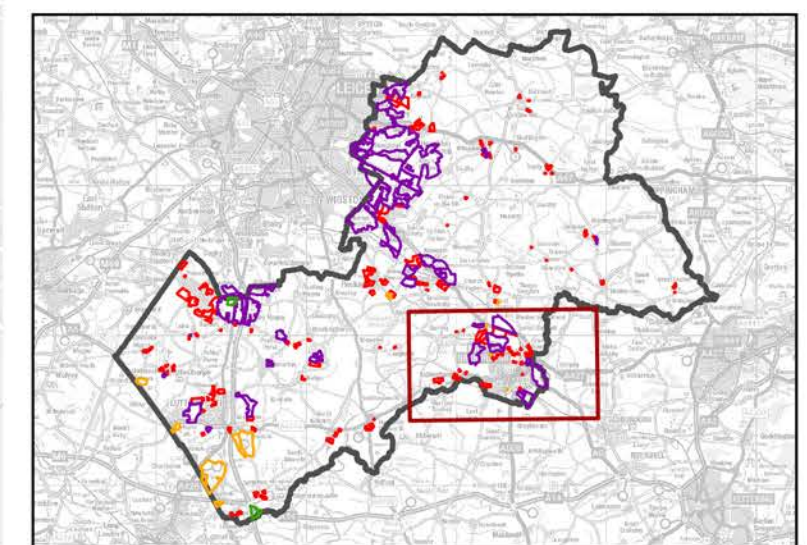




Figure E.8: Site Options
 Grid 7 of 8

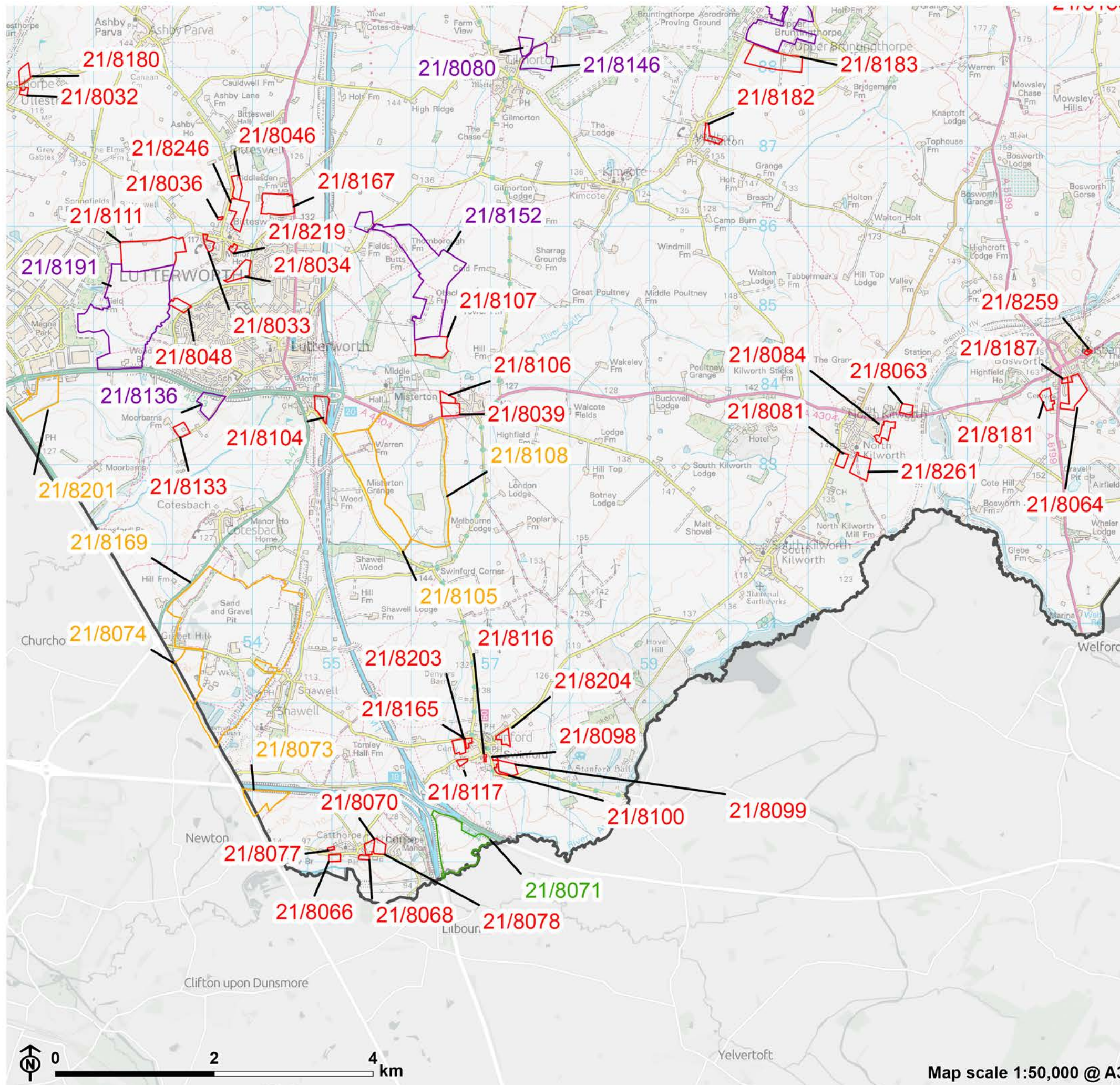


- Harborough District
- Site category**
- Housing
- Mixed use
- Employment
- Renewable energy generation

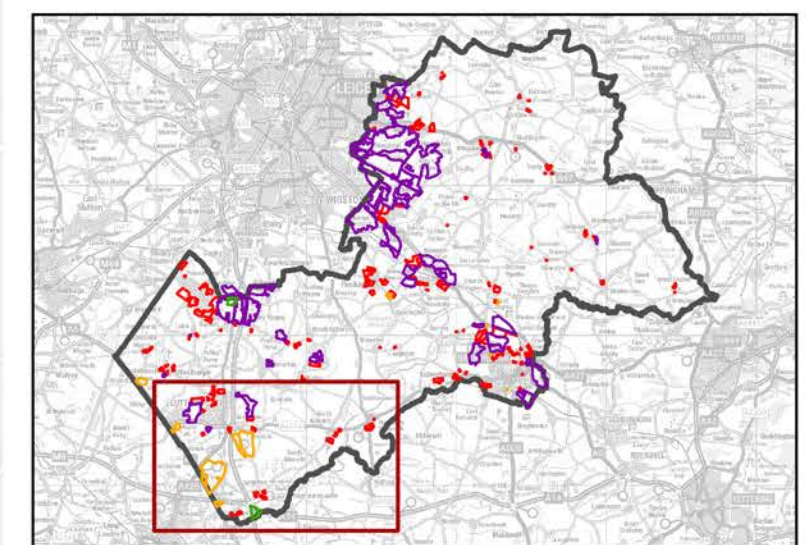


Map scale 1:50,000 @ A3

Figure E.9: Site Options
Grid 8 of 8



- Harborough District
- Site category**
- Housing
- Mixed use
- Employment
- Renewable energy generation



Map scale 1:50,000 @ A3

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