



SUSTAINABILITY APPRAISAL OF THE HARBOROUGH CORE SPATIAL STRATEGY

Assessment of the potential strategies
presented in the Direction of Travel Report

October 2009





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presented in the Direction of Travel Report,
Core Spatial Strategy - Towards a Final Draft**

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1 Introduction

1.1 Background to this report

Harborough District Council (HDC) is currently developing the Core Spatial Strategy for the Harborough Local Development Framework (LDF). As part of this process, HDC is presently finalising the policies that will make up pre-submission version of the Core Spatial Strategy, which is currently due to be published for formal consultation in early 2010.

Since 2008, UE Associates have been engaged in developing the Sustainability Appraisal (SA) to accompany the Core Spatial Strategy. The aim of the SA process is to inform and influence the development of the document and to maximise its sustainability value. To support this role of the SA, HDC have asked UE Associates to contribute to the latest stage of development for the Core Spatial Strategy by assessing the draft policies included the 'Direction of Travel' report, *Core Spatial Strategy: Towards a Final Draft* (October 2009).

1.2 Purpose of this report

This document has been produced as part of an iterative assessment process, contributing to the SA. It presents a summary of the outcomes of the assessment carried out on the potential strategies and sets out a number of recommendations for further improving the sustainability performance of the Core Spatial Strategy. It follows the options appraisal work carried out as part of the SA process in early and mid 2009.ⁱ

The findings of this report will be reviewed by the HDC LDF team. Drawing on the recommendations of this report, this may lead to some amendment to policies, removal or introduction of new policies. To facilitate the next stage of iteration, following the review, UE Associates will then reappraise the policies and produce a SA Report. The purpose of the forthcoming SA Report is to accompany the pre-submission version of the Core Strategy.

This report should be read alongside Direction of Travel report to provide context as a companion document. It should be noted that this report has been prepared to facilitate iteration in the plan-making process and is not the equivalent of an SA Report or Environmental Report in line with the SEA Directive. A full SA Report, incorporating the full requirements of the SEA Directive, will be published during the next stage of the plan-making process to accompany the pre-submission Core Spatial Strategy.

ⁱ UE Associates (2009) *Sustainability Appraisal of the Harborough Core Strategy: Options SA Report*. This document can be accessed on the HDC website at: http://www.harborough.gov.uk/site/scripts/documents_info.php?documentID=321&categoryID=856

1.3 Approach to the appraisal

The assessment of the draft Core Spatial Strategy policies has engaged a two step appraisal process, as advocated by Planning Advisory Service SA guidance.ⁱⁱ This process involves the following steps:

Step 1: Filtering the draft policy proposals to determine which ones are likely to lead to significant effects. In the case of the policies which are not likely to lead to significant effects, these are not examined in further detail. This is the high level assessment stage, and it considers all policy proposals in terms of their effects on the SA Objectives developed through the scoping stage of the SA (see **Chapter 2**).

Step 2: The next step focuses the assessment on those policies that have been identified as having potential adverse effects. This examines in more detail what the nature and size of effects might be. This step also considers mitigation measures. This is the detailed assessment stage of the appraisal (see **Chapter 2**).

A summary of the assessment has then been presented and a set of recommendations proposed related to the outcomes of the appraisal (**Chapters 3 and 4**).

1.4 How to use this document

The document is structured as follows.

- ▶ **Chapter 2** sets out the methodology for the appraisal and the structure for presenting the appraisal findings;
- ▶ **Chapter 3** sets out a summary of the appraisal carried out on potential strategies making up the “*Strategy for Places*” aspect of the Direction of Travel Report;
- ▶ **Chapter 4** sets out a summary of the appraisal carried out on potential strategies making up the “*Strategy for Key Issues/Themes*” aspect of the Direction of Travel Report; and
- ▶ **Chapter 5** suggests recommendations for improving the Core Spatial Strategy policies and the next steps for the SA process.

ⁱⁱ *Local Development Frameworks, Guidance on Sustainability Appraisal*, Planning Advisory Service, December 2007

2 Methodology for the assessment

2.1 The potential strategies

The Direction of Travel report sets out the latest version of the policies, or ‘potential strategies’ which it is anticipated will be included in the Core Spatial Strategy. Consisting of 18 draft policies in total, these have been assessed against the SA Framework of objectives and indicators developed through the Scoping stage of the SA and subsequent reviews. The SA Framework is included in **Appendix A**.

The 18 potential strategies are presented through two overarching strategies.

- 1) A Strategy for Places; and
- 2) A Strategy for Key Issues/Themes.

These draft policies are as presented below in **Table 2.1**.

Table 2.1: Potential strategies included in the Direction of Travel Report

Strategy for Places	Strategy for Key Issues/Themes
SP1: Strategy for Settlements in Harborough District	ST1: Addressing Climate Change
SP2: Strategy for Housing Development to 2026	ST2: Providing Housing Choice and Affordability
SP3: Strategy to Deal with Potential Additional Housing Development in the Longer Term	ST3: Providing for Gypsies and Travellers
SP4: Strategy for Leicester Principal Urban Area	ST4: Enabling Economic and Employment Development
SP5: Strategy for Market Harborough	ST5: Improving Town Centres and Shopping
SP6: Strategy for Lutterworth, Broughton Astley and Rural Centres	ST6: Safeguarding Green Wedges
SP7: Strategy for the Countryside: Settlements and Landscape	ST7: Open Space Sport and Recreation
SP8: Strategy for the Countryside: Green Infrastructure	ST8: Conserving Biodiversity and Geology
SP9: Strategy for the Delivery of Development and Supporting Infrastructure	ST9: Promoting our Built Heritage

2.2 High level assessment of the potential strategies

The potential strategies have been assessed against the SA Framework of objectives and indicators developed through the scoping stage of the SA (**section 2.1** and **Appendix A**).

Step 1 of the appraisal process, the high level assessment, has used the SA Framework, the baseline and the review of plans, programmes and policies to assess each potential strategy. Findings are presented in matrix format.

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

A summary of the high level assessment is presented in matrix form in **Appendix B**.

2.3 The detailed assessment process

The high level assessment of the potential strategies has suggested that a number of the policies have the potential to lead to uncertain or negative sustainability effects. These potential strategies are as follows:

- ▶ SP2: Strategy for Housing Development to 2026
- ▶ SP4: Strategy for Leicester Principal Urban Area
- ▶ SP5: Strategy for Market Harborough
- ▶ SP6: Strategy for Lutterworth, Broughton Astley and Rural Centres

To achieve a clearer understanding of the likely sustainability effects of these four potential strategies, detailed assessment matrices have been employed to analyse the different aspects of the policies against the SA Objectives in greater detail than the high level assessment process.

Detailed assessment matrices address the range of criteria identified in Annex II of the SEA Directiveⁱⁱⁱ when determining the likely (positive or negative) significance of effects (see **Box 2.1** below).

ⁱⁱⁱ This SA is being carried out in accordance with the requirements of the Directive 2001/42/EC, the SEA Directive.

Box 2.1: Criteria for the assessment of significant effects

Criteria for determining the likely significance of effects referred to in Article 3(5) of the SEA Directive

The characteristics of plans and programmes, having regard, in particular, to

- a. the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;
- b. the degree to which the plan or programme influences other plans and programmes including those in a hierarchy;
- c. the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development;
- d. environmental problems relevant to the plan or programme;
- e. the relevance of the plan or programme for the implementation of Community legislation on the environment (e.g. plans and programmes linked to waste-management or water protection).

Characteristics of the effects and of the area likely to be affected, having regard, in particular, to

- f. the probability, duration, frequency and reversibility of the effects;
- g. the cumulative nature of the effects;
- h. the transboundary nature of the effects;
- i. the risks to human health or the environment (e.g. due to accidents);
- j. the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);
- k. the value and vulnerability of the area likely to be affected due to:
 - l. special natural characteristics or cultural heritage;
 - m. exceeded environmental quality standards or limit values;
 - n. intensive land-use;
 - o. the effects on areas or landscapes which have a recognised national, Community or international protection status.

The detailed assessment matrices are presented in **Appendix C**. They assess each of the four potential strategies by considering the effects of their associated proposals on each of the SA Objectives in terms of and by setting out:

- ▶ A description of the predicted effect;
- ▶ The duration of the effect: whether the effect is long, medium or short term;
- ▶ The frequency of the effect: will it be ongoing?;
- ▶ Whether the effect is temporary or permanent;
- ▶ The geographic significance: whether the effect is of localised, regional, national or international significance;
- ▶ The magnitude of effect;
- ▶ The severity of significance;
- ▶ Whether mitigation is required/possible to reduce the effect; and
- ▶ Suggestions for mitigating the effect, or potential improvements to the proposals.

They also include a summary of the assessment for each potential strategy.

At a strategic level it is usually difficult to assess significant effects in the absence of widespread data. Instead, orders of magnitude are used based on geographic significance and impact magnitude. **Table 2.2** illustrates this order of magnitude for positive and negative effects.

Table 2.2: Significance Matrix

		Impact magnitude								
		Adverse				Neutral	Positive			
		High	Medium	Low	Negligible		Negligible	Low	Medium	High
Geographical significance	International	Severe	Severe	Major	Moderate		Moderate	Major	Severe	Severe
	National	Severe	Major	Moderate	Minor		Minor	Moderate	Major	Severe
	Regional	Major	Moderate	Minor	Negligible		Negligible	Minor	Moderate	Major
	Local	Moderate	Minor	Negligible	Negligible		Negligible	Negligible	Minor	Moderate

Limitations in terms of the level of detail and confidence of assessment are cited in the detailed assessment matrices; where uncertainty exists, the worse case scenario has been assumed in accordance with the precautionary principle.^{iv}

2.4 Summarising the assessment outcomes

The following chapters set out the commentary summarising the appraisal of each of the 18 potential strategies. This draws on both the outcomes of the high level assessment, and where relevant, to the detailed assessment matrices.

Chapter 3 summarises the findings of the appraisal of the potential strategies making up the *Strategy for Places*. The following chapter, **Chapter 4**, then summarises the appraisal of the potential strategies making up the *Strategy for Key Issues/Themes*.

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

3 Assessment of the Strategy for Places

3.1 Introduction

This chapter summarises the outcomes of the appraisal for the nine potential strategies set out by the Direction of Travel Report and presented under the *Strategy for Places*. This is based on the high level assessment and detailed assessment carried out on the potential strategies.

The high level assessment suggests that four of the potential strategies under the *Strategy for Places* have the potential to raise sustainability implications relating to their implementation. For these potential strategies, the summary below should be read in conjunction with the detailed assessment matrices presented in **Appendix C**.

3.2 SP1: Strategy for Settlements in Harborough District

Potential strategy SP1 presents a settlement hierarchy for Harborough, through setting out the relevant roles of the areas of the district, including within the PUA, Market Harborough, Lutterworth and Broughton Astley and the other settlements in Harborough.

Through presenting a coherent overview and settlement pattern for the district, SP1 will help determine and guide the types of development required for each area. Under SP1, development in the PUA is linked to regeneration and development objectives in Leicester, and recognises cross boundary issues related to Oadby and Wigston. Market Harborough is designated as the main sub-regional focus for the district. Lutterworth and Broughton Astley are to be developed as Key Centres. Kibworth, Fleckney, Great Glen, Billesdon, Ullesthorpe and Husbands Bosworth are presented as Rural Centres with a focus for development on affordable housing and community uses. Elsewhere in the district, only small scale development within settlement boundaries, which supports rural affordable housing and existing services, is promoted. Overall, this is seen by the appraisal process as an appropriate settlement hierarchy and pattern for Harborough.

Where relevant, SP1 also acknowledges possible limitations to development in the district. For example, for the PUA, the policy acknowledges the limitations related to public transport provision in the area, and potential effects on the identity and local distinctiveness of Scraptoft, Thurnby and Bushby. Likewise, for Market Harborough, the need to protect the integrity of the historic environment and character of the town is recognised. Whilst a high level acknowledgement of these issues is welcomed, these issues have been further developed (and appraised) through the location-specific potential strategies presented elsewhere in the Direction of Travel report.

3.3 SP2: Strategy for Housing Development to 2026

The high level assessment carried out on potential strategy SP2 (**Appendix B**) suggested that a number of uncertain or negative potential sustainability effects may arise as a result of the proposed policy. These include those related to effects on biodiversity, landscape quality, the historic environment, air quality and emissions of greenhouse gas emissions from transport.

The detailed assessment matrix for SP2 presented in **Appendix C** provides more detail on the appraisal carried out for this policy, and should be referred to for a more in-depth overview of the potential strategy's sustainability performance. The detailed assessment has highlighted that whilst SP2 will help meet housing needs in the district, and support economic growth and investment, a range of potential sustainability effects may arise. SP2's effect on the district's of environmental receptors will depend on the location, design, layout of new development and the incorporation of features and areas to mitigate potential impacts. Assessment findings in **Appendix C** (i.e. the appraisal of potential strategies SP4, SP5 and SP6) examine in more depth the location-specific aspects of the likely sustainability effects of the housing development proposed through SP2. The findings of these appraisals are set out in **sections 3.5 to 3.7** inclusive.

3.4 SP3: Strategy to deal with Potential Additional Housing Development in the Longer Term

Potential strategy SP3 sets out the mechanisms by which development over the longer term will be delivered in the district. Due to the limited level of detail included with the potential strategy, and its longer term nature, no negative or uncertain sustainability effects were highlighted through the appraisal.

3.5 SP4: Strategy for Leicester Principal Urban Area

Whilst SP4 will help meet local and sub-regional housing needs, and support a measure of local investment in Great Glen, Oadby, and Stoughton, Scraftoft and Thurnby/Bushby, a number of potential significant sustainability implications arise from the development of 1,000 houses and associated infrastructure at the proposed locations for growth. This includes those related to accessibility, traffic growth, greenhouse gas emissions from transport, local services, flood risk, and potential effects on biodiversity assets, landscape quality, the soils resource and the historic environment.

Although these effects will be at least partially mitigated by a number of the other proposed policies in the Core Spatial Strategy, there is further scope for these possible effects to be further acknowledged 'upfront' through this potential strategy. This is particularly relevant due to the location and scale of proposed new development put forward through the potential strategy: this includes promoting a new settlement of at least 900 homes within the strategic development area between Oadby and Great Glen, and new development in the vicinity of Stoughton, Scraftoft and Thurnby/Bushby.

The detailed assessment matrix included in **Appendix C** discusses the potential sustainability implications of SP4 in more detail.

As the detailed assessment matrix suggests, the policy relating to new development in the PUA to be included in the Core Spatial Strategy should seek to better address the potential accessibility issues raised by the development at the locations promoted through the SP4. In this respect the policy should highlight a requirement for improvements in local services and public transport networks to accompany new development. New development should also be accompanied by an expansion of secure, usable and accessible walking and cycling networks, which link residential areas with services, facilities, open space and existing public transport networks.

The policy should also seek to avoid areas of flood risk and implement appropriate infrastructure to support climate change adaptation, including through the development of the local green infrastructure network to link with district and sub-regional networks. The policy should also seek to minimise effects on landscape quality, biodiversity assets and the historic environment through appropriate design and layout and relevant mitigation measures and seek to realise opportunities for enhancement to these assets.

Acknowledging these potential effects will provide a locational context to, and support, the other Core Spatial Strategy policies seeking to address these issues.

3.6 SP5: Strategy for Market Harborough

SP5 has the potential to support the vitality and vibrancy of Market Harborough town centre, encourage investment and facilitate expansion of employment opportunities in the town. The potential strategy also seeks to protect the historic character of the town, accommodate growth which respects the town's landscape setting and promotes the development of green infrastructure. The policy will also help reduce the impact of the new development proposed on traffic growth through supporting public transport linkages, and walking and cycling networks. This will help limit associated effects on air and noise quality, greenhouse gas emissions and the quality of the public realm.

This has the potential to be undermined by the potential strategy's aim to increase car parking capacity in the town centre however. Due to its role in undermining the sustainable transport measures proposed in potential strategy SP5, the policy to be included in the pre-submission Core Spatial Strategy should consider revisiting the proposals for increased parking capacity in the town centre.

Whilst the policy seeks to limit effects on landscape quality, traffic growth, the historic environment and a range of other receptors, impacts are still likely to occur from the development of 1,500 new houses in and adjacent to Market Harborough. The detailed assessment matrix included in **Appendix C** discusses the potential sustainability effects of potential strategy SP5 in further detail.

3.7 SP6: Strategy for Lutterworth, Broughton Astley and Rural Centres

Potential strategy SP6 will enhance the vitality and vibrancy of Broughton Astley and Lutterworth, help reduce through HGV traffic in Lutterworth Town Centre, and improve local

availability of services, facilities and amenities. The potential strategy will also increase available housing, including affordable housing in the rural centres of the district. In comparison to the other major proposed development areas in the district, landscape sensitivity is also likely to be less of a constraint for new development in and around Lutterworth and Broughton Astley.

A significant issue raised by the appraisal is that the potential strategy has not acknowledged the presence of historic environment assets in the proposed areas of development. This is significant as Lutterworth and many of the Rural Centres contain a large number of features and areas designated for their historic environment value. Development at these locations therefore has the potential to have effects on designated (and non-designated) cultural heritage features and areas and their settings in these settlements.

Localised flood risk and potential effects on biodiversity assets at the proposed development locations have also not been acknowledged (although these are at least in part addressed by other potential strategies presented in the Direction of Travel report). SP6 also has not sought to promote the use of sustainable modes of transport.

To address these issues, potential strategy SP6 should seek to promote accessibility through ensuring new development is accompanied by an improvement in public transport linkages and walking and cycling networks. It should also recognise the historic environment resource present in many of the settlements likely to be affected by growth promoted through this policy, through seeking to reduce impacts from new development on cultural heritage assets and their settings. The flood risk which is present in many of the settlements (both fluvial and from surface run off) should also be acknowledged to provide a location-specific context to support the Core Spatial Strategy's climate change adaptation policy.

The detailed assessment matrix included in **Appendix C** discusses the potential sustainability effects of SP6 in more depth.

3.8 SP7: Strategy for the Countryside: Settlements and Landscape

SP7 has a strong focus on achieving a high measure of landscape protection in Harborough. Through promoting a high level of landscape protection and enhancement in the district, the potential strategy will also help secure a range of positive secondary effects, including relating to the protection of the historic environment (including cultural heritage assets and their settings), local distinctiveness and the protection of biodiversity features. For these reasons, SP7 will bring a range of beneficial sustainability effects in relation to the SA Objectives.

Whilst the potential strategy promotes a high measure of landscape protection, it should be noted that SP7's assertion that "new development in the countryside will be strictly controlled" has the potential to be undermined by the large measure of greenfield development currently proposed by the latest draft of the Core Spatial Strategy.

3.9 SP8: Strategy for the Countryside: Green Infrastructure

SP8 seeks to develop a strategic green infrastructure network across the district. Whilst this will bring a range of beneficial sustainability effects for Harborough, there are a number of areas where further added value could be achieved through an updated green infrastructure policy included in the pre-submission Core Spatial Strategy.

The current wording of the potential strategy suggests that green infrastructure (GI) will only be expanded and developed in rural areas, through stating that GI will be developed "across the countryside of Harborough District". Whilst extending GI into rural areas is a vital aspect of fully functional and linked sub-regional GI networks, networks should be extended within existing built up areas and comprise key parts of development proposals both within, adjacent to and outside of settlements. The potential strategy should therefore be updated to further clarify how the GI network will be expanded and developed to incorporate and augment built up areas, and link with existing GI assets. This approach is supported by Policy 28 of the East Midlands Regional Plan (March 2009).

The proposals map (Core Spatial Strategy Key Diagram) also reduces the effectiveness of the policy. On the map, no "Strategic Green Corridors" are proposed in the west of the district, including near the proposed development sites of Broughton Astley and Lutterworth. This is significant due to the scale of development proposed for these areas, and the large areas of the district not currently covered by strategic GI. Likewise, Strategic Green Corridors are not extended to the east of Leicester at Stoughton, Scraftoft and Thurnby/Bushby. This undermines the scope for the development of an important sub-regional GI link into the urban area of Leicester to accompany growth at this location.

3.10 SP9: Strategy for Delivery of Development and Supporting Infrastructure

Potential strategy SP9 sets out how developers will be required to make contributions under Section 106 agreements and, when introduced, under the forthcoming Community Infrastructure Levy. Although the appendix signposted by SP9, to include the types of services and infrastructure to be encouraged by the policy, was not incorporated with the Direction of Travel report, it is likely that SP9 will help ensure the delivery of services and infrastructure to support new and redevelopment in the district. For this reason, SP9 has the potential to bring a range of beneficial sustainability effects in relation to the SA Objectives.

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4 Strategy for Key Issues and Themes

4.1 Introduction

This chapter sets out a commentary summarising the assessment findings related to the potential strategies included under the *Strategy for Key Issues and Themes*. This is accompanied by a discussion of possible areas where the potential strategies can be improved to maximise sustainability value.

Each potential strategy proposed under the *Strategy for Key Issues and Themes* has been assessed utilising the methodology and process described in **Chapter 2**. As no significant uncertainties or potential negative effects arose through the high level assessment of the potential strategies under the *Strategy*, no detailed assessment matrices accompany this commentary.

4.2 ST1: Addressing climate change

Potential strategy ST1 sets out the Core Spatial Strategy's response to climate change. This is presented through incorporating mitigation and adaptation to climate change under one strategy area.

It is viewed that climate change mitigation (reducing greenhouse gas emissions) and adaptation (adapting to the effects of climate change), although both broadly considered through the potential strategy, are distinct aspects of climate change. To acknowledge this separation, the pre-submission version of the Core Spatial Strategy should provide further distinction between these two aspects of climate change. This would help clarify the Core Spatial Strategy's proposed response to climate change. On this basis there may be potential for ST1 to be split into separate climate change mitigation and adaptation policies in the pre-submission Core Spatial Strategy.

The further development of criteria based guidance for climate change for inclusion in the submission draft as promoted by ST1 is welcomed by this assessment. This should link to, and acknowledge national, regional and local climate change targets, including relating to greenhouse gas emissions. At a national level, the Climate Change Act 2008 commits the UK to an 80 percent cut in greenhouse gas emissions by 2050 and a reduction in emissions of at least 34 percent by 2020. These are legally binding targets. At a regional level, the recently released East Midlands Climate Change Programme for Action (May 2009)^v sets out a target to reduce carbon dioxide emissions across the region, over three years, by an average of 10% per capita from a 2005 baseline. The proposed criteria based guidance to be included in the Core Spatial Strategy should seek to support these and other aims.

^v East Midlands Regional Assembly (May 2009), Tackling Climate Change in the East Midlands: Regional Programme for Action, 2009-2011: <http://www.emra.gov.uk/files/climate-change-poa2009-11.pdf>

In relation to climate change mitigation, whilst an expansion of renewable energy in the district has been promoted by potential strategy ST1, energy efficiency has been provided with less of an impetus. Improving energy efficiency in the district will be a vital aspect of climate change mitigation, and to address this, the climate change mitigation policy included in the Core Spatial Strategy should have an additional impetus on the issue. This will do more to reflect current policy initiatives at a national level: for example improved energy efficiency is central to the *UK Low Carbon Transition Plan*^{vi}, the document which sets out how the UK Government will meet the 34 percent cut in emissions on 1990 levels by 2020. In this respect, targets relating to the Code for Sustainable Homes (discussed further in **section 4.3** below), supported by other standards, including BREEAM for non-domestic buildings, should be promoted under this strategy area.

4.3 ST2: Providing housing choice and affordability

Potential strategy ST2 sets out a range of proposals to improve housing availability and quality. In particular it has a strong focus on the affordability of housing, including in rural areas of the district. This will help bring a number of sustainability benefits.

As acknowledged under the commentary for potential strategy ST1 (**section 4.2**), ST2 sets out standards for affordable housing relating to the Code for Sustainable Homes, and suggests that Code level 3 should be achieved for new provision. Whilst it is recognised that achieving high standards under CSH can have implications for housing delivery, there is considerable potential for this target to be more ambitious and to better reflect national aims. As set out in *Greener Homes for the Future*^{vii} the current national target is for all new homes to reach Code level 3 by 2010, Code level 4 by 2013, and Code level 6 by 2016. Likewise, the energy performance standard of Code level 3 is proposed to become the new standard for Building Regulations in England in 2010. The Core Spatial Strategy, which is due to be adopted in early 2011, will therefore, through seeking the achievement of Code level 3 for affordable housing, only be matching existing requirements by the time of its adoption.

It is also recommended that the Core Spatial Strategy should apply ambitious targets for all new housing in the district. Currently potential strategy ST2 only seeks to apply CSH standards for affordable housing.

4.4 ST3: Providing for Gypsy-Travellers

Potential strategy ST3 will support a range of potential beneficial sustainability effects in relation to the SA Objectives. This includes: promoting residents' accessibility to services, facilities and amenities; supporting road and pedestrian safety; seeking to ensure that new sites are not developed in flood risk areas or areas of land contamination; limiting potential

^{vi} HM Government (July 2009) The UK Low Carbon Transition Plan:
http://www.decc.gov.uk/en/content/cms/publications/lc_trans_plan/lc_trans_plan.aspx

^{vii} DCLG (May 2008) Greener Homes for the Future:
<http://www.communities.gov.uk/documents/planningandbuilding/pdf/803784.pdf>

impacts on landscape quality; and facilitating access to utilities including mains water, electricity, drainage and sanitation.

To add further value to the potential strategy, it is recommended that the policy relating to gypsies and traveller sites included in the pre-submission document should seek to ensure that all sites are developed through the principles set out in the national guidance document *Designing Gypsy and Traveller Sites: Good Practice Guide* (DCLG, May 2008). The Core Spatial Strategy should also outline how pitch allocations will be made through the LDF (such as, for example, through a Gypsies and Traveller site allocations DPD or similar).

4.5 ST4: Enabling Economic and Employment Development

Potential strategy ST4 will bring a range of benefits for economic development and investment in the district. Through focussing employment development in Market Harborough, the policy will support residents' accessibility to jobs and opportunities, support inward investment to the town, and further establish the town as the primary centre of the district.

ST4 also seeks to support the vitality of rural areas through encouraging economic diversification and the retention of services in these areas, and supporting the provision of live/work units. This will support access to economic opportunities. The policy also seeks to provide a high level of protection for the quality of countryside by strictly controlling development in these areas.

No amendments are therefore proposed for this potential strategy.

4.6 ST5: Improving Town Centres and Shopping

Potential strategy ST5 will promote the vitality and vibrancy of Market Harborough through recognising its sub-regional role and ensuring it remains a focus for new retail and service provision in the district. ST5 also seeks to enhance community and retail offer in Lutterworth and Broughton Astley. This will recognise their role as Key Centres for the district. Alongside, the potential strategy also recognises the requirement for new development in the PUA not to undermine the principal role of Leicester city centre in the sub-region. The promotion of this centre hierarchy development will help encourage the provision of new and redevelopment appropriate for each settlement.

Whilst it is acknowledged that potential strategy ST9 addresses the historic environment in town centres, there is further potential for ST5 to reiterate the importance of protecting cultural heritage assets and their settings. This is particularly relevant due to the existence of areas of significant historic environment value in Market Harborough and Lutterworth, and the potential role of high quality and distinctive built environments for encouraging the use of centres for shopping and leisure purposes. This will support potential strategy ST9.

4.7 ST6: Safeguarding Green Wedges

The promotion of Green Wedges through potential strategy ST6 will help protect landscape quality, safeguard local distinctiveness, support biodiversity assets, aid climate change adaptation and promote recreational opportunities. ST6 will therefore bring a range of sustainability benefits for the district.

As previously highlighted in **section 3.9**, Green Wedges and Areas of Separation should be considered as part of a wider green infrastructure strategy for the district/sub-region. In this respect ST6 should be more directly linked with the potential strategy promoting an expansion and enhancement of the district's strategic green infrastructure network (currently considered in the Direction of Travel report under potential strategy SP8).

4.8 ST7: Open Space, Sport and Recreation

Through the promotion of new and improved open space in the district, ST7 will improve leisure and recreation opportunities and promote more active lifestyles. This will support the health and wellbeing of residents in the district. Improved provision of open space will also have benefits for the quality of the built environment, climate change adaptation and, depending on design, biodiversity assets.

As similarly highlighted under potential strategy ST6, open space provision in Harborough should be considered as part of a wider green infrastructure strategy for the district/sub-region.

4.9 ST8: Conserving Biodiversity and Geology

Potential strategy ST8 seeks to promote the conservation, enhancement and promotion of the geological interest of the area. To support this statement, the policy included in the pre-submission version of the Core Spatial Strategy should outline how this should be achieved.

Geodiversity features of value in Harborough include railway, canal and road cuttings, disused quarries, river settings, buried interest and outcrops. The existence of well exposed geological features in the district is important for scientific study, educational use and recreational enjoyment. They are also integral parts of Harborough's landscape character. The Core Spatial Strategy should therefore support the protection of features and areas of geodiversity value, and support their enhancement for amenity use and education. In this context, specific reference should be made to statutory and non-statutory geodiversity sites.

The Core Spatial Strategy should also support the use of appropriate building stone in the district, and the utilisation, where appropriate, of geodiversity features within new development. This will promote and enhance the district's geological heritage. The relevant policy should also further recognise geodiversity's importance to biodiversity in the district, including for promoting a landscape approach to nature conservation.

An additional area where the potential strategy can be updated is the reference to 'geology' in the title of ST8. It is recommended that geology should instead be referred to as 'geodiversity' in the title of the relevant policy in the pre-submission version of the Core Spatial Strategy.

In relation to biodiversity potential strategy ST8 will help to protect biodiversity assets and support the enhancement of habitats and features of biodiversity value. This includes through recognition of the presence of protected species present, acknowledging the value of brownfield biodiversity, supporting of the aims of the local Biodiversity Action Plan, promoting biodiversity friendly design in new development and supporting the designations of new Local Nature Reserves in Harborough. It also highlights areas of particular biodiversity value in Harborough and their role in a district-wide natural greenspace network. Specific reference should be made to non-statutory biodiversity sites (known as Sites of Importance for Nature Conservation).

There is potential for the biodiversity policy at pre-submission to further recognise the need to support adaptation to climate change in biodiversity terms. Changes likely to affect biodiversity include: changes in seasonal cycles; changes in species abundance and distribution (including the loss and arrival of species); changes in community composition; changes in ecosystems processes; and loss of habitat. Under the biodiversity policy in the pre-submission version of the Core Spatial Strategy, these effects should be acknowledged, and measures to support biodiversity adaptation should be promoted. This can include:

- ▶ Promoting an increase in ecological resilience in the district;
- ▶ Conservation and enhancement of the range of species and ecological variability;
- ▶ Improvement in ecological networks;
- ▶ The creation of buffer zones around priority habitats; and
- ▶ Responding to changing conservation priorities.

This will support the ability of the district's flora and fauna to adapt to changes in climate.

The title of the local Biodiversity Action Plan is the "Leicester, Leicestershire and Rutland Biodiversity Action Plan" rather than the "Leicestershire Biodiversity Action Plan" as currently suggested in potential strategy ST8. References to the Biodiversity Action Plan should therefore be revised in the pre-submission Core Spatial Strategy.

It is also worth acknowledging that the Biodiversity Action Plan sets out a number of Habitat Action Plans and Species Action Plans for the area, both of which will inform green infrastructure planning and will help deliver the respective plans. These plans have been developed for the following habitats and species:

Table 4.1: Habitat Action Plans and Species Action Plans as set out by the Leicester, Leicestershire and Rutland Biodiversity Action Plan

Habitat Action Plans	Species Action Plans
<ul style="list-style-type: none"> - Broadleaved woodland - Calcareous grassland - Eutrophic standing water - Fast-flowing streams - Field margins - Floodplain wetland - Heath-grassland - Hedgerows - Lowland wood-pasture and parkland - Mature trees - Mesotrophic lakes - Neutral grassland - Reedbed - Roadside verges - Rocks and built structures - Sphagnum ponds - Springs and flushes - Urban Habitat - Leicester - Wet woodland 	<ul style="list-style-type: none"> - Barn Owl - Bats - Black Hairstreak Butterfly - Black Poplar - Dingy Skipper and Grizzled Skipper - Dormouse - Nightingale - Otter - Purple Small-reed - Redstart - Sand Martin - Violet Helleborine - Water Vole - White-clawed Crayfish - Wood Vetch

4.10 ST9: Promoting our Built Heritage

Potential strategy ST9 will help secure a high level of protection for the historic environment through promoting the protection and enhancement of designated and non-designated features and areas of historic environment value, and through a strong focus on supporting local distinctiveness in the district. It also seeks to improve awareness and understanding of local cultural heritage assets, and realise opportunities for enhancing visitor offer.

An area where the potential strategy could be further augmented is through the promotion of the use of local building stone for new and redevelopment in the district. This will support local distinctiveness and promote a sense of place, augment the quality of the built environment, and recognise the value of Harborough’s geodiversity for the historic environment. The pre-submission policy relating to the historic environment should therefore seek to promote the use of local building materials wherever possible.

Otherwise ST9 is the basis for comprehensive historic environment policy, and the full range of aspects addressed through this potential strategy should be taken forward to pre-submission.

5 Recommendations and next steps

5.1 Recommendations

A key advantage of SA is that it enables plan-makers to contemplate a large amount of information when making decisions on whether and how to provide for an identified need. In this respect, the assessment indicates that certain recommendations should be made on how to improve the sustainability performance of the existing Core Spatial Strategy potential strategies.

Whilst the potential strategies as they stand are likely to bring a range of positive sustainability effects for the district, a number of the draft policies have the potential to bring adverse effects in relation to the SA Objectives. Alongside, there are areas where the potential strategies could be further improved when developed for pre-submission. A number of recommendations have therefore been proposed below to help further improve the sustainability performance of the Core Strategy policies.

These recommendations support those included in the commentary presented in **Chapters 4 and 5** and the more detailed mitigation measures proposed in the Detailed Assessment Matrices presented in **Appendix C**.

5.1.1 Sustainable waste management

The potential strategies which make up the Direction of Travel report have not sought to introduce policies which promote sustainable waste management in the district. Whilst the district currently has high levels of recycling, the need for further improvements should be promoted through the Core Spatial Strategy.

The need for sustainable waste management provision to accompany the new areas of development in the district, including in the proposed strategic development areas, should be highlighted by relevant pre-submission policies. The Core Spatial Strategy should also seek to ensure that developer contributions are secured where appropriate for new and improved waste management facilities in the district, and the provision of sites for localised recycling and reuse facilities at a community level are secured. New housing, office and retail developments should incorporate sustainable waste management facilities and easy to use/access recycling schemes. The Core Spatial Strategy should also seek to ensure that new development utilises the efficient use of resources, and promotes the use of waste as a resource material.

5.1.2 Geodiversity

Whilst geodiversity has been briefly acknowledged in potential strategy ST8, the value of geodiversity assets in the district should be further discussed and recognised by the biodiversity/geodiversity policy included in the relevant Core Spatial Strategy policies.

Likewise, the use of local building stone should be promoted through the pre-submission policy addressing the historic environment to promote local distinctiveness and the enhancement of the quality of the historic and built environment.

5.1.3 Town centre parking

The potential strategy for Market Harborough (SP5) seeks to expand town centre parking at this location. This has the potential to encourage car use, contribute to congestion and undermine the sustainable transport measures proposed for the town. The proposal to expand town centre parking in Market Harborough through SP5 should therefore be revisited through the next stage of development of the Core Spatial Strategy.

5.1.4 Flood risk

The policies relating to Market Harborough, the PUA, Lutterworth, Broughton Astley and the Key Centres should further recognise and seek to address flood risk which exists in these areas. This will help provide a location-specific context to (and support) the climate change adaptation policy.

5.1.5 Accessibility and car use in the PUA

The pre-submission Core Spatial Strategy should seek to better address potential issues of accessibility from proposed areas of development in the PUA. This includes by encouraging the use of sustainable modes of transport in the PUA through the development of new public transport links and walking and cycling networks, and appropriate design and layout of development.

5.1.6 Climate change adaptation for biodiversity

Measures to support the ability of biodiversity to adapt to climate change should be promoted through the biodiversity policy included within the pre-submission Core Spatial Strategy. This includes through facilitating an increase in ecological resilience in the district, conservation and enhancement of the range of species and ecological variability, improvement in ecological networks, the creation of buffer zones around priority habitats, and responding to changing conservation priorities. This will support the ability of flora and fauna present in the district to adapt to changes in climate.

5.1.7 Designing out crime

Whilst crime levels are low Harborough, there remains a disproportionate fear of crime in the district. Policies should therefore support development which reflect the principles of "Secured by Design,"^{viii} the official police initiative for security and designing out crime.

^{viii} <http://www.securedbydesign.com/>

5.1.8 Historic environment

There is further potential for the policy related to Lutterworth and the Key Centres to more explicitly recognise the historic evolution and heritage value of these areas. New development at these locations should seek to utilise features of historic interest where they exist, support high quality design for all scales of development and fully utilise detailed historic characterisation work. It should also seek to enhance the built environment, townscape and landscape in a manner which contributes to local distinctiveness and a sense of place. This will support the historic environment policy (currently ST9) in a location-specific context.

5.1.9 Energy efficiency

The policy addressing climate change mitigation included in the pre-submission Core Spatial Strategy should further address the need for energy efficient design in new and redevelopment. In particular there is potential for the Core Spatial Strategy to incorporate the inclusion of relevant targets related to the energy efficiency of new development within the district.

5.1.10 Housing and the Code for Sustainable Homes

Targets relating to the Code for Sustainable Homes for new housing included in the pre-submission Core Spatial Strategy should be more ambitious than currently set out in the Direction of Travel Report. The Direction of Travel report currently seeks to achieve Code level 3 for affordable housing. If taken forward, this will only match existing requirements by the time the Core Spatial Strategy is adopted in 2011. Targets presented in the Core Spatial Strategy should therefore be more ambitious and better reflect national aims. They could also apply to all new housing in the district, and not exclusively affordable housing.

5.1.11 Green infrastructure

Green Wedges, Areas of Separation and open spaces should be considered as part of a wider coordinated green infrastructure strategy for Harborough and the wider sub-region. Currently these aspects of green infrastructure are separated in the Direction of Travel report through distinct potential strategies.

The proposals map also currently does not propose the development strategic green infrastructure in large areas of the district currently earmarked for a large degree of new development. This includes to the west of the district, including near the proposed development sites of Broughton Astley and Lutterworth, and in the proposed development areas to the east of Leicester. The scope for further development of the strategic green infrastructure network should therefore be promoted by the pre-submission version Core Spatial Strategy. Likewise, the relevant green infrastructure policy in the pre-submission Core Spatial Strategy should place an additional impetus on green infrastructure in existing built up areas.

5.2 Next steps

Following the receipt of the finalised Core Spatial Strategy policies from HDC, UE Associates will re-appraise the policies. This will include a cumulative effects assessment, which will examine the interaction between the various aspects of the Core Spatial Strategy.

The full SA Report will subsequently be developed to accompany the pre-submission document for the Core Spatial Strategy. This will be in full compliance with the requirement to produce an Environmental Report and SA Report under the SEA Directive and the Planning and Compulsory Purchase Act 2004.

Any updates to Core Spatial Strategy following Regulation 29 consultation will then be reflected in a revised SA Report. This revised SA Report will form part of the evidence base to accompany Submission of the Core Spatial Strategy to the Secretary of State for Examination.

Appendix A: Harborough Core Strategy Sustainability Appraisal Framework

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Harborough Core Strategy SA Framework

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

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

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

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

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

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

Appendix B: High Level Assessment Matrix

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High level assessment of the Harborough Core Spatial Strategy Direction of Travel report's potential strategies		SA Objectives											
		SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12
Potential strategies	Strategy for Places												
	SP1: Strategy for Settlements in Harborough District	+	+	+	++	++	0	+	+	+	+	0	0
	SP2: Strategy for Housing Development to 2026	--	--	-	0	+/-	0	+/-	-	++	+	--	+/-
	SP3: Strategy to Deal with Potential Additional Housing Development in the Longer Term	0	0	0	0	+	0	0	0	0	0	0	0
	SP4: Strategy for Leicester Principal Urban Area	-	--	-	0	+/-	0	+/-	--	+	0	-	+/-
	SP5: Strategy for Market Harborough	-	--	-	0	+/-	0	+/-	--	+	0	-	+/-
	SP6: Strategy for Lutterworth, Broughton Astley and Rural Centres	-	-	-	+	--	0	+/-	--	++	++	-	+/-
	SP7: Strategy for the Countryside: Settlements and Landscape	++	++	++	+	0	0	++	+	+	+	+	++
	SP8: Strategy for the Countryside: Green Infrastructure	++	++	++	++	++	0	++	+	0	+	+	++
	SP9: Strategy for the Delivery of Development and Supporting Infrastructure	0	++	++	+	+	0	++	++	++	+	+	+
	Strategy for Key Issues/Themes												
	ST1: Addressing Climate Change	+	+	0	+	0	0	++	++	0	+	++	+
	ST2: Providing Housing Choice and Affordability	0	0	0	++	+	0	0	0	++	0	0	0
	ST3: Providing for Gypsies and Travellers	0	+	0	+	++	0	+	0	++	0	0	+
	ST4: Enabling Economic and Employment Development	0	+	0	0	++	0	0	+	0	++	+	0
	ST5: Improving Town Centres and Shopping	0	0	0	+	++	0	0	+	0	++	0	0
	ST6: Safeguarding Green Wedges	++	++	++	+	0	0	++	0	0	0	0	++
	ST7: Open Space Sport and Recreation	+	++	+	++	+	0	++	+	0	0	+	++
	ST8: Conserving Biodiversity and Geology	++	++	0	+	0	0	++	+	0	0	0	+
ST9: Promoting our Built Heritage	0	++	++	0	0	0	0	0	0	++	0	0	

Key to high level assessment matrix

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

SA Objectives	
SA1	Protect, enhance and manage biodiversity and geodiversity.
SA2	Protect, enhance and manage the character and appearance of the landscape, maintaining and strengthening distinctiveness and its special qualities.
SA3	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.
SA4	Safeguard and improve community health, safety and well being.
SA5	Improve accessibility in the district, particularly from rural areas.
SA6	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.
SA7	Plan for the anticipated levels of climate change.
SA8	Minimise Harborough's contribution to climate change.
SA9	Provide affordable, environmentally sound and good quality housing for all.
SA10	Encourage investment in order to grow the local economy.
SA11	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.
SA12	Maintain, and where necessary, improve, the overall quality of the natural and built environment.

Appendix C: Detailed Assessment Matrices

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DETAILED ASSESSMENT MATRIX

Potential Strategy SP2

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Protect, enhance and manage biodiversity and geodiversity.	Policy SP2 has the potential to have impacts on biodiversity assets at a range of locations in the district. This includes through the development of around 1,100 dwellings on land within or adjoining the Leicester PUA, development at Lutterworth and Broughton Astley and at Market Harborough. Potential effects may result from a loss of habitats, strain on water resources, air pollution, disturbance from recreation, and waste water pollution.	-	-	-	Ongoing	Permanent	Local	Medium	High	Minor	Negative	Yes	<p>Whilst it is acknowledged that policy ST8 will support the protection and enhancement of biodiversity assets in the district, the location of development in the district through SP2 is likely to lead to effects on flora and fauna in the district from new development.</p> <p>Location-specific aspects of the potential effects on biodiversity have been discussed under the relevant policies (SP4, SP5 and SP6).</p>
2	Protect, enhance and manage the character and appearance of the landscape, maintaining and strengthening distinctiveness and its special qualities.	New development will take place through extensions to the Leicester urban area, Market Harborough and to Lutterworth and Broughton Astley. This will have implications for localised landscape quality.	-	-	-	Ongoing	Permanent	Local	Medium	High	Minor	Negative	Yes	<p>The impact of the urban extensions on local landscape quality will depend on the design and layout of development. Landscape quality will be supported by policy SP7.</p> <p>Impacts on landscape quality at the Leicester PUA, Market Harborough, Lutterworth and Broughton Astley have been discussed in more detail under the detailed assessment for policies SP4, SP5 and SP6.</p>
3	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	New development in the Leicester PUA, Market Harborough, Lutterworth and Broughton Astley has the potential to negatively impact on individual heritage assets and townscapes, as well as historic landscapes. Whilst policy ST9 will support a measure of protection for the historic environment, impacts are still likely to occur.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	Yes	<p>Potential impacts on historic environment at the Leicester PUA, Market Harborough, Lutterworth and Broughton Astley have been discussed in more detail under the detailed assessment for policies SP4, SP5 and SP6.</p> <p>New development should incorporate design which complements and enhances individual heritage assets and their settings, reducing its impact on designated and non designated sites and townscapes. Development should help rejuvenate and protect the approximately 200 listed buildings currently 'at risk' in the district.</p>
4	Safeguard and improve community health, safety and well being.	The effect on health depends on the provision of health, leisure and recreation opportunities with new development and the expansion of green infrastructure. Whilst Market Harborough and Lutterworth currently have a range of health services, the PUA and Broughton Astley have current shortfalls.	+/-	+/-	+/-	Ongoing	Permanent	Local	Low	Low	Neutral	Uncertain	Yes	<p>In general, key baseline health indicators for the Harborough District compare well against national averages. Harborough has a significantly low proportion of under 29 year olds, and an ageing population, which should be taken into account in terms of pressure on health services.</p> <p>Locating a significant proportion of development in the PUA and Broughton Astley, where there are currently limited health services may have implications for this objective without an expansion in local facilities and services.</p>

DETAILED ASSESSMENT MATRIX

Potential Strategy SP2

	No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
				Short term	Medium term	Long term									
SA Objectives	5	Improve accessibility in the district, particularly from rural areas.	<p>Locating development in Lutterworth and Broughton Astley and Bushby/Scraptoft/Thurnby will support transport services to and from these locations. Development of housing in the PUA will have some negative effects in relation to this objective due to poor public transport infrastructure to the east of Leicester. Although development in Lutterworth and Broughton Astley will support accessibility to and the provision of local services in the town, it is likely to encourage out commuting by car.</p> <p>Limiting development in rural centres is unlikely to support rural public transport links however</p>	--/++	--/++	--/++	Ongoing	Permanent	Subregional	Low	Low	Minor	Positive and negative, depending on location	Yes	<p>In relation to the development in the PUA transport infrastructure to the east of Leicester is limited (although this may be alleviated if developer contributions are secured to fund necessary transport improvements). Over the longer term, the impact of poor transport infrastructure may become less pronounced as improved transport routes become more economically feasible and new communities in the PUA become more developed.</p> <p>The small size of Lutterworth and Broughton Astley will mean development is likely to take place in relative close proximity the settlements' facilities.</p> <p>Car ownership is high in Harborough (6% above the national average), and the number of people using bus services are below national average.</p>
	6	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	The policy will have limited direct effects in relation to this objective.									Neutral			Although recycling rates in Harborough are very high by national standards, the Core Spatial Strategy should aim to ensure provision of sustainable waste management for new and existing development. It should also focus on the minimisation of waste where appropriate.
	7	Plan for the anticipated levels of climate change.	The policy's support for climate change adaptation depends on the location of development in relation to flood risk areas, the provision of green infrastructure, the design and layout of new development, the use of sustainable urban drainage systems and a range of other factors.	+/-	+/-	+/-	Ongoing	Permanent	Local	Low	Low	Neutral	Uncertain	Yes	<p>The predicted impacts of climate change include an increased frequency of storm events, decreased summer rainfall, increased risk of flash flooding and increases in extreme heat.</p> <p>Recent flooding has occurred (in 2002) in Market Harborough and Thurnby. Flood risk in Market Harborough exists from both the River Welland and from flash flooding (the latter exacerbated by poor drainage systems). All proposals for the area should have due regard to the principles set out in PPS 25 (Development and Flood Risk).</p>

DETAILED ASSESSMENT MATRIX







Potential Strategy SP2

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
8	Minimise Harborough's contribution to climate change.	Focus of development in or adjacent to the two main settlements in the District (Market Harborough and Lutterworth) may help reduce the need to travel, enabling limitations of greenhouse gas emissions. Lack of existing transport infrastructure to the east of Leicester, the encouragement of out-commuting from Lutterworth by car (due to the proximity of the M1 to the town, and the considerable distance to the nearest rail station at Rugby) and development in Broughton Astley, which is also close to the M1 and without a rail station has the potential to stimulate car use.	-	-	-	Ongoing	Permanent	International	Low	Medium	Major	Negative	Yes	Whilst potential strategy ST1 will support climate change mitigation, the patterns of development supported by policy SP2 has the potential to increase greenhouse gas emissions from transport. This is significant as road transport is already by far the largest contributor of greenhouse gas emissions in the District (45% in 2006).
9	Provide affordable, environmentally sound and good quality housing for all.	The provision of 3,700 houses in the District will help meet housing needs.	+	+	+	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	Yes	Whilst housing development is restricted outside of Market Harborough, the PUA, Lutterworth and Broughton Astley, the policy supports the growth of affordable housing in rural settlements. This will help meet rural housing needs.
10	Encourage investment in order to grow the local economy.	Whilst housing focus of the potential strategy will bring limited direct benefits for this objective, increased provision of housing in Market Harborough, Lutterworth, Broughton Astley will support the local economy of these settlements.	+	+	+	Ongoing	Permanent	Local	Low	Medium	Negligible	Positive	Yes	New housing areas' effect on investment and economic growth depends on their interconnectivity and accessibility to existing local settlements and their services, facilities and amenities.
11	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	The policy supports a large measure of housing development in the PUA, which is likely to take place on greenfield land. The shortage of brownfield land in Market Harborough and Broughton Astley, and the extension of Lutterworth is also likely to stimulate landtake on greenfield land. New development also has the potential to place further pressures on water resources in the area.	-	-	-	Ongoing	Permanent	Local	High	Low	Moderate	Negative	Yes	This will reduce the soils resource. In Severn Trent Water's draft Water Resource Management Plan (dWRMP) the East Midlands water resource zone is forecast to go into deficit in 2012-2013. Relating to the east of the district, the Welland CAMS (2007) states that parts of the district within the Welland area at an 'over abstracted' water resource availability status, and that 'no water is available' for licensing.

DETAILED ASSESSMENT MATRIX

Potential Strategy SP2

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
12	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	<p>New development in Lutterworth may have further implications for existing air quality issues in the town through a stimulation of traffic growth.</p> <p>There is potential for waste water and sewage issues to arise from the proposed areas of new development in the District.</p>	--	-	-	Ongoing	Temporary, then permanent	Local	Medium	Medium	Minor	Negative	Yes	<p>Initial development of approximately 3,700 houses will also have short term effects on air quality, noise pollution and tranquillity from construction.</p> <p>The increased amount of waste water and sewage effluent produced by new areas of development will need to be dealt with to ensure that there is no detriment in the quality of the water courses receiving this extra volume of treated effluent. As such there may be a requirement for the expansion and upgrading of current sewage treatment systems, if the volume of sewage requiring treatment within the district increases.</p>
Overall Effect	Potential Strategy SP2 will help meet housing needs in the district, and support economic growth and investment. SP2's effect on a range of environmental receptors will depend on the location, design, layout of new development and the incorporation of features and areas to mitigate potential impacts. These have been discussed further through the more detailed potential strategies for the PUA, Market Harborough and Broughton Astley and Lutterworth (SP4, SP5 and SP6).													
Proposed Mitigation	Mitigation measures have been proposed in the detailed assessment matrices for Potential Strategies SP4, SP5 and SP6.													

Key		Adverse		Beneficial	
The 'Duration' column is noted as:	Major negative effect	--	Severe		Superior
	Negative effect	-	Major		Major
	Positive effect	+	Moderate		Moderate
	Major positive effect	++	Minor		Minor
	Neutral environmental effect		Negligible		Negligible

DETAILED ASSESSMENT MATRIX

Potential Strategy SP4

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Protect, enhance and manage biodiversity and geodiversity.	The development of around 1,100 dwellings on land within or adjoining the Leicester PUA (including 900 houses between Oadby and Great Glen) is likely to have a number of effects on biodiversity, including from loss of habitats, strain on water resources, air pollution, disturbance from recreation, and waste water pollution. Whilst it is acknowledged that policy ST8 will support the protection and enhancement of biodiversity assets locally, the location of development proposed through SP4 is likely to lead to effects on flora and fauna in the area from new development.	-	-	-	Ongoing	Permanent	Local	Medium	High	Minor	Negative	Yes	<p>A range of habitats, sites and areas of biodiversity value exist in close proximity to the proposed areas of development, including between Great Glen and Oadby. Protected species are also likely to be present in the area. Specific biodiversity features on-site include trees, woodlands and hedgerows. These should be preserved within development areas. The proposals for the new settlements should also support green networks and support the improvement of biodiversity linkages in the area.</p> <p>Development at Scraftoft may have implications for the integrity of the Local Nature Reserve on Beeby Road.</p> <p>Through appropriate policies, the Core Strategy should aim to promote the objectives of the Leicester, Leicestershire and Rutland Biodiversity Action Plan. New development should take place with due regard to the aims of PPS9 and the biodiversity duty placed on local authorities by the Natural Environment and Rural Communities Act.</p>
2	Protect, enhance and manage the character and appearance of the landscape, maintaining and strengthening distinctiveness and its special qualities.	<p>The development of 900 houses and associated infrastructure is likely to have significant effects on landscape quality between Great Glen and Oadby. Impacts on landscape quality are also likely in the vicinity of Stoughton, Scraftoft and Thurnby/Bushby.</p> <p>The impact of the urban extensions on local landscape quality will depend on the design and layout of development. Landscape quality will be supported by an identified Green Wedge and the development of a Country Park to accompany development between Great Glen and Oadby, as well as the Core Spatial Strategy's policy SP7.</p>	-	-	-	Ongoing	Permanent	Local	Medium	High	Minor	Negative	Yes	<p>The areas proposed for development under this policy are within the High Leicestershire Landscape Character Area as defined in the Leicester, Leicestershire and Rutland Landscape and Woodland Strategy.</p> <p>According to the Harborough District Landscape Character Assessment (LCA) the area which surrounds Great Glen is characterised by a rolling landform of ridges and valleys in a predominantly rural landscape. The pattern of field boundaries is intact at this location, with mature hedgerow trees. To the north and west of the settlement edge the landform rises making the northern side of the development exposed to long distance views. The LCA however suggests that "...to the north and west of Great Glen, stretching along the north of the London Road sites may be accommodated by fitting into an extension of the urban edge along the route of the road."</p> <p>The LCA suggests development in the Stoughton, Scraftoft and Thurnby/Bushby areas should seek to avoid coalescence between the settlements and avoid ridge tops in the area, where development would be highly visible. According to the LCA (page significant areas of the locality are classified as "Land considered unsuitable for development in landscape terms. Landscape character should be protected through the prevention of development". This reflects the area link eastwards with the undulating landscape of the High Leicestershire LCA and the relative sensitivity of the area in landscape terms.</p>

DETAILED ASSESSMENT MATRIX

Potential Strategy SP4

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
3	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	<p>New development in the Leicester PUA has the potential to negatively impact on individual heritage assets and townscapes, as well as historic landscapes and local archaeology. This will depend on the design, layout and location of development.</p> <p>There are a number of listed buildings situated to the north and west of Great Glen, close to where development is proposed. These include at Stretton Hall, where recent housing development has taken place. Development proposed through the policy may have implications for the integrity of conservation areas at Thurnby, Scraptoft and Busby (although it should be noted that the historic environment will be supported by Conservation Areas being subject to a number of restrictions aimed at preserving the character of these areas).</p>	-	-	-	Ongoing	Permanent	Local	Low	Medium	Negligible	Negative	Yes	New development should incorporate design which complements and enhances individual heritage assets and their settings, reducing its impact on designated and non designated sites and landscapes. In this respect, the historic environment in this area will be provided with a measure of protection by Policy ST9.
4	Safeguard and improve community health, safety and well being.	The effect on health depends on the provision of health, leisure and recreation opportunities with new development and the expansion of green infrastructure. The proposed locations for development currently have poor health provision. Currently Great Glen has a small "branch" health centre, and Stoughton, Scraptoft and Thurnby/Bushby have no health facilities.	-	-	-	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	Yes	<p>In general, key baseline health indicators for the Harborough District compare well against national averages. Harborough has a significantly low proportion of under 29 year olds, and an ageing population, which should be taken into account in terms of pressure on health services.</p> <p>Locating a significant proportion of development at these locations, where there are currently limited health services may have implications for this objective without an expansion in local facilities and services.</p>
5	Improve accessibility in the district, particularly from rural areas.	Without significant public transport and accessibility improvements, development at these locations will lead to significant accessibility issues for those without access to a car.	--	--	--	Ongoing	Permanent	Local	High	Medium	Moderate	Negative	Yes	<p>Transport infrastructure to the east of Leicester is currently limited. This may be alleviated if developer contributions are secured to fund necessary transport improvements. Locating development adjacent to the London Road between Great Glen and Oadby, and Stoughton, Scraptoft and the Thurnby/Bushby areas has the potential to support the viability of improving of transport services to and from these locations.</p> <p>The policy should set out in more detail the requirement for new development to be accompanied by public transport enhancements and an expansion of walking/cycling networks.</p>

SA Objectives

DETAILED ASSESSMENT MATRIX

Potential Strategy SP4

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
6	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	The policy will have limited direct effects in relation to this objective.									Neutral			Although recycling rates in Harborough are very high by national standards, the Core Spatial Strategy should aim to ensure provision of sustainable waste management for new and existing development. It should also focus on the minimisation of waste where appropriate.
7	Plan for the anticipated levels of climate change.	The policy's effect on climate change adaptation depends on whether development located in flood risk areas, the provision of green infrastructure, the design and layout of new development, the use of sustainable urban drainage systems and a range of other factors. Flood risk areas exists in the Great Glen area (although risk areas are likely to be to the east of the proposed development at this location) and in Scraptoft and Thurnby. As highlighted by the SFRA, recent flooding has occurred (in 2002) in Thurnby and Great Glen (1999 and 2000), and there are numerous records of flooding from surface water run off to Scraptoft.	+/-	+/-	+/-	Ongoing	Permanent	Local	Low	Low	Neutral	Uncertain	Yes	The predicted impacts of climate change include an increased frequency of storm events, decreased summer rainfall, increased risk of flash flooding and increases in extreme heat. All development which takes place through the policy should have due regard to the principles set out in PPS 25 (Development and Flood Risk). This should include (in addition to the policy's support of SUDS and Green Infrastructure): directing development away from flood risk areas in the first instance, managing flood pathways; safeguarding land that is required for current and future flood risk management; working with the Environment Agency throughout the implementation of new development; and utilising the strategic flood risk assessment and a sequential approach to development in floodplains. A number of these aspects have been addressed through potential strategy ST1.
8	Minimise Harborough's contribution to climate change.	The lack of existing high quality public transport infrastructure to the east of Leicester has the potential to stimulate car use and increase traffic flows, with associated effects on greenhouse gas emissions.	-	-	-	Ongoing	Permanent	International	Low	Medium	Major	Negative	Yes	Whilst policy ST1 will support climate change mitigation, the patterns of development supported by policy SP4 has the potential to increase greenhouse gas emissions from transport. This is significant as road transport is already by far the largest contributor of greenhouse gas emissions in the District (45% in 2006). The policy should set out in more detail the requirement for new development to be accompanied by public transport enhancements and an expansion of walking/cycling networks.
9	Provide affordable, environmentally sound and good quality housing for all.	The provision of 1,100 homes at these locations will help meet sub-regional housing needs.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	This will help meet demand for new housing on the edge of Leicester.

DETAILED ASSESSMENT MATRIX

Potential Strategy SP4

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
10	Encourage investment in order to grow the local economy.	Whilst housing focus of policy will bring limited direct benefits for this objective, increased provision of housing between Oadby and Great Glen, and in Stoughton, Scraftoft and Thurnby/Bushby will support the local economy of these settlements.	+	+	+	Ongoing	Permanent	Local	Low	Low	Negligible	Positive	Yes	New housing areas' effect on investment and economic growth depends on their interconnectivity and accessibility to existing local settlements (including notably Leicester and their services, facilities and amenities.
11	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	The policy supports a large measure of housing development which is likely to take place on greenfield land. New development also has the potential to place further pressures on water resources in the area.	-	-	-	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	Yes	This will reduce the soils resource. In Severn Trent Water's draft Water Resource Management Plan (dWRMP) the East Midlands water resource zone is forecast to go into deficit in 2012-2013.
12	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	New development at these locations have the potential to increase traffic flows, with accompanying effects on air and noise quality.	--	-	-	Ongoing	Temporary, then permanent	Local	Medium	Medium	Minor	Negative	Yes	Initial development of approximately 1,100 houses and associated infrastructure will also have short term effects on air quality, noise pollution and tranquillity from construction.
Overall Effect	Whilst SP4 will help meet local and sub-regional housing needs, and support a measure of local investment in Great Glen, Oadby, and Stoughton, Scraftoft and Thurnby/Bushby, a number of potential significant sustainability implications arise from the development of 1,000 houses and associated infrastructure at these locations. This includes related to accessibility, traffic growth, greenhouse gas emissions from transport, local services, flood risk, and potential effects on biodiversity assets, landscape quality, the soils resource and the historic environment. Whilst these have been partially mitigated by a number of the other proposed policies in the Core Spatial Strategy, there is further potential for these effects to be further acknowledged explicitly through this policy.													
Proposed Mitigation	The policy relating to new development in the PUA should highlight a requirement for improvements in local services and public transport networks to accompany new development. New development should also be accompanied by an expansion of secure, usable and accessible walking and cycling networks, which link residential areas with services, facilities, open space and existing public transport networks. It should seek to avoid areas of flood risk and implement appropriate infrastructure to support climate change adaptation, including through the development of the local green infrastructure network to link with district and sub-regional networks. The policy should also seek to minimise effects on landscape quality, biodiversity assets and the historic environment through appropriate design and layout and relevant mitigation measures and seek to realise opportunities for enhancement to these assets.													

Key

	Major negative effect	--		Adverse	Severe			Superior	Beneficial
The 'Duration' column is noted as:	Negative effect	-	Magnitude of significance is illustrated as:	Major			Major		
	Positive effect	+		Moderate			Moderate		
	Major positive effect	++		Minor			Minor		
	Neutral environmental effect	=		Negligible			Negligible		

DETAILED ASSESSMENT MATRIX

Potential Strategy SP5

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Protect, enhance and manage biodiversity and geodiversity.	Whilst no locally or nationally designated sites exist at the proposed location for the strategic development area, a range of habitats, sites and areas of biodiversity value exist in close proximity to the proposed areas of development. Protected species are also likely to be present in the area. Whilst it is acknowledged that policy ST8 will support the protection and enhancement of biodiversity assets in the area, effects on biodiversity are likely to take place. This includes through the development of previously developed land in the town, which is likely to lead to effects on brownfield biodiversity.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	Yes	Specific biodiversity features on-site include trees, woodlands and hedgerows. These should be preserved within development areas. The proposals for the new settlements should also support green networks and support the improvement of biodiversity linkages in the area. Through appropriate policies, the Core Strategy should aim to promote the objectives of the Leicester, Leicestershire and Rutland Biodiversity Action Plan. New development should take place with due regard to the aims of PPS9 and the biodiversity duty placed on local authorities by the Natural Environment and Rural Communities Act.
2	Protect, enhance and manage the character and appearance of the landscape, maintaining and strengthening distinctiveness and its special qualities.	There are likely to be inevitable effects on landscape quality from the development of 1,000 dwellings at the proposed location of the strategic development area. Whilst the Harborough District Landscape Character Assessment states that the area is of moderate/low landscape sensitivity, it also states that "The site does not bear a direct association with the developed perimeters of Market Harborough and is readily associated with the countryside."	-	-	-	Ongoing	Permanent	Local	Medium	High	Minor	Negative	Yes	The proposed strategic development area is likely to largely take place within the "Airfield Farm Plateau", with smaller areas within the "Mill Hill Undulating Claylands" Local Character Areas according to the Landscape Character Assessment. The former has been evaluated by the LCA as "moderate/low sensitivity" and the latter as "moderate/high sensitivity". The impact of new development on local landscape quality will depend on the design and layout of development. Landscape quality will be supported by policy SP7. Alongside, the policy seeks to "accommodate growth in a manner which respects its landscape setting." There is also the potential for the development of the additional 500 dwellings (which are not due to take place in the proposed strategic development area) to occur in areas of higher landscape value around Market Harborough.
3	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	New development in the strategic development area may have impacts on local archaeological assets and on historic landscape character. No designated sites are located nearby however. The development of 500 dwellings on brownfield sites within the town and on other greenfield sites have increased potential to have impacts on local cultural heritage assets and their settings.	-	-	-	Ongoing	Permanent	Local	Low	Medium	Negligible	Negative	Yes	The policy seeks to facilitate growth which respects the town's historic character. The policy also seeks to limit traffic growth through appropriate measures. This will provide further protection to the historic environment. New development should incorporate design which complements and enhances individual heritage assets and their settings, reducing its impact on designated and non designated sites and landscapes. In this respect, the historic environment in this area will be provided with a measure of protection by Policy ST9.

DETAILED ASSESSMENT MATRIX

Potential Strategy SP5

	No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation	
				Short term	Medium term	Long term										
SA Objectives	4	Safeguard and improve community health, safety and well being.	The potential strategy seeks to ensure that the strategic development area is well linked to Market Harborough through the expansion of safe walking and cycling routes and an extension and improvement of the town's bus networks. This will support access to health, leisure and recreational services, facilities and opportunities. Health and wellbeing will also be supported by the policy's support of an expansion and improvement of the green infrastructure network locally.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	Yes	Market Harborough has the highest concentration of health services in the District, as well as leisure facilities. In general, key baseline health indicators for the Harborough District compare well against national averages. Harborough has a significantly low proportion of under 29 year olds, and an ageing population, which should be taken into account in terms of pressure on health services.	
	5	Improve accessibility in the district, particularly from rural areas.	The potential seeks to ensure that the strategic development area is well linked to Market Harborough through the expansion of safe walking and cycling routes and an extension and improvement of the town's bus networks. This will support a limitation of the use of the private car.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	Yes	The "package" of transport measures proposed by the policy, which seeks to reduce the impact of traffic congestion in the town, will include increasing car parking capacity. This will undermine public transport networks and the use of walking and cycling routes. There are considerable opportunities for linking the strategic development area to utilise the existing towpath along the canal and the River Welland (part of National Cycle Route 6).	
	6	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	The policy will have limited direct effects in relation to this objective.										Neutral			Although recycling rates in Harborough are very high by national standards, the Core Spatial Strategy should aim to ensure provision of sustainable waste management for new and existing development. It should also focus on the minimisation of waste where appropriate.
	7	Plan for the anticipated levels of climate change.	Development taking place through the strategic development area (i.e. for up to 1,000 dwellings) is unlikely to take place in areas of flood risk. Other locations in the town which may be used for the remaining 500 dwellings allocated for Market Harborough have the potential to be at risk from flooding: the policy has not explicitly sought to ensure that new development in the town does not take place at these locations.	+	+	+	Ongoing	Permanent	Local	Low	Medium	Negligible	Positive	Yes	The policy's support for climate change adaptation depends on the location of development in relation to flood risk areas, the provision of green infrastructure, the design and layout of new development, the use of sustainable urban drainage systems and a range of other factors. The predicted impacts of climate change include an increased frequency of storm events, decreased summer rainfall, increased risk of flash flooding and increases in extreme heat. Whilst Market Harborough contains flood risk areas, policy ST1 seeks to ensure new development avoids areas of flood risk.	

DETAILED ASSESSMENT MATRIX

Potential Strategy SP5












No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
8	Minimise Harborough's contribution to climate change.	<p>The policy seeks to ensure that the strategic development area is well linked to Market Harborough through the expansion of safe walking and cycling routes and an extension and improvement of the town's bus networks. This will support a limitation of the use of the private car.</p> <p>The policy also seeks to "establish new standards of carbon reduced living", although it has not specified how this will come about.</p> <p>The development of 1,500 new dwellings in and around Market Harborough is however likely to lead to inevitable increase in greenhouse gas emissions.</p>	-	-	-	Ongoing	Permanent	International	Low	Medium	Major	Negative	Yes	The package of transport measures may also be undermined by the proposal to increase car parking in the town centre.
9	Provide affordable, environmentally sound and good quality housing for all.	The provision of 1,500 homes at these locations will help meet local housing needs in the town.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	This will help meet demand for new housing in Market Harborough. The policy has not discussed the quality or tenure of housing (this has been at least partially addressed through other potential policies for the Core Spatial Strategy).
10	Encourage investment in order to grow the local economy.	The potential strategy will support this objective by increasing employment provision in the town, increasing housing provision and helping to ensure new development is accompanied by enhanced transport networks and linkages to the town centre.	+	++	++	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	This will support the vitality and vibrancy of the town and encourage investment.
11	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	<p>The policy supports a large measure of housing development on greenfield land. The shortage of brownfield land in Market Harborough will accentuate the need for development on greenfield sites. This will reduce the soils resource.</p> <p>New development also has the potential to place further pressures on water resources in the area.</p>	-	-	-	Ongoing	Permanent	Local	High	Low	Moderate	Negative	Yes	In Severn Trent Water's draft Water Resource Management Plan (dWRMP) the East Midlands water resource zone is forecast to go into deficit in 2012-2013. The Welland CAMS (2007) states that parts of the district near the town are at an 'over abstracted' water resource availability status, and that 'no water is available' for licensing.

DETAILED ASSESSMENT MATRIX

Potential Strategy SP5

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
12	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	New development at these locations have the potential to increase traffic flows in Market Harborough, with accompanying effects on air and noise quality. This will be in part mitigated by the sustainable transport proposals put forward by the policy.	--	-	-	Ongoing	Temporary, then permanent	Local	Medium	Medium	Minor	Negative	Yes	Initial development of approximately 1,500 houses and associated infrastructure will also have short term effects on air quality, noise pollution and tranquillity from construction. The policy seeks to ensure that the strategic development area is well linked to Market Harborough through the expansion of safe walking and cycling routes and an extension and improvement of the town's bus networks. This will support a limitation of the use of the private car.
Overall Effect	<p>Policy SP5 has the potential to support the vitality and vibrancy of Market Harborough town centre, encourage investment and an facilitate expansion of employment opportunities in the town. The policy also seeks to protect the historic character of the town, accommodate growth which respects the town's landscape setting and promotes the development of Green Infrastructure. The policy will also help reduce the impact of the new development proposed on traffic growth through supporting public transport linkages, and walking and cycling networks. This will help limit associated effects on air and noise quality, greenhouse gas emissions, and effects on the quality of the public realm. This has the potential to be undermined by the policy's aim to increase car parking capacity in the town centre however.</p> <p>Whilst the policy seeks to limit effects on landscape, traffic growth, the historic environment and a range of other receptors, impacts are still likely to occur from the development of 1,500 new houses in and adjacent to Market Harborough.</p>													
Proposed Mitigation	Due to the undermining of the sustainable transport measures, the policy should consider revisiting the proposals for increased parking capacity in the town centre.													

Key

	Major negative effect	--	Magnitude of significance is illustrated as:	Adverse	Severe			Superior	Beneficial
The 'Duration' column is noted as:	Negative effect	-		Major			Major		
	Positive effect	+		Moderate			Moderate		
	Major positive effect	++		Minor			Minor		
		Neutral environmental effect			Negligible			Negligible	

DETAILED ASSESSMENT MATRIX

Potential Strategy SP6

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Protect, enhance and manage biodiversity and geodiversity.	Areas of biodiversity value exist in close proximity to both Lutterworth and Broughton Astley, and the other settlements (which will experience a lesser degree of development than the other two Key Centres). Protected species are also likely to be present in the areas. Whilst it is acknowledged that policy ST8 will support the protection and enhancement of biodiversity assets in the areas proposed for development, effects on biodiversity are likely to take place from new development in and around the settlements, such as loss of habitats, strain on water resources, air pollution, disturbance from recreation, and waste water pollution. This includes through the development of previously developed land, which is likely to lead to effects on brownfield biodiversity.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	Yes	<p>Specific biodiversity features on-site include trees and hedgerows. These should be preserved within development areas. The proposals for the new settlements should also support green networks and support the improvement of biodiversity linkages in the area.</p> <p>Through appropriate policies, the Core Strategy should aim to promote the objectives of the Leicester, Leicestershire and Rutland Biodiversity Action Plan. New development should take place with due regard to the aims of PPS9 and the biodiversity duty placed on local authorities by the Natural Environment and Rural Communities Act.</p> <p>Misterton Marshes SSSI is located to the east of Lutterworth, on the other side of the M1.. Its condition is (as of October 2009): 49% unfavourable declining; 22% unfavourable no change; and 29% unfavourable recovering. The marshes comprise one of the largest remaining blocks of unimproved wetland habitat in Leicestershire. Such areas are now scarce in the English lowlands as a result of drainage and changes in land use.</p>
2	Protect, enhance and manage the character and appearance of the landscape, maintaining and strengthening distinctiveness and its special qualities.	<p>The development of up to 900 dwellings at Broughton Astley and Lutterworth are likely to lead to localised effects on landscape quality at these locations.</p> <p>Whilst a number of the other settlements where development is proposed through SP6 are located within areas of high landscape quality, localised effects on landscape at these locations are less likely due to the limited scale of development proposed for these settlements.</p>	-	-	-	Ongoing	Permanent	Local	Low	Medium	Negligible	Negative	Yes	<p>Broughton Astley is located within the Upper Soar Landscape Character Areas. Landscape sensitivity is low compared to other settlements in the district. The LCA states that "Overall, the Upper Soar represents a relatively developed landscape with the capacity to accommodate further change. Broughton Astley to the north offers the most potential for expansion."</p> <p>Lutterworth is situated in the relatively flat Lutterworth Lowlands character area, and like Broughton Astley, landscape sensitivity around the town is also low compared to other settlements in the district. This is reflected by the LCA, which states of the area, "The Lutterworth Lowlands character area has the capacity to accommodate further residential development. Lutterworth, Fleckney and Kibworth in particular have the capacity and infrastructure in place to allow for further development, within and adjacent to their current urban envelopes."</p>

DETAILED ASSESSMENT MATRIX

Potential Strategy SP6

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
3	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	<p>The policy has not acknowledged the presence of a high quality historic environment in a number of the settlements proposed for new development through the policy. Development in Lutterworth as proposed through the policy in particular has the potential to have effects on the historic environment of the town. The policy seeks to support a reduction the through traffic in Lutterworth from HGVs, including through the redevelopment of older employment land on the A426 for mixed use development. This will improve the quality of the townscape in the town centre, and help enhance the setting of cultural heritage assets.</p> <p>New development has the potential to have effects individual heritage assets and townscapes, as well as historic landscapes. Whilst policy ST9 will support a measure of protection for the historic environment, impacts are still likely to occur due to the sensitivity of many of the settlements in which</p>	--	--	--	Ongoing	Permanent	Local	High	Medium	Moderate	Negative	Yes	<p>Lutterworth includes a large number of features and areas designated for their historic environment value, including a large number of listed buildings and conservation areas in the town centre and at Bitteswell. Whilst Broughton Astley is less rich in historic environment assets, Billesdon, Fleckney, Great Glen, Kibworth, Husbands Bosworth and Ullesthorpe all have a significant number of listed buildings. Alongside, of these settlements, only Broughton Astley, Fleckney and Great Glen do not contain conservation areas.</p> <p>New development should incorporate design which complements and enhances individual heritage assets and their settings, reducing its impact on designated and non designated sites and townscapes. Development should help rejuvenate and protect the approximately 200 listed buildings currently 'at risk' in the district.</p>
4	Safeguard and improve community health, safety and well being.	<p>The effect on health and wellbeing depends on the provision of health, leisure and recreation opportunities with new development and the expansion of green infrastructure.</p> <p>Whilst Lutterworth currently has medical services located in the town, Broughton Astley has current shortfalls. Broughton Astley also currently has relatively poor accessibility by non car modes. The policy seeks to ensure that new housing development in Broughton Astley is accompanied by additional community and leisure uses. This has the potential to support health and wellbeing.</p>	+	+	+	Ongoing	Permanent	Local	Medium	Low	Minor	Positive	Yes	<p>Whilst Lutterworth has existing health services located in the town, Broughton Astley has no medical centres or surgeries.</p> <p>New development in Broughton Astley however has the potential to improve the viability of new health services and facilities.</p> <p>The policy seeks to support solutions to HGV movements in Lutterworth town centre. This will support improvements to the public realm, and help reduce potential effects on health and wellbeing from elevated levels of noise and air pollution.</p>

DETAILED ASSESSMENT MATRIX

Potential Strategy SP6

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
5	Improve accessibility in the district, particularly from rural areas.	The policy does not seek to ensure new development is accompanied by an improvement in public transport or walking and cycling networks. This has the potential to encourage car use, limit accessibility and undermine the use of sustainable modes of transport. This is particularly significant for Broughton Astley, as relatively poor public transport links currently serve the settlement.	--	--	--	Ongoing	Permanent	Local	High	Medium	Moderate	Negative	Yes	Car ownership is high in Harborough (6% above the national average), and the number of people using bus services are below national average. Whilst the relatively small size of Lutterworth and Broughton Astley will mean development is likely to take place in relative close proximity the settlements' facilities, the policy should seek to ensure development areas are well linked to services, facilities and amenities through the expansion of safe walking and cycling routes and an extension and improvement of local public transport networks. This should include improving linkages by non car modes to larger settlements, including Market Harborough and Leicester.
6	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	The policy will have limited direct effects in relation to this objective.									Neutral			Although recycling rates in Harborough are very high by national standards, the Core Spatial Strategy should aim to ensure provision of sustainable waste management for new and existing development. It should also focus on the minimisation of waste where appropriate.
7	Plan for the anticipated levels of climate change.	The policy's support for climate change adaptation depends on the location of development in relation to flood risk areas, the provision of green infrastructure, the design and layout of new development, the use of sustainable urban drainage systems and a range of other factors. Climate change adaptation will be supported by potential strategy ST1 though.	-	-	-	Ongoing	Permanent	Local	Low	Medium	Negligible	Negative	Yes	The predicted impacts of climate change include an increased frequency of storm events, decreased summer rainfall, increased risk of flash flooding and increases in extreme heat. Both Lutterworth and Broughton Astley contain areas of flood risk, and both have experienced recent small scale flood events from fluvial causes and surface run off. There is therefore potential for the policy to further acknowledge potential flood risk to support potential strategy ST1.
8	Minimise Harborough's contribution to climate change.	The policy does not seek to ensure new development is accompanied by an improvement in public transport or walking and cycling networks. This has the potential to encourage car use and increase greenhouse gas emissions from transport.	-	-	-	Ongoing	Permanent	International	Low	Medium	Major	Negative	Yes	Whilst policy ST1 will support climate change mitigation, the patterns of development supported by policy SP6 has the potential to increase greenhouse gas emissions from transport. This is significant as road transport is already by far the largest contributor of greenhouse gas emissions in the district (45% in 2006). The policy should set out in more detail the requirement for new development to be accompanied by public transport enhancements and an expansion of walking/cycling networks.

DETAILED ASSESSMENT MATRIX






Potential Strategy SP6

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
9	Provide affordable, environmentally sound and good quality housing for all.	<p>The provision of housing at Broughton Astley and Lutterworth these locations will help meet local housing needs in these settlements.</p> <p>The focus of new development in the Rural Centres of Billesdon, Fleckney. Great Glen, Kibworth, Husbands Bosworth and Ullesthorpe is to help enable the provision of affordable housing to meet the needs of rural areas.</p>	+	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	This will help meet demand for new housing in these settlements, and will in part address rural affordable housing shortfalls which currently exist in the district.
10	Encourage investment in order to grow the local economy.	<p>The provision of additional employment, retail and leisure uses in Lutterworth and Broughton Astley will increase local offer, improve the vitality and vibrancy of the settlements and support inward investment.</p>	+	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	The redevelopment of older employment land on the A426 in Lutterworth will improve the quality of the built environment of the town centre through reducing through HGV traffic. This will improve the attractiveness of the town centre for retail and shoppers.
11	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	<p>The policy is likely to result in the development of a large measure of housing development on greenfield land in Lutterworth and Broughton Astley. This will reduce the soils resource.</p> <p>New development also has the potential to place further pressures on water resources in the area.</p>	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	Yes	In Severn Trent Water's draft Water Resource Management Plan (dWRMP) the East Midlands water resource zone is forecast to go into deficit in 2012-2013. Relating to the east of the district, the Welland CAMS (2007) states that parts of the district within the Welland area at an 'over abstracted' water resource availability status, and that 'no water is available' for licensing.

DETAILED ASSESSMENT MATRIX

Potential Strategy SP6

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
12	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	<p>The policy does not seek to ensure new development is accompanied by an improvement in public transport or walking and cycling networks. This has the potential to encourage car use and lead to implications for noise and air quality with additional development.</p> <p>Whilst this may have particular implications for Lutterworth, which has current air quality and congestion issues, the reduction of through HGV traffic by the redevelopment of older employment land on the A426 for mixed development will help improve the quality of the built environment in the town centre.</p>	+/-	+/-	+/-	Ongoing	Permanent	Local	Low	Low	Negligible	Uncertain	Yes	<p>Air quality is a significant issue in Lutterworth, as demonstrated by the presence of an AQMA in the town. Initial development and associated infrastructure will also have short term effects on air quality, noise pollution and tranquillity from construction.</p> <p>The policy should set out in more detail the requirement for new development to be accompanied by public transport enhancements and an expansion of walking/cycling networks.</p>
Overall Effect	<p>Potential strategy SP6 will improve the vitality and vibrancy of Broughton Astley and Lutterworth, improve housing offer, including affordable housing in the rural centres of the district, improve the built environment in Lutterworth Town Centre, and improve local availability of services, facilities and amenities. In comparison to the other major proposed development areas in the district, landscape sensitivity is also less pronounced in the vicinities of Lutterworth and Broughton Astley.</p> <p>The potential strategy has not acknowledged the presence of historic environment assets in the proposed areas of development: new development in Lutterworth and a number of the Rural Centres has the potential to have effects on designated cultural heritage features and areas and their settings at these locations. Alongside, localised flood risk and potential effects on biodiversity assets have not been acknowledged (although these are at least in part addressed by other potential strategies presented in the Direction of Travel report). SP6 also has not sought to promote the use of sustainable modes of transport.</p>													
Proposed Mitigation	<p>Potential strategy SP6 should seek to promote accessibility through ensuring new development is accompanied by an improvement in public transport linkages and walking and cycling networks. It should also recognise the historic environment resource present in many of the settlements likely to be affected by development promoted through this policy through seeking to reduce impacts from new development on cultural heritage assets and their settings. Flood risk (both fluvial and from surface run off) present in many of the settlements should also be acknowledged.</p>													

Key		Adverse		Beneficial	
The 'Duration' column is noted as:	Major negative effect	--	Severe		Superior
	Negative effect	-	Major		Major
	Positive effect	+	Moderate		Moderate
	Major positive effect	++	Minor		Minor
	Neutral environmental effect		Negligible		Negligible

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