



Blaby District Council
Delivery Development Plan
Document (Proposed
Submission Version)

Sustainability Appraisal Report



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0.0 Non Technical Summary

Blaby District Council is preparing the second part of its two-part Local Plan; the Delivery Development Plan Document ('the Draft Plan'). Local Plan documents such as this are required to be assessed to determine their likely social, economic and environmental impacts. This is known as a Sustainability Appraisal.

This Report details the results of the Sustainability Appraisal of the Draft Plan. It includes a review of the Scoping Stage of the Sustainability Appraisal, which was undertaken in 2013, and resulted in the production of a Scoping Report. This review brings the Scoping Report up-to-date with a summary of recent social, economic and environmental data relevant to the District and a review of all relevant plans, programmes and policies. In addition, it sets out the Sustainability Appraisal objectives, which have been used as a basis upon which to assess the Draft Plan.

The Sustainability Appraisal considered the likely effects of a number of options for the Draft Plan. This includes assessment of several possible sites for the location of housing and employment development. The Sustainability Appraisal has identified potential adverse and beneficial effects of allocating the various sites for development. In addition, recommendations for mitigating any adverse effects, and enhancing any beneficial effects were made.

The Sustainability Appraisal includes an assessment of the proposed policies within the Draft Plan. It has found that the implementation of these policies, including the allocation of the proposed housing and employment sites will potentially have a number of effects.

Assuming the allocated housing sites are developed, this will provide a large number of homes to meet the needs of people within the District, including a significant proportion of affordable homes. The proposed employment site, once developed should provide a number of jobs and help to promote economic growth.

Allocation of the proposed sites for housing and employment development will also potentially have adverse effects upon some of the SA objectives, particularly the environmental objectives. However, the policies within the Draft Plan include measures to help to reduce or minimise adverse effects, and enhance beneficial effects.

The Sustainability Appraisal also includes an identification of potential indicators so that the significant effects of the Draft Plan can be monitored through its implementation.

1.0 Introduction

Blaby District Council (BDC) is the Local Planning Authority for the District of Blaby in Leicestershire. BDC is in the process of preparing a Delivery Development Plan Document (DDP), to form part of the Local Plan (previously known as the Local Development Framework) for the District. This will include site allocations for housing and employment uses, and designations such as Green Wedges and Areas of Separation, together with policies which will be used to assess planning applications across the District.

Sustainability Appraisal (SA) is a means by which plans under preparation can be assessed for sustainability. Under the Planning and Compulsory Purchase Act 2004 (as amended), Local Planning Authorities must subject their Local Plans to SA. Similarly, under the Environmental Assessment of Plans and Programmes Regulations 2004, where planning documents setting a framework for future development consent are likely to have significant environmental effects, it is a requirement that Local Planning Authorities subject them to Strategic Environmental Assessment (SEA).

BDC are undertaking a combined SA and SEA of their Delivery DDP. For ease, the combined approach is simply referred to as SA throughout this report. The purpose of this SA Report is to present the findings of the SA of the Delivery DDP (Proposed Submission Version) in a manner that can be used for consultation.

2.0 Background to the Plan

2.1 Study Area

Blaby District is located in Leicestershire adjacent to the south west edge of the Leicester City Council administrative area. The district covers an area of 13,000 hectares and is traversed by the M1 and M69 motorways. Settlements comprise a mix of small villages and towns with large scale out of town developments at Fosse Park and Meridian Leisure.

The north of the District is predominantly urban in character with five settlements which adjoin and have a strong functional relationship with the administrative area of Leicester City. These settlements, which form part of the 'Principal Urban Area (PUA)' of Leicester, are Glenfield, Braunstone Town, Kirby Muxloe, Leicester Forest East and Glen Parva. A number of larger villages (with populations greater than 5,000) exist south of the City boundary which have a good functional relationship with the City and offer a wide range of services and facilities. These include Narborough, Enderby, Blaby, Countesthorpe and Whetstone. The south of the District is more rural comprising a number of villages which have stronger links with Hinckley, such as Stoney Stanton. The District has a population of over 96,544 (2015 estimate) with 9% of the population being of mixed or ethnic origin.

More details on the social, economic and environmental characteristics of the District are provided within Section 4.2.

2.2 Blaby Local Plan – Core Strategy

The Blaby Local Plan (previously referred to as Local Development Framework) sets out the 'spatial plan' for the area and addresses environmental (including land-use), social and economic issues.

The first part of the Blaby Local Plan is the Core Strategy. The Core Strategy was adopted in February 2013 and sets out the vision, objectives, strategy and core policies for the Spatial Planning of the District up to 2029. The Objectives of the Core Strategy are as follows:

Social Objectives:

- i) To provide the appropriate quantity and mix of housing to meet the needs of the District's current and future populations.**
- ii) To optimise the provision of affordable housing to meet local needs.**
- iii) To deliver the infrastructure, services and facilities required to meet the needs of the population of the District of Blaby including those arising from growth and to make services accessible to all.**
- iv) To maximise sport and recreation opportunities.**

Environmental Objectives:

- v) To improve the design quality of all new developments in the District including the need to design out crime.**
- vi) To protect the important areas of the District's natural environment (species and habitats), landscape and geology, and to improve bio-diversity and wildlife habitats and corridors through the design of new developments and through the management of existing areas by working with partners.**

vii) To preserve and enhance the cultural heritage of the District, recognising its contribution to Local Distinctiveness and to seek design solutions which preserve and enhance heritage assets where they are impacted by development.

viii) To minimise energy use and use of valuable resources, and to encourage renewable energy production in suitable locations.

ix) To minimise the risk of flooding (and other hazards) to property, infrastructure and people.

Economic objectives:

x) To provide the appropriate quantity, quality and mix of employment opportunities to meet the needs of the District's current and future populations, and to meet strategic employment, education and training needs.

xi) To deliver the transport needs of the District and to encourage and develop the use of more sustainable forms of transport (including walking, cycling, other forms of non-motorised transport and public transport).

xii) To maintain, and where appropriate improve, the position of retail centres within the retail hierarchy. To make sure that the existing centres, primarily Blaby Town Centre, have opportunities to grow in order to enhance their vitality and viability and to prevent expansion of out of town centres (including the Motorways Retail Area) where this would result in an unacceptable impact on existing centres.

2.3 The Blaby Local Plan - Delivery DPD

BDC has prepared a Delivery DPD (Proposed Submission Version), which will form the second part of the Local Plan, supporting the Core Strategy with site specific details. It will seek to accommodate development over the plan period in a sustainable way which takes into consideration development requirements and the protection of the natural and built environment.

The Delivery DPD will include site allocations for housing and employment uses, and designations such as Green Wedges and Areas of Separation. It will also include development management policies which apply across the district and which will be used to assess planning applications. A Policies Map showing detailed boundaries of site allocations and designated sites will be prepared alongside the Delivery DPD.

The Delivery DPD will have the same strategic objectives as the Core Strategy (detailed in Section 2.2 above) and will include the following:

- Updated Core Strategy Policy on Open Space, Sport and Recreation
- Site Allocations:
 - Housing Provision – New Allocations
 - Employment Land Provision – New Allocations
 - Broad Locations for Accommodating Gypsies and Travellers and Travelling Show People
 - Key Employment Sites and Other Existing Employment Sites
- Development Management Policies:
 - Development within the Settlement Boundaries
 - Development in the Countryside
 - Employment Development on Unallocated Sites
 - Connection to Digital Infrastructure
 - Blaby Town Centre- Primary and Secondary Frontages
 - Neighbourhood Parades

- Road Related Services for HGVs
- Local Parking and Highway Design Standards
- A47 High Load Route
- Self and Custom Build Housing
- Accessible and Adaptable Homes
- Designated and Non-Designated Heritage Assets
- Land Contamination and Pollution
- Hazardous Sites and Installations
- Minerals Safeguarding Areas
- Advertisements and Signs

3.0 Sustainability Appraisal Process

3.1 What is Sustainability Appraisal?

SA is a process which identifies the likely social, economic and environmental effects of adoption of a plan, and identifies measures to ensure that significant adverse effects are either avoided or mitigated.

Under the Planning and Compulsory Purchase Act 2004, as amended by the Planning Act 2008, Local Authorities must subject their DPDs to SA. Part 2, Section 19, Paragraph (5) of the amended Act states:

'The local planning authority must also carry out an appraisal of the sustainability of the proposals in each development plan document and prepare a report of the findings of the appraisal.'

SEA is a requirement of EU Directive 2001/42/EC on the Assessment of Certain Plans and Programmes on the Environment, more commonly known as the SEA Directive. The SEA Directive was brought into effect in the UK through the Environmental Assessment of Plans and Programmes Regulations. The Regulations require that Local Authorities undertake SEA of their DPDs.

Although the statutory requirements for carrying out SA and SEA are separate, it is possible, and indeed recommended by the Department for Communities and Local Government to satisfy both through a single, but integrated process.

Paragraph 165 of the National Planning Policy Framework (2012) states that: *'A sustainability appraisal which meets the requirements of the European Directive on strategic environmental assessment should be an integral part of the plan preparation process, and should consider all the likely significant effects on the environment, economic and social factors.'*

3.2 Sustainability Appraisal Stages

The SA process adopted for the Blaby District Delivery DPD has been developed following the SA guidance provided by the UK Government on the Planning Guidance website, dated 2014 (<http://planningguidance.communities.gov.uk/blog/guidance/strategic-environmental-assessment-and-sustainability-appraisal/sustainability-appraisal-requirements-for-local-plans/>) and the ODPM's (2005) 'A Practical Guide to the Strategic Environmental Assessment Directive'. We have also taken into consideration guidance provided within Historic England (2013) 'Strategic Environmental Assessment, Sustainability Appraisal and The Historic Environment.'

It involves the following steps:

Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope

- Identifying other plans and programmes of relevance to the Delivery DPD
- Collecting baseline information
- Identifying key sustainability issues (including environmental problems)
- Developing SA objectives
- Consulting on the scope of the SA

Stage B: Developing and refining alternatives (options) and assessing effects

- Testing the Delivery DPD objectives against the SA objectives
- Developing and appraising the Delivery DPD options
- Predicting and evaluating the likely effects of the Delivery DPD
- Developing recommendations to mitigate any adverse effects and to maximise beneficial effects
- Developing recommendations for future monitoring requirements or indicators.

Stage C: Preparing the SA Report (Environmental Report)

- Produce the SA Report alongside the draft Delivery DPD detailing the work undertaken at Stages A and B.

Stage D: Consulting on the Delivery DPD and the SA Report

- Inviting consultees to make representations on the Delivery DPD and the SA Report.
- Appraising any significant changes to the Delivery DPD as a result of consultation and revision of the SA Report where necessary.
- Providing information on how the SA and consultation responses were taken into account in preparing the Delivery DPD.
- Publication of the Submission SA Report (Regulations 19 and 20).
- Appraising any significant changes to the Delivery DPD as a result of examination, and revision of the SA Report where necessary.
- Publication of the SA Summary Statement when the Delivery DPD is adopted.

Stage E: Monitoring implementation of the Delivery DPD

- Monitoring significant effects of the Delivery DPD once adopted.
- Responding to any adverse effects arising from the Delivery DPD following adoption.

This report sets out the results of Stages A - C of the SA process as detailed above.

3.3 Strategic Environmental Assessment Directive Compliance

Table 1 below summarises the requirements of the SEA Directive and identifies how the requirements have been / will be met in the SA of the Delivery DPD.

Table 1 SEA Directive Compliance

SEA Directive Requirement	Where covered in the SA of the Delivery DPD
a) An outline of the contents, main objectives of the plan...	Section 2.3 of this report.
...and its relationship with other relevant plans and programmes.	Section 4.1 and Appendix A of this report.
b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan.	Section 4.2 and Appendix B of this report.
c) The environmental characteristics of areas likely to be significantly affected.	Section 4.2 and Appendix B of this report.
d) The environmental problems which are relevant to the plan including, in particular those relating to any areas of a particular environmental importance.	Section 4.3 of this report.
e) Any existing environmental protection objectives which are relevant to the plan...	Section 4.1 and Appendix A of this report.
...and the way those objectives and any environmental considerations have been taken into account during its preparation.	Section 6.2.2 and 6.2.3 of this report. For more information see the Delivery DPD (Proposed Submission Version), the Site Selection Papers and the Site Selection Methodology.

SEA Directive Requirement	Where covered in the SA of the Delivery DPD
f) The likely significant effects on the environment including issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors.	Section 7.1, 7.2 and 7.3 and Appendices F & G of this report
g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	Section 7.4 and Appendices E, F and G of this report. For more information see the Delivery DPD (Proposed Submission Version), the Site Selection Papers and the Site Selection Methodology.
h) An outline for the reasons for selecting the alternatives dealt with... ...and a description of how the assessment was undertaken including any difficulties encountered in compiling the required information.	Section 6.0 of this report. For more information see the Delivery DPD (Proposed Submission Version), the Site Selection Papers and the Site Selection Methodology. Section 5.0 of this report
i) A description of the measures envisaged concerning monitoring in accordance with Article 10 of the SEA Directive.	Section 8.0 and Appendix I of this report
j) A non-technical summary of the information provided under the above headings.	Section 1.0 of this report.

3.4 Previous SA work

BDC began the SA process in 2005 with the production of a Scoping Report (WYG, 2005) which was designed to cover the entire Blaby District Local Development Framework (now known as Local Plan). This was followed by iterative SA work at each stage of the development of the Core Strategy. An updated Scoping Report was produced by Scott Hughes Design in 2013, setting out the framework for the SA of the Delivery DPD.

In September 2016, BDC published the Delivery DPD Preferred Options Document, which set out options for site allocations and policies. To accompany this document, Scott Hughes Design produced a SA Report which included appraisal of the various options.

3.5 Consultation on the Scope

The Scoping Report produced in 2013 was issued to the three statutory consultees: Natural England, The Environment Agency and English Heritage (now known as Historic England).

The SA Report produced in 2016 for the Preferred Options Delivery DPD document was also published on the BDC website for consultation. This included consultation with the three statutory consultees detailed above, as well as general consultation with the public.

Appendix C details the comments received from both periods of consultation, together with a response to each comment made. Where applicable, this SA Report includes changes made to the SA as a result of the consultation comments received.

4.0 Developing the Sustainability Appraisal Scope

This section details Stage A of the SA process.

4.1 Plans, Programmes and Policies Review

The SEA Directive requires that an analysis of the plan's "...relationship with other relevant plans and programmes..." (annex 1a of the SEA Directive) and of "...the environmental protection objectives... which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation..." (annex 1e of the SEA Directive) is undertaken.

As part of the SA Scoping Report (2013) a number of existing plans, programmes and policies were identified and reviewed in order to determine any links with the Delivery DPD. Since 2013, various plans have been updated and a number of new plans and programmes have been published. Therefore, the review of plans, programmes and policies has been updated accordingly.

The following plans, programmes and policies have been as identified as being relevant to the Delivery DPD and therefore included within the review:

National Level Plans:

- National Planning Policy Framework (2012)
- National Planning Policy for Waste (2014)
- National Planning Policy for Traveller Sites (2015)
- National Planning Policy - Planning for Schools Development (2011)
- National Planning Policy - Sustainable drainage systems (2014)
- National Planning Policy - Parking (2015)
- National Planning Policy - Starter Homes (2015)
- National Planning Practice Guidance – various (2014-2016)
- Housing White Paper – Fixing our broken housing market (2017)
- National Policy Statement for Waste Water (2012)
- National Waste Management Plan for England (2013)
- Noise Policy Statement for England (2010)
- Safeguarding our Soils- A Strategy for England (2011)
- Biodiversity 2020: A strategy for England's wildlife and ecosystem services (2011)
- Conservation Principles: Policies and guidance for the sustainable management of the historic environment (2008)

Regional and Sub-Regional Level Plans:

- 6Cs Design Guide (2013)
- Severn Trent Water Resources Management Plan (2014)
- Soar Catchment Abstraction Strategy (2013)
- 6Cs Green Infrastructure Strategy (2010)
- Humber River Basin Management Plan (2015)

County Level Plans:

- Space for Wildlife - Leicester, Leicestershire and Rutland Biodiversity Action Plan (2010)
- Leicestershire Local Transport Plan 3 (2011)

- Leicestershire Municipal Waste Management Strategy Update (2012)
- Leicester & Leicestershire Strategic Economic Plan (2014)
- Leicestershire Rural Framework (2014)
- Leicestershire Together Outcome Framework 2012/2013
- Leicestershire Minerals Development Framework – Core Strategy and Development Control Policies up to 2021
- Leicestershire and Leicester Waste Development Framework – Core Strategy and Development Control Policies up to 2021
- Leicestershire Minerals & Waste Local Plan Up to 2031 Pre-Submission Draft (2016)

District Level Plans:

- Blaby Adopted Core Strategy (2013)
- Blaby Local Plan (1999)
- Blaby Economic Development Strategy (2016)
- Blaby Contaminated Land Strategy (2016)
- BDC Prevention of Homelessness Strategy 2014-2019
- BDC Older Persons Housing Strategy (2011)
- BDC Housing Strategy (2015)
- BDC Housing Mix and Affordable Housing Supplementary Planning Document (SPD) (2013)
- Blaby Air Quality Action Plan (2014)
- Blaby Plan 2015-2018
- Blaby Community Safety Plan 2014-2017
- Private Sector Housing & Empty Homes Strategy (2010)
- BDC Climate Change Local Commitment Plan (2013)

For each plan / programme / policy the review process identified:

- The key aims / objectives (including environmental protection and sustainability objectives).
- How the objectives of each plan could be addressed by the Delivery DPD, including opportunities/synergies and constraints/challenges).
- Implications of the plan for the SA process.

The plans, programmes and policies review is presented within Appendix A.

4.2 Socio-Economic and Environmental Baseline

The SEA Directive requires the ‘...current state of the environment...’ (Annex 1b) and the ‘...environmental characteristics of areas likely to be significantly affected...’ (Annex 1c) to be identified.

4.2.1 Introduction

This section provides a broad overview of the social, economic and environmental features of Blaby District and the defined study area. The defined study area includes Blaby District and parts of adjacent authorities which have environmental and socio-economic links with the Blaby District.

‘Baseline’ information has been collated and reviewed in order to establish the baseline conditions and to help identify key sustainability issues. ‘Baseline’ means the main characteristics of the current situation and important trends in the area of the plan.

The SA Scoping Report (2013) presented the baseline information including a written summary and a Baseline Statistical Data Spreadsheet. Both the written summary and spreadsheet have been updated to reflect the current (2017) situation. The updated Baseline Statistical Data Spreadsheet is presented in Appendix B. Where

data was available each indicator has been updated with the most recent information.

The following social, economic and environmental parameters have been considered:

- Economy and Employment
- Population and Quality of Life
- Health
- Education
- Tourism and Recreation
- Traffic and Transport
- Geology, Land and Soils
- Waste Management
- Water Environment
- Biodiversity and Nature Conservation
- Landscape and Visual Amenity
- Cultural Heritage and Archaeology
- Noise
- Air Quality
- Climate Change

The following sources have been used to inform the baseline situation:

- Scott Hughes Design (2013) SA Scoping Report
- WYG (2011) Submission Core Strategy SA Report
- Blaby District Council (2013) Adopted Core Strategy
- Office of National Statistics website (www.neighbourhood.statistics.gov.uk)
- NOMIS - Official Labour Statistics
- Land Registry website (<https://www.gov.uk/government/organisations/land-registry>)
- Local Government Association website (www.local.gov.uk)
- MAGIC Map (www.magic.gov.uk)
- Blaby District Council (March 2016) Residential Land Availability
- Leicestershire Rural Framework (2014)
- East Leicestershire and Rutland Clinical Commissioning Group website (www.eastleicestershireandrutlandccg.nhs.uk)
- Leicestershire County Council (2011) Leicester and Leicestershire Local Transport Plan (LTP3)
- Public Health England, Public Health Profiles Website (www.apho.org.uk)
- Local Government Association website
- Blaby District Council Annual Report 2015
- Blaby District Council Website Profile (www.blaby.gov.uk)
- Blaby District Council Annual Monitoring Report (2015)
- Ploszajski Lynch Consulting Ltd (2015) Blaby District Council Open Space Audit
- Blaby Plan 2015-2018
- Leicester and Leicestershire Housing and Economic Needs Assessment (2017)
- Leicestershire Municipal Waste Management Strategy Update 2012
- Leicestershire Minerals Development Framework – Core Strategy and Development Control Policies up to 2021
- Leicestershire and Leicester Waste Development Framework – Core Strategy and Development Control Policies up to 2021
- Environment Agency website (www.environment-agency.gov.uk)
- Environment Agency (2009) Water Resources Strategy for the East Midlands
- Environment Agency (2013) Soar Abstraction Licensing Strategy
- DEFRA and Environment Agency (2015) River Basin Management Plan Humber River Basin District
- Leicester, Leicestershire and Rutland Wildlife Trust (2010) Space for Wildlife: Leicester, Leicestershire and Rutland Biodiversity Action Plan 2010-2015
- Natural England website (www.naturalengland.gov.uk)
- Historic England website (www.historicengland.org.uk)

- Heritage Gateway website
- Blaby District Council (2014) Air Quality Action Plan
- Blaby District Council (2014) 2014 Air Quality Progress Report for Blaby District Council
- WYG (2008) Phase 1 Biodiversity and Habitat Surveys and GIS Analysis undertaken for certain sites and areas within Blaby District
- IT Power (2008) Renewable Energy and Climate Change Study for Local Authorities in Leicestershire
- TEP (2008) Blaby District Landscape and Settlement Character Assessment produced for Blaby District
- JBA Consulting (2014) Strategic Flood Risk Assessment for Blaby District Council, Hinckley and Bosworth Borough Council & Oadby and Wigston Borough Council
- Blaby District Council (2015) Statutory Contaminated Land Inspection Strategy Document

4.2.2 Economy & Employment

Unemployment in Blaby District is well below the national average even following the economic downturn of 2008/9. Weekly incomes are higher than both the national and county average.

The economy of Blaby District is primarily based around the service industry and the greatest percentage of employment is in 'Wholesale and Retail Trade; Repair of Motor Vehicles and Motor Cycles' (2011 Census), with a dominance of jobs in public sector administration, education and health. The Core Strategy identifies that Blaby District has a strong presence of public administration employers including Leicestershire County Council, Blaby District Council and the Headquarters of the police. In addition, it contains the Headquarters of Santander, Next and British Gas (Centrica). Some 80% of businesses in the District are micro-businesses employing less than 10 people.

Blaby District is now being marketed as one of the prime locations for manufacturing industries, distribution warehouses and offices in Leicestershire. New economic development is centred mainly around the M1 and M69 junction. Employment sites include the Meridian Business Park, Grove Park, Carlton Park, Fosse Park Retail, Warrens Industrial Park, Oak Spinney Park, Optimus Point (Glenfield) and the Lubbethorpe Strategic Employment Site (SES).

The town of Blaby is the only 'town centre' within the District. Whilst, the town centre plays a complementary local services and shopping role, there are concerns that it may become increasingly uncompetitive as a result of it being only 2 miles from Fosse Park (a major out of town retail facility). The Blaby Town Centre masterplan seeks to address this issue by implementing regeneration measures.

The southeast and southwest are generally more rural in nature than the north of the District. Despite a significant proportion of Blaby District being rural, only 0.4% of the population is employed in agriculture. The Leicestershire Rural Framework identifies a need to focus growth on rural priority sectors including land-based, food and drink, equestrian, visitor economy, creative and knowledge-based sectors.

4.2.3 Population and Quality of Life

The population of the district is increasing. Most of the population lives in a number of towns and villages, from settlements in the more urban north of the District (including Glenfield, Kirby Muxloe and Braunstone Town) to settlements in the central parts of the District (including Countesthorpe, Narborough and Blaby) to the settlements in the more rural southern part of the District (including Stoney Stanton, Sapcote and Elmesthorpe).

The most common type of housing in Blaby is owner occupied and semi-detached, though there is a fair mixture of property types. There is very little privately rented housing, particularly in the more rural areas.

House prices in Blaby are high compared to Leicester City, though lower than the national average and slightly lower than the average for Leicestershire. The Core Strategy identifies that there is an 'affordability gap' where a

large number of people are unable to gain access to 'market housing'. Property is cheaper closer to Leicester and becomes more expensive moving outwards to the more rural settlements. Affordability of housing in rural areas is a particular issue.

The latest information from the Leicester and Leicestershire Housing and Economic Needs Assessment (2017) estimates a need for 273 affordable housing units per year (2011-2031). There is consistent demand for and under-provision of one-bedroom affordable units for general needs tenants (excluding supported provision for over 55s or disabled households). The recent changes to the welfare system have highlighted the need for this provision among a greater number of households. Blaby District has consistently seen high demand for supported or sheltered housing suitable for older households, primarily in the form of bungalows. This demand has historically come mainly from owner occupying households who have little chance of accessing affordable housing. The affordable stock has very low provision for larger families and disabled households.

Shops and community facilities in towns and villages are increasingly facing competition from neighbouring centres. The Leicestershire Rural Framework highlights the need to retain access to locally based essential services (such as healthcare, libraries, general shops, post offices, adult education, childcare provision and village halls) as an important issue. There is therefore a need to secure the economic viability of town and village centres in Blaby District.

There are low levels of deprivation across the district generally, and in the national Indices of Deprivation (2015), Blaby is ranked as 288 out of 354 (1 being the most deprived in England and 354 being the least deprived local authority in England). However, Blaby's rank has gone down 30 places since 2004 and the average deprivation score has increased. The Core Strategy identifies that there are small pockets of deprivation in Braunstone Town and Enderby.

The majority of reported crimes in Blaby are showing a downward trend and comparatively, crime rates in Blaby District are low. However, figures show that burglary has increased.

4.2.4 Health

Health in Blaby District is generally good. In the 2011 census, only 4.16% of people have stated that their health is 'Bad' or 'Very Bad' compared to 5.50% in England. The District performs well against most measurements of health, however it does have higher than average excess winter deaths and cases of malignant melanoma. It also has slightly higher than average obesity levels in adults.

Following the abolition of the Primary Care Trusts in April 2013, the East Leicestershire and Rutland Clinical Commissioning Group (ELR CCG) took on full responsibility for commissioning healthcare services for residents of East Leicestershire and Rutland, including Blaby District. The ELR CCG identifies the following local issues for the area:

- An ageing population;
- High readmission rates to hospital;
- Different patient groups have different levels of access to healthcare services; and,
- High rates of cancer, dementia, depression and cardiovascular disease.

4.2.5 Education

Leicestershire County Council is the Local Education Authority for Blaby District. Children's educational attainment at all stages in Blaby is above the national average. In 2015-2016, 59.6% of children in Blaby achieved 5 or more GCSEs at grades A* - C (including English and Maths) or equivalent, compared to 57.8% nationally.

Only 3.7% of adults in Blaby District have no qualifications, which is half the national average, and this has reduced significantly since 2012. However, the percentage of adults qualified to NVQ level 4 and above is 31.5%, below the national average of 38.2%.

4.2.6 Tourism and Recreation

Blaby District is considered to be of moderate tourist interest having a small number of specific attractions, tourist accommodation, eating out and shopping facilities. Tourism initiatives are aimed at day trip and business visitors as the District is not considered to have major potential to attract long stay or holiday based tourism. Tourist destinations in the District include Kirby Muxloe Castle, Fosse Way and High Cross Roman sites, Soar Valley South for water based recreation, the Inverness to Dover National Cycleway and the Grand Union Canal.

Blaby District has a wide range of recreational facilities including two leisure centres at Enderby and Huncote, six golf courses, a national diving centre at Stoney Cove and a jet ski centre. There are nature parks at Fosse Meadows and Bouskell Park. Parts of the District are also within a reasonable distance of leisure centres outside the District.

Open space is an important aspect of recreational provision. Open space includes playing fields, bowling greens, sports courts and casual / informal open space. The National Playing Fields Association recommends a minimum provision of outdoor play space of 6 acres per 1000 persons, while Natural England recommend the use of their Accessible Natural Greenspace Standards (ANGSt). This states that:

- that no person should live more than 300m from their nearest area of accessible natural green space of at least 2ha in size;
- there should be at least one 20ha accessible natural green space within 2km from home;
- there should be one accessible natural green space 100ha site within 5km;
- there should be one accessible natural green space 500 hectare within 10km;
- at least 1ha of statutory Local Nature Reserve (LNR) should be provided per 1000 population.

The 6C's Green Infrastructure Strategy identifies areas within the Leicester Principal Urban Area which have deficiencies in accessible natural greenspace. The Blaby Open Space Audit (2015) identifies that there are 41 natural greenspace sites, totalling 243.89ha, or 2.60ha per 1,000 residents. There are sites in all but two parishes, although per capita levels of provision are generally better in the more rural parishes.

The Blaby Open Space Audit (2015) also identified some local deficiencies in accessibility of informal open space, children and young people's play space and allotments.

Access to the countryside is also important for recreation and there is a network of footpaths and bridleways in the District which can be used to access the countryside. The cycle network also provides good links to the countryside.

4.2.7 Traffic and Transport

Blaby District is well connected to the M1 and M69 motorways which meet at Junction 21 towards the north of the District. This provides access to key transportation routes and means that cities such as Leicester, Coventry, Nottingham, Derby and Birmingham are within easy reach by car.

Other major routes into Leicester include: the A47 road crossing the northern part of the District; the A426 passing through the southern part of the District; the A50 which passes through the northern part of the District; and the A5199 which crosses the far south-eastern corner of the District. The Earl Shilton bypass is now complete, which provides linkages from Blaby District to Hinckley, the A5 and into Warwickshire.

Car ownership in Blaby District is significantly higher than the averages for Leicestershire and England, and the number of people who drive to work in Blaby District is above average compared to Leicestershire as a whole. This could partly be due to the good highway linkages and close proximity of Blaby District to the strategic motorway network, or may be a result of limited public transport links. High volumes of vehicle movements are recorded on key radial routes into the City of Leicester and around junction 21 of the M1. Additionally, high volumes of Heavy Goods Vehicle movements are recorded on the B4114 through Sharnford. There are some peak time congestion

problems on some major routes. The Leicestershire Local Transport Plan 3 identifies that there has been a reduction in car travel during 2008 and 2009, which may be as a result of the economic downturn.

Most public transport journeys in the District are made by bus. There is an extensive network of bus routes providing good links into Leicester city centre. A Park and Ride scheme is provided at Meynell Gorse near Braunstone Cross Roads just over the boundary with the Leicester City Council administrative area. There is also a park and ride facility at Enderby which has 1,000 spaces and bus services operate into central Leicester every 10 minutes.

Public transport usage is generally greater in the settlements that are closest to the City of Leicester. Narborough station provides access to the rail network and is on the Birmingham to Peterborough line. The development of a Light Rapid Transport system across Leicester has been considered by Leicester City Council.

Blaby District has a cycle network which provides a link into Leicester and also to countryside to the west and south of the District. Some of the network also forms part of the Sustrans National Cycleway route.

Geology, Land and Soils

The geology of much of the western half of Leicestershire is dominated by the red mudstones of the Triassic aged Mercia Mudstone Group. The outcrop of these rocks gives rise to a moderately undulating landscape characterised by mixed pasture and arable agricultural use that has developed on the neutral clay soils. There are also granite outcrops in the vicinity of Croft and Enderby.

Two sites in the area have been designated as geological Sites of Special Scientific Interest (SSSI) (distinct from biological SSSI which are detailed within Section 4.2.11). These are Croft and Huncote Quarry SSSI, which is in a favourable condition, and Enderby Warren Quarry SSSI which is in an unfavourable condition. There also are a number of Regional Important Geological / Geomorphological Sites (RIGS) in Blaby District which are considered important for their geological interest. Most of these sites are disused quarries and gravel pits in the south and west of Blaby District. Many of these now contain water and could potentially offer recreational opportunities, for example the Stoney Cove Diving School at the flooded quarry in Stoney Stanton.

There is a history of hard rock quarrying in Blaby District. However, the only quarry still operating is Croft Quarry operated by Bardon Aggregate Industries, which provides a nationally valuable supply of high-quality granite, used in road construction, along with an associated coating process plant. There are a number of known sand and gravel reserves in the District which are situated along the valley of the River Soar. Sand and gravel resources have until recently been extracted at Huncote, by Acresford Sand and Gravel, and remediation is now underway.

The quarrying industry has resulted in a number of disused quarries in the District. While many of these have been used for landfill purposes many remain derelict. There are some areas of contaminated land in the District which have arisen as a result of industrial or waste disposal purposes.

The agricultural classification of land within the District varies from Grade 2 to Grade 4 (with Grade 2 being the most valuable land).

4.2.8 Waste Management

Blaby District has a relatively high household recycling rate (47%), however this reduced slightly between 2013-14 and 2014-15.

All households in Blaby are served by a kerbside collection of recyclable waste, with an additional 'opt in' paid service for collection of garden waste, which is taken up by over 50% of residents.

The Leicestershire Municipal Waste Management Strategy (2011) has been produced to enable local authorities in the county to work together to deliver waste and recycling services. The Strategy enables the Partnership to jointly

consider the type of services to deliver, defines the vision and means by which those services might be delivered up to 2020.

4.2.9 Water Environment

The River Soar is the main river in Blaby District, flowing southwest to northeast. The River Sence flowing from Oadby and Wigston Borough to the east passes through the District and joins the River Soar just north of the boundary with Leicester City Council.

The European Water Framework Directive requires member states to prevent deterioration in the ecological status of water bodies and to improve or maintain them with the aim of achieving 'good status'. The Directive requires the publication of river basin management plans and the Water Environment (Water Framework Directive) (England and Wales) Regulations 2003 places a duty on public bodies to have regard to these plans.

The Humber River Basin Management Plan is the relevant plan for Blaby District and it identifies:

- the different types of water bodies and their current ecological status;
- pressures on water bodies from human activity and external factors such as climate change; and
- measures to achieve good status and prevent deterioration.

Blaby District falls within the Soar Catchment which has the following priority issues to be addressed:

- diffuse pollution from agriculture and urban areas
- modified river and wetland habitats
- limited understanding of the multiple benefits of rivers, wetlands and sustainable drainage systems

Recent (2015) data shows an improvement in the ecological classification of water bodies within Blaby District, as detailed within Table 2 below.

Table 2 Ecological Status of Water Bodies in Blaby District

Water Body Name	2015	2013
Countesthorpe Brook from Source to Sence	Moderate	Bad
River Soar from Source to Soar Brook	Moderate	Moderate
Soar Brook from Source to Soar	Moderate	Poor
River Soar from Soar Brook to Thurlaston Brook	Moderate	Poor
River Sence from Burton Brook to Countesthorpe Brook	Moderate	Moderate
Rothley Brook Catchment (trib of Soar)	Moderate	Good
Whetstone Brook Catchment (trib of Soar)	Moderate	Poor
River Sence from Countesthorpe Brook to River Soar	Poor	Poor
River Soar from Thurlaston Brook to River Sence	Moderate	Poor
Lubbesthorpe Brook Catchment (trib of Soar)	Moderate	Moderate
Thurlaston Brook Catchment (trib of Soar)	Moderate	Poor

Data source: Environment Agency Catchment Planning System, August 2015

There are no Principal Aquifers in the District but there are some areas which are underlain by Secondary Aquifers. Although not producing large quantities of water for abstraction Secondary Aquifers are important for local supplies and in supplying base flow to rivers.

Severn Trent Water provides water supplies in the District. The Severn Trent Water Resources Management Plan (2014) identifies the following challenges which must be addressed in order to maintain reliable water supplies to customers:

- 'replacing approximately 85 million litres per day of licensed water abstraction that is no longer environmentally sustainable;
- meeting the demand for water from the additional 1.6 million people expected to be living in the region;
- coping with potential lower river flows during dry periods as a result of climate change; and
- ensuring that we invest at an appropriate rate to address asset deterioration as our network ages'.

The Water Resources Strategy for the East Midlands indicates that in some areas of the District there are no additional surface water resources available for extraction in summer. The Environment Agency's 2009 study identified that without delivery of the planned supply and demand measures in the water resources plans many parts of the East Midlands region will be in deficit within 10 years. Even with these measures, the area within which Blaby District falls is still predicted to suffer a deficit, unless significant water consumption reductions are made. The study states that demand management activities, such as water efficiency measures in new and existing housing and leakage control, could help reduce deficits. Household metering has also been shown to reduce water consumption as people become more aware of the water they use. Further details on the availability of water within Blaby District are provided within the Soar Catchment Abstraction Management Strategy (2013).

A Strategic Flood Risk Assessment (SFRA) covering Blaby District was undertaken in 2014. This indicates areas at risk of flooding in the District. Areas around the River Sence and the River Soar are within the flood risk zones.

The following 'At Risk' communities and community response plans in Blaby District been identified in the 2012 Leicester, Leicestershire & Rutland Local Resilience Forum (LLR LRF) Multi-agency Flood Plan:

- Blaby
- Croft
- Enderby
- Glen Parva
- Glenfield
- Littlethorpe
- Lubbethorpe Brook
- Narborough
- Sharnford
- Whetstone

The SFRA also considers the risk of surface water flooding, which is usually caused by intense rainfall that may only last a few hours. This type of flooding is often present where the drainage system is unable to cope with the volume of water. Surface water flooding problems are inextricably linked to issues of poor drainage, or drainage blockage by debris, and sewer flooding. Catchments that are underlain by clay (i.e. as in Blaby District with the Mercia Mudstone), are described as flashy in terms of rainfall as there is little natural ground attenuation. Although flood risk from surface water is not deemed to be a constraint to future development, mitigation measures should be implemented especially with new developments.

Climate change also needs to be taken into consideration when designing drainage systems for new developments, as the District is likely to experience changes to weather patterns and a potential increase in the risk of flooding to properties. As of February 2016, new climate change allowances were brought in. These should be used in all flood risk assessments and strategic flood risk assessments. There is now a range of climate change allowances that can be used based on time periods, and the likelihood of it occurring.

The Delivery DPD should seek to address these issues. In particular, further development should not be considered in areas where there is insufficient capacity in the existing wastewater treatment works and / or sewerage network to deal with additional volumes and flows of foul drainage, without causing deterioration of the ecological status of the receiving water body. Foul drainage disposal should be discussed with Severn Trent Water Ltd at the earliest possible opportunity to ensure that any requirements to upgrade existing wastewater treatment works is taken account of in the water companies' five yearly business plans.

Water is a precious resource and climate change predictions show that UK summers are likely to become hotter and drier, and that the likelihood of droughts will increase. Increased demand on our water supplies from new development and new homes will place additional pressure on our water resources.

4.2.10 Biodiversity and Nature Conservation

There are four 'Biological' SSSIs (distinct from geological SSSIs as detailed within Section 4.2.8) which fall wholly/partially within Blaby, as follows:

- Narborough Bog
- Croft Pasture
- Burbage Wood & Aston Firs
- Croft Hill

These SSSIs are split up into nine SSSI units. They support many characteristic rare and endangered species, habitats and natural features and are protected under Section 28 of the Wildlife and Countryside Act 1981 as amended. All of the 'Biological' SSSI units are in a 'favourable' or an 'unfavourable but recovering' condition.

Blaby District supports three Local Nature Reserves (LNRs); Aylestone Meadows, Glen Hills and Burbage Common and Woods (the majority of which lies within Hinckley and Bosworth Borough). LNRs are places with wildlife or geological features that are of special interest locally and which also give people special opportunities to study and learn about them or simply enjoy and have contact with nature. There are also 67 areas currently designated as Local Wildlife Sites (as of November 2012).

Blaby District Council has acquired and opened eight Nature Parks. These include Bouskell Park, Crow Mill Walkway and Fosse Meadows. It is planned to further develop the wildlife habitats in these parks in the future.

The Leicester, Leicestershire and Rutland Biodiversity Action Plan 2010-2015 identifies habitats and species of importance for protection and enhancement. In 2008, WYG carried out a study which identified features and corridors within Blaby which are likely to be of value for biodiversity, and made recommendations for potential sites for consideration as Local Wildlife Sites.

4.2.11 Landscape and Visual Amenity

Blaby District is within Natural England's Leicestershire Vales Landscape Character Area. The key characteristics of this landscape are:

- Gently undulating clay vales and ridges with low hedges and variable densities of hedgerow trees
- The distinctive Soar river valley
- The dominating large urban area of Leicester
- Frequent small towns and large villages often characterised by red brick buildings
- Frequent imposing spired churches

A Landscape Character Assessment for the District was published in May 2008. This identifies that the District's landscape generally comprises gently undulating farmland intersected by transport routes and by the floodplains of the Rivers Sence, Soar and Rothley Brook. There are large settlements around the south westerly boundary of Leicester and a scattering of smaller settlements throughout the rest of the District.

There are also some large industrial and employment areas, mostly located in close proximity to the motorway. Quarrying activity is evident across the District. Localised changes in landscape character tend to occur around river valleys and towards the edges of the District. Croft Hill forms an important landscape feature within the District rising 60m above the surrounding land.

The north and east of Blaby District is predominantly urban forming the outer urban areas of Leicester City. The south of the District is generally more rural in nature. Areas on the urban rural fringe are considered to be at risk from developments which are attracted by the good road links and central location. A large part of Blaby

District is included as part of a Countryside Priority Area which "...is subject to urban pressure, has high potential for the development of recreational, access and educational initiatives and presents particular opportunities for landscape enhancement."

The Blaby Landscape Character Assessment has also examined the characteristics of the settlements in Blaby District. The settlements are fairly similar in character although subtle differences in layout and buildings provide distinction and a sense of place for each village.

Settlements within Blaby District also have historic landscapes which should be preserved. Leicestershire County Council has undertaken a 'Historic Landscape Characterisation Project' for the county. This will consider landscape components that are 'natural' but nevertheless the product of centuries of human action (e.g. hedgerows, woodland, ponds and modified watercourses) and complements existing Landscape Character Assessments.

Natural England has highlighted the importance of establishing Green Infrastructure; a network of multi-functional greenspace that will contribute to a high quality natural and built environment. The Blaby Core Strategy includes a policy to protect Green Infrastructure within the District, including the River Soar, River Sence, Rothley Brook and Grand Union Canal corridors and the network of Green Wedges. Green Wedges were designated in the Blaby Local Plan as strategically important areas of open land between the built-up areas on the fringes of Leicester City. These Green Wedges continue to be protected within the Core Strategy. Furthermore, the Core Strategy presents opportunities to designate new areas of Green Wedges, for example around the proposed Lubbethorpe Sustainable Urban Extension to the west of Leicester.

4.2.12 Cultural Heritage and Archaeology

Blaby District has a rich history and there are a number of archaeological sites of interest in the District which form an important part of the District's heritage. Many of these are designated as Scheduled Monuments and Listed Buildings. There are 203 entries on the National Heritage List for England which fall within Blaby District.

Of these entries, 16 are Scheduled Monuments. These protected sites are recognised as being of national importance under the terms of the Ancient Monuments and Archaeological Areas Act 1979. There is currently one designated heritage asset at risk in Blaby District (St Peter's Church in Whetstone).

The remaining 187 entries on the National Heritage List are listed buildings in the District which represent an important part of its architectural heritage. There are three Grade I listed buildings, the Church of All Saints in Blaby which dates from the late 13th century, Kirby Muxloe Castle and the 13th century Church of St Peter in Whetstone. There are 8 Grade II* and 176 Grade II Listed Buildings in the District.

Conservation Areas can be created where a local planning authority identifies an area of special architectural or historic interest, which deserves careful management to protect that character. There are eleven Conservation Areas in Blaby District:

- Aston Flamville Conservation Area
- Blaby Conservation Area
- Cosby Conservation Area
- Countesthorpe Conservation Area
- Croft Conservation Area
- Enderby Conservation Area
- Glenfield Conservation Area
- Grand Union Canal Conservation Area
- Kirby Fields Conservation Area
- Narborough Conservation Area
- Wigston Parva Conservation Area

The Historic Environment Record (HER) held by Leicestershire County Council is the most complete record of archaeological remains and historic buildings in Leicestershire and Rutland. It covers from prehistoric times to the present day. It contains over 15,000 records (historic buildings, archaeological finds and features) across the counties of Leicestershire and Rutland. These records range in date from the Palaeolithic (about 500,000 years ago) to the present day, including recent sites such as Cold War monitoring posts. Examples of entries within Blaby District which are listed on the HER include historic roads and railways, areas of archaeological finds, fishponds, cemeteries, war memorials, ditches and palaeochannels.

4.2.13 Noise

Noise is a significant issue around the busy road corridors in the District. The route of the M1, between Junctions 20 and 21A, is scheduled for improvement in the form of a low-noise surface. Plans are also in place for the introduction of noise fencing along the M1 through Blaby District although this is subject to funding becoming available. In addition, there is potential for noise issues associated with the Birmingham to Peterborough railway line which runs through the District.

There are also potential noise issues associated with a number of point sources of noise in the District.

An area in the southwest of the District is in the flight path of Coventry Airport which is located 18km away from the Blaby District border. There may be noise issues associated with this flight path.

4.2.14 Air Quality

There are currently four Air Quality Management Areas (AQMA) in Blaby District, which were declared as a result of the Air Quality Review and Assessment process. The AQMAs are located as follows:

- A5460 Narborough Road South (AQMA 1)
- M1 corridor in Enderby and Narborough (AQMA 2)
- M1 corridor between Thorpe Astley and Kirby Muxloe (AQMA 3)
- Enderby Road, Whetstone (AQMA 4A)

All AQMAs were designated due to levels of NO₂ exceeding the Air Quality Objective. In all cases the major source of emissions of NO₂ is traffic on roads close to the AQMAs. The Detailed Assessment & Progress Report published in 2014 concluded that the results of monitoring undertaken in the District for NO₂ supports the maintenance of AQMAs 1, 2, 3 and 4a.

An Air Quality Action Plan was published in May 2014, which identified possible measures to improve air quality in the AQMAs. The Plan identified the significant role which the planning process has to play in helping to integrate land-use and transport to encourage sustainable development, and to secure future improvements to air quality. It states that *'although development will usually have an incremental impact on emissions of air pollutants (largely through increased traffic flows and internal heating systems), sustainable schemes can also be a positive force for change, introducing sustainable transport choices not only for residents or users of the development, but for the wider community'*.

4.2.15 Energy and Climate Change

Climate change is one of the greatest global environmental threats. It is likely that it will have significant impacts upon Blaby District (along with the rest of the country) particularly through increased rainfall intensity resulting in an increase in the number and severity of flooding events. For more information on water related climate change impacts, see Section 4.2.10.

A Climate Change and Renewable Energy Study was undertaken in 2008 (IT Power) to quantify the potential for renewable energy in the Leicestershire and Rutland area. This identifies one potential wind farm site located to

the west of Enderby, north of the M69. Other large scale forms of renewable sources of energy including hydro-power, biomass, and solar do not appear to offer the potential to generate more than 2MW of electricity, however there is significant scope for building integrated solutions to cumulatively deliver a significant supply.

Blaby District Council has set objectives to improve the energy efficiency of existing and new developments and to promote the use of renewable energy sources. They are working to improve the energy efficiency of Council owned properties and are investigating how improvements to energy efficiency and renewable energy technology might be achieved in new developments through planning policies.

Blaby District's road transport CO2 per person is well above the county and national average. This reflects the high level of car ownership and reliance of the District upon the private car. See Section 4.2.7 for more details.

4.3 Key Sustainability Issues

The SEA Directive requires an analysis of '...any existing environmental problems which are relevant to the plan...' (Annex 1d of the SEA Directive).

The key sustainability issues identified within the SA Scoping Report (2013) have been reviewed to ensure they reflect the updated baseline conditions and review of plans and programmes. The updated key issues are set out in Table 3 below.

Table 3 Key Sustainability Issues for Blaby District

Sustainability Issue	Likely evolution without the Delivery DPD	Implications for the Delivery DPD	Potential influence of the Delivery DPD
The need to provide highly skilled well paid jobs and to improve skill levels so that higher quality jobs can be accessed by the local community.	The adopted Core Strategy includes policies to address this (e.g. through a Strategic Employment Site); which may help to improve the situation.	The Delivery DPD should further consider how to encourage the provision of deliverable employment land for highly skilled jobs.	Moderate
The need to support growth of the rural economy.	Likely to remain an issue.	The Delivery DPD should make provision for developments associated with diversification of the rural economy.	Moderate
The provision of locally based services and the sustainability of town and village centres.	The adopted Core Strategy includes policies for maintaining services and protecting town and village centres. However this is likely to remain an issue, as existing and future out of town developments could lead to the further closure of services and facilities in towns and village centres and compromise their sustainability.	The Delivery DPD should encourage proposals to improve the viability and vitality of town and village centres and limit out of town developments which have a negative impact on existing centres. Consider how the Delivery DPD can further protect local services and facilities.	Moderate

Sustainability Issue	Likely evolution without the Delivery DPD	Implications for the Delivery DPD	Potential influence of the Delivery DPD
The need to improve access to facilities and services for young people.	The adopted Core Strategy includes policies for maintaining services; however this is likely to remain an issue.	The Delivery DPD should make provision for developments which will improve the provision of services and facilities for young people and ensure that these are located so that they are accessible by foot and / or public transport.	Moderate
A shortfall in affordable homes, particularly in rural areas.	The adopted Core Strategy includes a policy to help deliver more affordable homes, however this is likely to remain an issue given the current economic downturn.	The Delivery DPD should identify sites with a good potential for provision of affordable housing (e.g. larger sites).	Moderate
The need to maintain and enhance open space provision, particularly in built-up areas.	The adopted Core Strategy includes policies for the protection and enhancement of open space; however this is still likely to remain an issue. Future developments could reduce the amount of open space in the District.	Identify areas of open space for protection within the Delivery DPD.	Major
High level of private car use.	The approach taken in the adopted Core Strategy in pursuing a strategy of urban concentration and providing for a Sustainable Urban Extension and Strategic Employment Site in close proximity to one another is expected to minimise the increase in private car use. However, this is likely to remain an issue as future developments (particularly the Sustainable Urban Extension and Strategic Employment Site) could lead to increases in car use as they attract more people.	The Delivery DPD needs to carefully consider the location of developments and their accessibility particularly with regards to public transport accessibility, footpaths and cycle ways.	Moderate
Congestion on major routes at peak times.	The approach to distributing development has been developed with regard to minimising the impacts on congestion (i.e., reducing the need to travel by private car). Further to this, policies within the adopted Core Strategy specifically list some transport mitigation measures aimed at addressing congestion issues. However this is likely to remain an issue given growth in traffic.	The Delivery DPD should ensure that housing developments are designed and located so that they are accessible to / from employment areas and services without the use of the private car and vice versa.	Moderate

Sustainability Issue	Likely evolution without the Delivery DPD	Implications for the Delivery DPD	Potential influence of the Delivery DPD
Safety of cyclists / pedestrians.	The adopted Core Strategy specifically states the intention to seek opportunities to improve the safety of cycling, walking and bridleway routes. However this is likely to remain an issue given growth in traffic.	The Delivery DPD should prioritise the regeneration of areas with safety concerns, and consider ways to encourage the development of safe cycling and pedestrian routes.	Moderate
The need to reduce the amount of waste produced, and increase the proportion of waste that is recycled.	While the proportion of household waste recycled is increasing, this is likely to remain an issue as space in landfill sites declines.	The Delivery DPD should require allocated development to demonstrate sustainable waste management and the reuse of construction material.	Minor
The risk of amenity issues (such as noise and odour) as a result of conflicting developments (such as housing and waste management facilities)	Likely to become more of an issue as more waste is produced which needs to be disposed of	The Delivery DPD should ensure sufficient buffering between conflicting developments to avoid amenity issues.	Major
Potential for shortages in public water supplies.	Likely to become more of an issue, given growing concerns over climate change. Future developments may put further pressure on the water supplies.	The Delivery DPD should consider whether higher levels of Building Regulations compliance regarding water efficiency should be set within the District.	Minor
Poor ecological status of some water bodies in the District.	The ecological status of some water bodies appears to be improving, however this is likely to remain an issue for others	The Delivery DPD should consider the location of development in relation to sensitive water bodies and ensure no further deterioration of water bodies as a result of development.	Moderate
Future flooding risk associated with climate change.	Likely to become more of an issue, given growing concerns over climate change. Future development in the floodplain could increase the risk of flooding to properties.	The Delivery DPD should avoid allocating land for development in the floodplain and require allocated development to take all measures to minimise flood risk.	Moderate
The need to protect green infrastructure, and species and habitats listed in the Biodiversity Action Plan	The Core Strategy includes provision for protection of biodiversity, however this is likely to remain an issue as future developments could impact upon priority species and habitats. Climate change may also have an impact upon species and habitats.	The Delivery DPD should avoid allocating land for development which has high biodiversity value and / or require allocated development to be sensitive towards any biodiversity on site. The Delivery DPD should also ensure that green corridors and wildlife networks are retained. In addition, the Delivery DPD should identify the wider Green Infrastructure network which would link wildlife habitats and open spaces across the District.	Moderate

Sustainability Issue	Likely evolution without the Delivery DPD	Implications for the Delivery DPD	Potential influence of the Delivery DPD
The need to mitigate against loss of habitat, create new habitats and enhance green infrastructure.	Likely to remain an issue.	The Delivery DPD should consider biodiversity offsetting and the provision of land for the creation of new habitats.	Moderate
The need to avoid the spread of Invasive Non-Native Species (INNS)	Likely to become more of an issue as climate change may increase the spread of INNS	The Delivery DPD should ensure development does not cause the spread of INNS	Minor
Protection of the countryside landscape from the pressures of development.	The Core Strategy includes provision for protection of the countryside and landscape. However, future developments are likely to encroach into the countryside.	The Delivery DPD should avoid allocating land for development which would adversely affect the rural landscape and / or require allocated development to be sensitive towards the rural landscape.	Major
Ensuring that the landscapes of towns and villages maintain their historic value.	The Core Strategy includes provision for protection of the landscape. However, future developments could impact upon the historic landscapes of towns and villages in the District.	The Delivery DPD should avoid allocating land for development which would adversely affect the historic value of landscapes and / or require allocated development to be sensitive towards the historic landscape.	Major
The need to preserve and enhance sites of archaeological and cultural heritage interest and their settings.	The Core Strategy includes provision for protection of archaeological and cultural heritage, however this is likely to remain an issue as future developments could adversely affect archaeological / heritage sites.	The Delivery DPD should avoid allocating land for development which has archaeological or cultural heritage value and / or require allocated development to be sensitive towards any archaeological or cultural heritage sites.	Major
Noise pollution around the busy road corridors of the District.	Likely to remain an issue given growth in traffic.	The Delivery DPD should consider the location of development in relation to road corridors and plan for more sustainable patterns of development which reduce the need for people to travel.	Minor
Improving air quality in the AQMAs.	There may be an improvement in air quality resulting from improvements in emissions from vehicles. However, this is likely to remain an issue given growth in traffic. Future development could increase the number of cars on the roads in AQMAs and thus have implications for air quality.	The Delivery DPD should consider the location of development in relation to the AQMAs and plan for more sustainable patterns of development which reduce the need for people to travel.	Moderate

Sustainability Issue	Likely evolution without the Delivery DPD	Implications for the Delivery DPD	Potential influence of the Delivery DPD
The need to reduce greenhouse gas emissions.	Likely to become more of an issue, given growing concerns over climate change.	The Delivery DPD should consider whether it is appropriate to allocate land for renewable energy development / infrastructure. It should also plan for more sustainable patterns of development which reduce the need for people to travel.	Minor
Potential climate change related impacts upon Blaby.	Likely to become more of an issue, given growing concerns over climate change.	The Delivery DPD needs to take into consideration the likely impacts of future climate change (including flooding) on the area when planning future developments.	Minor

4.4 Sustainability Appraisal Objectives

As part of the Blaby SA Scoping Report produced in 2005 SA objectives were developed to provide a basis against which the documents within the Blaby District LDF could be appraised. These objectives were subsequently used to appraise the Core Strategy policies at each stage of their development. During the Delivery DPD SA Scoping Stage, the SA Objectives were reviewed with reference to the updated plans and programmes review, baseline information and key sustainability issues. It was not considered that any changes to the objectives were required, and therefore the Scoping Report produced in 2013 proposed that the existing SA Objectives developed in 2005 be used for the SA of the Delivery DPD. As a result of the consultation on the SA Scoping Report and the Delivery DPD development, minor adjustments were made to the SA Objectives. These are highlighted in red in Table 4 below, with more details provided within the Consultation Responses Table in Appendix C.

The SA objectives integrate social, economic and environmental considerations. The Delivery DPD should aim to fulfil the SA objectives as this will allow it to be consistent with environmental regulations and high level sustainable development policies. However there may be some objectives on which the Delivery DPD will have a limited impact or which are in conflict with one another.

Table 4 Sustainability Appraisal Objectives for the Blaby Delivery DPD

Number	Objective	Short Title (Used within Appraisal Tables)
1	To ensure the provision of decent and affordable housing that meets local needs and links into the provision of services.	Housing
2	To improve health and reduce health inequalities by promoting healthy lifestyles, protecting health and providing access to health services.	Health
3	To provide better opportunities for people to access and understand local heritage and participate in cultural and recreational activities.	Access to Heritage, Culture & Recreation
4	To improve community safety, reduce anti-social behaviour and the fear of crime.	Crime & Safety

Number	Objective	Short Title (Used within Appraisal Tables)
5	To promote and support the empowerment of local communities in creating and implementing solutions that meet their needs focusing particularly on young, elderly and deprived people.	Community empowerment
6	To protect and enhance the natural environment (including species, habitats and green infrastructure) whilst contributing to the achievement of BAP targets.	Natural species & habitats, green infrastructure
7	To conserve and enhance the character, diversity and local distinctiveness of towns and villages in Blaby District.	Character, Diversity & Distinctiveness
8	To conserve and enhance the historic environment, heritage assets and their settings.	Historic environment
9	To conserve and enhance the character, diversity and local distinctiveness of the rural landscape in the District.	Rural landscape
10	To manage prudently water resources and to improve water quality.	Water environment
11	To improve air quality particularly through reducing transport related pollutants.	Air quality
12	To manage prudently mineral and soil resources and avoid / reduce pollution of land.	Mineral resources & soil / land pollution
13	To minimise energy and water use and develop renewable energy resources.	Energy & water use
14	To reduce greenhouse gas emissions to mitigate the rate of climate change.	Climate change causes
15	To avoid development in the floodplain and reduce the impacts of climate change.	Flooding & climate change impacts
16	To involve people, through changes to lifestyle and at work, in preventing and minimising adverse local, regional and global environmental impacts.	Involving people in reducing environmental impacts
17	To improve access to education and training for children, young people and adult learners.	Access to education
18	To develop a strong culture of enterprise and innovation whilst providing access to appropriate employment opportunities for the local people.	Enterprise, innovation & employment
19	To optimise the use of previously developed land, buildings and existing infrastructure.	Use of previously developed land, buildings and infrastructure
20	To promote and ensure high standards of sustainable design and construction.	Sustainable design & Construction
21	To minimise waste and to increase the re-use and recycling of waste materials.	Waste minimisation and Recycling
22	To improve access to services, particularly for those without a car and for disabled, elderly and deprived people.	Access to services

Number	Objective	Short Title (Used within Appraisal Tables)
23	To encourage and develop the use of public transport, cycling and walking.	Public transport, cycling and walking

4.5 Testing the Compatibility of the Plan Objectives

The Sustainability Appraisal process usually involves testing the objectives of the plan against the SA objectives. It is proposed that the Delivery DPD will have the same overall objectives as the Core Strategy. The objectives of the Core Strategy were tested against the SA objectives as part of the SA process undertaken at the time the Core Strategy was being developed. Therefore, no repeat of this process is considered necessary. The Compatibility Test undertaken for the SA of the Core Strategy is provided in Appendix D.

5.0 Sustainability Appraisal Methodology

This section details the methodology used to appraise the various options, sites and policies developed as part of the Delivery DPD.

5.1 General Appraisal Methodology

The predicted effects of each option / site / policy have been identified against each SA objective developed at Stage A. The effects were predicted taking into consideration the baseline situation and key sustainability issues identified at Stage A. The predicted significant effects have been evaluated in terms of their nature (adverse or beneficial, direct or indirect), duration (temporary or permanent, short or long term) and magnitude (major or minor).

The SA of the options, sites and policies are presented within Appraisal Tables. These use symbols to show the nature and magnitude of effects, as detailed within Table 5 below. The Appraisal Tables also include (where applicable):

- Commentary on the likely effects, including details of the anticipated duration and permanency;
- Recommendations for mitigating adverse effects and enhancing beneficial effects;

Table 5 Sustainability Appraisal Table Key

Significance of Effect			
↑↑	major beneficial direct effect	→→	major beneficial indirect effect
↑	minor beneficial direct effect	→	minor beneficial indirect effect
↓	minor adverse direct effect	←	minor adverse indirect effect
↓↓	major adverse direct effect	←←	major adverse indirect effect
↕	Unknown / potentially beneficial or adverse	↔	no significant effect
Duration of Effect			
(T) Temporary or (P) Permanent.		(ST) Short Term or (LT) Long Term	

In general, minor adverse effects are those considered to result in a discernible change in baseline conditions and / or detract slightly from the achievement of the SA objective. Adverse effects are considered to be major where they would result in a considerable change in baseline conditions, and / or strongly detract from the achievement of the SA objective.

Minor beneficial effects are considered to result in a discernible change in baseline conditions and / or support the achievement of the SA objective. Beneficial effects are considered to be major (or significant) where they would result in a considerable change in baseline conditions and / or strongly support the achievement of the SA objective.

In determining the magnitude and significance of effects, the geographical scale of effects has also been taken into consideration. For example, for sites, whether the effect will occur in the immediate vicinity of the site only, or whether it will have more far-reaching district level (as would be the case for most of the policies), or even regional level effects.

6.2 Site Appraisal Methodology

The main source of data for the SA of the Site Options came from the Site Assessment Papers which were produced by BDC for each site (see <http://www.blaby.gov.uk/about-the-council/strategies-plans-policies/environment-and-planning/local-plan/local-plan-delivery-dpd/>). BDC completed these using information held by the Council, together with further information provide from key consultees (e.g. Leicestershire County Council Highways, Ecology and Heritage teams). The Site Assessment Papers were used, together with other baseline data sources, for example MAGIC Maps to complete the SA Appraisal Tables.

The approach taken to assessing the sites is clearly specific to the SA objective being considered. Therefore, to ensure consistency, 'rules of thumb' were developed for certain objectives which have been used to determine the significance of effects. These are identified in Table 6 below.

Table 6 Site Options Appraisal 'Rules of Thumb'

SA Objective (Short title)	Effect (see symbol key above)	How effect has been determined	Notes
1. Housing	↑↑	Housing sites which can also provide affordable housing (15 dwellings or more)	Where development of the site could affect existing homes, this takes precedence when scoring.
	↑	Housing sites but too small to provide affordable housing (less than 15 dwellings)	
	↔	Non-housing site which will not result in the loss of existing housing including gypsy and traveller accommodation and residential institutions	
	↕	Housing site but will result in the loss of existing housing including gypsy and traveller accommodation and residential institutions	
	↓	Non-housing site which will result in the loss of existing housing including gypsy and traveller accommodation and residential institutions	
2. Access to health	→→→	Housing sites less than 400m to local health centres	Distance to local health centres. Does not take into account ease of access - this is covered in objective 23. Employment sites are not considered to have significant effects upon this
	→	Housing sites less than 800m to local health centres	
	↕	Housing sites over 800m but less than 1200m to local health centres	
	←	Housing sites over 1200m from local health centres	
	←←	Housing sites over 1600m from local health centres	

SA Objective (Short title)	Effect (see symbol key above)	How effect has been determined	Notes
3. Access to heritage, culture and recreation	→→	Housing sites less than 400m from more than 1 facility – see notes for definition of 'facilities'	Measures walking distance to leisure facilities such as leisure centres (both council and private run), golf clubs, allotments and open space. Heritage and culture access has been identified separately but includes castles, canals etc. Does not take into account ease of access - this is covered in objective 23. Where development of the site could affect an existing leisure facility or public footpath or bridleway, this takes precedence when scoring.
	→	Housing sites less than 800m from leisure facilities	
	↔	Non-housing site which will not affect current leisure facilities, public footpaths or bridleways	
	↕	Housing sites over 800m but less than 1200m from leisure facilities Housing sites less than 1200m from leisure facilities which may result in loss of existing leisure facilities (e.g. allotments), or loss of or diversion of a public footpath or bridleway	
	←	Housing sites over 1200m from leisure facilities, including those which may result in loss of existing leisure facilities (e.g. allotments), or loss of or diversion of a public footpath or bridleway Non-housing site which may result in loss of existing leisure facilities (e.g. allotments), or loss of or diversion of a public footpath or bridleway	
	←←	Housing sites over 1600m from leisure facilities, including those which may result in loss of existing leisure facilities (e.g. allotments), or loss of or diversion of a public footpath or bridleway	
6. Natural species & habitats, green infrastructure	↕	A brownfield or low species greenfield site where there may be opportunities to enhance, but there also may be some biodiversity present.	
	↓	Potential effect on habitats and species including those which are protected. Also applies to sites which may have an adverse impact on green infrastructure.	
	↓↓	Potential effect on species high habitats such as woodland, wildlife corridors, SSSI and local wildlife sites.	

SA Objective (Short title)	Effect (see symbol key above)	How effect has been determined	Notes
7. Character, Diversity and Distinctiveness	↔	Sites which are in rural areas unlikely to affect nearby settlements	This objective has been assessed in relation to settlement character only, and does not take into account any rural character. *Large sites refer to sites over 5ha.
	↕	Sites which tend to be central within a settlement and where the design could either have an adverse or beneficial effect on the surrounding character.	
	↓	Sites on boundaries of settlements which may overstep current boundary or affect local character	
	↓↓	Large* sites on boundaries of settlements which are likely to overstep boundary between settlements and impact local character	
8. Historic Environment	↔	Sites with no known historic assets	
	↕	Sites with no historic assets but with unknown heritage potential	
	↓	Medium or high heritage potential but no effect on designated assets and/or scheduled monuments. May affect setting of listed building.	
	↓↓	Site which is likely to affect designated assets and/or scheduled monuments	
9. Rural Landscape	↔	Sites which are within a settlement boundary	This objective has been assessed in relation to rural character only, and does not take into account any settlement character. Where the previous development is a building characteristic to a rural area e.g. farm, the site may be allocated ↓ *Large sites refer to sites over 5ha.
	↕	Sites which are on the boundary or outside the boundary of a settlement but are previously developed. See notes.	
	↓	Small sites outside of settlements, or sites on boundaries of settlements which may have an adverse effect on rural character	
	↓↓	Large* sites outside, or on boundaries of settlements which are likely have an adverse effect on rural character	
10. Water Environment	↔	No water sources within the site or nearby	
	↓	Sites with nearby water sources which could be polluted by construction. Site may or may not be contaminated.	
	↓↓	Sites with nearby water sources which pose a significant contamination risk e.g. sewage works	

SA Objective (Short title)	Effect (see symbol key above)	How effect has been determined	Notes
11. Air Quality	↔	No nearby air quality sources, small sites unlikely to produce excess traffic	Note that railway has been included in the event that diesel trains use the tracks. Electric trains would not pose air quality problems. *Large sites refer to sites with over 100 houses, or over 5000m ² floor space for employment.
	↓	Site close to A road, motorway or rail track and/or large* site which may produce excess traffic on local roads	
	↓↓	Site within or adjacent to Air Quality Management Area, and/or close to a number of large A roads / motorways	
12. Mineral Resources and Soil / Land Pollution	↔	Site is previously developed with no contamination, is not within a mineral consultation zone or safeguarded for waste	Where a site is in a mineral consultation zone or safe guarded for waste but it is thought this won't be an issue the site can be allocated ↔
	↕	Site is contaminated (greenfield or previously developed). See also notes.	
	↓	Site is greenfield, grade 3 agricultural, partially grade 2 agricultural, in a mineral consultation zone or safeguarded for waste	
	↓↓	Site is grade 1 or 2 agricultural	
15. Flooding and Climate Change Causes	↑	Brownfield site with no known flood risk	Greenfield sites with no flood risk are seen as potentially adverse or beneficial because it is possible to meet or improve the greenfield surface water run-off rates from the site to a degree of climate change using appropriate attenuation or SUDs.
	↕	Greenfield site with no known flood risk	
	↓	Site under 10% flood zone 2 or 3, at risk from surface water, other sources of flooding, or have access issues	
	↓↓	Site over 10% flood zone 2 or 3. May or may not also be affected by other sources of flooding	
17. Access to Education	→→→	Housing sites less than 200m to primary school AND less than 500m to secondary school	Walking distance to primary and secondary schools identified within the site information provided by BDC. The furthest school has been used to determine the effect. Does not take into account ease of access - this is covered in objective 23. Employment sites are not considered to have significant effects upon this.
	→	Housing sites less than 500m to primary school AND less than 1000m to secondary school	
	↕	Housing sites over 500m but less than 800m to primary school / over 1000m but less than 2000m to secondary school	
	←	Housing sites over 800m to primary school / over 2000m to secondary school	
	←←	Housing sites over 1000m to primary school / over 2500m to secondary school	

SA Objective (Short title)	Effect (see symbol key above)	How effect has been determined	Notes
18. Enterprise, Innovation and Employment	→→→	Less than 500m	Walking distance to large employment opportunities such as business / industrial parks, headquarters and hospitals.
	→	Less than 1000m	
	↕	Over 1000m but less than 2000m	
	←	Over 2000m	
	←←←	Over 2500m	
19. Use of Previously Developed Land, Buildings and Infrastructure	↑↑↑	Site previously developed with road and utilities access	
	↑	Site mostly previously developed with road access but may need some infrastructure upgrade. Utilities access unknown	
	↕	Site greenfield but has some access to road. May be partially previously developed. Utilities access unknown	
	↓	Site is greenfield with no road access. Utilities access unknown.	
	↓↓↓	Site is greenfield with no road access and is unlikely to be accepted by highway authority. Utilities access unknown.	
21. Waste Minimisation and Re-cycling	↕	No demolition required	Waste associated with construction and occupation will be present on all new developments.
	↓	Demolition required (i.e. buildings / structure already present onsite)	
22. Access to Services	→→→	Less than 400m	Walking distance to closest services e.g. local centres, row of shops. Where a service such as post office is further away than the allocated 'arrow', this has been noted in the commentary.
	→	Less than 800m	
	↕	Over 800m but less than 1200m	
	←	Over 1200m	
	←←←	Over 1600m	

SA Objective (Short title)	Effect (see symbol key above)	How effect has been determined	Notes
23. Access to Public Transport, Walking and Cycling	→→	Within 500m safe walking distance of rail station or frequent bus service	Walking distance to public transport. Where accessibility is poor, e.g. unlit roads, no pavements, national speed limit roads, the allocated arrow factors this in alongside distance to public transport. For example, a site which is 700m from a frequent bus service but is only accessible via an unlit road with no pavements would have a minor adverse effect. Where this is the case it has been noted in the commentary.
	→	Within 800m safe walking distance of frequent bus service or rail station	
	↕	Over 800m but less than 1200m safe walking distance from frequent bus service or rail station AND/OR less than 800m safe walking distance from low frequency bus service	
	←	Over 1200m from frequent bus service or rail station AND/OR over 800m from low frequency bus service	
	←←	Over 1500m from frequent bus service or rail station AND/OR over 1200m from low frequency bus service	

6.0 Development and Appraisal of Plan Options

The SEA Directive requires a report which ‘...identifies, describes and evaluates the likely significant effects on the environment of implementing the plan or programme and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme’ (regulation 12(2)).

6.1 Introduction

Local Authorities are required to identify and assess their Plan Options (or ‘reasonable alternatives’) as part of Stage B of the SA process. Current UK Government guidance (2014) states that *‘the sustainability appraisal must consider all reasonable alternatives and assess them in the same level of detail as the option the plan-maker proposes to take forward in the Local Plan (the preferred approach). Reasonable alternatives are the different realistic options considered by the plan-maker in developing the policies in its plan. They must be sufficiently distinct to highlight the different sustainability implications of each so that meaningful comparisons can be made. The alternatives must be realistic and deliverable.’*

In preparing the Delivery DPD, the Council has considered a number of alternative options in terms of selecting sites, considering boundaries and preparing policies. It is important to recognise that it is only necessary to consider in detail the reasonable alternatives as detailed above. This section of the SA Report considers the reasonable alternatives to be assessed. It also considers what other potential alternative options were considered and explains why they were considered to be ‘unreasonable’.

It is also important to note that when considering what a reasonable alternative is, the Council is not starting from a blank canvas which would lend itself to a wide range of alternatives being considered. The Delivery DPD is the second part of the Local Plan. The Core Strategy was adopted in 2013. The Delivery DPD follows on from the Core Strategy and to some extent the reasonable alternatives are restricted. As the policies of the Core Strategy have already been subject to SA, only alternatives which would involve a change to the current situation have been subject to SA.

The SA of the reasonable alternatives are set out in the following sections.

6.2 Site Allocations Options

6.2.1 Developing Site Options for Site Allocations

BDC identified potential housing and employment sites which were considered for inclusion within the Delivery DPD. These sites were drawn from the list of sites identified to be ‘developable’ as part of the Strategic Housing Land Availability Assessment (SHLAA) and Economic Development Land Availability Assessment (EDLAA). The SHLAA and EDLAA include sites:

- Submitted through the ‘Call for Sites’
- Submitted as proposals through consultations on the Local Plan
- Previously included in the SHLAA and /or EDLAA.

A developable site is one that is in a suitable location for housing or employment and there is a reasonable prospect that the site is available and could be viably developed at the point envisaged.

The SHLAA and EDLAA use the following site size thresholds:

- 0.2 hectares (or 5 dwellings) for housing sites.
- 0.25 hectares (or 500m² floorspace) for employment sites.

Following the consultation on the Delivery DPD (Preferred Options) the list of developable sites was updated to include any new developable sites submitted as part of this consultation.

6.2.2 Housing Sites

BDC has undertaken a two part process to select suitable sites for housing allocations:

- Part 1 – Assessment of all ‘developable’ sites identified in the SHLAA
- Part 2 – Assessment of Reasonable Alternatives.

All housing sites identified by BDC as ‘developable’ were subjected to SA. An Appraisal Table was produced for each settlement containing potential housing sites.

The Part 1 site assessment process for each developable site, including input from the initial SA, enabled BDC to identify a number of site options to consider further, thus refining the number of reasonable alternatives. As part of the Delivery DPD Preferred Options Document, published in September 2016, BDC identified a number of ‘site option locations’ for further consideration. These included three options within the Principal Urban Area (PUA) and one option within Narborough as follows:

- Option PUA1 - Land at Blood’s Hill, Kirby Muxloe (this includes consideration of SKMU007)
- Option PUA2 - Land north of A47 Hinckley Road, Kirby Muxloe (this includes consideration of SKMU015, SKMU016, SKMU017 and SKMU018)
- Option PUA3 - Land south of A47 Hinckley Road, Leicester Forest East (this includes consideration of SLFE012 and SLFE013)
- Option NAR1 - Land off Leicester Road, Narborough (this includes consideration of SNAR008)

Following consultation on the Delivery DPD Preferred Options Document, BDC reviewed the consultation responses, several of which suggested that the Council should consider an approach whereby a number of smaller sites should be allocated. As a result, consideration was given to a ‘Smaller sites across the PUA’ option. As this option was considered to be a ‘reasonable alternative’ this approach was subjected to SA, see Appendix F. In addition, any new sites promoted through the consultation were subject to the Part 1 site assessment process.

The Part 2 site assessment process considered sites identified as suitable for further consideration at the Part 1 stage. These sites were considered to be reasonable alternatives and were assessed in more detail. To inform the Part 2 site selection process BDC have undertaken a number of additional studies to assess in more detail the environmental constraints of sites and to consider the infrastructure requirements associated with individual sites. These additional studies included a Heritage Assets Study, Biodiversity Study, Strategic Flood Risk Assessment, Landscape and Visual Assessment . In addition, the findings of the updated SA of the sites, market sensitivity testing and an economic viability assessment were used to inform decision making. A site selection methodology paper and updated site assessments provide further information and are available on the Council’s website (<http://www.blaby.gov.uk/about-the-council/strategies-plans-policies/environment-and-planning/local-plan/local-plan-delivery-dpd/>).

A full list of housing site options subject to SA is detailed in Table 7 overleaf. The Housing Sites Appraisal Tables are provided within Appendix E. Please see Section 5.0 for the methodology used.

Table 7 List of housing site options subject to SA, by settlement (*indicates sites which were 'reasonable alternatives' in the Part 2 assessment process)

<p>Braunstone Town: SBRA003 – Parkers Depot, Branstone Lane* SBRA008 - Land at Hazel Drive SBRA009 - Land to the west of Brockenhurst Drive* SBRA011 - Land at junction of Narborough Road South and Watergate Lane</p>	<p>Leicester Forest East: SLFE012/013 - Land south of Hinckley Road* SLFE016 - Land at Grange Farm* SLFE017 - Land south of Webb Close* SLFE018 – Land at Baines Lane*</p>
<p>Glenfield: SGLE008 - 44a - 66 Liberty Road SGLE009 - Rear 84 - 92 Sports Road SGLE011 - Land off Mill Lane Industrial Estate SGLE013 - Land at Oakleys Farm SGLE015 - Land to the rear of Stelle Way SGLE018 - Land north of Kirby Road SGLE019 - Land to the rear of 57 - 65 Gynsill Lane* SGLE023 - Land south of Sacheverell Way SGLE024 - Land west of A46 and south of Sacheverell Way SGLE025 - Land north of Mill Lane Industrial Estate SGLE029 - Land to rear of 67-85 Gynsill Lane*</p>	<p>Kirby Muxloe SKMU001 - Land at Ratby Lane* SKMU002 - Land adjacent Sports Ground, beyond Portland Road SKMU003 - Land at Ratby Lane SKMU004 - Rear of Vicarage Close SKMU005 - Rear of Barwell Road and 1 - 9 The Croft SKMU007 - Blood's Hill* SKMU008 - Land off Portland Road SKMU009 - Land north of Desford Road* SKMU012 - Land off Maytree Drive SKMU015 - Land at Leicester Forest East, north and south of A47* SKMU016 - 259 Hinckley Road, LFE plus land to rear SKMU017 - Land to north of Hinckley Road (A47) SKMU018 - Leicester Forest East RFC Clubhouse and playing pitches SKMU019 - Land at Desford Crossroads</p>
<p>Narborough: SNAR002 - Land at Ambulance Station, adjacent to the Rosings* SNAR003 - Land at Regent Street Industrial Estate SNAR004 - Land off Burrows Close SNAR008 - Land off Leicester Road* SNAR014/015 - Land off Seine Lane*</p>	<p>Croft: SCRO001 - Poplars Farm, land to the east of Broughton Road and south of Poplars Road SCRO003 - Land to the north of Hill Street and Station Road and east of Huncote Road SCRO005 - Land at Croft Quarry</p>
<p>Cosby: SCOS001 - Land off Cambridge Road SCOS002 – Narborough Road, Cosby SCOS004 - Rear of Croft Road SCOS006 - Land to the south of Cambridge Road (including Hewitt sports turf) SCOS007 – Land east of Narborough Road SCOS008 – Land at Croft Road</p>	<p>Huncote: SHUN002 - Land to the north of Narborough Road SHUN004 - Land off Chantry Close SHUN013 - Land south of Narborough Road SHUN014 - Land off Forest Road SHUN015 - Land off Mill View</p>
<p>Enderby: SEND003 - Land to south of Leicester Lane and West of M1 SEND004 - Land south of Grove Park SEND006 - Land at Seine Lane SEND009 - Former landfill site, Quarry Lane SEND016 - Land at Leicester Lane and St Johns SEND017 - Land to the west of the M1 (adjacent the public footpath) SEND019 - Land to the west of Harolds Lane, Enderby SEND020 - Land at Townsend Road SEND022 - Land north of Blaby Road</p>	<p>Elmsthorpe: SELM001 - Land north of The Home Farm, Station Road SELM003 - Land between Clickers Way, Elmesthorpe Lane and Carrs Hill SELM004 - Land between Station Road, A47 Earl Shilton Bypass and Wilkinson Lane SELM005 - Land to the rear of 35 Billington Road West</p>

<p>Blaby: SBLA001 - Land adjacent to Lutterworth Road SBLA004 - Land east of Lutterworth Road and west of Winchester Road SBLA005 - Land at Hospital Lane SBLA006 - Land at Glebe Farm SBLA007 - Land north of Grove Road SBLA008 - Land rear of 24a – 70 Welford Road SBLA009 - Land between 9 and 11 The Crescent / land rear of 85 – 123 Welford Road SBLA014 - Land at Keepers Farm SBLA018 - Land to the rear of 168 and 170 Lutterworth Road SBLA019 - Land to the north of Hospital Lane and south of Mill Lane SBLA020 - Land to the east of Blaby bypass, and to the southwest of Ridley Close SBLA021 - Land to the east of Blaby bypass and south of Grove Road SBLA024 - Land to the east of Winchester Road and south of Saville Road SBLA025 - Land to the south of Church Street and rear of Blaby Hall SBLA026 - Land south of Enderby Road and east of Blaby bypass SBLA027 - Land south of Lichfield Drive SBLA030 – Land at Lutterworth Road</p>	<p>Countesthorpe: SCOU002 - Land south of Cosby Road SCOU004 - Land at Peatling Road SCOU006 - Land off Station Road / Glebe Drive SCOU008 - Land east of Peatling Road SCOU011 - Land at Foston Lane SCOU014 - Rear of 89-105 Station Road SCOU015 - Rear of 44-80 Cosby Road SCOU019 - Griffs Bodyworks Ltd (workshop and forecourt) SCOU021 - Land to south of Countesthorpe, off Willoughby Road SCOU022 - Land to the west of Leicester Road SCOU023 - Land to the south of Glebe Drive and Waterloo Crescent SCOU024 - Land to the east of Willoughby Road SCOU025 - Land to the south of Hospital Lane and east of Leicester Road SCOU026 - Land at Glebe Garden Centre, Foston Road SCOU031 - Land south of Countesthorpe, east of Willoughby Road and west of Peatling Road SCOU032 - Land at junction of Austrey Lane and Peatling Road SCOU033 - Land west of Peatling Road SCOU034 - Land rear of 57 Peatling Road and adjoining allotments SCOU035 - Land to the rear of 55 Peatling Road SCOU037 - Land rear of 33 Willoughby Road SCOU038 - Land at Foston Lane / Leicester Road SCOU039 - Land west of Willoughby Road</p>
<p>Glen Parva: SGPA001 - Land off Wharf Way SGPA002 - Land off Little Glen Road SGPA003 - Land off Little Glen Road SGPA004 - Land off Little Glen Road SGPA007 - Glenhills Sports and Social Club SGPA009 - Rear of 5 - 23 Glen Rise SGPA011 - Land to the west of Cork Lane SGPA012 - Land at Glen Parva Lodge SGPA015 - Land to the west of Navigation Drive and Westdale Avenue and to the east of the Grand Union Canal SGPA017 - Land at Glenford Grange, Little Glen Road SGPA022 - Land at 74 Leicester Road and 2 Wharf Way</p>	<p>Sapcote: SSAP001 - Land at Hinckley Road SSAP004 - Land at London Leys Farm SSAP007 - Land at Rectory, Bassett Lane SSAP009 - Land west of Sapcote, south of Hinckley Road SSAP010 - Land at London Leys Farm, south of Leicester Road SSAP011 - Land at London Leys Farm, between Leicester Road and Sharnford Road SSAP013 - Land to north of Hinckley Road SSAP014 - Land north of Hinckley Road SSAP015 - Land south of Hinckley Road SSAP016 - Land at Rosevale House and Park, north of Hinckley Road SSAP019 - Land at Park Road SSAP020 - Land at Aston Firs, north and south of Hinckley Road SSAP023 - Land at Strawberry Cottage, Hinckley Road</p>
<p>Aston Flamville: SAST001- Land opposite The Cottage, Lychgate Lane</p>	<p>Thurlaston: STHU001 - Hill View Nurseries STHU002 - Land south of Earl Shilton Road</p>

<p>Stoney Stanton: SSTO002 - Land at Hinckley Road SSTO006 - Land at Robertson Close SSTO008 - Land north of Highfields Farm SSTO009 - Land west of Huncote Road SSTO013 - Land to the south west of Tansey Crescent SSTO015 - Land north of Hinckley Road SSTO016 - Land to the south of Hinckley Road SSTO018 - Land west of Mountsorrel Cottages SSTO019 - Land at junction of Huncote Road and Calor Gas access road SSTO021 - Land south of Abbott Drive SSTO022 - Land at junction of Sapcote Road and Grace Road</p>	<p>Littlethorpe: SLIT003 - 40 Cosby Road SLIT008 - Land south of Tysoes Nursery and west of Cosby Road SLIT009 - Tysoes Nursery, 53 Cosby Road SLIT012 - Land west of Chestnut Close SLIT013 - Land bordering Sycamore Way SLIT014 - Council Depot, Warwick Road SLIT016 - Land south of Beechwood Road SLIT020 - Land south of Warwick Road and east of Cosby Road SLIT021 - Land west of Cosby Road</p>
<p>Whetstone: WHE003 – Warwick Road WHE004 – Land off Station Street WHE005 – Land off Enderby Road WHE006 – The Farm, Station Street WHE009 – South of Enderby Road, to the west of Whetstone WHE015 – Land between Station Street and Enderby Road WHE016 – Land at The Farm, Station Street WHE017 – Land at Whittle Estate, Cambridge Road WHE021 – Land at Elms Farm Bungalow, Springwell Lane SWHE022 - Land south of Whetstone – Phase 1 SWHE023 - Land south of Whetstone SWHE024 - Land east of Cambridge Road SWHE025 - Land off Vicarage Lane</p>	<p>Sharnford: SSHA002 - Land off Holyoak Drive SSHA003 - Land to the west of Sharnford, off Leicester Road SSHA006 - Land at 16 Leicester Road SSHA007 - Land to rear of 2 Holyoak Drive</p> <p>Kilby: SKIL001 - 8 Main Street and land to the rear SKIL002 - Steeple Chase Farm, Main Street SKIL003 - The Limes Farm and outbuilding SKIL005 - Broadway Farmstead, north of Main Street SKIL006 - Land to the south of Chapel Close and Main Street SKIL007 - Land at Halford Farm, Fleckney Road SKIL008 – Land rear 40 Main Street</p>

Taking account of the site selection processes, including SA, the following housing sites have been selected to be taken forward within the Delivery DPD (Proposed Submission Version):

- Land north of Hinckley Road, Kirby Muxloe (part of SKUM015)
- Smaller sites in the Principal Urban Area:
 - Land rear of Gynsills Lane, Glenfield (SGLE019 & SGLE029)
 - Land at Grange Farm, Leicester Forest East (SFLE016)
 - Land at Webb Close, Leicester Forest East (SFLE017)
 - Land at Ratby Lane / Desford Road, Kirby Muxloe (SKMU001)

Site Allocation Policies have been produced for these sites, which have also been subject to SA, see Section 7.1 and Appendix G. The sites identified are those that are considered to be the most suitable, achievable and deliverable within the Plan period. A summary of the reasons for rejecting other site options is set out within the Housing Site Selection Papers available on the BDC website (<http://www.blaby.gov.uk/about-the-council/strategies-plans-policies/environment-and-planning/local-plan/local-plan-delivery-dpd/>).

6.2.3 Employment Sites

As with the housing sites, BDC has undertaken a two-part process to select suitable sites for employment allocations:

- Part 1 – Assessment of all ‘developable’ sites identified in the EDLAA
- Part 2 – Assessment of Reasonable Alternatives.

For Part 1, the employment sites identified by BDC as ‘developable’ were subjected to SA. An Appraisal Table was produced for each settlement containing potential employment sites. These were published within the SA Report accompanying the Delivery DPD Preferred Options Document (September 2016).

As part of the Preferred Options Document, BDC identified two ‘site option locations’ for further consideration, as follows:

- Option EMP1 - Land between Leicester Lane and St Johns, Enderby (includes consideration of EEND010, EEND011 and EEND013)
- Option EMP2 - Land north of Highfields Farm, Stoney Stanton (includes consideration of ESTO002 and ESTO003)

During the consultation on the Preferred Options a number of new sites were suggested. These were assessed through Part 1 and some were considered to be reasonable alternatives. The reasonable alternatives were then assessed through Part 2 alongside Options EMP1 and EMP2. As with the housing sites, additional studies were undertaken to inform Part 2 of the site selection process. A site selection methodology paper and Employment Site Selection Papers provide further information and are available on the Council’s website (<http://www.blaby.gov.uk/about-the-council/strategies-plans-policies/environment-and-planning/local-plan/local-plan-delivery-dpd/>). The SA Tables produced at Preferred Options stage were then updated to reflect the new sites and the new information.

A full list of sites subject to SA is detailed in Table 8 below. The updated Employment Sites Appraisal Tables are provided within Appendix E. Please see Section 5.0 for the methodology used.

Table 8 List of employment sites options subject to SA, by settlement (*indicates sites which were ‘reasonable alternatives’ in the Part 2 assessment process)

<p>Blaby: EBLA002 - Land off Lutterworth Road EBLA003 - Land to the east of Blaby bypass and southwest of Ridley Close EBLA004 - Land to the east of Blaby bypass and south of Grove Road</p>	<p>Braunstone Town: EBRA001 - Land off Centurion Way, Meridian Business Park EBRA002 - Land adjacent to McDonalds, Meridian Business Park</p>
<p>Enderby: EEND009 - Quarry Lane EEND010 - Land between Leicester Lane, B582 Blaby Road and B4114* EEND011 - Land at Leicester Lane EEND013 - Land west of St Johns and south of Leicester Lane* EEND014 - Lakeside Plot, Grove Park</p>	<p>Glenfield: EGLE004 - Land to the west of Mill Lane Industrial Estate, Mill Lane EGLE005 - Land at Oakleys Farm EGLE006 - Land west of A46 and south of Sacheverell Way EGLE007 - Land north of Mill Lane Industrial Estate</p>
<p>Narborough: ENAR001 - Carlton Park ENAR002 - Coventry Road Industrial Estate, Coventry Road ENAR003 - Land at Regent Street Industrial Estate*</p>	<p>Whetstone: EWHE002 - Land at The Farm, Station Street EWHE003 - Land between Station Street and Enderby Road EWHE004 - Land off Station Street</p>

<p>Stoney Stanton: ESTO002 - Land north of Highfields Farm* ESTO003 - Land at junction of Huncote Road and Calor Gas access road ESTO004 - Land at Mill on the Soar for rural enterprise allocation ESTO005 - Land north of Hinckley Road ESTO006 - Land south west of Tansey Crescent ESTO007 - Land north of Hinckley Road* ESTO008 - Land south of Hinckley Road*</p>	<p>Sapcote: ESAP001 - Land at Strawberry Cottage, Hinckley Road* ESAP002 - Land north of Hinckley Road (site 1) ESAP003 - Land north of Hinckley Road (site 2)* ESAP004 - Land north of Hinckley Road (site 3) ESAP005 - Land at London Leys Farm, south of Leicester Road* ESAP006 - Land at London Leys Farm* ESAP007 - Land at London Leys Farm, between Leicester Road and Sharnford Road</p>
<p>Elmsthorpe: EELM001 - Land to the rear of 35 Billington Road West</p>	<p>Glen Parva: EGPA002 - Wharf Way</p>

Taking account of the site selection process, including SA, the following employment site has been selected to be taken forward within the Delivery DPD (Proposed Submission Version):

- Land between Leicester Lane and St Johns, Enderby

It is considered that this will provide the most sustainable option to provide the amount of employment land required in the District up to 2029. A policy has been produced for this site, which has been subject to SA, see Section 7.1 and Appendix G. A summary of the reasons for rejecting other site options is set out within the Employment Site Selection Paper available on the BDC website (<http://www.blaby.gov.uk/about-the-council/strategies-plans-policies/environment-and-planning/local-plan/local-plan-delivery-dpd/>).

6.3 Policies Map and Policy Options

6.3.1 Settlement Boundaries

The Core Strategy points to defining settlement boundaries for all settlements with the exception of the hamlets and very small villages - Aston Flamville, Leicester Forest West, Potters Marston and Wigston Parva. Currently, of these, Aston Flamville and Wigston Parva have settlement boundaries, the other two settlements do not. As Aston Flamville and Wigston Parva will now effectively fall under the 'Countryside' designation, an option considered was removal of the settlement boundaries for these. It was considered that the loss of settlement boundaries involves a change to the existing situation and therefore should be subject to SA. The loss of settlements boundaries for these two settlements was reviewed against each of the SA objectives, however no significant effects were identified.

6.3.2 New Green Wedge Options

The Core Strategy through Policy CS3 sets out the requirements for the Sustainable Urban Extension. It indicates that a new Green Wedge is to be provided adjacent to the existing settlements of Leicester Forest East and Enderby. CS16 indicates that opportunities to create new Green Wedges will be explored particularly in areas around the Sustainable Urban Extension.

A Green Wedge Assessment was undertaken in 2016, using new evidence to assess the existing Green Wedges against the functions of the Green Wedges to identify those that are functioning effectively and those where amendments can be made. Three options for proposed new Green Wedges at the Lubbethorpe Sustainable Urban Extension were also assessed. The three options were then subject to SA, see Appraisal Table in Appendix F.

The SA showed that each of the three options for the Green Wedge would have a number of beneficial effects in terms of health, access to leisure, biodiversity, landscape and various environmental objectives. The SA also identified potentially adverse effects due to potentially restricting development of housing and employment for all three options. The only difference between the options was that Parcel C would have major beneficial effects in terms of the historic environment due to the presence of the Lubbethorpe deserted Medieval Village Scheduled Monument within the parcel, compared to minor effects for the other two options.

6.3.3 Existing Key Employment Sites

The Core Strategy through CS6 seeks to protect key employment sites from non-employment uses unless certain criteria are met. The policy will be supplemented by Policy SA5 of the Delivery DPD on Key Employment Sites and Existing Employment Sites. The boundaries of the key employment sites are identified on the Policies Map.

The Delivery DPD seeks to maintain the current situation in terms of retaining those existing employment areas and recently approved employment development in order to ensure that the District has a range of employment opportunities and to allow for the growth of existing businesses and for inward investment. New evidence has highlighted boundary changes and the loss of a small number of sites.

Given that the policy seeks to maintain the existing situation, it was not considered that there will be any additional significant effects associated with maintaining the status of individual sites. However, where the evidence points to sites no longer being appropriate to protect as key employment sites, it was considered appropriate to undertake a site-based SA of these sites, given that this may result in a change to the current situation. Four existing Key Employment Sites are proposed to no longer be designated as such.

The SA identified a number of potential effects of no longer protecting these sites as key employment sites, the nature of which depended on what would happen to these sites in the future, which is unknown at present. For example, the loss of designation could result in effects upon the character of settlements if this resulted in a change of use / redevelopment. For Croft Quarry Offices, there may also be effects upon biodiversity as the site is adjacent to a SSSI. Potential beneficial effects were identified for Wharf Way in Glen Parva, as the site is contaminated there may be potential for remediation if the site is no longer designated and it may also present opportunities for a more economically viable use. For more details see the Appraisal Table in Appendix F.

6.3.4 Identifying retail centre boundaries

The Core Strategy through CS13 identifies a retail hierarchy. The Delivery DPD also identifies local shopping centres as Neighbourhood Parades. The boundaries of the town centre, district centre, rural centre, local centres and neighbourhood parades are identified on the Policies Map.

The town centre, district centre, rural centre, local centres and neighbourhood parades build on the approach of the adopted Local Plan which identifies these centres and boundaries. New evidence has highlighted boundary changes for a number of centres and parades. A number of neighbourhood parades are proposed to be no longer be identified as such.

Given that the policy seeks to maintain the existing situation, it was not considered appropriate to assess the individual centre boundaries. However, where the evidence points to neighbourhood parades no longer being appropriate to protect as such, it was considered appropriate to subject them to SA as there would be change to the current situation.

The loss of neighbourhood parade status for the identified areas was reviewed against each of the SA objectives, however no significant effects were identified.

6.3.5 Blaby Town Centre – Primary and Secondary Frontages

The Delivery DPD through Policy DM2 sets out the approach to the uses in the primary and secondary frontages for Blaby town centre. The frontages are identified on the Policies Map.

The policy builds on the adopted Local Plan approach to primary and secondary frontages. New evidence has highlighted the need to amend the primary and secondary frontage boundaries based on the existing uses in Blaby town centre. Given that the policy seeks to maintain the existing situation, it was not considered appropriate to undertake SA of the individual centre boundaries.

6.3.6 Identifying the Motorways Retail Area Boundary

The Core Strategy through Policy CS13 identifies a retail hierarchy and the out-of-centre Motorways Retail Area. The boundary of the Motorways Retail Area is identified on the Policies Map. The policy builds on the adopted Local Plan and the boundary identified on the existing Proposals Map. The Council has recently approved a planning application which would effectively extend the size of the Motorways Retail Area. Given that the policy seeks to maintain the existing situation, albeit with a change to reflect the current situation, it was not considered appropriate to undertake SA of the boundary of the Motorways Retail Area.

6.3.7 Identifying the Meridian Leisure boundary

The Core Strategy through Policy CS13 identifies the Meridian Leisure as an area for managed growth. The boundary of the Meridian Leisure will be identified on the Policies Map. There is no policy in the adopted Local Plan nor a boundary identified on the existing Proposals Map. However, there is a long standing existing development in a well defined area. On the opposite side of the road is a Premier Inn and public house that could reasonably be included as part of Meridian Leisure, so an alternative boundary was considered as a reasonable alternative. For this reason the existing site and the alternative boundary were subjected to SA.

The two options for the Meridian Leisure boundary were reviewed against each of the SA objectives, however no significant effects were identified.

6.3.8 Important recreation resources / valuable wildlife habitats

The Core Strategy through Policy CS14 identifies a number of assets of the Green Infrastructure Network including a number of important recreation resources / valuable wildlife habitats. The intention is to identify the boundaries / routes on the Policies Map.

The boundaries and routes will be based on physical features that reflect the current situation. It was not considered appropriate therefore to undertake SA of the boundaries and routes of these.

6.3.9 Identifying Area of Separation Boundaries

The Areas of Separation Assessment 2017 recommends that a new Area of Separation is proposed between Lubbethorpe and Leicester Forest East / Braunstone Town. It also recommends an extended Area of Separation is proposed between Huncote and Narborough. These changes will be illustrated on the Policies Map. In addition, there will be changes to Area of Separation boundaries where planning permission has been approved for built development.

It was considered that, where there are changes to boundaries that do not reflect the current situation, it would be appropriate to undertake SA of such boundary changes. For example, where there is a proposal to extend the Area of Separation or for new Areas of Separation. For this reason, the new Area of Separation between Lubbesthorpe and Leicester Forest East / Braunstone Town and the extended Area of Separation between Huncote and Narborough have been subject to SA.

The SA found that designation of the new Area of Separation and extension of the existing Area of Separation would have some potential beneficial effects upon objectives relating to health, access to leisure, heritage, character and diversity, rural landscape, air quality, land pollution and minimising flood risk. It also identified some potential adverse effects in relation to the socio-economic objectives through restricting development.

For more details see the Appraisal Table in Appendix F.

6.3.10 Policy Options

BDC developed draft policies which formed part of the Delivery DPD Preferred Options Report. These were subject to SA. Where deemed appropriate, SA was also undertaken of any reasonable alternative policy options being considered by BDC. The following draft policies were initially subject to SA and published within the SA Report for the Preferred Options Document (September 2016):

- Site Allocations Policy: Existing Employment Sites (now Policy SA5)
- Updated Core Strategy Policy 15 (Option to replace current policy within the Core Strategy)

Development Management Policies:

- Development within the Settlement Boundaries (now Policy DM1)
- Blaby Town Centre - Primary and Secondary Frontages (now Policy DM 5)
- Neighbourhood Parades (now Policy DM 6)
- Road Related Services for HGVs (now Policy DM 7)
- Local Parking and Highway Design Standards (now Policy DM 8)
- High Load Route (now Policy DM 9)
- Accessible, Adaptable and Wheelchair Homes (three initial options were assessed. A fourth option was developed following a viability report which has now been taken forward as Policy DM 11)
- Designated and Undesignated Heritage Assets (now Policy DM 12)
- Land Contamination and Pollution (now Policy DM 13)
- Hazardous Sites and Installations (now Policy DM 14)
- Minerals Safeguarding Areas (now Policy DM 15)

The above policies were refined following the Preferred Options consultation and further studies, and some new policies have been included. The SA of the refined and new policies is further discussed within Section 7.1.

7.0 Significant Effects of the Plan

7.1 Likely Effects of the Delivery DPD Policies

The policies set out within the Delivery DPD (Proposed Submission Version) are predicted to have a number of significant effects. The likely effects of the Policy Options are detailed within Appendix G. A summary is provided below.

7.1.1 Site Allocations Policies

Policy SA 1 Land North of Hinckley Road, Kirby Muxloe



Figure 1 - Land North of Hinckley Road

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and natural features which may help to mitigate some of these effects.

There may also be adverse effects upon the historic environment, given that the site is located within an area with known heritage potential and within the setting of a listed building. The policy does state that detailed proposals should respect the integrity of important historic assets, including the setting of a listed building at Oaks farmhouse which should help to mitigate the adverse effects to some extent.

Allocation of this site for development may also affect objectives relating to pollution of land and water, through construction related pollution incidents which may occur. An increase in population may also affect water resources and lead to increased energy use, with associated impacts upon climate change. Given the location of the site and the distance from employment, education and key services, many people living within the new development are likely to use the private car, which may have an impact upon air quality, particularly given that the site is located close to the A47. However, the site does have good access to public transport and the policy

includes for a comprehensive package of transport improvements, plus provision of improved bus services and walking and cycling routes which will help to mitigate some of the adverse effects.

The policy includes a requirement for the provision of a new primary school which will help to improve access to primary education. However, access to secondary education is poor, and the increased population resulting from development is likely to put pressure on the already limited capacity of secondary schools within the area. The policy does include for provision of financial contributions towards secondary and special education which may help to mitigate this to some extent.

The initial SA of the site identified that there was potential for an adverse effect upon access to leisure and recreation given the presence of sports pitches on the site. However, as the Policy states that the sport pitches will be retained or replaced within the site, this effect is no longer considered likely.

Policy SA 2 Smaller Housing Sites

Many of the effects of allocation of the smaller housing sites under Policy SA2 are similar to those of Policy SA1. Development of the smaller sites will also contribute significantly towards provision of housing for local people. While smaller, the sites are all large enough to provide affordable housing.

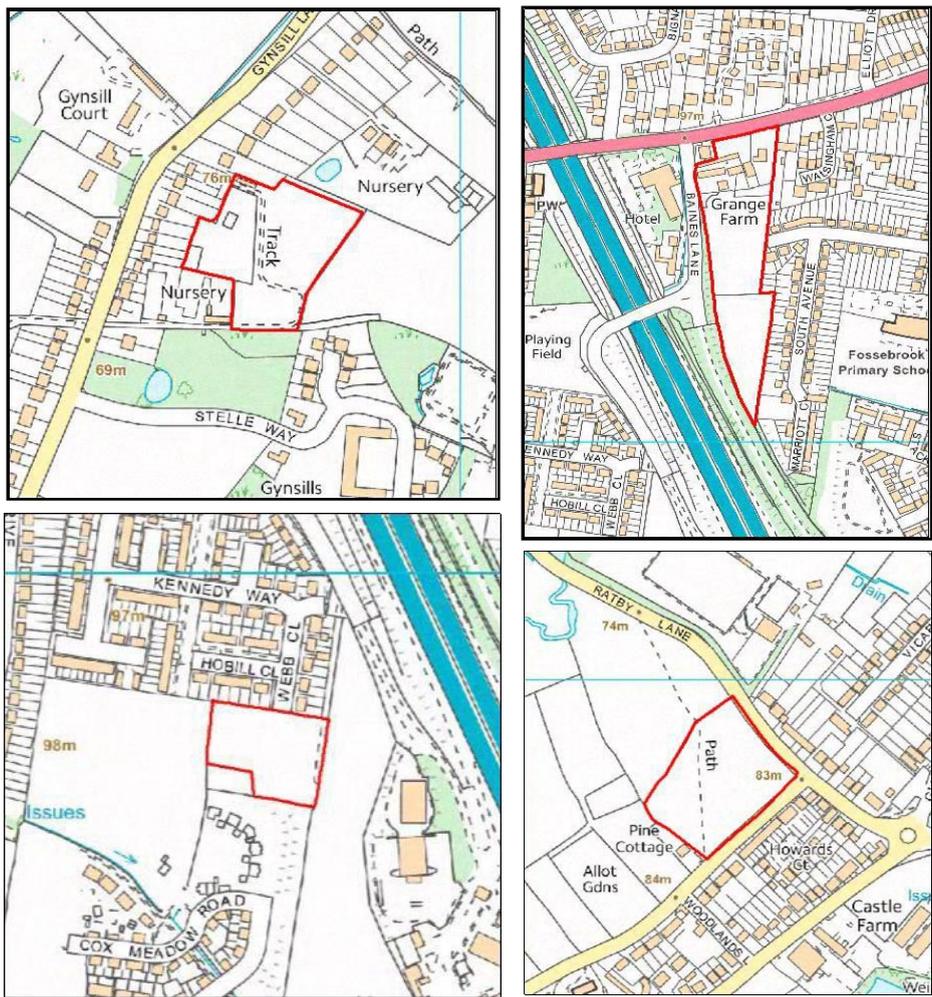


Figure 2 Smaller Housing Sites – Clockwise from top left SA2.a Land Rear of Gynsills Lane, Glenfield, SA 2.b Land at Grange Farm, Leicester Forest East, SA2.d Land at Ratby Lane / Desford Road, Kirby Muxloe and SA2.c Land at Webb Close, Leicester Forest East

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There is potential for adverse effects upon biodiversity, landscape, historic resources, water, air quality and land/soils as a result of development. All sites are greenfield and some also have sensitive environmental characteristics. For example, sites 2b) and 2c) are close to an Air Quality Management Area. Given the size of these sites it is more likely that they will be affected by air pollution from the M1 than be the cause of it.

Heritage potential is high at site 2d), and medium at site 2a), therefore there is potential for adverse effects upon the historic environment. Sites 2b), c) and d) have low ecological value, but potential for protected species, therefore there may be adverse effects associated with biodiversity. Site 2a) has some biodiversity potential and is located within a Green Wedge. The policy does make reference to ecological protection measures which will help to mitigate any adverse effects.

In terms of the social objectives, all sites are a considerable distance from secondary schools. In addition, access to services is limited at site 2a, and at site 2d, current public transport provision is poor. This may affect both people's ability to access services and facilities, and also have effects upon air quality and climate change due to increased potential for car travel.

Policy SA 3 Strategic Employment Site Allocation

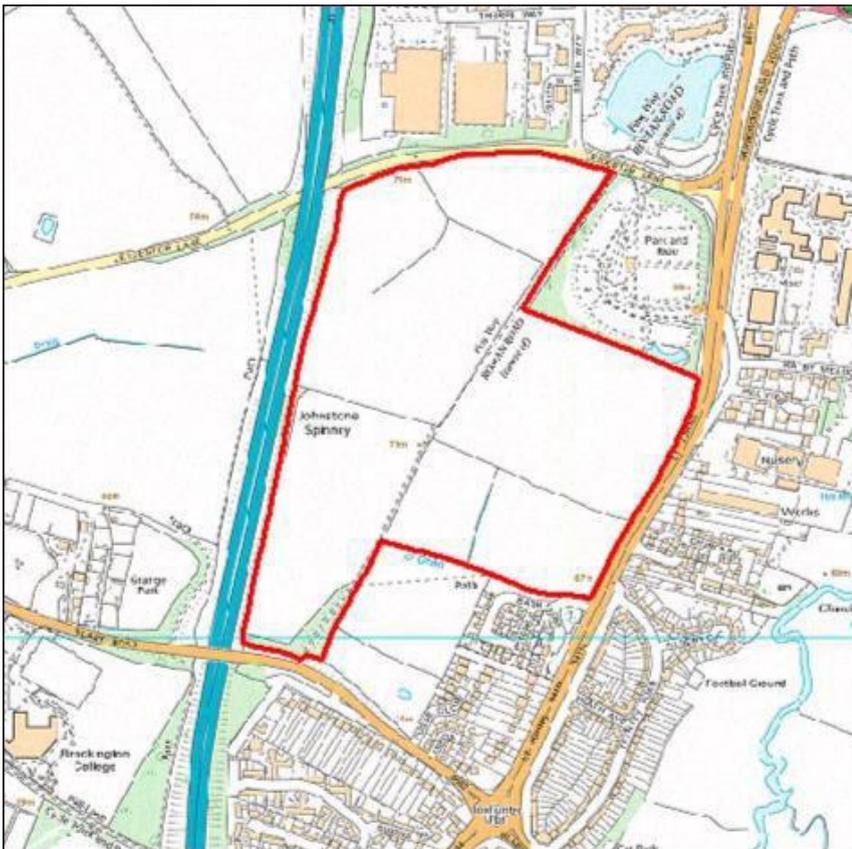


Figure 3 Land between Leicester Lane and St Johns, Enderby

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Allocation of this site for employment development will, if developed, provide long term employment and therefore is likely to have a major beneficial effect upon economic growth and access to employment.

However, as with the housing sites, there are likely to be some adverse effects associated with the development of this site. The site has moderate ecological value, including a species-rich hedge which qualifies as a Local Wildlife Site, and there may be protected species present. Therefore, major adverse effects upon biodiversity are predicted. In addition, development on this site is considered likely to have an adverse effect upon the character and distinctiveness of Enderby and the surrounding rural landscape. The policy includes a requirement for the development to provide a masterplan with a landscape structure to identify mitigation for adverse impacts on the landscape and to retain the hedgerows and tree belts on the site boundaries. This may help to mitigate some of the effects.

The site is greenfield, grade 3 with a moderate likelihood of being best and most versatile land.

There is a Roman Road running through the site and there is potential for an adverse impact upon below ground archaeology. The policy does include a requirement to retain integrity of the Roman Road and to undertake archaeological evaluation prior to development, which may help to mitigate these adverse effects.

Development of the site is likely to increase traffic around the local area and the site is adjacent to an Air Quality Management Area, therefore effects upon air quality are likely to be significant. The policy does include measures to seek to reduce reliance on private car use by encouraging use of a travel plan, linking with cycling routes on the B582 and offering financial contributions for local buses where required. In addition, it includes a requirement for a comprehensive package of transport improvements which may help to improve the flow of traffic in the area and help to minimise air quality impacts.

Policy SA 4 Broad Locations for Accommodating Gypsies and Travellers and Travelling Showpeople

Making provision for Gypsies, Travellers and Travelling Showpeople will help to meet the housing needs of these groups of people. The policy prioritises sites for Gypsies, Travellers and Travelling Showpeople within settlement boundaries, which should help to encourage good access to services. However, as specific sites are not known, many of the likely effects are unknown, but potential adverse effects could affect biodiversity, character of settlements and the rural landscape, water, land, flooding etc.

Policy SA 5 Key and Other Existing Employment Sites

This policy focuses on the protection of key employment sites, and the potential for allowing non-employment development at other existing employment sites.

The SA identified a number of potential indirect beneficial effects of this policy, including major effects upon economic growth and access to employment, through helping to ensure sites are available for new employers and those wishing to expand. Enabling development of other existing employment sites for non-employment development may encourage the use of previously developed land. In addition, as the policy supports proposals for non-employment development where it would result in demonstrable environmental benefits, there is potential for beneficial effects upon the various environmental objectives.

7.1.2 Development Management Policies

Policy DM 1 Development within Settlement Boundaries

This policy aims to support development within settlement boundaries which should help to encourage new developments in locations with good access to services, facilities, employment and public transport, which will have a number of indirect beneficial effects upon the associated SA objectives. The policy may also have unknown effects upon other objectives, such as air and water quality, biodiversity, the historic environment and the character of settlements and rural landscape. The nature of these effects depends upon the exact locations and design of development.

Policy DM2 Development in the Countryside

This policy sets out the criteria for development within the countryside. It is considered that through setting these criteria, there is potential for a number of indirect beneficial effects upon various SA objectives. For example, ensuring that any development proposals within the Countryside are in keeping with character and appearance of the existing landscape, development form and buildings will potentially help to minimise any adverse effects upon the historic environment, and the character and diversity of rural settlements and the rural landscape.

Policy DM3 Employment Development on Unallocated Sites

Supporting employment development on unallocated sites on the edge of settlements should help to ensure that all businesses (including SMEs) are able to find suitable locations, which will help to ensure employment and innovation opportunities are not stifled. However, this policy may have effects on several objectives, the nature of which depend upon the location and design of any potential employment development.

Policy DM4 Connection to Digital Infrastructure

This policy will help to ensure that all new properties are served by a fast affordable and reliable broadband connection which has potential to have a number of beneficial effects, including empowerment of local communities, enabling home working which may help to reduce car use, enabling businesses to improve their effectiveness and improved access to education and other services.

Policy DM 5 Blaby Town Centre – Primary and Secondary Frontages

This policy aims to maintain a high proportion of retail uses in the Primary Frontage and requires other uses to demonstrate a positive impact on the vitality and viability of Blaby town centre. This will potentially have indirect beneficial effects through helping to maintain the character and distinctiveness of the town centre and helping to ensure its economic viability.

Policy DM 6 – Neighbourhood Parades

This policy focuses on maintaining and enhancing Neighbourhood Parades, which will potentially have a number of indirect beneficial effects, including ensuring economic viability, protecting the character of these areas, ensuring access to services for local people and encouraging walking and cycling.

Policy DM 7 – Road Related Facilities for HGVs

This policy requires that where development for storage and distribution uses takes place, facilities are provided for HGV drivers. It is not considered that this policy will have significant effects except potentially in terms of supporting the haulage industry which may have indirect minor beneficial effects upon the objective relating to economic growth and employment.

Policy DM 8 – Local Parking & Highway Design Standards

This policy focuses on ensuring that parking and highway design for new developments is provided in accordance with the 6 C's Design Guide (which covers the cities and counties of Derby, Derbyshire, Leicester, Leicestershire, Nottingham and Nottinghamshire). This has potential for a number of minor beneficial effects upon several of the SA objectives, including protecting and enhancing the character of settlements, improving accessibility to various services and minimising crime.

Policy DM 9 – High Load Route

This policy aims to ensure development does not impede the passage of high loads along the A47 High Load Route. It is not considered that this policy will have significant effects except potentially in terms of supporting the haulage industry which may have indirect minor beneficial effects upon the objective relating to economic growth and employment.

Policy DM 10 – Self & Custom Build Housing

This policy sets out support for self and custom build housing, including a requirement for large housing developments to allocate 5% of plots to this type of housing. It is not considered that this policy will have significant effects except potentially minor beneficial effects in terms of provision of housing to meet needs and sustainable design / construction.

Policy DM 11 – Accessible and Adaptable Homes

This policy requires housing developments over a certain size to provide a proportion of homes which meet the Building Regulations enhanced standards for accessible and adaptable homes. This has potential for indirect minor beneficial effects upon provision of housing to meet needs and reducing health inequalities.

Policy DM 12 – Designated and Non-Designated Heritage Assets

This policy will help to mitigate against some of the potential adverse effects relating to the historic environment through ensuring developers take heritage assets into consideration. It may also provide opportunities to enhance the historic environment and people's access to this.

Policy DM 13 – Land Contamination and Pollution

This policy will help to mitigate against potential adverse effects relating to several of the environmental objectives, including those relating to biodiversity, air quality, the water environment, and soils and minerals. It may also help to protect the health of people within the District, given that pollution often impacts adversely upon people's health.

Policy DM 14 – Hazardous Sites and Installations

This policy seeks to ensure housing and other land uses that may be incompatible are kept separate from major hazards and hazardous uses, which should help to protect health within the district.

Policy DM 15 – Mineral Safeguarding Areas

This policy may help to manage mineral resources within the District and therefore potentially have a beneficial effect upon the SA objective relating to mineral resources.

Policy DM 16 – Advertisements & Signs

This policy sets out requirements for advertisements and signs, including ensuring that they are sensitive to the character of the area and do not cause hazards or distractions. Therefore, it is anticipated that this policy will have indirect minor beneficial effects upon objectives relating to health, character of settlements, the historic environment and character of rural landscape.

7.1.3 Updated Open Space Policy

The Delivery DPD (Proposed Submission Version) includes a proposed update to the Core Strategy Policy CS15, which sets out standards for provision of open space, sport and recreation. This follows an updated assessment of open space, sport and recreation facilities within the District (Open Space Audit, 2015).

The updated policy is likely to have a number of beneficial effects upon social objectives relating to health, leisure etc. through reducing the deficiencies in recreation facilities. The policy may assist in the protection and creation of green infrastructure. However, it may also lead to development of new recreation and leisure facilities, which depending upon their nature could have adverse environmental effects.

7.2 Likely Effects of the Delivery DPD Policies Map

The Delivery DPD Policies Map shows the detailed boundaries of site allocations and designated sites. Many of the boundaries have not changed from the Proposals Map within the Blaby Local Plan or have changed only to reflect the current situation such as implemented planning permissions. However, there have been some changes which have been subject to SA. Section 6.3 of this report discussed the SA of the options for the Policies Map and further details are provided within the Appraisal Tables in Appendix F. Only some of the potential changes were determined to have significant effects on SA objectives.

From the options identified in Section 6.3 with potential significant effects, the following changes are proposed to be implemented:

- New Green Wedge proposed at Parcel C, Lubbesthorpe (see Section 6.3.2)
- Loss of the four identified key employment sites (see Section 6.3.3)
- New Area of Separation proposed to the north and east of Lubbesthorpe Sustainable Urban Extension and extension of the existing Area of Separation between Narborough and Huncote

For full details of the potential effects of these changes, please refer to Appendix F.

7.3 Cumulative Effects

7.3.1 Cumulative Effects of the Delivery DPD

Cumulative effects can be defined as the 'net result of impact from a number of projects and activities'.

Cumulative effects include:

- combined effects of all policies within a plan on the various SA objectives.
- combined effects of a plan with effects of other plans.

Appendix H summarises the cumulative effects of the Delivery DPD policies on the SA objectives. This shows that most of the significant effects are predicted to arise from the Site Allocations policies. Most of the significant effects identified for the policies are predicted to be beneficial, which reflects the situation that most of the policies are designed to reduce the adverse effects of development.

The Delivery DPD may also, together with other plans, have wider cumulative effects. The Lubbesthorpe Sustainable Urban Extension (SUE) and Strategic Employment Site (SES) were allocated within the Blaby Core Strategy and is the most significant major current development within Blaby District. There is potential for the housing / employment development as allocated within the Delivery DPD, together with that within the Lubbesthorpe SUE and SES to have cumulative effects upon certain SA objectives. For example, a significant increase in size of the population may affect the capacity of local schools and have effects under SA Objective 17 (Access to Education).

Table 9 overleaf summarises the likely significant cumulative effects of the Delivery DPD by objective. Where cumulative effects have been identified with the Lubbesthorpe SUE / SES, this is indicated by a *.

Table 9 Significant Effects by Objective

SA Objective	Details of Cumulative Effects
<p>1. To ensure the provision of decent and affordable housing that meets local needs and links into the provision of services.</p>	<p>Allocation of the proposed housing sites (Policies SA 1 and 2) will have major beneficial effects upon this objective, as they will help to ensure the provision of new housing within the district. Given the size of the sites, there is potential for the provision of affordable and different types of housing to meet local needs. Policy DM11 will further help to ensure housing needs are met by requiring developers to provide some housing which is accessible and adaptable. Policy DM1 will support development within settlement boundaries which will further help to ensure housing provision links into provision of services.</p>
<p>2. To improve health and reduce health inequalities by promoting healthy lifestyles, protecting health and providing access to health services.*</p>	<p>Allocation of the proposed housing sites (Policies SA 1 and 2) is likely to result in a significant increase in population, which could put pressure on existing healthcare services. This is likely to have a further cumulative effect together with the Lubbesthorpe SUE.</p> <p>Policy DM11 will help to address health inequalities by requiring developers to provide some housing which is accessible and adaptable. Policies DM1 and DM8 will further help to ensure accessibility of health services.</p> <p>In addition, Policies DM1, DM2, DM13 and DM14 will help to minimise potential adverse effects of development upon health. Access to open space, leisure and recreation facilities (as detailed in Objective 3 below) will also contribute towards healthy lifestyles.</p>
<p>3. To provide better opportunities for people to access and understand local heritage and participate in cultural and recreational activities.</p>	<p>Future residents of the proposed housing sites (Policies SA 1 and 2) will have good access to open space, which will have a beneficial effect upon this objective. Policy SA 1 includes a requirement to retain the existing sports pitches or replace elsewhere within the site, and to provide play and open space opportunities for residents. Policy DM1 will further help to ensure accessibility of housing to recreational activities. The updated Policy CS15 will help to ensure deficiencies in recreational facilities are addressed, and thus improve access to these for residents within the district.</p>
<p>4. To improve community safety, reduce anti-social behaviour and the fear of crime.*</p>	<p>Housing and employment development resulting from the allocation of sites under Policies SA 1, 2 and 3 and support of development as per Policy DM1 could have an impact upon community safety, crime and the fear of crime. This could be beneficial or adverse, depending upon the design and the implementation of developments. There is potential for cumulative effects together with the Lubbesthorpe SUE.</p>

SA Objective	Details of Cumulative Effects
5.To promote and support the empowerment of local communities in creating and implementing solutions that meet their needs focusing particularly on young, elderly and deprived people.	Allocation of housing and employment sites, and support of development as per Policy DM1 presents opportunities to consult and involve local people in the development process to ensure that their needs are met. The effects upon this objective could be adverse or beneficial depending upon whether these opportunities are taken.
6. To protect and enhance the natural environment (including species, habitats and green infrastructure) whilst contributing to the achievement of BAP targets.	<p>Sites SA 1, SA2a and SA3 have areas of ecological value, and therefore development of these (or part there of) potentially could have a significant adverse effect upon habitats and species. Mitigation will be required to ensure that these effects are minimised, and the policies themselves include requirements for some mitigation measures.</p> <p>Development in other areas, including development supported by Policy DM1 may also have adverse effects upon biodiversity, but there are also opportunities to enhance biodiversity and green infrastructure, depending upon the design of the developments. Sites SA2a, SA2d and SA3 are located within Green Wedges, therefore development could adversely affect the Green Infrastructure network, but also there may be particular opportunities here to enhance biodiversity within the network. Policy DM13 requires new developments proposals to demonstrate mitigation of adverse environmental impacts for example water, air and soils which may indirectly help to protect biodiversity. Designation of new, and extension of existing, Green Wedges and Area of Separations may also have indirect beneficial effects through protecting green infrastructure.</p>
7. To conserve and enhance the character, diversity and local distinctiveness of towns and villages in Blaby District.*	<p>Housing and employment development resulting from the allocation of sites under Policies SA 1, 2 and 3 will potentially have a major adverse effect upon the character and distinctiveness of Kirby Muxloe, Leicester Forest East and (to a lesser extent, Enderby). This is likely to have a further cumulative effect together with the Lubbesthorpe SUE / SES. Mitigation will be required to ensure that these effects are minimised, and the policies themselves include requirements for some mitigation measures.</p> <p>Policies DM2, DM5, DM6, DM8, DM12 and DM16 have the potential for beneficial effects upon this objective.</p>
8. To conserve and enhance the historic environment, heritage assets and their settings.	<p>Housing development resulting from Policy SA1 may have a major significant adverse effect upon historic resources in and around the site, given its location in relation to a listed building and the potential for archaeological remains. There is also potential for significant adverse effects upon the historic environment as a result of development at Sites SA2a, SA2b, SA2d and SA3.</p> <p>Mitigation will be required to ensure that any adverse effects are minimised, and Policy DM12 reinforces this, as it requires developers to demonstrate consideration of both designated and undesignated heritage assets.</p>
9. To conserve and enhance the character, diversity and local distinctiveness of the rural landscape in the District.*	Housing development resulting from Policy SA1 is likely to have a major adverse effect upon the rural landscape surrounding Kirby Muxloe, particularly given its size and location. The site is within the Thurlaston Rolling Farmland Landscape Character Area which has sparse vegetation and therefore development is likely to be highly visible. In addition, Site SA2d has potential for adverse effects on the rural landscape to the east of Kirby Muxloe. Development associated with Policies SA2a and SA3 are also likely to have adverse effects on the rural landscape around Glenfield and Enderby.

SA Objective	Details of Cumulative Effects
	Together with the Lubbesthorpe SUE / SES, the plan has potential for cumulative effects upon the rural landscape surrounding Kirby Muxloe and Leicester Forest East.
10. To manage prudently water resources and to improve water quality.*	Housing and employment development resulting from Policies SA1, 2 and 3 have potential for adverse effects upon water resources, including an increase in demand for water, and as a result of the construction of development, given their proximity to waterbodies. There is potential for cumulative effects on water resources together with the Lubbesthorpe SUE / SES. Policy DM13 may help to protect water quality within the District.
11. To improve air quality particularly through reducing transport related pollutants.*	<p>Development resulting from Policies SA1 and SA 3 are likely to have adverse effects upon air quality as they are likely to result in a significant increase in road traffic in the area around Kirby Muxloe and Enderby. Given the location of these sites in relation to major roads including the M1, there may also be air quality effects upon future occupiers of these sites. In particular, Site SA3 is located adjacent to an Air Quality Management Area. Mitigation will be required to ensure that these effects are minimised, and the policies themselves include requirements for some mitigation measures. There may also be short term effects upon air quality as a result of the construction process. Policy DM13 may help to protect air quality within the District.</p> <p>There is potential for cumulative effects on air quality (particularly the Air Quality Management Area) together with the Lubbesthorpe SUE / SES.</p>
12. To manage prudently mineral and soil resources and avoid / reduce pollution of land.	All allocated sites for development comprise greenfield land, therefore are likely to have adverse effects through the pollution of undeveloped land. Policy DM13 may help to protect soils and minimise land pollution within the District.
13. To minimise energy and water use and develop renewable energy resources.	Allocation of housing and employment sites, and support of development as per Policy DM1 may result in an increase in energy and water use. There will be opportunities to improve energy and water efficiency and the use of renewable energy which will depend upon the detailed design of the developments.
14. To reduce greenhouse gas emissions to mitigate the rate of climate change.	Allocation of housing and employment sites, and support of development as per Policy DM1 may result in an increase in greenhouse gas emissions, both from increased traffic and energy use associated with developments. There will be opportunities for minimising carbon emissions through improved energy efficiency and the use of renewable energy which will depend upon the detailed design of the developments.
15. To avoid development in the floodplain and reduce the impacts of climate change.	Allocation of sites SA1, SA2a, SA2b and SA3 are considered likely to have adverse effects upon this objective as they have some flood risk issues. The other sites are greenfield and therefore effects are uncertain. The updated CS15 Policy may help to protect areas of floodplain which are designated as open space, but in addition it could lead to development of recreational facilities which could increase surface water run-off and flooding, depending upon their location.
16. To involve people, through changes to lifestyle and at work, in preventing and minimising adverse local, regional and global environmental impacts.	Allocation of sites which have good access to services (Sites SA2b and 2c) and public transport (Site SA3) present opportunities for people to reduce their car use. While Site SA1 is more limited in terms of access to services, it does include a requirement to provide a primary school and improved public transport which may also present these opportunities. Housing development also presents opportunities for people to reduce their impacts through

SA Objective	Details of Cumulative Effects
	sustainable design, for example provision of smart meters, low and zero carbon energy sources and energy and water efficient fittings.
17. To improve access to education and training for children, young people and adult learners.*	Policy SA 1 includes for provision of a primary school, which would have a beneficial effect on this objective. However, there is limited access to secondary schools, and development of the site may, together the other housing sites and the Lubbesthorpe SUE, impact upon the capacity of secondary schools within Kirby Muxloe and Leicester Forest East. Policy DM1 will support development within settlement boundaries which will further help to ensure housing provision is in areas with good access to educational opportunities.
18. To develop a strong culture of enterprise and innovation whilst providing access to appropriate employment opportunities for the local people.*	<p>Allocation of an employment site through Policy SA3 will increase employment opportunities and provide opportunities for enterprise and innovation, and therefore have a major beneficial effect upon this objective. Housing site SA2 is close to local employment and therefore allocation would have an indirect beneficial effect. The other housing sites have less accessibility to employment sites and therefore would have indirect adverse effects. An increase in population associated with the housing sites, and together with the Lubbesthorpe SUE may put pressure on existing jobs.</p> <p>Policy SA 3 is likely to have an indirect major beneficial effect upon this objective. Policy DM1 will support development within settlement boundaries which will further help to ensure housing provision is in areas with good access to employment sites. Policies SA5, DM3, DM4, DM5, DM6, DM7 and DM9 will all help to protect and/or enhance employment opportunities within the District.</p>
19. To optimise the use of previously developed land, buildings and existing infrastructure.	None of the allocated sites comprise previously developed land and most have limited opportunities to make use of existing buildings and infrastructure, therefore adverse effects are predicted for this objective. Policy SA5 may encourage the use of previously developed employment land, while Policy DM1 will support development within settlement boundaries, which may encourage use of existing buildings and infrastructure, as well as previously developed land in these locations.
20. To promote and ensure high standards of sustainable design and construction.	Allocation of housing and employment sites and encouraging development within settlement boundaries as per Policy DM1 may present opportunities for sustainable design and construction.
21. To minimise waste and to increase the re-use and recycling of waste materials.*	Development of housing and employment sites may result in significant amounts of construction and demolition waste being produced, given the potential scale of these developments. There will be opportunities for re-use and recycling of both construction and operational waste arising from these developments.
22. To improve access to services, particularly for those without a car and for disabled, elderly and deprived people. *	Housing sites SA2b, 2c and 2d have good access to local services. Access to services for the other housing sites is mixed. Large scale housing development, together with that associated with the Lubbesthorpe SUE may put pressure on existing services. Encouraging development within settlement boundaries as per Policy DM1 will further help to ensure housing and employment sites have good access to services. Protection of retail uses within Blaby town (Policy DM5) and Neighbourhood Parades (Policy DM6) will further help to ensure access is maintained for those within the District who rely upon such local services. Access to services is also affected by access to public transport, see objective 23 below.

SA Objective	Details of Cumulative Effects
23. To encourage and develop the use of public transport, cycling and walking.	<p>Sites SA1, SA2a, SA2b, SA2c and SA3 have good access to public transport. Site SA2d has relatively poor access to public transport, but does have good access to some local services, which may encourage walking and cycling.</p> <p>Cycling and pedestrian access to sites SA1 is currently considered poor as access is from a 60mph road with no pavement. However, the policy does include for new walking and cycling routes which should improve this.</p> <p>Encouraging development within settlement boundaries as per Policy DM1 will further help to ensure housing and employment sites have good access to public transport, walking and cycling opportunities.</p>

7.4 Recommendations

Throughout the SA process, measures have been identified in order to mitigate adverse effects and to maximise beneficial effects associated with the policies.

Recommended measures can be incorporated at different stages:

- During preparation of the Delivery DPD in order to design out or reduce adverse impacts, and to maximise beneficial impacts.
- During design and construction of developments in order to minimise adverse impacts / maximise beneficial impacts arising during the construction process.
- Following development in order to minimise impacts / maximise beneficial impacts arising during the post implementation phase.

The following hierarchy is used when determining mitigation measures for adverse impacts:

- Prevent impacts as far as possible through design or using preventative measures.
- Reduce impacts as far as possible by using preventative measures to minimise effects.
- Offset impacts to compensate for unavoidable effects that cannot be further reduced.

Detailed recommendations were developed where applicable for the effects identified within the Appraisal Tables (see Appendices, F and G). These are suggested recommendations only and Blaby District Council will determine their implementation. Many of the measures recommended within the Appraisal Tables have been addressed either wholly or in part through other policies within the Local Plan (Core Strategy or Delivery DPD).

Therefore, in order for the predicted adverse effects to be minimised and beneficial effects to be maximised (therefore maximising the sustainability of the plan) all of the policies must be enforced for all development proposals. It is also important to note that mitigation measures themselves have environmental effects which should be considered in planning their implementation.

8.0 Implementation and Monitoring

8.1 Next Steps

The next steps of the SA and associated steps of the Delivery DPD development are detailed in Table 10 below.

Table 10 Next Steps in the SA of the Blaby Delivery DPD

SA Stage	Description	Links to Blaby Delivery DPD development
Stage D: Consulting on the Delivery DPD and the SA Report	<ul style="list-style-type: none"> Publication of the SA Report (Delivery DPD Proposed Submission Version). 	Undertaken at the same time as publication of the Delivery DPD Proposed Submission Version (Regulations 19 and 20).
	<ul style="list-style-type: none"> Appraising any significant changes to the Delivery DPD as a result of examination, and revision of the SA Report where necessary. 	Undertaken after examination on the DPD.
	<ul style="list-style-type: none"> Publication of the SA Summary Statement when the Delivery DPD is adopted. 	Undertaken as the DPD is adopted
Stage E Monitoring Implementation of the DPD	<ul style="list-style-type: none"> Monitoring significant effects of the Delivery DPD once adopted. Responding to any adverse effects arising from the Delivery DPD following adoption. 	Undertaken after the DPD has been adopted.

8.2 Proposals for Monitoring

Once adopted, implementation of the Delivery DPD must be monitored to ensure that unforeseen adverse effects are identified and acted upon. Monitoring should:

- Take an objective and target led approach.
- Determine whether the SA process has accurately predicted effects.
- Determine whether the DPD is contributing to achievement of the SA objectives.
- Determine whether mitigation measures are performing as desired.
- Identify adverse effects and determine whether remedial action is required.

Monitoring will also provide useful information to improve plans in the future. A list of suggested SA targets and indicators was developed for monitoring the Blaby Core Strategy. This has been reviewed and updated to reflect the nature of the Delivery DPD, and is presented in Appendix I.

The suggested targets and indicators are designed to be used as guidance only; BDC will determine their implementation and it may be necessary to build upon / refine them.

It is not necessary to monitor everything, or conduct monitoring indefinitely. It should be noted that although monitoring features of the baseline may indicate the effects of the DPD, those features are also likely to be open to effects beyond its influence. As such, indicators should be clearly linked to the SA process and in addition should enable the setting of targets that are within the scope of that which the Local Plan can achieve. This may involve focussing upon the significant effects predicted during the SA process, as detailed in Appendix G.